

Ferrari Modulo
EXCLUSIVE Brave rebuild of
the greatest ever concept car



*Steve Coogan and his
E-type join Our Cars*



CLASSIC **Cars**

agony at **50**

Giant test of cool coupés, from GT XL to 2.8i Special

PLUS *Jochen Mass on racing Capris*



**ESPRIT S2
& ANDRETTI**
ROAD TEST AND
INTERVIEW

**MASERATI
GHIBLI II**
Buying made
safe(ish)

*Bentley designer
meets **Porsche 928***

*A **Golf GTI Mk1's**
seven lives revealed*

ISSUE 546

JANUARY 2019 NOV 21 - DEC 27 £4.80



9 770143 726228



MILLE MIGLIA CLASSIC CHRONOGRAPH

Chopard is the historical partner and official timekeeper of the fabled Mille Miglia, the world's most beautiful car race. Proudly created and assembled in our Manufacture, this unique 42 mm-diameter chronograph showcases the full range of watchmaking skills cultivated within the Maison Chopard.

Chopard

THE ARTISAN OF EMOTIONS - SINCE 1860

Welcome

January 2019 Issue 546

Our celebration of the giant-killing Ford Capri has Phil reliving the highs and lows of the cool coupé's life journey



You had to develop a pretty thick skin to be a Capri owner in the Eighties and Nineties, or have a good sense of humour. Fortunately, I've always been able to laugh, even when the Capri joke was on me, which it often was during that low point in the car's image. Then, the fashionable performance bargains of the day were pert hatchbacks sporting GTI or GT/E badges. The Capri had slipped from urbane challenger of exotic names to urban bad boy, a rolling canvas for the worst excesses of the car modifier's craft.

What a difference a couple of decades makes - the closer the Capri has crept to its 50th birthday, the better it has recaptured that original cool and the respect for what it achieved. Hell, you can even see them

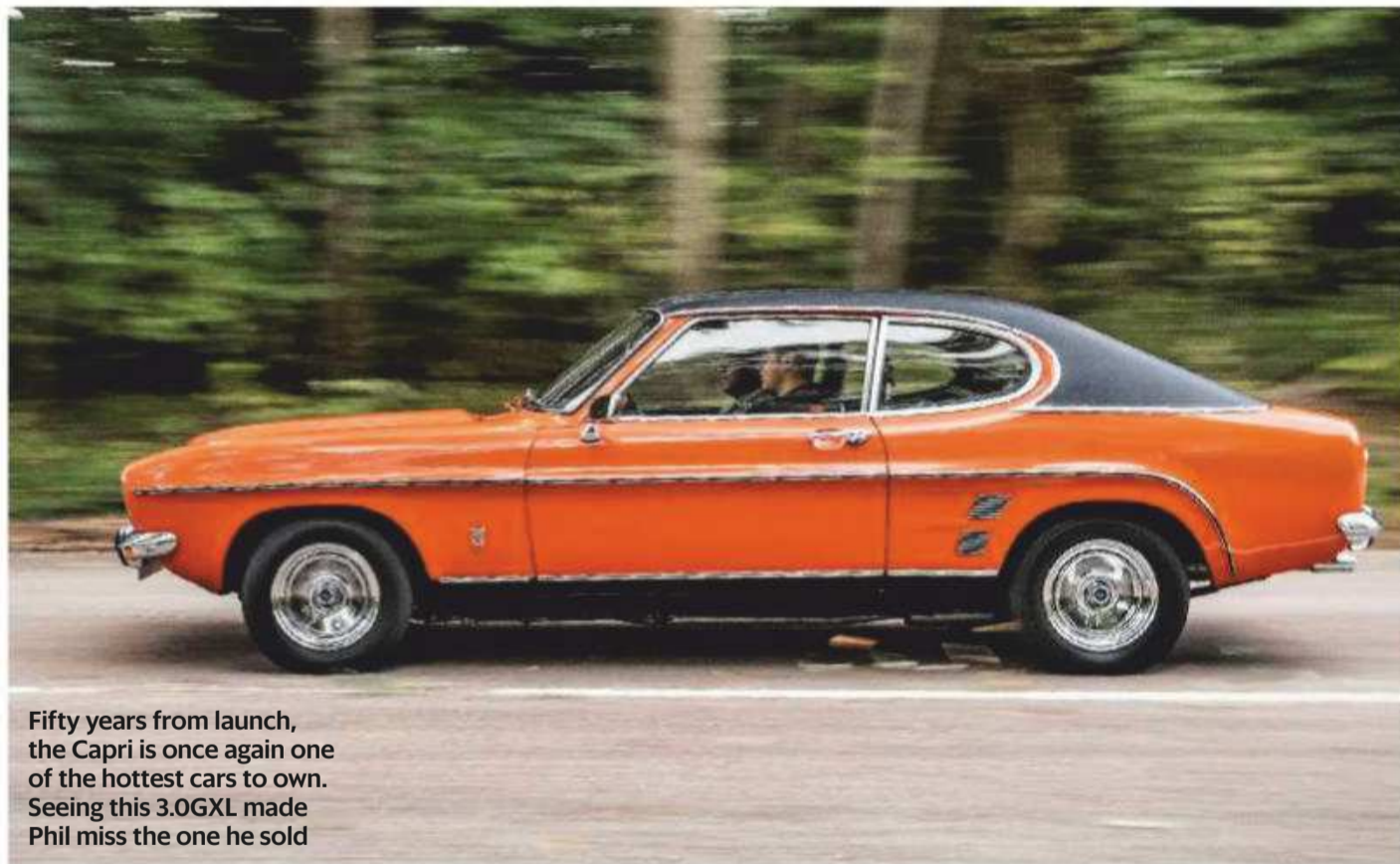
racing at Goodwood now. When I bought mine, Capris were as likely to crop up in the banger section of the classifieds - or scrapyards - as in a classic car magazine, making them helpfully cheap as I transitioned from student grant to first job. But I was almost oblivious to the Capri's lowly status. Instead, my head was filled with images of Jochen Mass three-wheeling an RS2600 to European Touring Car Championship victory, a rally-jacketed Jackie Stewart perched nonchalantly on the wing of an RS3100 and Lewis Collins chasing assorted sideburn-farming international villains across various airfields in *The Professionals*.

As Ford intended with its pick 'n' mix choice of engines and specification levels across three generations of car, the Capri could be all things to all men, and women,

though the macho advertising seemed strongly aimed at the former. Our big test of six models, from the cheerfully humble 1.3L to the remarkably honed 2.8 Injection Special gives a taste of the Capri in all of its significant flavours, and Jochen Mass reveals what it was really like to do battle in the BMW-baiting race cars. Reading that was enough to rekindle my desire to own one again, but sadly they're no longer the bargains that I used to have fun with.

Enjoy the issue.

Phil Bell, editor



Fifty years from launch, the Capri is once again one of the hottest cars to own. Seeing this 3.0GXL made Phil miss the one he sold

Cars in this issue

- 132 Aston Martin AM Vantage
- 136 Austin Seven Mini
- 135 Citroën DS19 Pallas
- 80 Daimler 'Dart' SP250
- 64 Ferrari 512S Modulo
- 46 Ford Capri 1.3L
- 46 Ford Capri 2.0GT XL
- 46 Ford Capri 2.0S
- 46 Ford Capri 2.8 Injection Special
- 46 Ford Capri 3.0 Ghia
- 46 Ford Capri 3.0GXL
- 124 Jaguar E-type S1 open two-seater
- 88 Lotus Esprit S2 Championship
- 114 Maserati Ghibli II
- 131 Mercedes 280SL
- 126 Peugeot 405SRi
- 6 Porsche 928GTS
- 74 Trident Clipper
- 108 VW Golf GTi Mk1

**SUBSCRIBE TO
CLASSIC CARS
JUST £9 EVERY 3 MONTHS!**

Classic Cars
PAGE 36 OR ONLINE

You can now subscribe quickly and easily online at your own convenience, 24 hours a day, 365 days a year on greatmagazines.co.uk. It's the best way to have the excitement of the classic car world delivered straight to your door every month.



'Looking back, my only regret is that we don't have cars like the Capri today'
– Jochen Mass

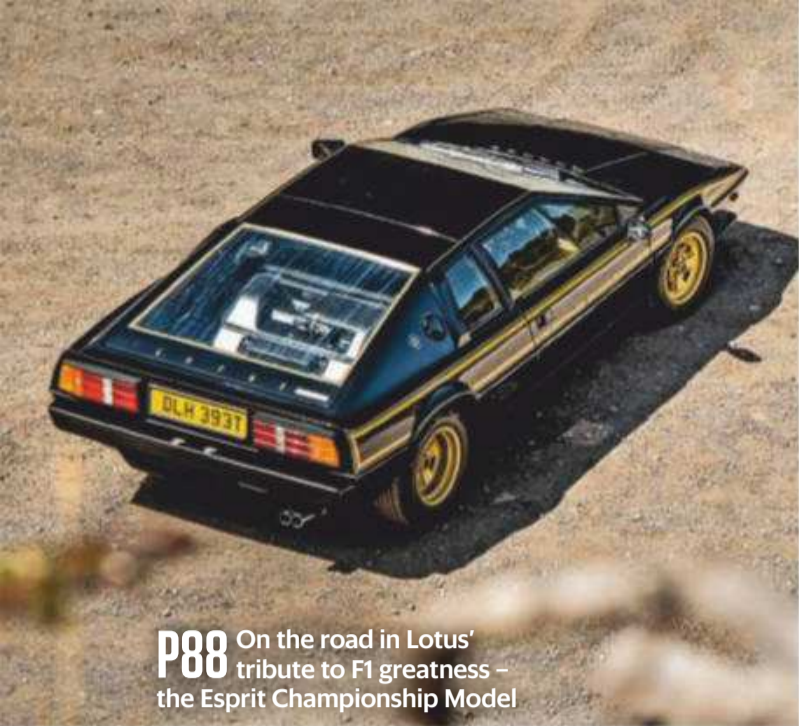
P46 Big test of the key models as the Capri hits 50



P54 How the Seventies' greatest concept-car finally hit the road



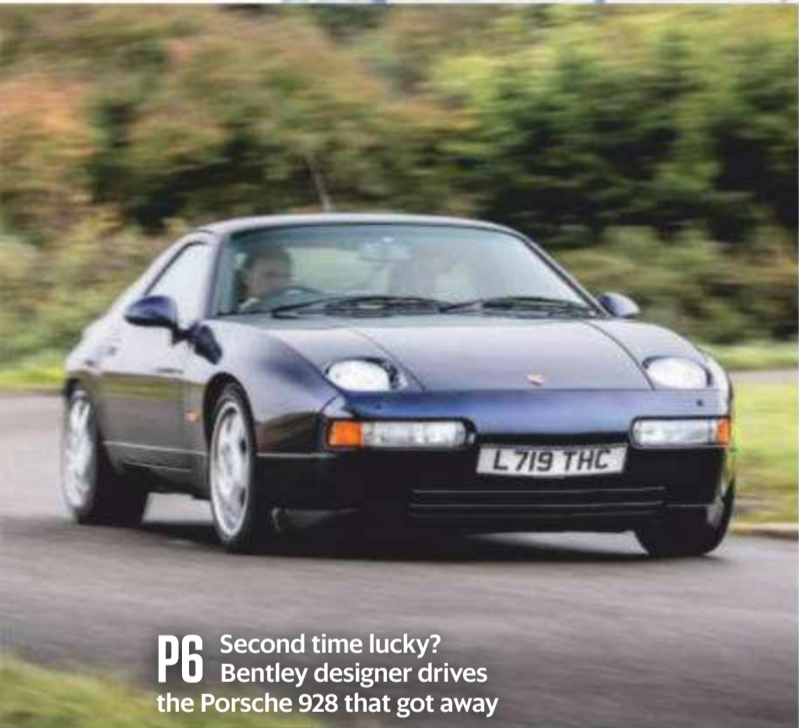
P80 Daimler SP250 put to the test in Wales – by the man who developed it there in 1958



P88 On the road in Lotus' tribute to F1 greatness – the Esprit Championship Model

'It's hard to think of anything that's stronger value'

Quentin Willson
p41



P6 Second time lucky? Bentley designer drives the Porsche 928 that got away



P102 The humble and exotic, at home together in David Newton's collection

Contents

January 2019 Issue 546

The month in cars

- 24 **Motorclassica** Australia's premier concours brings **Maserati** to the fore
- 26 **Chambrille Classic Hillclimb** Classic **Alpines** surprise moderns in frenetic competition
- 29 **Farnham GP** **Mike Hawthorn** honoured in hometown by **Riley**, among many others
- 30 **Regent Street Motor Show** Fresh Veterans including **Cadillac** prepare for Brighton Run
- 33 **Barn Finds** Rare early streamlined **Tatra** emerges from a Somerset barn
- 38 **Letters** Your tips for investment greatness, in praise of modified classics, and the Leonida **Jaguar's** owner reveals yet more of its secrets
- 41 **Quentin Willson** reveals the classic **Mercedes** cabriolet that could be yours for £2k
- 43 **Gordon Murray** finally buys the **Lotus** that first inspired his engineering career
- 45 **John Fitzpatrick** on the **Porsche** he regrets selling, and being showered with debris
- 210 **Why I Love...** **David Richards** on the appeal of Mulsanne in both race and road cars

Owning

- 64 **COVER** **Epic Restoration** How James Glickenhous turned the wildest concept of the Seventies – the **Pininfarina Ferrari 512S Modulo** – into a working road car
- 102 **The Collector** David Newton's collection comprises all the cars that made an impression during his Seventies childhood, from **Austin** to **Porsche**
- 108 **COVER** **Life Cycle** The life and times of a Mk1 **Volkswagen Golf GTI**, from original to bodykitted and colour-coded, and back as a cherished classic
- 124 **COVER** **Our Cars** Steve Coogan's **Jaguar E-type** joins our fleet and begins its quest for originality, while Sam gets a nice surprise at auction as he sells his **Peugeot 405SRI**

Driving

- 6 **COVER** **The List** Bentley designer Crispin Marshfield lands a drive in a **Porsche 928GTS**. After missing out on the chance to buy when they were cheap, will he want his own?
- 46 **COVER** **Capri at 50** As **Ford's** style icon reaches its half century, we gather all the key models from 1.3L to 2.8i to assess its impact. PLUS – racing legend **Jochen Mass** on the **RS Capris**, and battling **BMW** in the European Touring Car Championship
- 74 **A Fair Old Clip** Braving the V8 **Trident Clipper**: luxury sports car or brutal GT?
- 80 **Daimler SP250** Celebrating 60 years of **Daimler's** unusual sports car, we reunite original development driver John Box with an SP250 on his 1958 Welsh test route
- 88 **COVER** **40 Years of Lotus' last F1 Championship** Reliving the year of **Lotus'** final F1 title with a drive in a 1978 **Esprit S2 Championship Model**. PLUS...
- 98 **COVER** **Mario Andretti** The 1978 F1 World Champion relives the year at **Lotus**, from the marque's tragic and turbulent last winning season to his own special **Esprit**

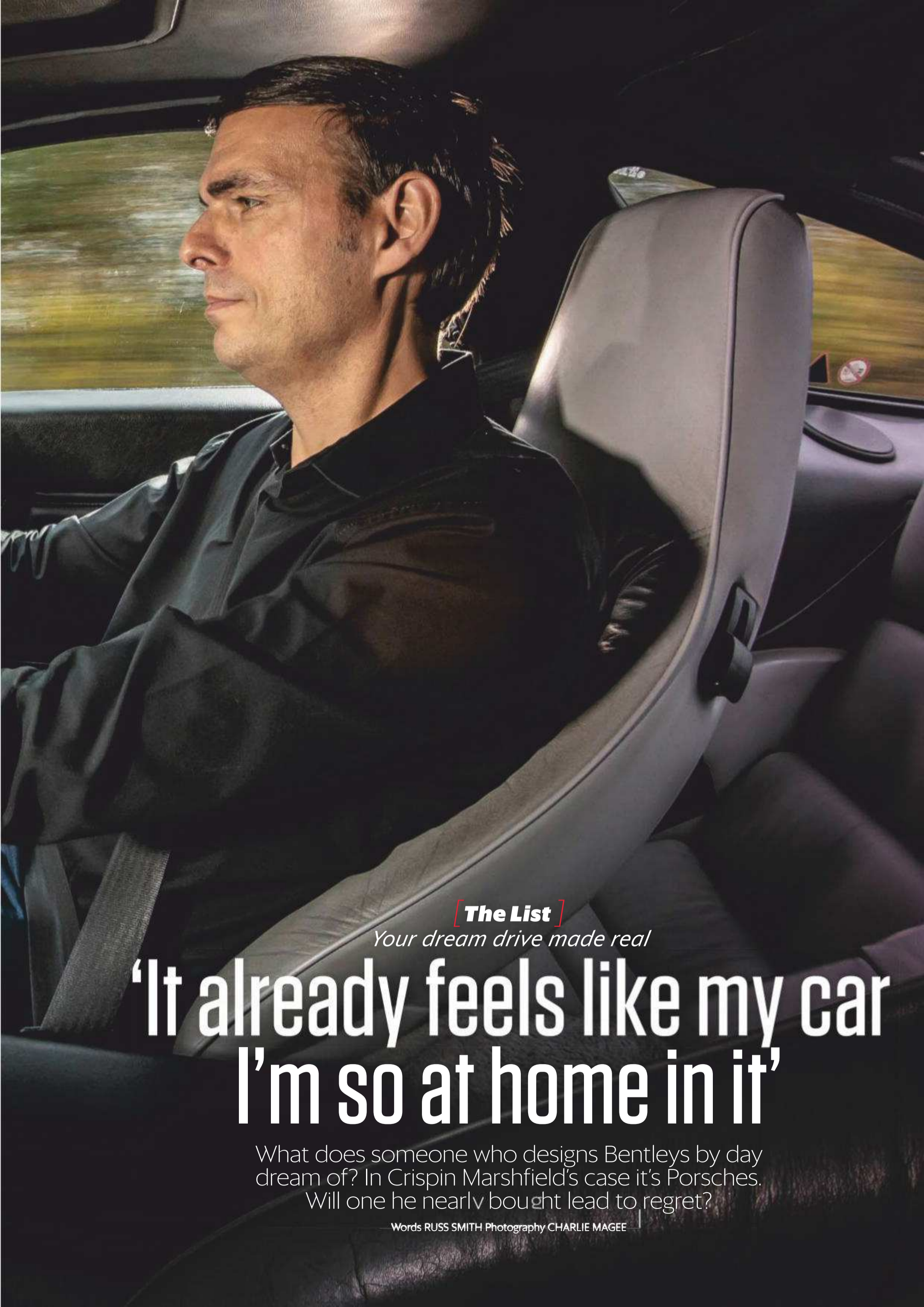
Buying

- 14 **Quentin Willson** on the inexpensive **Bentley**, expensive **Citroën** and moderately priced **Maserati** to keep your eye on
- 16 **Chasing Cars** Is the **Porsche 911** market on the turn? Plus **Alfa Romeo GTVs** and the last classic **Minis** on the move at last
- 18 **Classic car theft** Special report – who's stealing classics, where they're going and what you can do to help stop it
- 20 **Market Highlights** **Ferrari 500 Superfast**, **Citroën DS21 Décapotable**, **Renault 5 GT Turbo**, **Ford Mustang** and **Porsche 928 GTS** all head under the hammer
- 114 **COVER** **Buying Guide** Arm yourself with our guide before seeking out a bargain **Maserati Ghibli II**
- 120 **Books & Models** 17 books and 12 models – which will you want for Christmas?
- 131 **Ads on Test** **Mercedes-Benz 280SL** (p131), **Aston Martin Vantage** (p132), **Citroën DS19** (p135) and 1959 **Mini** (p136) temptations reviewed and rated
- 187 **Advertise your classic for free**

Contact us See page 38

SUBSCRIBE
For the best-value deals,
call today on 01858 438884,
visit greatmagazines.co.uk/classics
or p36





[The List]

Your dream drive made real

**'It already feels like my car
I'm so at home in it'**

What does someone who designs Bentleys by day dream of? In Crispin Marshfield's case it's Porsches. Will one he nearly bought lead to regret?

Words RUSS SMITH Photography CHARLIE MAGEE

Fsex-based salesman and drummer Ken Johnson is just explaining how he has managed to acquire four Porsche 928s when the familiar and distinctive sound of a flat-six fills his driveway. That will be today's lucky reader, Crispin Marshfield, who has fittingly arrived in a Porsche to drive a Porsche. And there's a strong connection between the two models that is partly what he is here to explore and relive, as Crispin explains.

'A few years ago, when the time came to replace my 996, the choice came down to a 928GTS and a 997 version of the 911, which at the time could both be had for around the same price. In the end the 911 won out because I'd be buying a car that was around ten years younger and, for the budget I had, would come with fewer miles on the clock. Following that, of course, 928GTSs shot up in price - they almost doubled in a year, so it looks like I may have missed the boat.

'Ever since, I've wondered what I missed - I never even got to test drive one, though I was briefly a passenger in one once - and it is the only car on my dream list that I would or could seriously think of buying for myself.'

Ken Johnson's GTS has an added attraction - it's one of just 44 UK market cars to be sold with the optional manual gearbox. They are understandably much sought after, so there has to be a story behind his getting one. 'I bought it six years ago, while they were still cheap. I'm a big fan of Quentin Willson and he rated these a lot, so I followed the market and watched and waited while their values dropped, then pounced when it looked like they'd bottomed out. At exactly the right time, it turned out. I try to keep the miles down, but it's very hard not to drive it.'

It will be getting some exercise today, and Crispin is looking over it with a smile and a designer's eye. 'I've always liked the 928; it's the design as much as anything. It was so alien when it came out, like something from a sci-fi film. I'm sure there's some Stanley Kubrick spaceship influence. And perhaps some Gerry Anderson too. It wouldn't have looked out of place in one of his series. My favourite car as a kid was the Jensen Interceptor, and there's something of that in the Porsche too.

'For me, on the early ones the rear track is a bit too narrow for the body. The GTS is wider at the rear and has such a great stance. That's something that car designers always talk about and in this it's absolutely spot-on. The way they flared out the rear arches on these to match the fronts helps too. And the rear red strip that connect the tail-lights.'

I can't help but agree. I'd always assumed the fronts had been flared for the GTS too, but it's just a trick of the eye that's down to how well the wider rear wings have been flowed into the 928's lines. But enough of that for now. Crispin's here to drive the car,

CRISPIN'S DREAM DRIVE LIST

 <p>Lamborghini Miura 'Almost erotic. If I had one I'd park it in my living room.'</p> <p>Porsche 911 Carrera 2.7RS 'As a serial 911 owner I would love to see what all the fuss is about.'</p> <p>Porsche 959 'Interesting to see how such a spaceship from 25 years ago would stack up today.'</p> <p>Porsche 928GTS 'Only car here I have considered buying. I'd like to see what I missed.'</p> <p>Ferrari Daytona 'A gentleman's supercar and for me still the front-engined king.'</p>	<p>Ferrari 288GTO 'Less obvious and prettier than an F40 and probably nicer to live with.'</p> <p>1967 Ford Mustang GT500 'Loud, crude and lairy. Is it as brutal as it looks?'</p> <p>Iso Grifo 'A perfect combination of Italian style and American muscle. Probably my perfect classic.'</p> <p>McLaren F1 'It doesn't hurt to ask. The product of an incredibly focused vision.'</p> <p>Bugatti Veyron 'The complete opposite of the F1 in many ways but a no less fascinating hunk of engineering.'</p>
--	---



Crispin takes in the interior as his backside sinks into seats he'd like in his living room



'I couldn't imagine needing more performance. You give it some and the V8 keeps going and going. Yet it feels so planted and fills you with confidence'

He may design cars for Bentley, but Crispin's had Porsches for years

GTS's lines are easier to savour than to draw

Crispin thinks the 928 has barely dated





Porsche V8 revs harder than Crispin's old Corvette engine



'It's quite a physical car to drive, but it's not an issue. You feel more involved; it's what you want from it'

not just look at it, so it's time for him to fold his lanky frame into the Porsche and play with the electric seat controls.

'I fit very well; my height is in my legs and there's plenty of legroom to play with. The driving position is spot-on and the seats are so comfortable I'd like them in my living room. You collapse into them and they soak you up. But it has bizarre pedal-spacing - the brake is where you expect the throttle to be, and the clutch pedal is way over to the left.

'I like that it has a light interior rather than the usual black overload; it adds more *Space 1999* feel this way. As does the 928 having the face-level air vents set in the door panels, which is really unusual. In fact I can't think of another car that has them arranged like that. Talking of which, have you noticed the rear sun visors? Unfolding back over the rear hatch glass, I guess they keep the sun off passengers' necks, but it just looks bizarre and is something else I've not seen in another car.'

After some final instruction from Ken, who is mostly concerned that the car's dogleg position for first gear is remembered, we're

away. Crispin is enthusiastic from the off, 'The car looks so smooth and cool from the outside but has that muscle car roar, like a modern Mustang. It's a nice V8 sound, natural, nothing artificial about it. Performance cars did get too quiet, and now, of course, they use software tweaks and gadgets to enhance the sounds.

'My first impressions are of a car that has a lot of power and performance but protects you from it to an extent. There's a long travel to the throttle pedal that actually makes the car feel quite sluggish at first but allows you to drive it normally. Once you push a bit further and get past that it really opens up. The V8 is quite revvy but pulls hard from low down all the way to the 6500rpm redline. By comparison, my old Corvette ran out of puff very suddenly at 5000rpm, like a diesel. In these conditions, with the roads a bit damp and greasy, I had worried about using all the revs and power, but there's such good traction from that rear transaxle that it really doesn't seem to be an issue, the grip is superb.

'The other surprise is that in period road tests these were said to have a hard ride, but compared to what I've read it feels fine, and



it's not that it's gone soft because Ken says he's just fitted new rear dampers. The more I drive it the more I find myself comparing the driving experience to a modern car rather than a classic. In a way that shows how far ahead of its time the 928 was - even this late development of it is 25 years old, but it doesn't feel anything like that. It doesn't look its age either, it's hard to believe these were launched over 40 years ago, it still looks like a modern car.

'The dogleg first gear takes some getting used to, mentally; I've never used one before. I can understand why most buyers went for the auto - the 928 is that kind of car - but the manual 'box makes it a real muscle car. You can see why they are so much more highly prized now. The gearchange itself is very mechanical, like there's no rubber in the linkage at all, but it's nice once you get used to it. There's a slight lack of precision that you need to adapt to. I have hit fourth instead of second a couple of times but am OK with it now.

'The gearing itself is quite long, though there's so much torque it doesn't seem to blunt performance at all. But it's surprising how long you find yourself staying in second and third gears and the response is instant.' Crispin explores

some of the car's potential in those gears, in which *Autocar* recorded a 30-70mph time of under five seconds. Subjectively, today it feels even quicker - and such acceleration is very easily achieved. Crispin comments, 'I couldn't imagine needing more performance than this. You give it some and the V8 keeps going and going. Yet it feels so planted and fills you with confidence.

'It's quite a physical car to drive, but that's not an issue at all. You feel more involved; it's what you want from something like this. The clutch pedal is heavy, but again not too much, and I found the period of acclimatisation was only a couple of miles. Now, it already feels like 'my' car, if you know what I mean, I'm so

at home driving it. And that's after just half an hour behind the wheel. It doesn't feel like a big car either once you get going, even on these minor A-roads. You just don't think about its size. I know it's bigger than my 911 [by around 100mm in length and 80mm in width] but it simply doesn't feel like it. It does get hot in the cabin though,' he says, cracking a window open. 'In a 911 all the heat is at the back so you never feel it.'

I'm keen to find out what led Crispin to Porsches, and in particular the 928.

1993 Porsche 928GTS

Engine 5397cc alloy V8, dohc, Bosch LH Motronic fuel injection **Power and torque** 350bhp @ 5700rpm; 362lb ft @ 4250rpm **Transmission** Five-speed manual transaxle **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent by semi-trailing arms, upper transverse links, Weissach axle, telescopic dampers, anti-roll bar **Brakes** Ventilated discs front and rear, servo-assisted, ABS **Weight** 1600kg (3523lb) **Performance** Top speed: 168mph; 0-60mph: 5.4sec **Fuel consumption** 20mpg **Cost new** £64,998 **Classic Cars Price Guide** £22,500-£48,500



Crispin reckons the stance and rear three-quarter view are key to 928GTS appeal

There's nothing in his early car CV to suggest a logical path in the direction of Stuttgart. 'Well, of course everyone remembers the 928 from *Risky Business* - the whole film revolved around it, and the car was still quite new to people then. That planted a seed,' he recalls. 'But it was working out in Germany as part of Volkswagen's design team that really got me into Porsches. I've owned one ever since - you can get hooked.'

The loyalty even survived a major change in Crispin's life. 'When Volkswagen bought Bentley in 1998, I stood out as being English and they asked me to go back to the UK and join their team to reinvent the Bentley brand. I've been involved in designing all the Bentleys produced since, including the Continental GT. In a way, the Conti GT is like a modern interpretation of the 928. Much bigger, of course, and only a two-seater, but the similarities are there. That's not the only thing the 928 is responsible for either; believe it or not, it inspired the Ford Sierra too. You can see it in the softness of line and especially the shape of the door windows.'

'The 928 is a hard car to draw thanks to all those curves, and for me the shape is at its best in GTS form,' Crispin continues. 'The styling changes that were made are subtle but clever, and make such an overall difference compared to other 928s. The rear three-quarter is my favourite view; I love it.'

'The 928 has always been hard to place, as in what competition they were up against. The XJ-Ss were all too soft... and the BMW 850? I could never decide what that was. I remember *CAR* magazine compared the three of them in a cover feature and found that the Porsche was in another league. This GTS, the model that tips the range off, is at least equal to a Testarossa. I drive a lot of powerful cars thanks to my job, but they are all a lot heavier. This does more with less.'

After having explored much of the south-east corner of Essex, it's time to hand the keys back. Over fish and chips in Old Leigh, overlooking the mud flats of the Thames Estuary, Crispin is in a reflective mood. 'I really enjoyed that. I didn't know what to expect because you get so many conflicting reports about 928s. I still believe my 911 was the right choice at the time, it's so easy to fit into my life as an everyday car. For a not-everyday car, I prefer the 928. I love its individuality - it's a Porsche but it's different; not a 911. At the moment I'm restricted by only having a single-car garage. But if I could have a car for weekend use and was in a position to buy something, I'd love a 928. Some prefer the purity of the early cars, but for me it would have to be a GTS.'

[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.



CRISPIN'S MOTORING CV

From American dreams to Porsche sensibility

OPEL MANTA A

Drove like a Cavalier but looked like a Camaro. Taught me a lot about rear-wheel drive!



ALFASUD SPRINT

Felt so sophisticated after the Opel. A gem to drive but dissolved like a sugar cube.



DATSUN 260Z

Pretty, grunty, loud and fun. Amazingly, I managed to run this on a student grant.



1990 CHEVROLET CORVETTE

Got it when I got my first job. More fun than a mortgage, I had this and a mattress to sleep on.



1970 DODGE CHALLENGER 440 R/T

An itch I had to scratch. Burned fuel and rubber in equal measure. My only non-daily driver ever.



PORSCHE 944 S2

Marriage forced a more sensible car. A great all-rounder but it just got me hankering after a 911.

PORSCHE 911 CARRERA 3.2

A lovely thing. Bursting with character and as solid as a rock. I probably should have kept it...



PORSCHE 911 (996) 3.4

Post-company cars I was a bit of an air-cooled snob, but couldn't resist the value of these.

Bonhams

AUCTIONEERS SINCE 1793

Mugello Grand Prix July 19, 1970
Nino Vaccarella/Hans Ortner #52



Important Collectors' Motor Cars and Automobilia

Paris, France | 7 February 2019

LES GRANDES MARQUES
DU MONDE

AU

GRAND
PALAIS

Following the spectacular auction at the Grand Palais in 2018, Bonhams is delighted to return to this magical venue steeped in automotive history.

ENQUIRIES

Philip Kantor
+32 (0) 476 87 94 71

Gregory Tuytens
+32 (0) 471 71 27 36
eurocars@bonhams.com
bonhams.com/motorcars

ENTRIES NOW INVITED

*Ex-Casoni, Ortner, Vaccarella, Pal Joe, Becchetti,
1971 1000km Monza Class Winning*

**1969 ABARTH SE010 2000
SPORT SPIDER**

Chassis no. SE010 – 0040
€600,000 - 750,000 *



Bentley Turbo R is a real steal

Celebrity aura, aristocratic looks and sub-£10k prices make the R a brawny bargain

Have you noticed how elegant the Bentley Turbo R looks now? See one whooshing past and it leaves you in a slipstream of desire. They've mellowed nicely into card-carrying classic territory and are perfect to grace the lawns of any old car event.

Last month H&H sold Prince Charles's '94 Turbo RL for just £15,300. With extensive history and many bespoke factory extras, this was HRH's personal transport from the era of Princess Diana and carried a kudos well above its hammer price. In the same sale Michael Winner's Amethyst Blue Brooklands R Mulliner (one of only 100 made) with 78,000 miles didn't sell despite an estimate of £16,000. Last year CCA sold one of Elton John's

many Bentleys, an '85 Turbo R in Masons Black with 64,000 and detailed history, for just £10,120. These are celebrity Bentleys at Triumph Stag money and seem undervalued to me.

Look hard and you can now find good Turbo Rs for even less. Last year Silverstone sold a 27,000-mile '91, also in super-desirable black, for just £8437; and SWVA in Poole sold a facelifted green '97 with the floor shift and revised bumpers, warranted 63k and with Bentley history, for £11,800.

Having had five Turbo Rs in a row I can testify to their titanic performance, fun and sheer old-fashioned gloriousness. Yet they can also be daily drivers more than

capable of devouring continents. Turbo Rs are a quarter of the price of Silver Clouds and Standard Steel Bentleys but are just as majestic and infinitely more entertaining.

Prices are low for a reason, though - 15mpg is painful and you'll need to spend at least £700 a year on servicing and tyres. But never has so much class, luxury and heave been available for so little outlay.

Snap up one of the current crop of low-priced Turbo Rs with small miles and big histories and you won't stop smiling - like the enlightened buyer at CCA's September sale who bought Tom Conti's '90 Turbo RL with 77,000 and full history for just £8800. Clever man.

VALUE 2010
£16.5k
VALUE NOW
£12.5k

'Never has so much class, luxury and heave been available for so little outlay'





Citroën 2CVs are moving faster than you'd imagine

I'm seeing a strong upward trajectory on the Citroën 2CV. I know this because I've been trying to buy one. There's real demand out there, and anything solid and clean with a sensible asking price finds a new home within days. Even the numerous Specials and Dollys from the late Eighties make £5000 and well-kept Charleston, Bamboo and Beachcomber limited editions can fetch £7k.

Finely restored cars are now heading towards £14k with the desirable 007 versions (built to celebrate that absurd car chase in *For Your Eyes Only* and complete with stick-on bullet holes) being advertised for £20,000. The more authentic 425cc AZs and ripple-bonnet cars are hot too, with dealers asking bullish money for proper ones. H&H recently sold an older restoration left-hand-

VALUE 2012
£5500
VALUE NOW
£8000

drive Fifties ripple bonnet for £10,125 and Brightwells dispatched a freshly restored '62 AZ for £11,000. Not so long ago tatty cars were in the hundreds and minters would struggle to pull £7k. The tin snail has quietly doubled in price.

But don't think you can pop across the Channel and lift a cheap 2CV from a dozy farmer in Normandy. The French are going nuts for them too, with prices higher than in

the UK. The Mehari – a 2CV-based glassfibre-bodied beach version – can make up to £30k and even Dyane values are on the rise. My money would be on a Seventies 2CV Club with the square headlamps and in a strident colour like orange or yellow or a rare special edition Spot. That Gallic automotive eccentricity we all used to snigger at has suddenly become cool. Who knew?



MG TDs heading towards £10k territory

How long before we see Fifties MG TDs routinely advertised for less than ten grand? Values have slipped noticeably this year, with shiny and useable older restored TDs now appearing in private ads for around £13k.

In October H&H at Duxford knocked down a nicely mellowed 1953 TD MkII in green for £13,500, while on the online sites there's a '53 finished in Ivory, freshly restored and yet to be run in, for £13,250. Another private seller in Kent is offering a '53 MkII in Cherry Red with evidence of period rally history and modified engine, also for £13,250.

These are all ex-USA cars (23,488 went Stateside) but at this money you'll be buying for much less than the rebuild cost. Genuine UK-supplied cars (only 1656 stayed at home) still carry a premium but that's slipping too. Back in 2014 you would

VALUE 2012
£17,250
VALUE NOW
£17,500

have paid £35k for a proper right-hand drive peach, now its more like £20k.

Two years ago Silverstone sold a home-market '53 in very tidy order, complete with original registration and buff logbook, for £16,500.

The TD's image is a bit retirement-home, the flappy hood lets in all the elements, it's flat-out at 75mph and at that speed the wipers won't even touch the screen.

But with prices falling it's still a cute classic, cheaper than a Frogeye Sprite or Alpine.

Last year CCA sold a left-hand-drive older restoration, very sharp-looking '51 in BRG needing a new soft top for £6850 while Anglia sold a restored '51 home-market TD with green logbook and original plate for £8610. At those prices, pensionable image or not, a good MG TD becomes one of Britain's best-value classic Fifties roadsters.

CLASSIC ON THE CUSP



Maserati GranCabrio

Sexy four-seater convertibles are thin on the ground. Car designers seem obsessed with stowing golf clubs rather than real-life concerns like children, friends or dogs. But Maserati's 2010 GranCabrio has room for everybody, along with gorgeous looks, strong heave and a sensational soundtrack. But the first four-seat convertible in Maserati's history is cheaper than you'd think and almost as spacious as a Bentley Continental GTC.

The earliest low-mileage GranCabrios are down to £39k, which is a far cry from their heady original list price of £100k. The Performance Paddock in Kent has a 2010 in Grigio metallic with 25,000 miles and full Maserati history for £39,900 while Evans Halshaw in Coventry has a 2011 in black with 39k and history for £39,520. Out of the 500-odd GranCabrios registered with the DVLA there are 160 up for sale at the moment, so those asking prices will get cheaper still.

With 434bhp from the 4.7 V8 they're good for 177mph and 0-60 in 5.1 seconds. The switchable six-speed ZF auto works well, you can fiddle with the suspension settings and the steering always feels meaty and sharp. But the GranCab's most compelling virtue is its cacophony. Press on and the thrumming cackle of the V8 rises to a falsetto F1 shriek. The 2012-on 444bhp Sport is even more vocal and sounds like Beelzebub's chainsaw above 3000 revs. The Sport also has the MC Shift gearbox, better ride quality from the Skyhook electronic damping plus stiffer springs and roll bars. Benz Bavarian in Derby has a 2013 Sport in white with 33k miles and full history for £49,950. The Sport is definitely worth shelling out the extra ten grand for.

Steer clear of anything too shouty or tasteless and go for single-colour black, tan or magnolia leather. A GranCab with a duo-tone red interior with yellow stitching will always be a tough sell. Unlike the earlier Granturismo coupé, Maser's convertible doesn't seem to suffer the same reliability problems.

Downsides include a small boot and only around 17mpg. The Merc SL63 and Aston DB9 Volante may be slightly faster, but when it comes to rear accommodation the GranCab is a proper family-sized convertible that doesn't feel like a wind tunnel with the top down. And for most of us, being able to share the joy of an exotic Italian supercar with others is much more important than having a place to put your putter.

COST NEW
£100k
VALUE NOW
£39k

MORE
QUENTIN
WILLSON
p 41



Glimmer on Porsche's horizon?

Recent results inject a dose of positivity to the Porsche market

The doom and gloom around Porsche values in the past year seems to be lifting because their readjustment from what looked to have been over-inflated shows signs of settling.

RM's recent Porsche 70th Anniversary sale was a great success with 82.8% of the 64 cars selling, though the catalogue mostly contained pretty exceptional cars. The result was also helped by over half of them having no reserve.

Porsches have also been doing well elsewhere in the last month, and the 911 Carrera 3.2 below is a glowing example. This was simply a very nice French-registered left-hooker with the right spec and colour and over 175,000km. Estimated for Bonhams' Padua sale at £27-35k, the all-in price paid was £43,850 - right at the top end for any Carrera 3.2.

It could possibly prove to be a false dawn, but with results like these things are looking good for Porsches right now.



RM's Porsche strong sale figures, helped by over half the cars offered at no reserve. For a truer picture our graphic looks at prices versus estimates



This 911 Carrera 3.2 made top money at Bonhams' recent Padua sale

Market indicators *Some justified high prices, the odd inexplicable peak performer and a few sound buys*



▲ 1993 MG R V8 £39,375

H&H, Duxford, October 17

Low-mileage R V8s are hardly rare and can be had with even four-figure mileages for prices in the twenties. Why did this one make so much more? It had everything going for it - one of only 330 UK market cars, not green, one owner from new, 3250 miles and even an 'MGB' plate. Add the immaculate condition and you have every single box ticked- cue a bidding storm. A great result but it changes nothing.



▲ 1971 Volvo 1800E £29,167

RM Sotheby's, Hershey, October 12

Some unusually high results defy explanation. This Volvo was nice enough, but nothing exceptional. The repaint and engine rebuild were around 15 years ago, it didn't boast low miles or special history, this is not the most popular version, and it looked slightly odd on its modern BF Goodrich tyres. The £19,000-£22,750 estimate looked like plenty for it, but obviously more than one person thought otherwise. A market mover?



▼ 1972 De Tomaso Pantera L £81,585

Bonhams, Padua, October 27

Early Panteras like this are pretty thin on the ground, but they have a much stronger following in the US (where this one lived until 2008) than Europe. That explains the below low-estimate result for this one. There was nothing wrong with it, with just 500km covered since a bare metal 2015/16 restoration, including a set of prettier Euro-spec bumpers. One of the easier supercars to live with, this looked like a good buy.



1960 Mini on the left was stolen from Hackney, London. It had been a gift from Anne Rogers (right).

Classic car theft is on the increase

It has long been accepted wisdom that classic cars were not on thieves' radar. Too unusual, no ready market, too distinctive and noticeable. But times are changing and classic thefts are higher than they have ever been, according to vehicle crime consultant, Ken German.

He tells us, 'In the UK more than 27 rare classic cars have been reported stolen within the last month. These include E-types, 911s, Minor convertibles, a Sunbeam Tiger, early Minis and eight rare Fords. Also an MGB, captured on CCTV being taken in broad daylight. None of these has so far been recovered.'

'Five years ago the media reported a rise in classic car theft, with certain areas of the country a target for Minis, Escorts and VWs. Now social media sites devoted to classics suggest all types of classic vehicle are under threat – in most areas.'

'Demand on the black market and "dark net" for rare cars is growing. In the enthusiast markets of today – Asia, Africa, China – due to forgery and fraud, bribery and where few questions are asked, classics can be sold for strong prices all day long.'

While only 15 per cent of stolen classic cars are ever found in good condition, another

three per cent are recovered severely damaged or completely burned out, attributable to opportunists or vandalism.

'Classic vehicle fraud is on the increase throughout Europe and criminals exploit internet access to comprehensive factory records, helpful and informative owners' clubs and enthusiast sites helping fraudsters to fake histories, counterfeit registration documents, dating certificates, etc.'

'Classic thefts are higher than they have ever been'

'A stated legal case decrees a stolen vehicle remains the owner's property. Anyone else who subsequently has it in their possession can never legally own it or pass title to anyone else. That said, identification remains difficult, particularly if a car is in pieces minus all its numbers, perhaps even with the paint removed. Adjudication in a court of law will need at least six or seven unique alterations, marks and additions made or observed by the original owner prior to theft to convince them.'

'Retrieval of erased, altered or re-stamped serial numbers using chemical or heat treatments to gather evidence can be done but is expensive – too costly for police other than in connection with a very serious crime. Refurbished dynamos, magnetos and distributors all have their restorers' initials for their own reference and these too have been useful in proving ownership of a car.'

'With the lack of both required expertise and funding for such evidence, for what is still perceived as a low priority crime, police are outsourcing the specialist classic identification skills they once had to experts and enthusiasts for their opinions on allegations of theft and disputes.'

'Tracking companies that follow and seize stolen vehicles (several post 90 per cent plus recovery rates) are working with police, as are specialist security firms who supply transponders and covert DNA markings that assist police in identification and recovery of stolen items.'

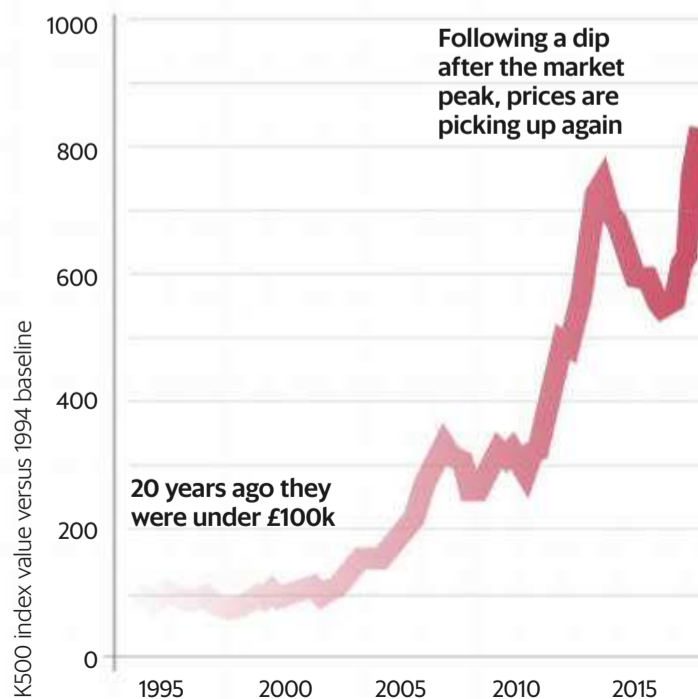
These are just some measures to be considered seriously by all classic owners. Hanging onto your beloved vehicle is a whole lot better than trying to replace it. Especially as any emotional attachment with a car may be gone for good.

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Mercedes-Benz 300SL Roadster



K500's Simon Kidston says, 'If the 300SL Gullwing evokes Stirling Moss, the Roadster conjures up Sophia Loren and is therefore less likely to kill you. Whatever it lacks in outright wow factor it more than makes up for in user-friendly sex appeal. The 300SL Roadster market gained wings earlier this year when French house Artcurial dispatched a unique 1372km-from-new, one-owner, alloy-block and disc-braked car – THE spec – for €2,710,000 (say £2.38m). With a substantial 1858 roadsters built, spec is again everything (the later the better) with condition a close second given the cost of proper restoration.'

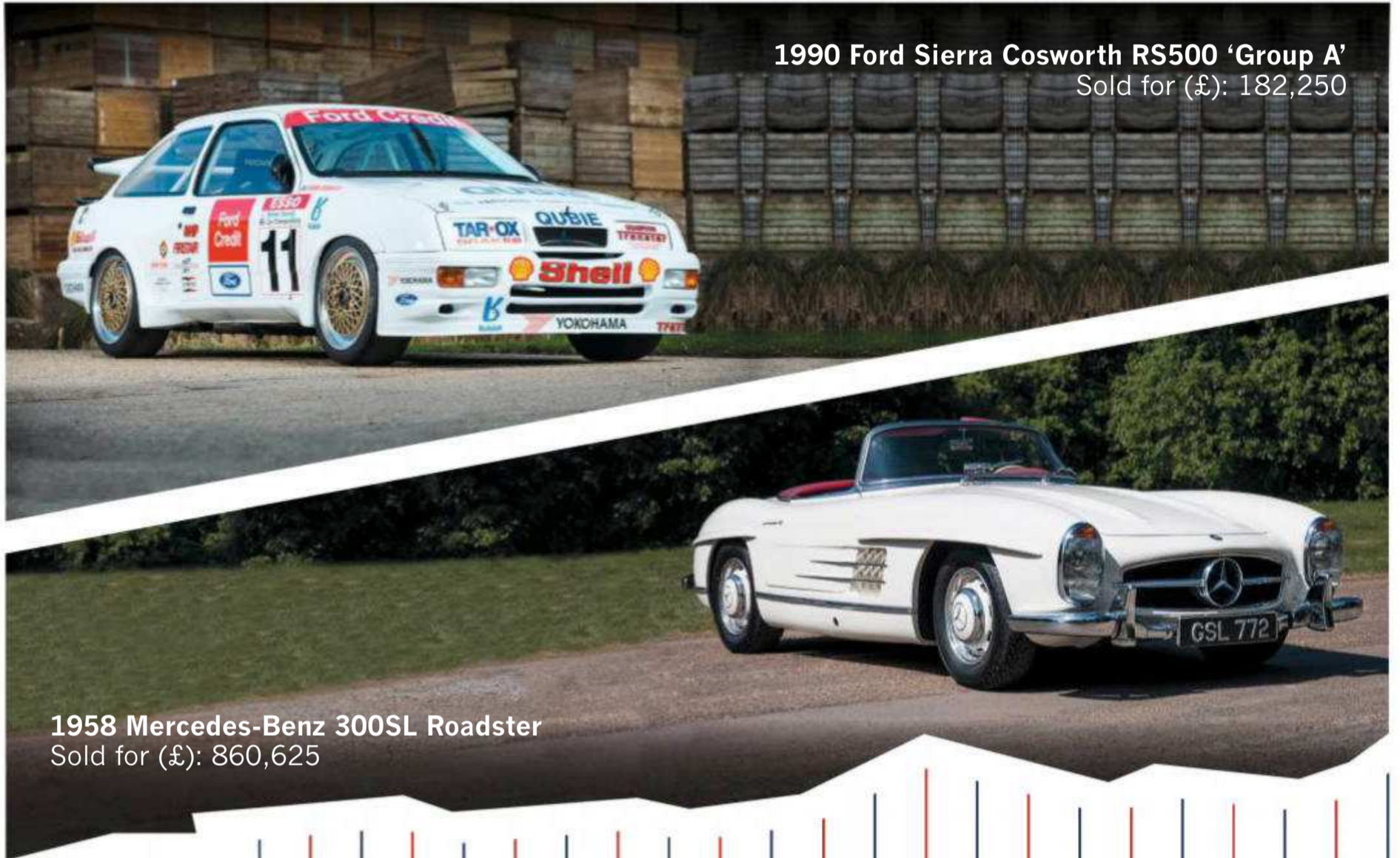


IN THE TRADE



GOOD FINISH FOR ACA

Anglia Car Auctions ended its 2018 season with a good result, selling 176 out of 238 cars on offer. That gives an above market average sale rate of 73.9% and most lots went within or above estimate. One star turn was a Triumph Vitesse Convertible (above), an early 2.0-litre car in great order that went for £8268 against a £5000-£6000 estimate. Sam Dawson's Peugeot 405 also sold – see Our Cars (p126) for the result.



1990 Ford Sierra Cosworth RS500 'Group A'
Sold for (£): 182,250

1958 Mercedes-Benz 300SL Roadster
Sold for (£): 860,625

12th January 2019

Autosport International 2019

The NEC, Birmingham B40 1NT

Now
inviting quality
consignments

Just 5% + VAT seller's commission

A NEW APPROACH IN AN AGE-OLD BUSINESS

+44 (0) 1926 801 081 | silverstoneauctions.com

 AUTOSPORT

Superfast tycoons' tourer

A rare right-hook Ferrari 500 Superfast, so what's behind its low estimate?

Estimated at the low end of guide prices, is this rare Sixties Ferrari a victim of the times? We asked Hagerty Insurance's John Mayhead for his take on it.

'When released in 1964, the 500 Superfast was Ferrari's crown jewel. With 400bhp on tap from the 5.0-litre 'long block' V12, the car was the fastest Ferrari in the range. Its 170mph top speed is still more than creditable today.

Just 37 of these Ferrari Superfasts were made, 25 in "Series I" configuration, another 12 "Series II" with some styling changes and a five-speed manual gearbox. One of these later cars, still in its original Blu Chiaro colour, with tan leather interior and

matching numbers engine, is due to go up for sale at Bonhams' auction at its New Bond Street location on December 1.

'Chassis 8459 SF, has an interesting history. Ordered new by entrepreneur Jack Durlacher, it passed between various owners until 2007, when Bonhams sold it for £254,500 to the current owner. Then it was displayed at the Auto Collections Museum in Las Vegas. Last August it was offered at RM Sotheby's Monterey sale, estimated at £1.3m to £1.55m, but bidding stopped at £1.05m. Bonhams' estimate is on par with RM's at £1.3m to £1.4m.

'All these figures are way under the "Condition 4" Hagerty Price Guide figure of £2.1m. These cars hardly appear regularly on the



It may lack the outright cachet of the 250GTO, but the Ferrari 500 Superfast is rare – only 37 were made. This Series II (only 12 made) is to be sold by Bonhams

market, but in the last couple of years other examples have sold for between £1.5m and £2.4m. Although 8459 SF is an older restoration and the steering wheel was on the wrong side for the majority of US bidders back in the summer, this still seems like a very conservative estimate for a car with the right numbers and a great colour combination.

‘It doesn’t quite have the cachet of its 250GTO, 250GT SWB and 250 California brethren, but is a very limited-edition Ferrari and a wonderful grand tourer. Time will tell if the market agrees, and a new owner this side of the Atlantic is tempted by it. It seems very much priced to sell.’



‘These cars hardly appear regularly on the market, but in the last couple of years other examples have sold for between £1.5 million and £2.4 million’



Beaucoup de beauty

▼ 1968 Citroën DS21 Decapotable

For sale at Bonhams, London, December 1, bonhams.com/cars

Why buy it? Any DS drop-top is a rare thing of beauty, and Bonhams' goddess compounds the attraction by being one of – it is believed – only six examples built in right-hand drive. Straight, smart and with just the right level of patina, it has covered just 700 miles in the last three years.

Price estimate £150,000-£180,000



◀ 1989 Renault 5 GT Turbo

For sale at Classic Car Auctions, Leamington Spa, December 3, classiccarauctions.co.uk

Why buy it? Pristine ones are incredibly rare. This car has come from Japan, has an authenticated 27,000 miles, and is original in all respects. Renault overmats still protect untrod carpets.

Price estimate £15,000-£18,000



▲ 1966 Ford Mustang Convertible

For sale at Brightwells, Leominster, November 28, brightwells.com

Why buy it? If you can live without a V8 rumble, this Mustang looks like excellent value. Restored over the last two years, there's a photographic record of the work, plus the bills. The cruising-spec 3.3-litre six will at least be easier on the unleaded.

Price estimate £16,000-£18,000



▲ 1994 Porsche 928GTS

For sale at Historics, Brooklands, November 24, historics.co.uk

Why buy it? If you've been inspired by this issue's 'The List' feature, here is an identical 928GTS, right down to the manual gearbox. Mileage is 119k and the car comes with a comprehensive history file that includes recent specialist bills for £8500.

Price estimate £37,000-£43,000

UPCOMING SALES

NOVEMBER

Sat 24, Surrey. Historics at Brooklands, Mercedes-Benz World, Weybridge. historics.co.uk

Sat 24, Scotland. Morris Leslie, Errol Airfield, Perth. morrisleslie.com

Wed 28, Derbyshire. H&H Classics, The Pavilion Gardens, Buxton. handh.co.uk

Wed 28, Herefordshire. Brightwells Modern, Classic & Vintage, Easters Court, Leominster. brightwells.com

Thu 29, Dorset. Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester. dvca.co.uk

DECEMBER

Sat 1, Warks. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. classiccarauctions.co.uk

Sat 1, London. Bonhams, New Bond Street. bonhams.com/cars

Mon 3, London. Bonhams Collectors' sale, Olympia, London. bonhams.com/cars

Sat 8, California. RM Sotheby's, Petersen Museum, Los Angeles. rmsothebys.com

Tue 11, Surrey. Barons Auctions' Christmas Classic sale, Sandown Park, Esher. barons-auctions.com

JANUARY

Thu-Sun 3-13, Florida, USA. Mecum, Osceola Heritage Park, Kissimmee. mecum.com

Sat 12, Birmingham. Silverstone Auctions' Autosport International sale, NEC. silverstoneauctions.com

Thu 17, Arizona, USA. Bonhams, West Kierland Resort & Spa, Scottsdale. bonhams.com/cars



Barons
classic car auctioneers

Annual Christmas Classic

Classic Car Auction

Tuesday 11th December 2018

Sandown Park Racecourse, Esher, Surrey, KT10 9AJ



QUALITY ENTRIES NOW INVITED - 20% OFF WITH CODE CC-XMAS18

CODE VALID UNTIL 11:59PM, 30th NOVEMBER 2018

Contact us on 023 8066 8413, info@barons-auctions.com

www.barons-auctions.com

Online, telephone and pre-sale commission bidding available.

Competitive commission rates - sellers 5%, buyers 10%



There was plenty of muscle along with Italian finesse at the Royal Exhibition Building



Red, white & green in Melbourne

Newly restored Ferraris, Maseratis, Alfas and more at [Melbourne's Motorclassica](#)

Australia's premier classic car show and concours, Melbourne's Motorclassica, became a restoration showcase with a distinctly Italian flavour, with almost all of Italy's great national marques represented among the recently completed cars. Many of these restorations had taken decades to finish.

Ferrari 250 GTE

This Ferrari, the property of Australian racing legend, works Porsche driver and 1983 Le Mans 24 Hours winner Vern Schuppan, made its show debut at Motorclassica after a very long and complicated restoration by Gerard Miller and his team.

'When Schuppan brought the car to us in 2015 it had been unregistered since 1974,' said Miller. 'It looked to be in reasonable nick, the paint was how you'd expect from a car that had been garaged for 44 years and the underside, though covered in a thick layer of underseal, appeared sound.

'Even once the paint was removed the true condition was not clear. There was lead on the panels, but no visible rust. However when the lead was removed, it revealed a completely different story. The rust had been cleverly covered with pop-riveted patches and lead wiped all over to hide the sins of a crash repairer with little or no self-respect. The floors had suffered a similar treatment – sheets of steel riveted over rust and damage, then covered with bitumen paint.

'We removed all the panels from about knee-height downwards, including the floors and outriggers and even the box section that carries the rear spring hangers. At this stage, we had the structure garnet-blasted and epoxy-primed to preserve it. From that stage we repaired, reassembled and painted the body. The engine and mechanicals were stripped and overhauled as required and detailed as they were put back together by our team.

'Gauges and dials were quite a challenge, because the Australian heat and sun is very hard on the Perspex faces. Replacements are not available, so it was up to us to make new ones. We made a die for pressing the new faces and polished them to a chrome-like finish, the acrylics were cut and etched, then heated and formed and finally the paint was put onto the dials. The result was well worth the effort.'

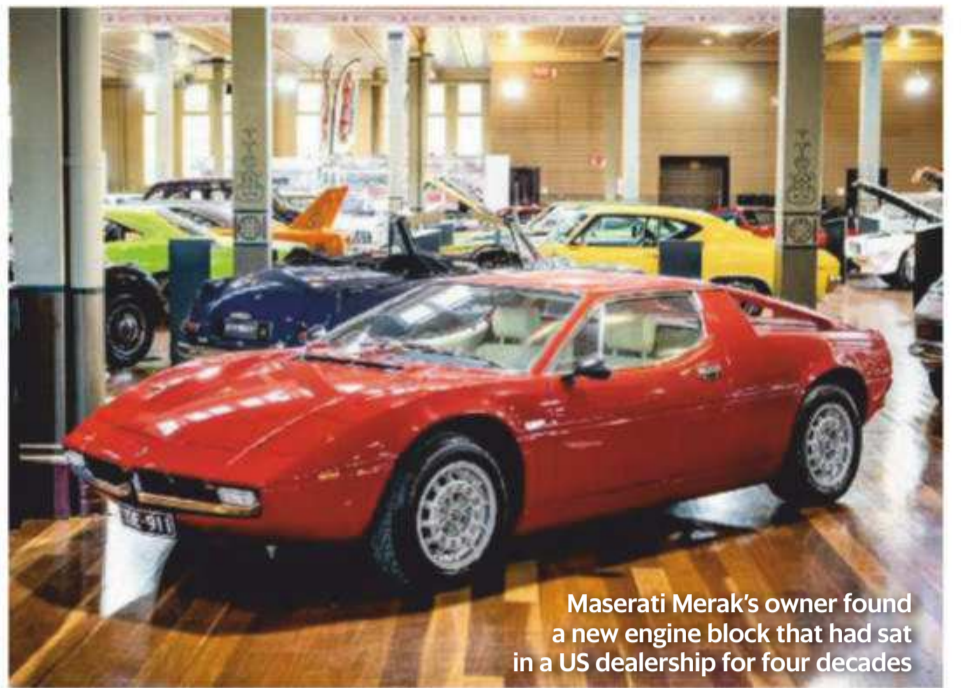
Maserati Ghibli Spyder

'The hardest part of this newly finished restoration was research,' explained restorer Peter Vandersluys of his 1969 Maserati Ghibli Spyder project – a car that was shrouded in mystery.

'Making something right when you know how it needs to be, we can do. But finding out what is correct can be very difficult. In the case of this Ghibli, this was compounded by the fact it was a hand-built car so no two were exactly alike, and



Ferrari 250 GTE had been badly patched up before a complex, comprehensive restoration



Maserati Merak's owner found a new engine block that had sat in a US dealership for four decades



Maserati Ghibli Spyder had quite a transformation



Fiat 124 Spider proved to be a marathon project

it had been converted from a coupé to a Spyder in the Eighties in the US. Other than that, we had very little to go on. The car came to us as a bare shell with the rest of the parts in boxes, and no paperwork. If you are lucky enough to be the one who pulled it apart you have a photographic record, but we didn't in this case. We were very lucky to be able to borrow a Ghibli coupé from a very good client of ours, which helped a lot.

'In fact, all Ghibli Spydres are conversions – even the factory cars started as coupés and were converted by Ghia. Our goal was to get this as close to an original Ghia car as possible.

'The owner didn't know what he wanted to start with, but after some discussion we settled on the colour change and styled this after an original European-market SS. Apparently this particular car started life as a Lemon automatic coupé and now it's a manual convertible finished in Verde Gema green – it's an extremely rare factory colour. Personally I don't think it suits coupés, but it looks great on the Spyder.

'We tried to keep it as factory-original as possible. We made sure all the bits were relevant to the car. For example, we ordered the correct windscreen from the US, although unfortunately when it arrived it was broken in the box. We

ended up finding a genuine new-old-stock one in a warehouse in Sydney, though – it fitted perfectly.

Maserati Merak

Brendan Blake's 1973 Maserati was a brave buy – and it turned into a race against time to get the project ready for Motorclassica.

'I bought the car off the internet sight-unseen in the UK,' Brendan explained. 'The guy was reluctant to sell and I had only seen four poor-quality photos. The car was really in bad condition.

'We did a reverse restoration of sorts. It was trimmed before it was shipped to Australia, by world-renowned trimmer Lincoln Scott. When I got it home it was missing its indicators and headlights and the body was very rough. I took it for a quick drive with the windscreen held in with sticky tape before sending it off to get the body restored. The whole car was stripped right back to bare metal – the bonnet and one door proved to be beyond repair and had to be replaced.

'After three years in the body shop I was driving it home and it dropped a valve, then put a conrod through the side of the cylinder block. I was very lucky to find a brand-new block, which had been sitting in a dealership in the middle of the US since 1972, and used parts from that to rebuild the Merak's engine back to original specification over the next year. We finished and dyno-tuned the car last week, just in time for Motorclassica.'

Auburn Speedster

Motorclassica marked the culmination of a difficult and convoluted restoration process for Ian Waller's boat-tailed 1928 Auburn Speedster.

'The father of a close friend bought the car more than 40 years ago and collected all the missing bits by about the year 2000, when he

started the project. Sadly, he passed away before it was completed, and the car went to auction in 2009. I had no idea about this, but I was talking to my friend a couple of weeks afterwards and she mentioned it hadn't sold. I happened to be looking for a project, so went to see the car and bought it.

'I pulled it to bits and restored it over the next two or three years and got it on the road. It didn't end there though, after doing about 100 miles I was taking my wife for her first ride in the car and a fellow crashed into us. The repairs took another 18 months to finally get it back on the road.

'It is a great car. It's fast in a straight line with its 5.0-litre Lycoming straight-eight though, like most big American cars, not amazing in corners.'

Fiat 124 Spider

Michael Polito's 1967 Fiat 124 Spider restoration marks the realisation – or possibly the beginning – of a childhood dream.

'When I was seven years old, I was taken to see a classic car collection,' Michael explains. 'When I got there I instantly gravitated towards the Fiat Dino Spider and asked the owner how I might one day have a collection like his. His advice was to start with a Fiat 124 Spider, and that stuck with me. Fourteen years ago I bought this car and commenced the restoration.

'I found the car for sale online – it had been left in a mechanic's workshop as payment for a job, but was in pretty bad shape. The restoration became a marathon. I really understand why people give up at the four or five-year mark. We cut the bodywork right back to the firewall and replaced the entire front with new-old-stock panels. My dad instilled in me that you should always finish something when you start it, and that resolve was tested quite a few times during this restoration.'



This Auburn Speedster had to be restored twice

Events

Continued Motorclassica 2018



Alfa Giulia Sprint Speciale

'This car was a bare-shell rebuild that had been sitting for over 25 years when the owner acquired it and brought it to us,' says restorer Paul Chaleyser as the Alfa made its post-restoration debut.

'Giulia Sprint Speciales were built on a Type 101 Spider chassis that was sent over to Bertone, which cut off what it didn't need and put the new panels on. I am pretty sure they were never intended to last 50 years!

'We got it down to the bare bones with all the panels off, removed all the rust, and fabricated new panels to replace the damaged ones. That allowed us to get the door fit spot-on, and it's back to being a very straight car.

'Once we were done with the body we did a full driveline rebuild as well. This is a very interesting car. It is a very late example - from 1964 - which means it was fitted with the faster Veloce engine with a double-layer sump, along with five-speed gearbox and disc brakes, from the Arese factory.'



Alfa Romeo 6C 1750GS

A full restoration of this 1932 6C was started in 2002 and only completed early this year. The car was delivered new to English jazz musician and racing driver Buddy Featherstonehaugh. It was registered in the UK until it found a home in New Zealand after World War Two. It retains its original aluminium coachwork by Zagato, complete with 'disappearing top' tonneau. Featherstonehaugh's car is also one of just 257 produced with a Roots supercharger. The car's owner has future trips planned to the US and is also considering entering it in the Mille Miglia.



Vauxhall 23/60 Tourer

Fresh from a 26-year restoration, this Vauxhall was originally delivered new to Perth in 1925. The current owners bought it in 1991, driveable but with aluminium bodywork in very poor condition, having been cut down to create a 'ute' during World War Two - additional petrol rations were available to utility vehicles in wartime.



Christophe Millet and his 1967 A110 proved too fast for a 2017 Renault Alpine to live with

Classic beats modern at Chambrille hill climb

Renault's new supercar embarrassed by its historic namesake at French classic hill climb

Alpines were the stars of the Chambrille historic hill climb, including two A110s separated by half a century - Christophe Millet's 1967 Berlinette and Claude Gaillard's 2017 A110 - which lined up with the 1972 and 1977 A310s of Michel Turquois and Michel Mabileau. The 1967 car consistently bettered the times of the 2017 incarnation.

Alpine A110 1300S

La Rochelle-based Christophe Millet surprised Renault by beating its modern namesake with a recently-restored classic Alpine A110, despite a deficit of 500cc and being 50 years older.

'Since my uncle owned one over 40 years ago, I dreamed of owning an Alpine', enthused Christophe, 'but it had to be the right car. After searching across France, I found a totally original Berlinette in Lyon two years ago - three previous owners, fully documented history and a light-touch restoration. It required only work on the drivetrain and equipping it for rallying.

'After local shakedown events last year and with a good team behind it, the Alpine was put to the test in February's Monte-Carlo Historique. The start in Reims was followed by probably five of the best days of my life. We finished down the field - but you've got to start somewhere!

'I don't usually do hill climbs, I prefer rallying, but because my uncle is the organiser and Alpine is the featured marque, today is different.'

Triumph Herald works

'I bought this Triumph Herald 1200 coupé from rally preparation specialist Denis Gannay last year, principally because I wanted something more suitable for historic rallying than my MGs and Porsche,' said owner Jean-Camille Moreaux. 'Reputedly it started life as a works rally car in the 1962/63 seasons, before being later being sold into private ownership.

'Early this century it came to France where Denis restored it, but since acquiring it I have carried out further work, retrimming the interior, improving the dashboard and uprating the dampers and suspension. Today is its first outing since I finished the work. On a fast and testing course, it has performed well and improved roadholding has enabled me to set some good times on the hill.

'I want to take time to research the Herald's history and see if I can establish its provenance as an ex-works car and its subsequent private owner competition history. Hopefully I can find a good story behind what is a good car.'



Alpines of all eras were out in force



Herald 1200 is reputedly an ex-works rally car



1982 Porsche 911 SC Targa
Estimate (£): 30,000 - 35,000*

JOIN US AT OUR NEXT SALE



2005 Mercedes-Benz
SLK 55 AMG

Estimate (£): 12,000 - 15,000*



2002 Renault Clio
Sport V6

Estimate (£): 12,000 - 15,000*

CCA DECEMBER 2018 CLASSIC CAR SALE

1st December | Indoor auction hall | Over 150 cars

The Warwickshire Event Centre CV31 1XN

Interested in consigning your car or attending our next auction?
Visit www.classiccarauctions.co.uk or call **01926 801086** to find out more.

Over 75% sale rate at September Sale 2018 and over £1.8 million worth of cars sold!

www.classiccarauctions.co.uk

@classic_car_auctions

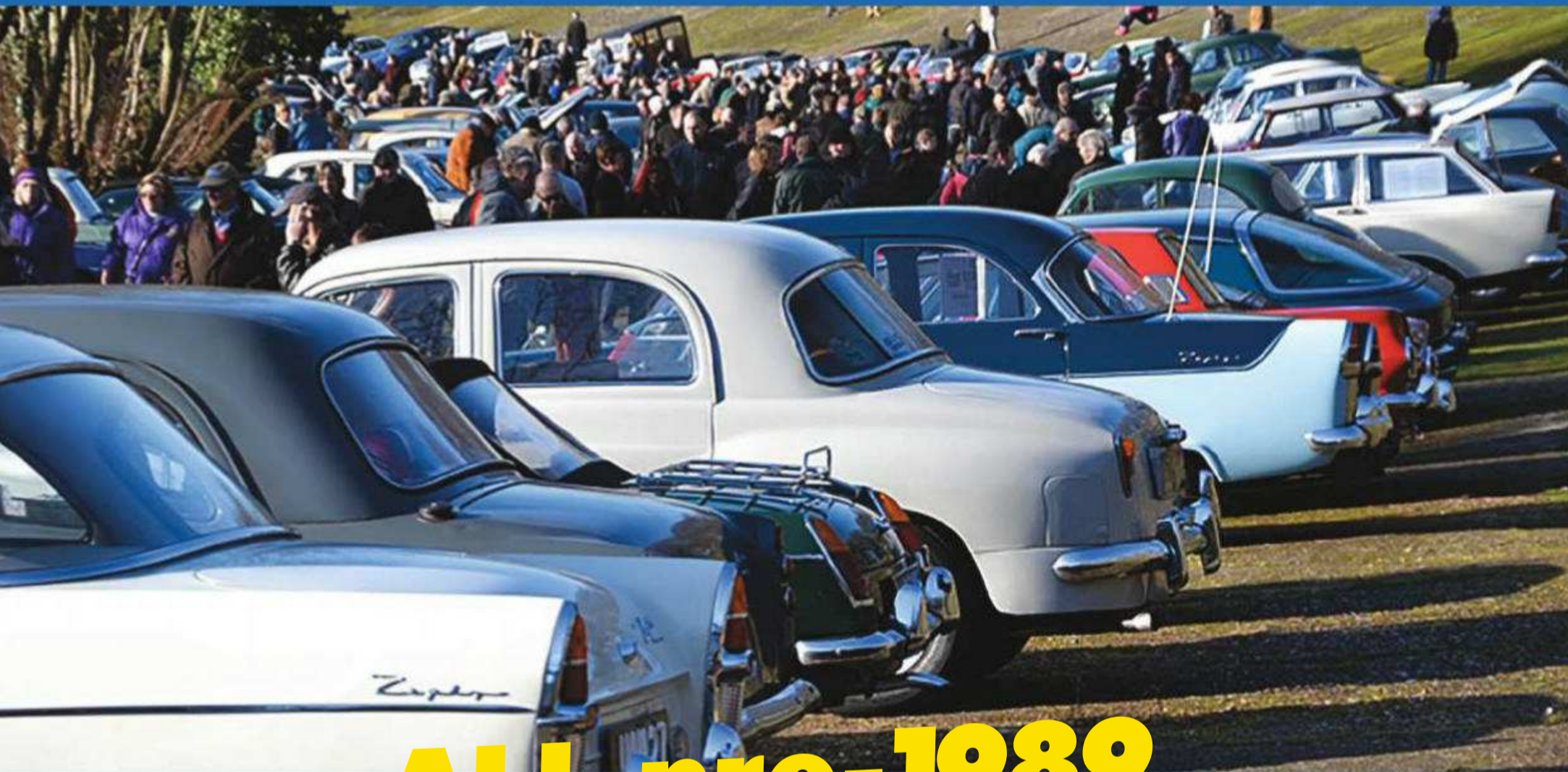
/classiccarauc

@classiccarauc

*(+buyer's fee of 12% including VAT @ 20%)

BROOKLANDS
MUSEUM

COME TO THE UK'S **BIGGEST**
NEW YEAR'S DAY
CLASSIC GATHERING



ALL pre-1989

**VINTAGE, CLASSICS, COMMERCIALS, MOTORCYCLES &
PRE-BOOKED and PRE-PAID CLUBS on the MUSEUM SITE
MODERN SPORTS and SUPERCAR DISPLAY PARKING in the HEIGHTS**

Parking in The Heights for ALL other vehicles

ALL WELCOME



Gates open at 9am

Please follow event signage on the day

Standard admission charges apply

CLUBS contact Donna Hopton on 01932 857381 ext 253
www.brooklandsmuseum.com for details
Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0QN



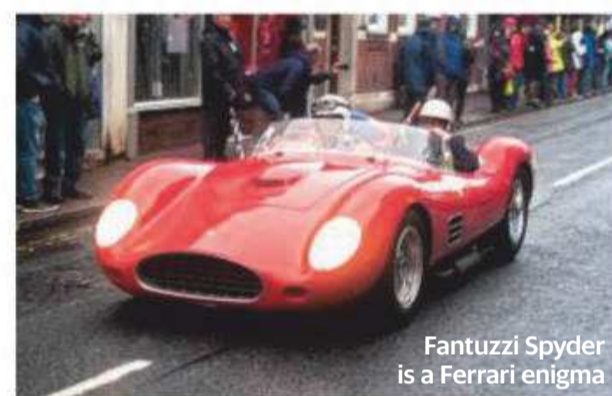
Riley Ulster Imp launched Hawthorn's motorsport career



Ex-Ivor Bueb Lotus Eleven



TR3A: last competition car Hawthorn drove



Fantuzzi Spyder is a Ferrari enigma

Hawthorn's hometown tribute

Farnham hosts a tribute to Britain's first-ever Formula One World Champion

Nine years after Farnham's original event marking 50 years since the death of Britain's first F1 World Champion, the Mike Hawthorn Grand Prix returned in celebration of him clinching the title in October 1958.

Riley Ulster Imp

Says Ulster Imp owner Tim Ely, 'It was Mike's very first race car and produced his very first win. Bought by his father Leslie in 1949, six months before Mike's 21st birthday, and prepped in their Farnham Tourist Trophy Garage, it was driven by Mike in the 1950 Brighton Speed Trials, launching his motor sport career with a class victory. Over his three seasons with the Imp he entered 11 events, winning six of them and taking podiums in the rest.'

It was in bits for restoration when Mike died, and word went around his circle of friends (Tim included) that Mike's distraught mother wanted rid of it. 'I called, found out the opening bid was only £75, and I doubled it. And when she accepted I nipped around before she could change her mind. I didn't realise I was buying something with historical significance, I just wanted to go racing.' That was early 1959, and Tim has owned the Riley ever since.

Originally a works racer, it contributed to the 1934 Le Mans effort that won Riley the team prize, finishing 12th overall and third in class, and finished ninth overall and first in class at the 1934 Ulster Tourist Trophy.

Sunbeam Alpine

This Sunbeam, bought by Jonathan and Ginny Braim just six days before the Farnham GP, is about

to embark on a rally career it should have had when new, had events not intervened. The 1955 Le Mans disaster caused racing to be cancelled right across Europe. Among those was the 1955 Alpine Rally, for which the Rootes Group had prepared six examples of its Sunbeam Alpine two-seater. This Alpine, RHP 700, was the first of those six; although dispatched to the starting point, it came directly back home again, never to see competition.

'We want to put that right' said Jonathan. 'So we're taking it to Europe next year and running the 1955 Alpine route. And we want to start rallying it.'

Lotus Eleven

Jon Adams' Lotus braved the rain to make a rare appearance. Having bought the car in 2010, Adams discovered some unusual features on it which pointed to it being a works-prepared racer, which prompted several years of research.

'The original owner was Ivor Bueb, co-driver with Mike Hawthorn in the notorious 1955 Le Mans victory,' said Adams. 'The following season, Mike

drove Bueb's new Lotus Eleven for several races. One of them was a win at the Aintree 200, against a field that included Roy Salvadori, Stirling Moss, Archie Scott-Brown – and in eighth place with another Lotus Eleven, enjoying his final season at the wheel, Colin Chapman himself.'

Triumph TR3A

This 1957 Triumph TR3A was the last competition car Hawthorn drove. 'It was a works rally team car used for testing, development and recces,' said owner Iain Paul, 'as well as the frequent personal transportation, it's said, of TR-series mastermind Ken Richardson. In November 1958 it was driven by Mike, freshly minted World Champion on October 29, in the Ken Wharton Memorial Trophy Driving Tests.' Sadly, Hawthorn was killed in a car accident just three months later.

Fantuzzi Spyder

Barry Jell's unusual Ferrari was the only example of the marque in attendance. Hawthorn drove it to victory in 1958. Its baffling specification points to a mysterious competition history.

'The Fantuzzi Spyder bodywork is reportedly that of a 1958 Testa Rossa,' Barry explained. 'Powering it, however, is a 246 Dino six-cylinder, listed by the works as diverted to the racing shop late the following decade; the original driveshaft is adjustable to accommodate either a V6 or V12.'

'Research continues, but I reckon it was a testing mule for driveline configurations, flogged off with any engine going spare when its technology was no longer pertinent. Enzo was never opposed to converting obsolete race equipment into cash when money got tight at Maranello.'



Sunbeam Alpine: missed rally career

106-year slumber ends in a Run

Even after 91 years, new veterans are emerging to take on the **London-Brighton Run**

This year's Regent Street Motor Show saw several veteran cars make their static show debuts before embarking on the annual London-Brighton Veteran Car Run, while a Jaguar display celebrated several significant model anniversaries.

1904 MMC

This swing-seat tonneau produced by the Motor Manufacturing Company was not only making its Run debut but also turning a wheel after 106 years.

'It's a 1904 model but my great-grandfather Arthur bought it in 1905 as bankrupt stock,' says Jon Archer. 'It was operated by my grandfather as the first taxi in Dunmow, Essex, and then laid up at the family motor car and bicycle business in 1912. My father took over the business, and diversified into vintage and veteran car restoration during the late Sixties. He planned to fix up the MMC and it became his retirement project, but sadly he died shortly after the closure of his business.'

Jonathan Wood, fellow restorer and Archer family friend, introduced them to veteran enthusiast Bernard Holmes, who was willing to buy the car and fund the restoration work it needed.

Says Stewart Parkes, who works for Wood, 'The chassis and running gear was complete and in remarkably good condition, although some parts had been requisitioned for the War effort. The body was missing, but we still have the original registration document that states it was blue with a white coachline. We rebuilt the original single-cylinder engine, and were able to retain the steering wheel, the gauges and the drip-feed oiler.'

Says Jon Archer, 'It's been quite an emotional moment to see the car finally running. Jonathan Wood started out apprenticing for my family's restoration business, and the car still lives in Essex.'

1904 Cadillac

This recently-restored Cadillac runabout was being run for the first time since its owner



MMC spent most of its life in one family

Sheldon Marne bought it 40 years ago, 'I've kept it in storage in North Carolina all this time. Eight months ago I sent it to my friend Jim Clark in Yorkshire, UK - he restores cars like this as a hobby. He had a joiner remake the body, which is all wood apart from the bonnet, and re-leathered the interior. Thankfully, the chassis was rust-free.'

'I was orphaned during the war so cars of the Fifties and Sixties don't bring back happy memories. I prefer veterans for their primitive nature - they remind me of simpler times.'

1897 Panhard-Levassor

This 1897 Panhard-Levassor Charette Anglaise was entered in the 2014 event, but this year was driven by the original manufacturer's grandson, Robert Panhard. 'I have owned the car for 18 years, and I am only the third owner. It was ordered

new in July 1897 by Count Bozon de Perigord, who was a Panhard racer, then in 1900 he sold it to the Jorrand family, from whom I bought it in 2010. This car is quite significant - it was the last model designed by Émile Levassor before he died. It was his ultimate car.' Levassor suffered catastrophic injuries in a 1896 race, but continued developing new models until finally succumbing to complications from his injuries in April 1897.

1991 Jaguar XJ Sovereign 4.0

This low-mileage, 4.0-litre XJ40 Sovereign was on public display for the first time as part of the Jaguar XJ's 50th anniversary celebrations. Says owner Anthony Kearsley, 'It was bought new by a British lady who had taken up primary residence in Monaco. She used it to travel between London and Monaco - it's currently showing 28,000 miles.'



1904 Cadillac set for its first London-Brighton run



Robert Panhard drove one of his grandfather's cars



Low-mileage XJ shuttled between London and Monaco

EVENTS PLANNER 2019 JAN-MAY TOP TEN

January

12-13 Autosport International
NEC, Birmingham
autosportinternational.com

February

6-10 RétroMobile
Paris, France
retromobile.com
14-17 London Classic Car Show
Excel, London
thelondonclassiccarshow.co.uk
22-24 Race Retro
Stoneleigh Park, Coventry,

Warwickshire raceretro.com

March

8-9 Amelia Island Concours
d'Elegance
Amelia Island, Florida, USA
ameliaconcours.org
22-24 Practical Classics Classic
Car & Restoration Show
NEC, Birmingham
necrestorationshow.com

April

6-7 Members' Meeting,

Goodwood, Sussex
goodwood.com
10-14 Techno Classica Essen
Messe Essen,
Essen, Germany siha.de

May

3-5 Donington Historic Festival
Donington Park, Derbyshire
doningtonhistoric.com
24-26 Concorso d'Eleganza
Villa d'Este Como, Italy
concorsodeleganzavilladeste.com



Join Practical Classics at the Restoration Show

TOUR AUTO

2019

Optic 2000



29 APRIL - 4 MAY
WWW.TOURAUTO.COM

France, its scenic roads, architectural treasures and famous gastronomy.
A legendary rally with its timed stages on closed roads & circuits:
sports, discovery and conviviality.

2019 pays tribute to the disappeared British makes: Fairthorpe, Frazer-Nash, Healey...



Classic car enthusiasts
are easy to spot...

...you can see it
in their soles.

Whether you've got your head stuck under a bonnet, elbow deep in sump oil or you're on your back staring up at a drive shaft - your enthusiasm for classic cars is hard to disguise.

There are plenty of telltale signs that give you away but none more so than your obvious passion and enthusiasm for the "un-new".

Only enthusiasts like yourself will happily chat away to a pair of size 10s for hours - without even expecting a reply.

And, you wouldn't do it unless you loved it.

If it's important to you...
it's important to us.



PETERJAMESINSURANCE.CO.UK
INFO@PETERJAMESINSURANCE.CO.UK

CALL NOW **0121 506 6040**

CLASSIC CAR | AGREED VALUE | LIMITED MILEAGE | LAID-UP | MODERN CAR | MULTI VEHICLE



Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.



Tatraplan T600 is complete and was started up before Charterhouse's auction

Tatraplan needs a masterplan

Innovative T600 stored in UK for three decades attracts bids from all over Europe

Tatra's T600 Tatraplan ended its all-too-brief production run in 1952, with around 6350 built. In concept it was a slightly smaller, less complex T87, with an air-cooled pushrod flat-four in the tail and seating for five or six in the streamlined monocoque body.

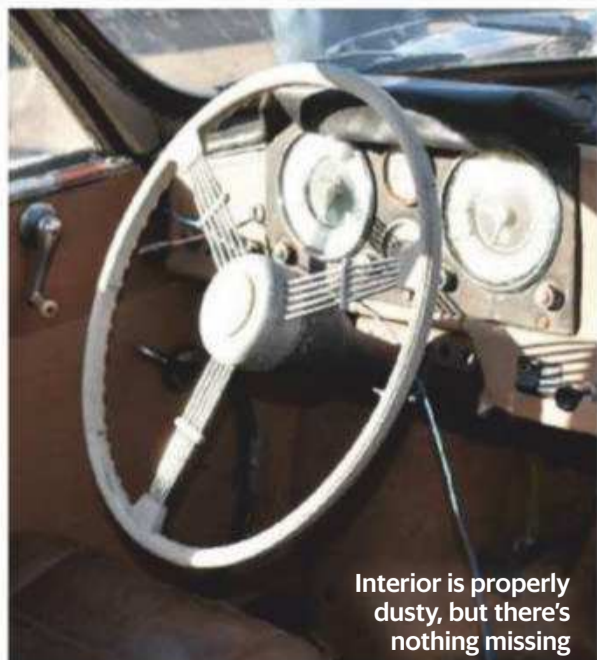
This one was sold through Charterhouse Auctions in Shepton Mallet days before we went to press. It came to the UK sometime before the mid-Eighties when the vendor acquired it, possibly serving here as transport for the Czech Embassy.

For the past 30-plus years it's been dry stored and awaiting restoration. It was never registered here - or if it was, the plates and paperwork have vanished - but during the extraction process from its resting place in Somerset, Charterhouse's Matthew Whitney and the car's owner persuaded it to run with some fresh petrol and hot-wired ignition.

'The owner originally intended to drive it to our sale, only about eight miles from his home,' says Whitney. 'In the end he took another view and towed it here with his Rolls-Royce Silver Shadow. It attracted

bids from all over Europe, with people from Germany, Italy, Poland and the Czech Republic competing with bidders in the room. It was bought by a bidder from Slovakia and the car will be returning there for restoration.'

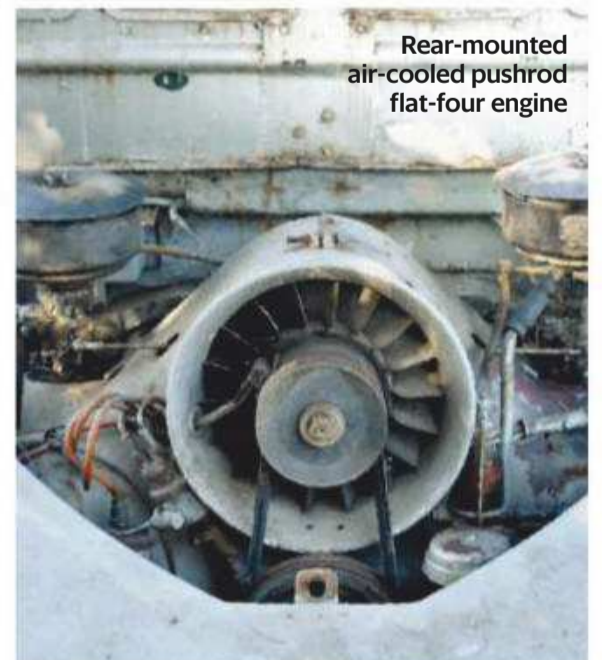
Whitney describes some rust in the door bottoms, generally flaky paint and a layer of grime over most areas, but the car is complete and was driven into the auction hall. The hammer price of £14,000 seemed a reasonable buy despite all the interest - you could wait a long time to see another one for sale in unrestored condition.



Interior is properly dusty, but there's nothing missing



Distinctive Tatra rear end with Fifties spaceship style



Rear-mounted air-cooled pushrod flat-four engine

Barn Finds

Oily rag or resto?

'Mostly dry stored' and 'mostly present and correct' are not the most reassuring descriptions for an old car in an auction, but this 1948 Triumph Roadster has a lot of potential. It's offered by Brightwells at its Classic & Vintage sale in Herefordshire on November 28, sold with no reserve.

The year 1948 saw the change from the 1.8-litre engine shared with the Renown to the larger and torquier 2.0-litre unit from the Standard Vanguard, which this car has. The Vanguard's three-speed manual transmission was operated via a column shift, making for easy three-abreast seating with the two little dickey seats in the tail turning the Triumph into an unlikely five-seater.

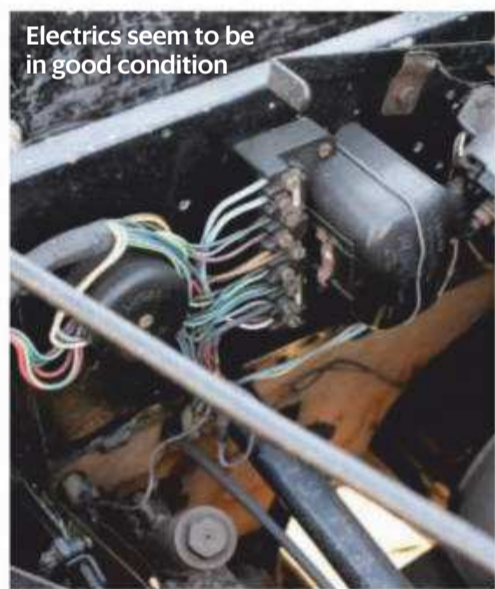
'It was owned for 30 years by a gentleman who stored it in his garage,' says Toby Service of Brightwells. 'It changed hands when he moved overseas a few years ago. Since then, it's been outside under a tarpaulin and now the gentleman has decided he's unlikely to get round to fixing it up.'

The car is rather heavily patinated as it is now, but replating the bumpers, renewing the hood material and giving the paint a professional mop and polish may be enough cosmetic attention. The engine turns but hasn't been started in a while, and the exhaust needs replacing. Service reckons it should fetch somewhere between £5000 and £8000.

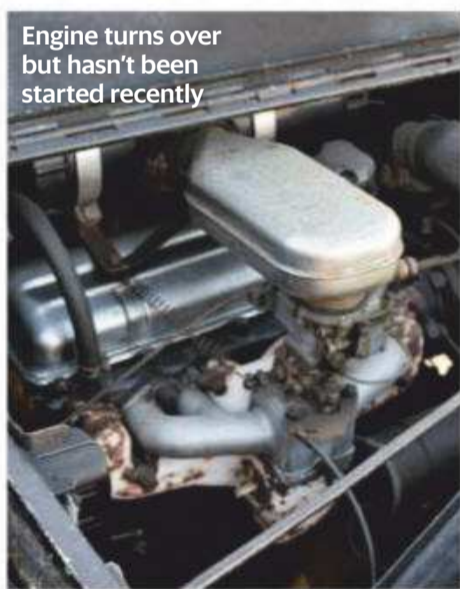
'I'd leave the body as it is; it shouldn't take too much to make it roadworthy.'



Bodywork would benefit from a buff up, but rot seems to be absent



Electrics seem to be in good condition



Engine turns over but hasn't been started recently



Hood looks beyond saving



SEND US YOUR BARN FINDS - BEST ONE WINS £100

Despite an outdoor existence, car is 'less rusty than some'

Armstrong power struggle

The 1950s Armstrong Siddeley range took a leap forward from the rather pedestrian Forties Lancaster/Typhoon/Whitley range with the arrival of a new 3.4-litre, six-cylinder engine that gave the new 346 Sapphire its numerical handle. Sadly, that's one of several parts missing from this car in Winchelsea, Sussex. Instead, there's a 2.6-litre IOE Rover engine, said to be 'good' and turning a four-speed overdrive gearbox.

The car's storage has been *al fresco* but the vendor states the car is less rusty than some. Headlamps and seats have been removed, though there are plenty of smaller parts a Sapphire restorer might find hard to locate elsewhere. There is a V5C present and interested parties can get in touch via *Classic Cars*.



Original 3.4-litre six has been replaced with a 2.6-litre Rover engine

in association with

Chopard



Alfa Romeo
CLASSICHE



To be
continued

NEW CERTIFICATION AND RESTORATION SERVICES AVAILABLE

Heritage

PASSIONE SENZA TEMPO



www.fcaheritage.com | Numero Verde Universale 00800 25320000

ENJOY A YEAR OF CLASSIC CARS

PRICE GUIDE QUARTERLY
348 climbers & fallers revealed

Twisted **Maserati Ghibli** restored

Ocean-crossing **Porsche 914**

Buy a **Merc G-Wagen** without risk

Classic Cars

THE ACCELERATORS

The best 5-second heroes for £12-200k
PLUS Tony Southgate on mastering thrust

HOT 30
27-PAGE SPECIAL

How to avoid a bodged **TR**

Thrashed, br...

HOT 30
27-PAGE SPECIAL

ROLLS CLOUD
Quentin Willson unearths a special limousine prototype

Most **BMW** collection, from ... to 333i

Grabham ... naco driven... ad!

Put in an **F355**

Buy **Citroën 2CV** fun, expertly

Classic Cars

EVER

Our £5-50k picks for high-speed families

Rauno Aaltonen on his favourites

JMO 9K

PLUS with Afr...

OFFER FOR PRINT ONLY
£9 every 3 months when paying by Direct Debit
12 issues for £42 when you pay by credit / debit card / PayPal

ORDER ONLINE OR ON THE PHONE QUOTING KEAA
WWW.GREATMAGAZINES.CO.UK/CLASSICCARS
UK 01858 438 884 OVERSEAS READERS CALL +44 1858 438 828

Terms & conditions: Subscriptions will start with the next available issue. Minimum term is 12 issues. You will not receive a renewal reminder and the Direct Debit payments will continue to be taken unless you tell us otherwise. This offer closes on 24th December 2018. This offer cannot be used in conjunction with any other offer. Cost from landlines for 01 numbers per minute are (approximate) 2p to 10p. Cost from mobiles per minute (approximate) 10p to 40p. Costs vary depending on the geographical location in the UK. You may get free calls to some numbers as part of your call package - please check with your phone provider. Order lines open 8am-9.30pm (Mon-Fri), 8am-4pm (Sat). UK orders only. Overseas? Please phone +44 1858 438828 for further details. Calls may be monitored or recorded for training purposes. For full terms and conditions please visit greatmagazines.co.uk/offer-terms-and-conditions.

FOR **JUST £9*** EVERY 3 MONTHS!

*when you choose the print option and pay by direct debit

SUBSCRIBE TODAY AND BENEFIT FROM

- **Saving over £20 a year on the shop price**
- **Never missing an issue** • **Free delivery to your door**



THE EDITOR SAYS

There's no better way to feed your love of old, interesting, weird and wonderful cars than having your favourite magazine drop through the letterbox once a month. With its unique blend of features, from the Life Cycle to Epic Restorations, essential buying advice and hot tips, and coverage of the best events, we try to make this magazine the most enjoyable way to learn about classic cars and the interesting characters who share your passion. We certainly have a lot of fun creating it. **Phil Bell, editor**



Love modified classics

LETTER OF THE MONTH

I agree with Gordon Murray (The Insiders, November 2018) about appropriately modified classics. To keep the original shape and concept, but upgrade internals is a great way to more fully use your pride and joy.

A couple of examples demonstrate this is not just a route for some go-faster-striping, big-bore-exhaust boy racer. Having seen several Singer 911s at Goodwood Festival of Speed, I was blown away. I want one, but while my wife is sympathetic, selling the house to buy one wasn't so enthusiastically received. In the West Country we have Alfaholics. Its upgraded and beautifully built 105 series coupés, and others, show what can be done. They're not bargains and you might have to wait a few years for one, but that's niggles. I am lucky to own two Seventies-modded Alfas that are totally, or in one case virtually, original externally. Underneath things are a bit different, and all the better for it.

So, embrace properly modified cars and let's not obsess about originality.

Alex Grenfell



▲ Singer 964 911 makes the case for suitable upgrades

Hot 30

Thank you Nigel Boothman for an entertaining article on the top Hot 30 cars picked by six experts (October 2018).

I would add BMW 840/850 manuals in the £25k bracket - fabulous looks, not many made, underpriced and close to bottoming; Maserati Merak at £35k - an Italian marvel, way underpriced; Maserati GT circa 2008 at £35k - hard to beat its sculptural good lines; Alfa GTV6 at £20k - engine, sound and good looks; Fiat Coupe 2.0 Turbo Limited at £10k - different looks, terrific five cylinders, 220bhp, Brembos, Recaros, limited numbers and rock bottom price; Maserati Ghibli II at £25k - two-litre twin turbo, 306bhp engine and quirky looks; BMW635CSI or M6 at £15-40k - it's a Beemer, cool lines; and Aston Martin Lagonda at £80k - I love its crazy lines though not so much its interior.

Danny Bell



▲ BMW 635CSI - a great investment bet?

Cool SL

I enjoyed the Five Mercedes SLs to Buy Now feature (December 2017), but you didn't mention the Getrag five-speed gearbox option. It makes the twin cam six-cylinder engine come alive. And the overheating/cylinder head gasket issues can be avoided with a good cooling system and clean fluids. Mine has almost 160k miles and, once I replaced the water pump and fan clutch, it runs below 100 degrees Celsius even in the summer.

Randy Cohen

My Jaguar SS100

It was with pleasure that I read the article on my Leonida Jaguar SS100 (Royal Blue, October 2018), which is now for sale with vintage & Prestige. The reason the gearbox is so good is it has double-helical-cut gears, identical to the type fitted in a 1938 SS100, because many parts from the original box were used by me when I reconditioned it.

I have never experienced brake fade mentioned, but most of the brake parts are relatively new and, as they bed in, further adjustment is probably necessary.

You mention an SS100 chassis in the US with a MkV engine. This was someone passing off an SS100 copy using the chassis number of my car. Apparently, this was common as the cars' value increased. SS100s have the chassis number stamped into the offside channel rail and together with the engine number and unique bodywork, was how the car was identified.

Nick Williams

Lingering American snobbery?

Recently you've touched on American cars superbly - Chrysler Ghia L6.4, Murena GT and that AMC enthusiast's vast collection - but such instances are infrequent. Why?

For example, when thinking about starter classics, how about a mid-Sixties straight six Ford Mustang instead of a MGB GT? I have a few Yank tanks and judging by offers I receive, they've gone up at least 50 per cent over the past few years.

Mine are two-door V8 coupes, not much bigger than a modern 5 Series, can seat four-five and return more than 20mpg. Parts are cheap and easily found, and maintenance doesn't need specialist help.

So please include more American metal, especially as they have contributed many pioneering engineering firsts.

Sanjaya Shabi

Classic Cars

JANUARY ISSUE
ON SALE NOV 21-DEC 27

EDITORIAL ENQUIRIES

Classic Cars, Media House, Lynch Wood,
Peterborough PE2 6EA
Tel: 01733 468582 or 468000 Fax: 01733 468379
Email: classic.cars@bauermedia.co.uk

EDITOR **Phil Bell** ASSISTANT EDITOR **Russ Smith**
NEWS EDITOR **Sam Dawson** ART EDITOR **Garry Mears**
DESIGNERS **Rachael Bambrough, Chelsea Nelms**
PRODUCTION EDITOR **Joe Breeze**
HEAD OF PRODUCTION **Rob McCabe**
OFFICE MANAGER **Pam Webster**

Contributors this month Ross Alkureishi, Nigel Boothman, John Colley, Steve Coogan, Mike Davis, Dale Drinnon, Richard Dredge, John Fitzpatrick, Jonathan Fleetwood, Martyn Goddard, Paul Hardiman, Jonathan Jacob, Glenn Lindberg, Charlie Magee, Gordon Murray, Ivan Ostroff, Ross Perry, Stewart Perry, Rob Scorah, Mike Taylor, Quentin Willson

Cover photography Jonathan Jacob

Advertising enquiries Classic Cars, Media House, Lynch Wood, Peterborough PE2 6EA. Fax 01733 395045 Commercial Director Kelly Millis, 01733 468422, kelly.millis@bauermedia.co.uk Commercial Manager Alice Sumner-Andrews, 01733 366 432, alice.sumner-andrews@bauermedia.co.uk Dealer key account director Katie Phillips, 01733 468482, katie.phillips@bauermedia.co.uk Telesales account manager Angela Ellington, 01733 468500, angela.griffin@bauermedia.co.uk Senior dealer account managers Farah Bell, 01736 602326, farah.bell@bauermedia.co.uk; Annie Mulcrone, 01733 366374, annie.mulcrone@bauermedia.co.uk Production Jackie Doran, 01733 468107 Private cars for sale 01733 366338 US advertising Kate Buckley, +845 266 4980, buckley@buckleypell.com Marketing Manager Rachael Beesley, 01733 395168 Marketing Executive Chanel Brown, 01733 468511 Digital Marketing Assistant Lewis Plumb, lewis.plumb@bauermedia.co.uk

PUBLISHING MANAGEMENT

Managing Director, Consumer Cars Niall Clarkson
Editorial Director June Smith-Sheppard Head of Digital Charlie Calton-Watson Group Direct Marketing Director Chris Gadsby Finance Director Lisa Hayden Group Finance Director Sarah Vickery Group MD Rob Munro-Hall CEO Paul Keenan

SUBSCRIPTION SPECIAL OFFERS See page 108

UK subscriptions 01858 438884 Overseas subscriptions +44 1858 438828
Subscribe by post Classic Cars subscriptions, FREEPOST (MID 16124), Leicester LE16 7BR. Email: bauer@subscription.co.uk
Overseas subscriptions Bauer Consumer Media Ltd, Tower House, Sovereign Park, Lathkill Street, Market Harborough LE94 7ZT, UK
For orders and queries call Mon-Fri between 8am-9.30pm; Saturday between 8am-4pm (UK time). Phone: 0845 601 1356 Fax: 01858 461739. Overseas customers phone +44 1858 438828 Fax +44 1858 461739

US SUBSCRIPTIONS Thoroughbred and Classic Cars, ISSN 1365-9537, is published 12 times a year by Bauer Consumer Media Ltd. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Thoroughbred and Classic Cars, Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Bauer Media Subscriptions, CDS Global, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leicester, LE16 9EF, United Kingdom. Air Business Ltd is acting as our mailing agent.

SYNDICATION ENQUIRIES

Want to use an article or image?

Phone +44 (0) 1733 468628 email syndication@bauermedia.co.uk

Details of competition winners are available on 01733 468582

BACK ISSUES UK PHONE 01858 438884

Classic Cars Back Issues CDS, Magazine Subscriptions Back Issues, FREEPOST, EDO3995, Leicester LE16 9BR Email: bauer@subscription.co.uk Overseas customers phone +44 (0) 1858 438828

Prices £5.75 UK; £7.30 overseas BINDERS 01733 468582 UK £5.95, Europe £6.95, US £9.95, all inc p&p

CAN'T FIND CLASSIC CARS? CALL 01733 468582

No part of the magazine may be reproduced in any form in whole or in part, without the prior permission of Bauer. All material published remains the copyright of Bauer and we reserve the right to copy or edit any material submitted to the magazine without further consent. The submission of material (manuscripts or images etc) to Bauer Media whether unsolicited or requested, is taken as permission to publish that material in the magazine, on the associated website, any apps or social media pages affiliated to the magazine, and any editions of the magazine published by our licensees elsewhere in the world. By submitting any material to us you are confirming that the material is your own original work or that you have permission from the copyright owner to use the material and to authorise Bauer to use it as described in this paragraph. You also promise that you have permission from anyone featured or referred to in the submitted material to it being used by Bauer. If Bauer receives a claim from a copyright owner or a person featured in any material you have sent us, we will inform that person that you have granted us permission to use the relevant material and you will be responsible for paying any amounts due to the copyright owner or featured person and / or for reimbursing Bauer for any losses it has suffered as a result. Please note, we accept no responsibility for unsolicited material which is lost or damaged in the post and we do not promise that we will be able to return any material to you. Finally, whilst we try to ensure accuracy of your material when we publish it, we cannot promise to do so. We do not accept any responsibility for any loss or damage, however caused, resulting from use of the material as described in this paragraph. Bauer Consumer Media Limited is a company registered in England and Wales with company number 01176085, registered address 1 Lincoln Court, Lincoln Road, Peterborough PE1 2RF. Printed by Wyndeham

Complaints: Bauer Consumer Media Limited is a member of the Independent Press Standards Organisation (www.ipso.co.uk) and endeavours to respond to and resolve your concerns quickly. Our Editorial Complaints Policy (including full details of how to contact us about editorial complaints and IPSO's contact details) can be found at www.bauermediacomplaints.co.uk. Our e-mail address for editorial complaints covered by the Editorial Complaints Policy is complaints@bauermedia.co.uk

Company information is Bauer Consumer Media Ltd, whose registered office is at 1 Lincoln Court, Lincoln Road, Peterborough, PE1 2RF. Registered in England and Wales company number 01176085, VAT no. 918 5617 01.

BAUER
MEDIA GROUP

IPSO Regulated

THE PERFECT FIT FOR MODERN DRIVING



CLASSIC INFOTAINMENT SYSTEM

The new Land Rover Classic Infotainment System fits perfectly with the authentic interior design of your vehicle and is packed with modern technology.

Providing route guidance in either 2D or 3D, the GPS Navigation System has a choice of up to 32 languages. 4 x 45 watt digital amplification delivers a rich, complete sound, whether your music is classic or modern. DAB+ lets you enjoy your favourite stations with the highest sound quality. Smartphone integration enables you to make hands-free calls and lets you transfer up to 1,250 existing contacts.

The Infotainment System comes in a choice of black or silver finish to perfectly fit your Land Rover's interior.

Land Rover Classic Infotainment System is available at classicparts.landrover.com and from your local retailer.

For more information, contact our Technical Advisors on +44(0)2476 565 708 or lclassic@jaguarlandrover.com

The new Land Rover Classic Infotainment System is designed to fit the following models*

Defender 90, 110, 130, Range Rover Classic (1993-1996), Discovery 1 (1994-1998) and Freelander 1 (1997-2004)

Key features include:

- DAB/DAB+ Radio
- Bluetooth® Connectivity: hand-free calls and music streaming
- Satellite Navigation
- Smartphone Integration
- 3.5" digital Touchscreen
- AM/FM Radio
- 4 x 45 watt digital Amplifier

Merry Christmas



FERRARI PARTS SPECIALIST
SUPERFORMANCE



01992 445 300 SUPERFORMANCE.CO.UK
CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE
UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW



DELIVERING WORLDWIDE EVERY DAY



Quentin Willson



How can you enjoy motoring for free? Quentin's winning formula is to buy the right car with the three-pointed star on its bonnet and cherish it

I have a soft spot for elderly Mercs. There hasn't been a time when there wasn't some old Benz parked in my life. But this long-term affection isn't an emotional thing, it's a hard-nosed and practical admiration for their sheer longevity. Of all the cars I've ever owned the ones wearing that three-pointed star have always started first time, every time. Better still, they usually sold for more than I paid.

After two years my beloved SLS gullwing was worth several grand more than its new list price, while a pair of SL63 AMGs cost me almost nothing in depreciation or repairs and were virtually free to own. Back in the 2000s I paid £17k for an E55 AMG, drove it carefully for two years (not an easy thing to do, mind) and then sold it for £16,900. And I've repeated this joyous pattern of predictable costs and glacial depreciation with R107s, R129s, SECs, SLKs and even a string of A-Class models bought for my daughter. In fact I can't ever remember losing more than a few hundred on an old Merc and most times turning a small profit. Feels good, that.

Success, of course, begins with buying the right car in the first place. That means warranted mileage, good colour and full history, avoiding the models that don't sell - R-Class, MLs and the S-Class models with big, mental engines - choosing automatics only, then servicing them well and often and keeping every shred of paperwork in a neat file. And don't forget oil and filter changes at 5000 miles, pressure-washing mud from lips of wheelarches and touching in stone chips.

Even a Benz will naturally deteriorate if you don't apply some periodic cherishing. And if you do give them some mild love they become like the '90 190D I ran for seven years that needed just a new battery and a set of brakes and tyres, and went on to sell for more than I paid. I remember that one not just with warm affection but deep admiration for the unbendable strength of its engineering.

Sitting in my driveway now is a 2000 CLK200 Avantgarde convertible that I've owned for six years. It's travelled to France and back many times, sits outside in all weathers, gets used as the family hack and

this week has just come back from its MoT with a flying pass and no advisories. The mileage may only be 66,000 and there are plenty of MB dealer stamps in the book but despite 18 years under its belt it still looks bright, shiny, rust-free and drives sweetly.

Apart from an exhaust box and the usual services it's never let me down or needed anything remotely expensive. The simple little chain-driven supercharged engine is a gem that still spins silently and idles evenly while the supercharger gives it a decent clip of speed and it's never returned less than 35mpg. As a neo-classic four-seater convertible for £2000 to £3000 it's hard to think of anything that represents stronger value right now.

I really should keep it, but car space in the Willson house is always at a premium so the CLK will have to go. However, if you want a classy drop-top daily driver that's cheap to run and easy to mend, look carefully at these first- and second-gen Merc CLKs convertibles. They're at the very bottom of their value curve, so if you find a good low-miler you too could enjoy the heady taste of motoring for free.

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.

Quentin's CLK200 convertible - lots of style, next to no cost



We strip, clean and protect the parts other processes cannot reach



BEFORE:

Ferrari 250 GT SWB before treatment

STRIPPED:

Chemically stripped and ready for repair

E-COAT PROTECTED:

Re-cleaned, Zinc Phosphated, Immersed in Electrophoretic paint and oven cured

The **SPL Chemical Immersion Process** strips the paint, grease, sealants and filler from both inside and outside and dissolves rust on contact. **The E-Coat Protection** is the most advanced multi stage immersion paint process available. The resulting oven cured crosslinked Epoxy coating is used by every automotive manufacturer in the world. Over 95% of the worlds new motor vehicles are coated in this way. It is fully compatible with all automotive approved refinishing paint systems.

“Trusted time and again by the UK’s leading manufacturers and restoration specialists. More than **4,000 shells** have successfully received the **SPL Treatment**. Call us now for **friendly and honest advice.**”



Tel: 01384 242010
www.surfaceprocessing.co.uk
sales@surfaceprocessing.co.uk



Gordon Murray



Designs that hit the bullseye first time are rare in the car world. Gordon has a few in mind – and he's recently found one for his classic collection...

One of the things I find fascinating about car design is that sometimes a particular design is just perfect first time from the point of view of style, balance and even sense of purpose or road presence.

In a lot of cases attempts by the manufacturer to improve on the design with a variant or facelift fail completely. What is even more interesting to me is that the perfect 'first time right' designs that have become iconic classics were born out of a design process so unstructured that a modern design team would not recognise or understand any part of it.

One manufacturer that springs to mind is Lotus – one of my all-time favourites is the Elan. It looks good and balanced from every angle. Lotus followed the Elan with the Plus 2, which in many ways is a better car – but the styling and particularly the balance just didn't translate very well. Another example is the original Mini, just

perfect in every way and all attempts to modernise the shape didn't work at all.

The best example of this phenomenon is one of the more recent additions to my classic collection, a Lotus Seven Series 2. Most of the design is purely functional; the cockpit is just wide enough for two occupants plus the transmission tunnel, while frame taper to the nose is a function of the minimum packaging space for the powertrain and the front wheel and tyre clearance on full lock. Arguably, the only real styling elements are the nose moulding, flared wings and windscreen shape, but somehow it works perfectly and the Seven shape has been with us now for 61 years.

The little Lotus is so perfectly proportioned even Chapman couldn't improve it. Inevitably, over the years the car changed a little with wider wheels and tyres, and the softer S4 redesign. Buyers accepted these small changes, but when Caterham recently produced a traditional-looking version that was very much a return to its roots

it was hugely popular, proving the original design was near perfect.

Over the years dozens of Seven copies have popped up, but none really worked. When I was designing the Light Car Company Rocket in 1991, I briefly flirted with the idea of designing a modern Seven, but very quickly dropped that direction and drew the Rocket with a retro single-seat body.

It took me a long time to find my unmolested 1962 model. So many of the early Sevens have had engine and gearbox transplants, roll bars added and wider wheels and tyres fitted, all of which dilute the attraction. Chassis number SB1171 is an absolute original car with its 1340cc Cosworth engine, narrow steel wheels, chrome hub caps and original steering wheel. I have had to thin the seat back, push the pedals forward and fit a smaller wheel to squeeze my 6ft 4in frame into the car, but that hasn't spoiled its originality and I marvel at the lines and shape of it. It's an absolutely iconic sports car with a massive place in automotive history.

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



Gordon's Series 2 has the classic functional style of Colin Chapman's right-first-time Seven



**Footman
James**
We share your passion

Insurance solutions* for classics and more.

Did you know, at FJ we don't just arrange cover for the classic vehicle owner? We also arrange insurance for **competitors, collectors** and **motor traders**.

Call our friendly UK team for a quote.

0333 207 6023

footmanjames.co.uk



Gold
Trusted
Service
★★★★★
feefo

*All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP COGE963.1.18

John Fitzpatrick



Fitz rues selling his Porsche 956, despite memories of being showered with debris at 250mph while charging it flat-out through the Mulsanne kink

Earlier this month I flew to Atlanta for the RM Sotheby's auction, where my JDavid 956 was crossing the block. It brings back some great memories and, of course, I now regret ever selling it. Chassis 956-110 was delivered new for Le Mans in 1983 for David Hobbs and myself to drive.

Competition was tough but we ran towards the front, behind the three Rothmans cars, until the early hours of the morning when a fuel metering unit failed out on the circuit and David had to walk back to the pits. The real drama of the race was on the very first lap. Mario and Michael Andretti were driving the Kremer-entered 956 and had qualified towards the front of the grid, but had made a mediocre start. By the time the cars reached the Mulsanne straight, Mario was well back in the pack. In those days there were no chicanes so it was a flat out run down to the tight Mulsanne corner. About three

quarters of the way down the straight there is a slight right hand bend called the Mulsanne kink. Even at top speed, 240mph plus, it can be taken flat out providing you take the correct line. That is to say, entering the corner from the far left edge of the track, clipping the apex on the right on the way through and drifting out to the edge of the track on the way out. Quite exhilarating when you got it right.

I had made a decent start and was lying fourth or fifth behind the factory cars going down the Mulsanne straight. On the long run down to the kink, Mario had slipstreamed several cars and was probably on the rev limiter doing at least 250mph. I saw him coming down the inside and he overtook me on the right, just before the kink. Of course, he was on the wrong line and had no chance of making the corner. His car slid across the track onto the sandy verge throwing up a shower of stones at the following cars, of which I was the first. A seriously large stone shot up and hit my

windshield and came through into the car, leaving a two-inch hole behind it. I went straight into the pits, met by my mechanics who were wondering what on earth had happened. The hole in the windshield was taped up as best they could and I handed a small boulder out through the window.

Although Le Mans had been disappointing we took the car back to the workshop in Silverstone and received a call from the SCCA, which was suffering dwindling fields for its Can-Am races. It invited us to take part in events at Mosport and Elkhart Lake (Road America), which resulted in a win and a third place. Then in September we won the 1000km race at Brands Hatch, which made up for a lot of disappointments. My regular co-driver, David Hobbs, was busy winning the Trans-Am championship that weekend, so I asked Derek Warwick to join me. Thanks to his great drives in the wet we managed to beat the factory Rothmans Team.

The car didn't sell in Atlanta, but when it does find a new owner I hope they gain as much pleasure from it as I did.

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



John's old JDavid Porsche 956 - now with a replaced windscreen



Front to rear: Mki 2000GT XL,
MkII 3.0 Ghia, MkIII 2.8i, Mki
3000GXL, MkIII 2.0S, MkII 1.3L



Capri at 50

It's five decades since Ford's groundbreaking 'car that you always promised yourself' hit the road. We put its key movers and shakers to the test

Words ROSS ALKUREISHI Photography JONATHAN JACOB



'The fastback shape with that squat rear lends a grizzled promise of sporting prowess'

Recent times have seen political correctness, corporate coffee shops and 'fake news' flow east across the Atlantic. Yet in days gone by we've had more to thank our US cousins for. Ford executive Lee Iacocca's 'personal coupé' Mustang had taken America by storm, offering stylish, affordable performance motoring that the buyer could customise to their heart's delight. Cue the Capri - the American dream, made European, initiated from a design sketch by Dearborn-based Gil Spear, evolved in Dunton, UK. Taking the same basic formula - stylish body, parts-bin underpinnings, and price consciousness - in 1969 Ford's marketing geniuses unleashed it on a groovy British public longing to break free of stiff-upper-lip motoring.

Today, the six long snouts and corresponding number of tight squat bottoms - each instantly familiar, and yet distinctly of the Seventies - sitting on our test track are a reminder that, in marketing terminology, the firm's coupé content remained evergreen for 18 years.

Time to see exactly why more than 1.9 million consumers bought into Ford's fabulous Capri way.

'What would sir or madam, like?' For the average Ford customer back in 1969, the question would have been akin to bamboozlement. 'A Capri, please,' they'd have no doubt thought

the correct answer. 'Ah, but what engine? The 1298cc 52bhp or 64bhp four-cylinder, 1599cc 64bhp or 82bhp four-cylinder or 93bhp 1996cc V4?' The next choice, 'With or without GT?'

Transmission selected - either four-speed manual or, on the 1.6-litre and beyond, maybe three-speed automatic - it continued with dress-up packages. 'X, L, R, XL or XLR?' With all options accompanied by myriad flashy brochures, buyers would've been rubbing their palms with glee. Post-war ration-induced privations had finally been well and truly thrown off, and that great American re-invention of the Fifties and Sixties had arrived - choice.

Chris Taylor's pre-facelift **Capri 2000GT XL** would have sat firmly top of the range when new. Under its bonnet is the V4 unit - as already featured in the Ford Corsair, Zephyr and Transit - incorporated in a floorplan evolved from a Cortina MkII. In fact all the mechanicals and running gear were tried and tested units - including MacPherson strut front suspension, a live rear axle and front disc brakes. The front and rear track were widened, and spring rates and dampers considerably stiffened up.

Resplendent in Blue Mink metallic, the 2000GT has an appealing purity. The fastback shape with that squat rear lends a grizzled promise of sporting prowess, while the chrome bumpers, bullet wing mirrors and thin rear lights - from the Escort MkI - offset fussier details like the fake air scoops by the rear wheelarches, vinyl roof and thick 'hockey stick' swage line. With the £15.01 L Pack option ticked by its first owner there are bumper overrides, metal side mouldings, and a locking fuel cap - the Rostyle wheels here from the Custom Plan R replace the standard steels.



Styling was developed at Dunton using Michigan's 'Project Colt' styling exercise as a start point; Capri popularised use of Rubery Owen Rostyle wheels; 2.0-litre V4 torquy but not quick



This extra visual goodness continues inside, where the Custom Plan X adds reclining front seats, a shaped rear seat and a dipping rear-view mirror among other things. You sit higher than expected, but there's a period simplicity to the cabin.

For all its hairy-chested visual promise, the V4 unit delivers its oomph with a breathy pleasantness. It pulls well from low revs, sounds nice and sporty and there's ample torque, which this freshly rebuilt unit delivers relatively smoothly, but with just 104lb ft it scampers rather than charges from 0-60mph, taking a smidge over 10 seconds.

Brace yourself for the first corner and the expected wallow never arrives, at least not to the extent period road testers would have experienced. Owner Chris fitted Spax rear dampers and gas struts at the front during the rebuild to tighten the handling. That allows me to relax and enjoy the surprisingly high level of feedback offered by the rack-and-pinion steering following the Escort that was launched the year before.

As a Capri taster this Mk1 2000GT certainly whets the appetite, and the visuals are pure Sixties Carnaby Street and all that jazz. If the Mustang was the automobile for the age in the 'States, then Europe now had its equivalent and with an insatiable public appetite for sporting kicks - at a rock-bottom price of £1087.53, which was £129.47 lower than an MGB GT. It was the beginning of a Capri sales frenzy. However, as a range-topper it didn't quite cut the English mustard. Ford knew that, the public knew that and it would take the arrival of the V6 variants to deliver the go to match the Capri's undoubted show.

Owning a Capri Mk1 2000GT XL



'I've owned this car for 28 years,' says Chris Taylor. 'It was originally green and I used it as a daily driver aged 20, but then put it in the garage and then into a field where it stayed for a long time. Seven years ago I began preparing it for restoration. It's been a long haul, but the 50th anniversary spurred me into action.'

'Being a pre-facelift, parts were difficult to source - body panels in particular. I grit-blasted it in the garage and then put the body on a rotisserie. Working on and off at weekends the body took 12 months to complete. I had to fabricate a crossmember and where others were bad, cut bits out and replace them. I ended up refurbishing the brake calipers and master cylinder, because replacements weren't available. I sent the original dashboard switches to Poland for refurbishment. JB Racing rebuilt the engine for £2500, but I stopped counting the cost - it was getting silly. CoFord Classics has been invaluable in helping complete the car.'

1969 Ford Capri Mk1 2000GT XL

Engine 1996cc ohv V4, twin-choke Weber 32DIF carburettor
Power 93bhp @ 5500rpm **Torque** 104lb ft @ 3600rpm
Transmission Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, half-elliptic leaf springs, radius arms, telescopic dampers **Brakes** Discs front, drums rear, servo-assisted **Weight** 1003kg (2211lb) **Performance** 0-60mph: 10.6sec Top speed: 106mph **Fuel consumption** 28mpg
Cost new £1087.53 **Classic Cars Price Guide** £2500-£14,000



MkI's facelifted interior has a bigger instrument binnacle and groovy suspended clock pod; 3.0-litre V6 provides plenty of torque for mile-munching; aftermarket chromed wheels have replaced Minilite-alike painted steels



The hero car finally arrived in the shape of the 3000GT in late 1969, but not before several tuning houses had themselves shoehorned 3.0-litre units into a Capri bodyshell. That thunder stealing had come as a result of Ford not committing to a V6 variant until too late in the product launch schedule - with hindsight one thing the company's head henchos did get wrong. The 2994cc Essex V6 - a reworked version of the Zodiac's powerplant - significantly raised power and torque outputs, and was allied to a tougher gearbox that could cope with the extra lashings of grunt. Having usurped the V4 unit, it allowed the 2000GT to fall straight into the midrange of the model line-up that in reality it should always have occupied.

Our car is a post-facelift **1973 Ford Capri 3000GXL**, resplendent in Sebring Red. And what a cracker it is. The 'X' 'L' and 'R' badges are a thing of the past, replaced by an optional sports custom pack for GT models, while here the GXL range-topping moniker denotes that it has all the goodies.

The rear lamp clusters aren't as discreet as the earlier car's, but the by-now de-rigueur bonnet hump (as per the German models, and on all models from 1972), twin-tailpipes and those quad headlights lend it a whiff of the Cologne-built homologation special RS2600's wild aesthetic (see page 62). Toss in matt black sills, Minilite-aping 5.5J Sports Road wheels and 3000 V6 front wing badges, and our previous car looks a touch sweet by

comparison - think Olivia Newton John's transformation from pure Sandy Olsson to be-leather trousered temptress in *Grease*.

Inside it's ramped up on masculinity, with a deeper instrument binnacle stocked with large black-faced instruments wearing orange needles. The steering wheel is less meaty, but the gear lever is chunky and the lower seating position a distinct improvement.

Crank up the V6 and it's a different proposition. There's a charismatic offbeat wuffle when stationary, but get on the move and that quickly rises in tone to become a six-cylinder blare. Its later engine was mechanically re-jigged to 138bhp (up 10bhp on the 3000GT and later 3000E equivalent) but there's still relatively little need to rev the proverbials off it, because it pulls like a husky good 'un from low down, peaking just south of 5000rpm.

It feels convincingly faster than the earlier MkI and it is, being a full 2.3 seconds quicker in a sprint from 0-60mph. The rod-change four-speed gearbox isn't quite as sweet shifting - come back, Sandy - but the V6's surge of constant acceleration means there's no need to rush between the better-spaced ratios.

The brakes give initial cause for concern with an alarming lack of bite but think of them as anti-Citroën in the necessary required pressure. Thankfully a heavy boot overcomes this, revealing sharp enough levels of stopping power.

It's also decidedly less choppy over poorer surfaces than the V4 thanks to softer springing; but barrel into a corner and it too tends to understeer and with the extra weight in its long schnozz it's more pronounced. However, just like the earlier car it can be easily blotted out with a touch of throttle.



'There's little need to rev the proverbials off it, because it pulls like a husky good 'un'

The V4 excelled as a GT, though its engine, while reliable, didn't respond as well to tuning as the Kent four-cylinders. But the V6 Essex turned big brother into a true and potent mile-muncher. It was definitely the one to have.

From the off, Ford UK and Ford Germany had built its own variants, complete with distinct engine families known as Kent, Essex and Cologne. The range now included seven models and, for the final year of production, the British-built cars basked in the glory of their own ETCC homologation hero, the RS3100. And yet the model's single biggest draw was still its price point. In January 1969 the boggo 1300, with just a paltry 52bhp on tap, cost £890.39; even the range topper 2000GT was only £1087.53. At the 1974 close of MkI play, the 3000GXL came in at a fiercely competitive £1824, still a performance bargain by anyone's thinking.

The public agreed, gorging on all model variants and by the arrival of the Capri MkII, Ford had shifted a mightily impressive 1,209,100 units in all regions - including the USA where it was sold simply as 'Capri', with no Ford badging. Most were cooking to mid-range models, but the sales template had been set.

Owning a Ford Capri Mk1 3000GXL



This was originally 18-year old college student Reece Bansal's grandfather's car. 'My grandmother wouldn't let him have it,' he explains. 'But he said, "I'm buying it for Reece as an investment," and that was his way of getting round her. He owned it for 17 years, only doing around 100 miles a year to shows, before leaving it to me. I don't have my licence yet so today my dad drove it here from Birmingham, but I'll be taking my test very soon.'

'Since owning it we've touched up the paint, tuned the engine, sourced an original radio to replace the aftermarket unit, and replaced a rusty exhaust silencer. We don't have a yearly budget for running it, we just fix it when required. It's quite thirsty compared to a modern car.'

'It's also been to its first show in my ownership this year, where it finished third in the Mk1 category at the Capri Club International's concours event in Evesham.'

1973 Ford Capri Mk1 3000GXL

Engine 2993cc V6, twin-choke Weber 38DGAS carburettor

Power 138bhp @ 4750rpm **Torque** 174lb ft @ 3000rpm

Transmission Four-speed manual, rear-wheel drive **Steering**

Rack and pinion **Suspension** Front: MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, half-elliptic leaf springs, anti-roll bar, telescopic dampers **Brakes** Discs front,

drums rear, servo-assisted **Weight** 1079kg (2380lb) **Performance** 0-60mph: 8.3sec; Top speed: 122mph **Fuel consumption** 23mpg

Cost new £1824 **Classic Cars Price Guide** £3750-£25,000

'I raced one' Jochen Mass

He took the 1972 ETCC title at the wheel of an RS2600. So just how good were the racing variants?



'The public always backed the underdog, be it a Capri or BMW'

The first time I drove the RS2600 was in the 1970 European Hill Climb Championship,' recalls Jochen Mass. 'It was half ready really, not entirely developed, but I liked it a lot and absolutely thought it could be successful. That was the start of the thrilling competition between the Schnitzer BMWs and the Capris. They were a bit stronger at the time and Ernst Furtmayr beat me on a regular basis. I was very close, but not quite there.'

By 1971 the early 230bhp Weslake-developed V6 engines had been tweaked to reliably deliver 260bhp, and coupled with an improved chassis and aerodynamics package. 'That year I won the German Championship hands down, winning every race. The strong points of the car were the handling, which was very good. The steering was a bit heavy, but it was very neutral through corners. The early cars were not that powerful, but it quickly became a lot better.'

In that same year Dieter Glemser won the European Touring Car Championship title in an RS2600, and in 1972 - despite Jochen Neerpasch and Martin Braungart's defection to arch-rival BMW - it was Mass who took the title, winning five times. 'Needless to say it was down to my superior driving! Although technically the car was absolutely on the spot.'

By now the two teams were involved in an epic racing ding-dong. 'We were really dominating BMW, and they didn't like that. That's when they came with the wing. Obviously we had restricted aerodynamics with just a little ducktail, and then they began to dominate us. I have a nice memory of the leading the first lap of a race that season with no aerodynamics and with the public it was always the underdog, be it Capri or BMW, that it supported. People really liked the Ford Cologne cars because they knew where they came from. Was it frustrating? What's frustrating when you're young and racing - no big deal.'

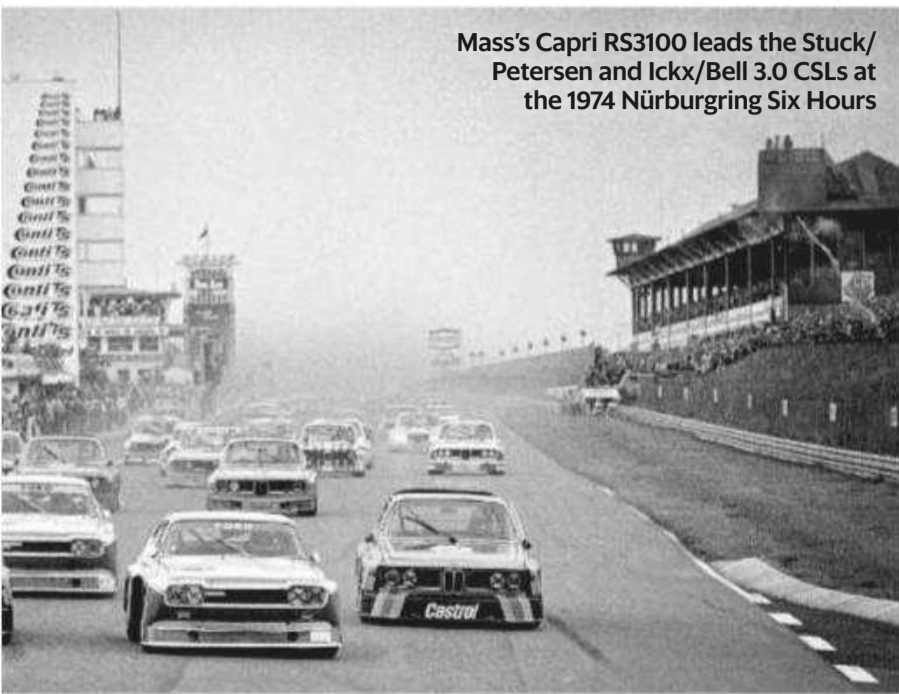
It wasn't until mid-season in 1973 that the new BMW aero package arrived but its effect was instant, worth some 15 seconds per lap at the Nürburgring and over 8 seconds per lap at Spa. The Capris struggled to maintain their competitiveness and Toine Heizemanns surged to the ETCC title in his BMW 3.0 CSL.

After a bit of a delay the Capri did finally receive its aerodynamic package, alongside a new Cosworth-developed V6 engine in the new RS3100. 'There were openings on the front spoiler that could be adjusted so we could increase or decrease the downforce, although I'm not sure how effective it was. The engine was better though, lighter and now up to 450bhp.'

The RS3100 was a success, notching up eight wins over the next two seasons, but by then BMW had pulled the plug on its works racers. 'Despite BMW's absence, the RS3100 was less dominant than the RS2600 for the simple reason that the others had caught up. They were great iconic cars of the day and an absolute match for the BMWs. My only regret is that we don't have saloon cars like that today.'



Photos LAT Photographic Motorsport Images & Sutton Motorsport Images



Mass's Capri RS3100 leads the Stuck/Petersen and Ickx/Bell 3.0 CSLs at the 1974 Nürburgring Six Hours



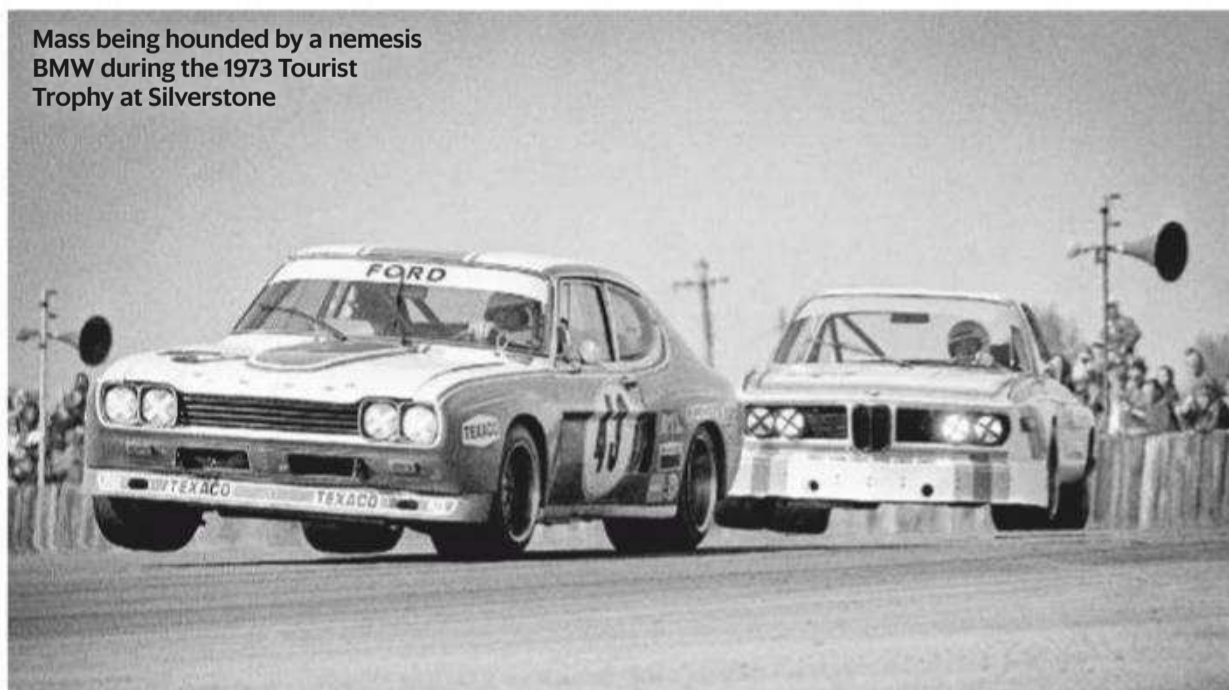
1972 ETCC round at Paul Ricard: Mass' RS2600 Capri snaps at the heels of Jackie Stewart's sister car



A show of raw Cologne power at the 1973 Nürburgring 1000km



Mass leading at Zandvoort in the 1974 ETCC



Mass being hounded by a nemesis BMW during the 1973 Tourist Trophy at Silverstone



Basic interior reflects the tone of the era it was born into; 1.3-litre Kent engine has plenty of room to breathe; orange MkII wears L trim, yellow 3.0 is a Ghia



C

ome the new decade, and come the new Capri. Well, actually no. Come the new decade and Ford merely started thinking about the next generation; it'd actually be 1974 before it arrived. The Capri MkI had conquered the market - in fact created a new one - so how to ensure continued sales success? True to the company's management ethos, the successes and failures of every aspect - style, substance, character and sales processes - of the outgoing model were analysed to the nth degree.

The one key unchangeable factor was that it would be built on the same platform, a common Ford procedure, but designers had free reign in terms of the bodywork it wore. Out went the Mustang-esque fake vents and pure Americana of the hockey-stick body swage line, and in came smooth slab flanks and rectangular headlights on all models for cleaner, less belligerent look. And a hatchback! Yes, the people had spoken regarding a lack of luggage room, and this was the result.

Despite the MkI having had a fairly recent engine roster tweak, the biggie for MkII was the deletion of the stolid V4 Essex unit, replaced by the new overhead-cam 2.0-litre Pinto good for 98bhp.

Which is precisely what we don't have here. No, this is one of the great survivors. Not a cooking, but a budget cookery model - a later **1976 Capri 1.3L**. In fact strictly speaking there was a lower, non-L base model, but good luck finding one today.

It's a bit more plain-Jane to the rockabilly MkI, with none of that reflective Sixties retro-cool and, rather like the subsequent decade, it's taken a bit longer for it to come back into fashion. Those large front headlight lenses almost give it a bespectacled air, compared to its sharp rectangular-eyed predecessor the 2000GT - and as for its brooding mean and moody MkIII replacement there is simply no contest.

Pop the bonnet when new and that pea-sized power plant would surely have had you struggling not to run to trading standards complaining about the inclusion of a power bulge - if the V4 was compact, then blink and you'd miss this.

However, with the decade firmly in the grip of an energy crisis caused by the Yom Kippur war, this was the response of the never-ones-to-miss-an-opportunity ad men. The recipe? Take the 1298cc Kent unit and fit an 1100 cylinder head to it with Ford's own carburettor for an underwhelming 50bhp - hey presto, the lowest-powered Capri yet, but one that'd return a healthy combined fuel consumption of circa 30mpg.

Not many survive, but then not many were sold. For a model built on added visual va-va-voom, having the base model - whatever the straitened times - was never really going to appeal to boy racers, medallion men or sharp dads about town; it wasn't as if you could jazz it up with a little X, L or R packs and their respective badging, because now distinct trim levels were in play for the model hierarchy.

This car's interior is budget basic with the synthetic luxury of the more exalted replaced by cloth seats, a twin instrument



'If the MkI's V4 was compact, then blink and you'd miss the MkII's pea-sized engine'

binnacle swathed in faux wood veneer. The glass area has been extended by almost a third - it's not quite Georgie Best's goldfish bowl house, but it aids visibility.

On the hoof it's strictly pedestrian. It doesn't run out of breath so much as, by the time it actually finally gets going, it's run out of gears. If ever a car needed a fifth cog... The chassis hangs on well when giving it some, but in truth you're not really carrying enough speed to get truly fruity.

It's definitely more *George & Mildred* than *The Sweeney* or *The Professionals*, but free yourself of any previous thoughts of sporting prowess and it's quite an enjoyable car to pilot. You get the same Capri essence but watered down to try and address the multiple crises of its time.

With petrol rationing threatened and temporary speed limits being imposed in the UK, the driver of this car would have been safe in the knowledge that he'd keep going long after the more lusty Capris had drunk their fill of fuel.

Today, it removes rose-tinted glasses, to act as a reminder of just how painful certain aspects of the Seventies really were.

Owning a Capri MkII 1.3L



George Chrisostomou has owned this MkII 1.3L for a year, but it's now up for sale. Says George, 'I bought it because I wanted one that I could drive for the summer. My hobby - or illness - is restoring cars, so the rest of them are in various stages of being rebuilt. I want to make room for my other cars, so I can start getting my projects finished, but it has to go to a Capri-loving home.'

'I didn't go looking for this model, but it was the only Capri I could find in this condition. I didn't realise how rare the model was when I bought it. I believe there are only ten left in the UK. I've done a few bits and bobs to it, tidying up the engine bay and sourcing different wheels. It'll return 35-40mpg; it's not too underpowered and there's no noticeable difference in power compared to the 1.6L, although it could do with a fifth gear. My son Alex enjoyed using it in London this summer, but as I said, it has to go.'

1976 Ford Capri MkII 1.3L

Engine 1298cc ohv 4-cyl, Ford Motorcraft GPD carburettor

Power 50bhp @ 5500rpm **Torque** 87lb ft @ 2700rpm

Transmission Four-speed manual, driving rear wheels **Steering**

Rack and pinion **Suspension** Front: MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, half-elliptic leaf springs, anti-roll bar, telescopic dampers **Brakes** Discs front,

drums rear, optional servo **Weight** 1010kg (2227lb) **Performance**

0-60mph: 19.4sec; Top speed: 89mph **Fuel consumption** 30mpg

Cost new £1336 **Classic Cars Price Guide** £1250-£8250



After the depredations of the 1.3L, we happily say hello to bad-boy town again with the **Capri 3000 Ghia**. For those of a mind to shrug off the schisms and aftershocks of a world in meltdown, this was business as usual - albeit in the brave new MkII package. The Ghia moniker came from the Italian styling house of the same name recently acquired by Ford, and replaced the GXL at the top of the tree. Its 3.0-litre Essex V6 remained in the same 138bhp and 174lb ft of torque form, while in came a range of exterior and interior trim tweaks.

Mike Foreman's example came with an automatic gearbox when new, so received a large badge on the rear identifying it as such. It shares the same chrome Capri badge superimposed on a 'II' numeral vinyl sticker that looks suspiciously like those on the later 1980 Superman movie sequel - perhaps director Richard Lester was a closet Capri fan?

The high-end exterior spec sees the addition of a tilt and slide sunroof, tinted glass, halogen headlamps and striking alloy wheels. Is it as arresting as the earlier hero car? Today, the answer is a definitive no. Neither can it match the malevolence of the MkIII - perhaps the reason why as a classic the MkII has remained the least loved of all three.

Mechanically it's the same deal, but here with the automatic gearbox and extra heft of the MkII having a considerable effect on

the car's 0-60mph time. Ford's own lightweight C3 unit replaced the earlier Borg-Warner Type 35 auto 'box and acquits itself well - shifts are perceptibly smooth, and it adds another layer of lazily swift progress to that 3.0-litre lump. Indeed this has always been owner Mike Foreman's go-to car for European touring, so easy is it to pilot. The increased weight also makes itself known with a heavier tendency to roll through tight corners, but the payback of that softer suspension is its ability to mop up Britain's blighted road imperfections with ease.

Inside, high-back front seats, thick-pile carpets and velvet-esque Rialto fabric provide the cabin its Ghia touches, but my, did you pay for the overall package. It cost £549 more than the mechanically identical 3000GT - even more in this case, because with the auto box option ticked it rose yet further to £2,720.

Despite still topping the UK sales charts, and the arrival of the special Midnight Black 'S' model, Ford's year-on-year Capri sales continued on a downward journey. With the Ghia models already being built in Cologne, by 1976 Ford UK's Halewood plant concluded its Capri rollout, with all production switching to Germany, as it concentrated instead on the Escort.

Come 1977 and a familiar friend returned to the beat - the X-Pack. Why not? While the MkI had basked in the afterglow of repeated European Touring Car Championship successes on the Continent, the MkII 3000GT had remained relevant by dominating its class in the British Touring Car Championship.

With those visions of successful racers imprinted in the public consciousness - albeit not as hairy visually or mechanically as the



Auto gearbox, soft suspension and plush interior makes this an easy-living cruiser rather than a backroad hustler; Essex V6 is lazily swift but X-Pack options could completely transform it



'Increased weight means a tendency to roll in corners, but softer suspension sees it mop up Britain's road imperfections'

RS2600 and RS3100 - it was time to unleash X, and with the new package you could go as mad as you wished.

Brake kits offered ventilated discs, suspension kits anti-dive technology and stiffer set-ups, body kits wild front spoilers, a rear spoiler and flared arches, wheels saw seven-inch-wide four-spoke RS alloys offered and mechanically it was possible to go for a triple carburettor engine conversion for 170bhp from the 3.0-litre V6.

As a last hurrah for the MkII it was a wild time (and it wasn't just confined to the Capri, with X-Packs pushed across the entire Ford model range), rallying legend Bjorn Waldegard giving an advertising clarion call to drive one last torrent of sales and see it off into the sunset of retirement.

Of course our standard example is the antithesis to all that glorious nonsense - sober-lined, smart-suited inside and with the throbbing familiarity of that old un-messed-around-with Essex friend under the bonnet. It remains a pertinent reminder of the decade, and the top end of the MkIIs.

Owning a Capri MkII 3.0 Ghia



'I owned 17 Capris in my heyday, but that's been trimmed down to six - one MkI, two MkIIs and three MkIIIs,' says Mike Foreman. 'When I left school in the summer of 1977 all my mates bought MkIs - £500 would get you a decent car - but I saved three times that and bought a MkII Ghia. It was a labour of love, but I retain a soft spot for the model - it was my first taste of a Capri.'

'It's far better to buy one that someone has put all the work and money into, unless of course you like doing it. I rebuilt a 2.8i some years ago, but it's a costly thing to do.'

'This particular car hasn't seen the light of day for five years, since the water pump went. I fitted it last night to get it here. Prior to that it has been abroad many times to German, Dutch and Belgian car shows. However, the onset of children - I have six, from three months to 27 years-old - has temporarily stopped that.'

1974 Ford Capri MkII 3.0 Ghia

Engine 2994cc ohv V6, Weber 38DGAS carburettor **Power** 138bhp @ 5100rpm **Torque** 174lb ft @ 3000rpm **Transmission** Three-speed auto, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, half-elliptic leaf springs, anti-roll bar, telescopic dampers **Brakes** Discs front, drums rear, servo-assisted **Weight** 1170kg (2580lb) **Performance** 0-60mph: 9sec; Top speed: 122mph **Fuel consumption** 23mpg **Cost new** £2444 **Classic Cars Price Guide** £3000-£19,000



Rubberised steering wheel, strobe graphics and exterior mouldings not only characterise an era but helped create a stereotype; handling is improved over V6s by lighter Pinto engine, at the expense of raw grunt

By sticking to its tried-and-tested formula, and familiar mechanical and powerplant layout, Ford had kept the Capri essence intact. Certainly more so than in the United States where the third-generation Mustang had suffered the dual ignominies of a re-style that led to it resembling a Japanese econo-box, and multiple engine power downgrades that left it an emasculated shadow of the once glorious original.

Of course we now know that Ford had other ideas on pulling the Capri plug, convinced that it could keep the model germane as it moved quickly towards the Eighties - and just as buyers thought it was on the way out, they pulled them back in. As per the bean counters' usual department this restyle was to be completed with as little financial outlay as possible.

Unlike the MkII, in which every body panel had been different from its predecessor, there were few changes to the MkIII. In the best sleight of hand since Karmann's top-and-tail transformation of Triumph's TR5-into-TR6, the design engineers under the direction of Uwe Bahnsen managed to produce a car that looked like a fresh production model.

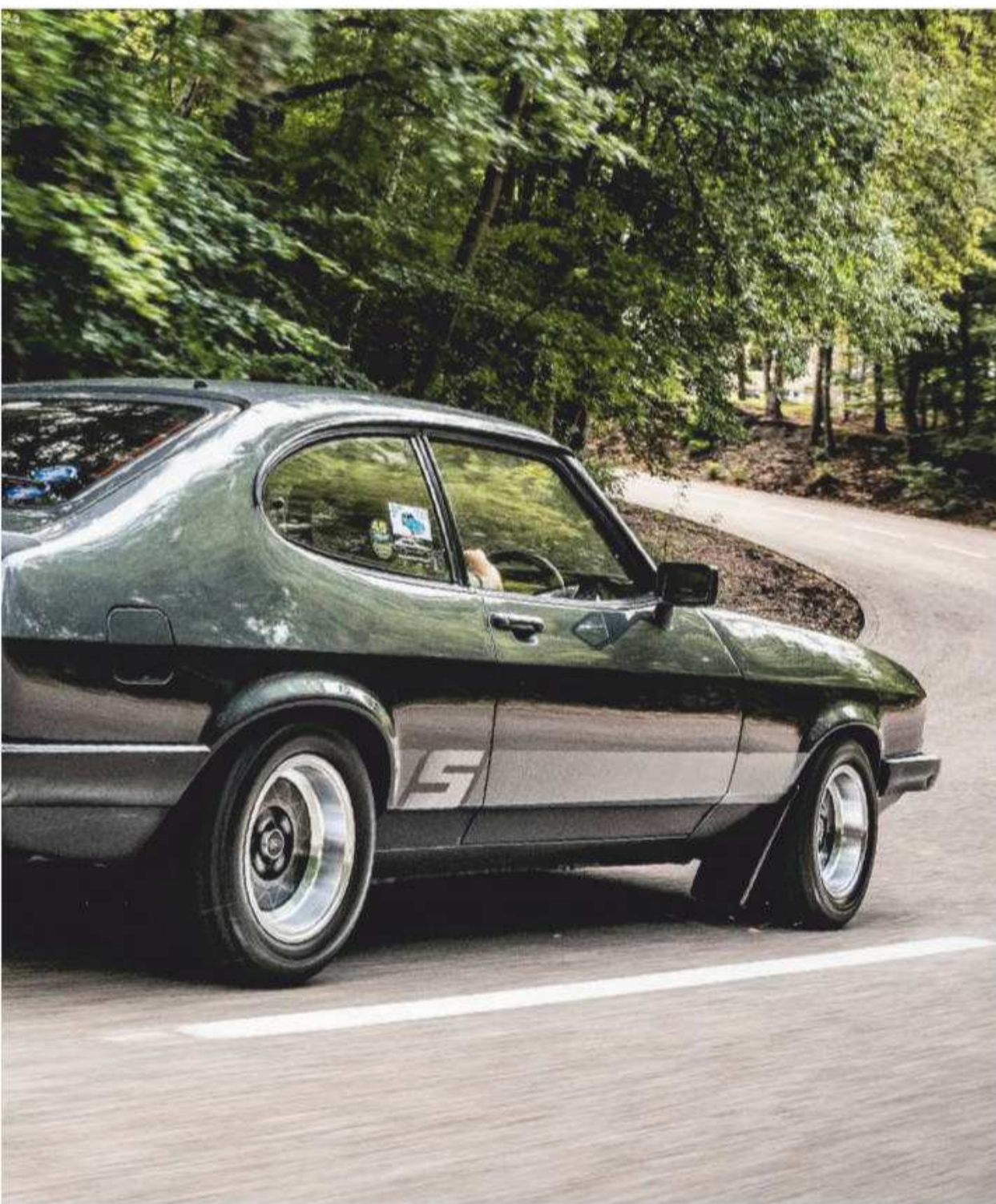
Sit Kris Saines' **Capri MkIII 2.0S** next to our MkII and it takes a while before the panel similarities begin to make themselves clear. Lengthening the front edge of the bonnet and pushing it forward endow the MkIII with a brooding, furrowed brow, but it's the

four headlamps - something the designers had to fight hard for because of the increased cost - that change the game completely, defining the spirit of the hardest-charging Capris to date.

On the flanks the Strobe 'S' decal linking the new black wraparound bumpers shout speed, as do the integrated chin spoiler and rubber rear ducktail spoiler. Binning the chrome only enhanced the new look. The result is one mean-looking brute of a car. But the changes were more than a marketing man's dream - along with the aerofoil radiator grille and lower bonnet line they helped reduce the MkII's almost criminal coefficient of drag from 0.428 to 0.374. And those front-end changes reduced the Capri's notorious front-end lift by 18 per cent. That subtle rear spoiler reduced rear-end lift by a whopping 60 per cent.

Settle down into the 2.0S and it's most definitely a Ford from the Eighties. That rubberised grey sports steering wheel and profusion of grey plastics would become the mainstay of Blue Oval interiors. The material on optional Recaro seats - a must-have on any sporting Ford of the era - matches the strobe effect on the exterior, and the driver's seat hugs your lumbar area with the fearsome grip of an east-end gangster's handshake.

And that's a good thing, because this is the best-balanced and most composed Capri to date. All but the most basic Capri MkIIIs had gas-filled dampers as standard, and to those the S added stiffer springs and thicker anti-roll bars. As a result, this Capri S feels taut and sharp through long sweepers; if matters tighten on a B-road the lighter Pinto four-cylinder unit sees the steering load up predictably. There's also a welcome liveliness and neutrality



How to bag a Capri with confidence

Says Angus Tick of Dartford-based model specialist Tickover, 'You'll never struggle to maintain a Capri mechanically; it's just the rust that gets them, so try and find one that is as solid as possible.'

'Floorpans are similar across all generations, but it's very difficult to get body panels for the MkI. Later cars had better underseal although it was still a bit feeble, and sunroofs have drainage tubes that run into the sills of the car – if it rains they fill up with water. All examples aren't very watertight, so check front footwells and the sills where they meet the floorpan, the rear spring mounts and more.'

Mechanical parts were shared with contemporary Fords including Cortinas and Sierras so are easy to get hold of, and more difficult-to-source items like older 3.0-litre gearbox bearings can be had. 'There's always new-old stock on eBay, so you can still get them.'

'On the engine, gearbox and differential, check for any untoward noises. The 2.8-injection models are particularly prone to overheating so look for brown water staining in the engine bay, and make sure you get it fully up to temperature on a test drive.'

Essex, Cologne and Kent engines are strong, as are gearboxes and replacement parts are readily available from specialists. Parts for Pinto engines are scarcer – so breakers-yard Sierras might be your only option.

Tickover says that while value is condition dependent for all models, the 3.0-litre cars particularly sought after. 'My pick would have to be a 3.0-litre MkIII without a doubt – it's such a great engine.'

'The seat hugs you with the grip of an east-end gangster's handshake'

about it, but of course you can still break the tail away on demand with a bootful of throttle.

Without big brother 3.0-litre S's extra engine weight there's less nasal waywardness, even if low-speed manoeuvres remain demanding. The flip-side is acceleration that's brisk rather than brutal in nature – it's a question of priorities. What's it to be, a choice between poise and grunt? Of course in the minds of many a Capri isn't a Capri without a V6. But that ignores the fact that for many years the 1.6-litre Pinto-powered models remained the best-sellers. In fact, even the 1.3-litre sold in the high single-figure thousands during the Seventies.

There's no doubt that even today the mean MkIII obliterates the memory of the stultifying MkII. The time for Terry McCann's amateur boxer in *Minder* was over, because *The Professionals* were in town. That TV programme is synonymous with Bodie's 3.0-litre S – there's enough pace here to have you imagining having a quick shave with your Remington before jumping in and wheel-spinning away in hunt of the bad guys. And once they had been disposed of, some birds.

Owning a Capri MkIII 2.0S



Administrator Kris Saines' uses his MkIII 2.0S as his daily driver. 'I paid just under £3k nine years ago. I was looking for a nice usable classic in the classifieds and this one just popped out at me. I'd had Fiestas before so it had to be Ford, but even back then Anglias and Escorts were too much money.'

'It was in decent condition, having been dry-stored for ten years before being reconditioned and driven a little bit. It had 86k on the clock but now has 140k, so it gets about. For me classics are to be driven and this one certainly is.'

'It's had a full body restoration with the underside Waxoyled and is all fairly standard – exhaust, air filter, wheels and suspension apart. I do some maintenance myself and budget around £2k per year to run it. The thing I love is that it keeps up with modern traffic and for its age isn't bad on fuel, returning around 25mpg.'

1983 Ford Capri MkIII 2.0S

Engine 1993cc ohv 4-cyl, Weber 32DGAV twin-choke carburettor
Power 98bhp @ 5200rpm **Torque** 112lb ft @ 3500rpm
Transmission Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, half-elliptic leaf springs, anti-roll bar, telescopic dampers **Brakes** Discs front, drums rear, servo-assisted **Weight** 1103kg (2432lb) **Performance** 0-60mph: 10.8sec Top speed: 111mph **Fuel Consumption** 23mpg
Cost new £3664 **Classic Cars Price Guide** £1250-£9250



The MkIII offered buyers the greatest number of special editions so far - GT4, Cameo, Tempo, Calypso, Cabaret and Laser to name a few. Always trim and dress-up changes only, they were an attempt to burnish sales and fend off competitors like Opel's Manta B, which had finally got into its stride.

With sales having dropped from 85,420 in 1979 to 41,755 the following year, once again it appeared that the only way was down. We'd been along this road before though, so write Ford off at your peril. Cue the setting up of the Special Vehicle Engineering department and its development of the **Capri MkIII 2.8 Injection** to take the fight back to its competitors and give the Capri one final fling.

Led by Rod Mansfield, once of the famed Advanced Vehicle Operation (AVO) department, it took on the task of developing the revitalised Capri. Of course, in the best possible Ford style, this meant having a good old fumble through the company's parts bin.

The venerable Essex V6 was canned, with the fuel-injected Cologne V6 from the Granada coming in - necessitating a different front cross member and gearbox bellhousing. In 2792cc form it was a more powerful version of the one already being used in German-market cars, so SVE knew it'd fit. To this, it added a large bore twin exhaust system and an oil/water heat exchanger.

Peak torque was down from 174lb ft to 162lb ft, but with 160bhp at 5700rpm this was by far the most powerful Capri (X-Packs aside)

to date. Initially it came in manual four-speed form, until the Sierra XR4i's five-speed box became standard. But it was on the handling that most work was done, SVE lowering the ride height by 0.8in, fitting firmer springs, single leaf at the rear, and anti-roll bars, and Bilstein gas-filled struts and rear dampers to consign the memory of mid-corner wallow to the preceding two decades.

At launch in 1981 it cost £7995, some £661 more than the final 3.0-litre Ghia. The price proved not to be a barrier and the positive reception was instantaneous. In his test of the 2.8i for the October 1981 issue of *Classic Cars*, editor Roger Bell said, 'It's a car for serious drivers, well sorted by people who *are* serious drivers.' It was also £1500 cheaper than the Alfa GTV6 it went up against.

If the 2.8i looks less threatening than its fellow MkIII, put that down to the colour scheme and more restrained decals. The fuel-injected V6 fires up in a less bellicose manner than its Essex ancestor, and that feeling continues throughout the driving experience. While the 3.0S is all Oliver Reed, drunk and belligerently telling all and sundry to 'bugger off', the 2.8i is Gary Oldman, a smoother, and more refined hell-raiser for a new age.

The earlier car feels agricultural in power delivery and handling by comparison. While revving was anathema to the 3.0 unit, the injected 2.8 whistles happily through to 6100rpm - only unleashing a roar from its twin tailpipes at the upper end of its range. You lose some mid-range grunt, but soon adapt to using the shorter gear lever more often. Where the 3.0 Ghia grabs you by the scruff of the neck, it's you doing so in the 2.8i because you drive it considerably harder on throttle and steering.



The 2.8i made a huge leap forward in dynamics and refinement; shorter gear lever helped make gearchange more positive; Cologne V6 is happier to rev than Essex-built predecessor



'It consigned the memory of mid-corner wallow to the preceding two decades'

Stopping power is far superior thanks to ventilated front discs, but change down, feel the rear end squat and power into a corner and... it's transformative, in Capri terms, anyway. Where previous big V6 models would have been on the very edge of ragged, this remains neutral and closer in feel to the 2.0S. And it's able to devour them at far faster speeds with the benefit of a limited-slip differential on this later Special. You have to stop and remind yourself that underneath this car remains the same essential layout dating back to the late Sixties.

All this takes place in a cabin boasting leather and cloth-trimmed Recaro seats that remains relatively refined even under the heaviest punishment; no wonder this last hurrah proved so popular with another 24,592 shifted until its final incarnation. Ford being Ford, it had to end with a special run-out model, the 280, available for £11,999 in Brooklands Green with 15-inch, seven-spoke alloys and full-leather interior in Raven Black.

Production ended in 1986, with the final stock actually sold in 1989, by which time 398,440 Halewood and 1,524,407 Cologne/Saarlouis Capris had been produced. It had been quite a ride.

Owning a Ford Capri MkIII 2.8i



MkII 3.0 Ghia owner Mike Foreman also owns this immaculate 2.8i, 'I wanted to buy this car in 1985 because it's so original. It was for sale for £6000, but with my mortgage it wasn't attainable. A friend bought it and I asked for first refusal if he ever sold it. He did sell

it - only not to me. So I got friendly with the new owner and made the same request. A couple of years passed and he phoned me saying he wasn't using it and wanted a track car. I paid £6000 for it 15 years ago. It came to me in the end.

'The MkII remains my favourite, but if I were buying one for the first time I'd go for a MkIII because they are more widely available at an affordable price. You also get more bhp, a better suspension set-up and improved reliability from the injection system. They're also a bit more luxurious inside.

'Parts are fairly expensive for all models, so the best advice is to find an example where most of the work has already been done for you.'

1987 Ford Capri MkIII 2.8i

Engine 2792cc ohv V6, Bosch K-Jetronic fuel injection **Power** 160bhp @ 5700rpm **Torque** 162lb ft @ 4200rpm **Transmission** Five-speed manual, rear-wheel drive, limited-slip differential **Steering** Rack and pinion, power-assisted **Suspension** Front: MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, semi-elliptic single-leaf springs, anti-roll bar, telescopic dampers **Brakes** Discs front, drums rear, servo-assisted **Weight** 1168kg **Performance** 0-60mph: 8.2sec; Top speed: 126mph **Fuel Consumption** 22mpg **Cost new** £7995 **CC Price Guide** £2.4k-£16k



There's no doubt that the Capri left an indelible mark on the psyche of numerous generations of Blue Oval fans both at home and abroad. Although there have been longer-lived production designs, if we put it in musical terms then the car's impressive longevity becomes clear. Released when the Beatles were in their heyday, the Capri saw off the Fab Four, the onset, body and decline of disco, then witnessed the rise of glam rock, the punk movement and new romanticism. In fact, when Ford sold the last one, pop music was in the ascendency and boy bands were in full flow.

- more expensive to buy, and to restore. But then there's their looks... so delicate and of the time - decisions, decisions.

For a bang-for-buck Capri then there's no doubt it should be the MkII, but not many good ones survive, and should you pass an earlier or later relative on the road you'd perhaps be a tad jealous of their lines.

Cherry-picking the best features of each iteration would be fun. Personally, I'd have the subtle lines of the 2000GT XL, the quad headlights of the 3000GXL, the rarity of the 1.3L, the aural brutality of the 3.0 Ghia, the interior of the 2.0S and the performance of the 2.8 Injection Special - there, easy. To quote contemporary modern American songstress Taylor Swift, 'Oooh, look what you made me do. Look what you made me do.'

'In musical terms the Capri's longevity is clear - it was born to the Beatles and saw in the New Kids on the Block'

Buy any of these Capris and while you essentially get the same package, you buy into its respective decade too. Ford knew what its public wanted and provided it by the shovel load. The outlier of course is the 2.8i, which had a refining effect on high-speed performance and gave the run-out model a triumphant final hurrah worthy of its illustrious predecessors.

If we remove the key affordability factor then the early cars should be discounted

It's true, just like the Mustang in the US, the Capri set the blueprint for every future visit to a car showroom, generation after generation speccing, tweaking and stretching just that little bit further for the next trim level.

So given that my ideal chimera Capri isn't available, which is going to be? It'd have to be the 3000GXL - V6 power, formidably cool looks and a thumping drive.

Don't agree? Well, just as Ford intended, the choice is yours and there's lots of it.

The special ones



Capri RS2600

The original homologation special; 3532 built. German-built, LHD-only and powered by a 150bhp, 2637cc long-stroke version of the Cologne V6 with Kugelfischer fuel injection.



Capri RS3100

Last-gasp UK-built, RHD-only MkI homologation model; 3.1-litre carb-fed Essex V6 had 148bhp but more torque than RS2600. Spoilers front and rear reduced lift. Only 248 made.



Perana

MkI 3000 with a 5.0-litre small-block V8 squeezed under the bonnet by South-African tuner Basil Green. Modified suspension and a Falcon rear axle helped tame its 285bhp.



X-Pack

Series X kits for MkII and MkIII targeted performance, handling, roadholding and appearance. Ford advertised 'as much or as little as you like' could be done.



Tickford Capri

Base 2.8i re-engineered to produce the ultimate Capri. Expensive and no two the same - 205bhp turbo V6, leather and Wilton carpet interior, disc brakes all round, and wild styling.



Zakspeed Turbo

Turbo special for Germany was LHD-only; 200 made. Zakspeed added a Garrett turbocharger to the 2792cc V6 for 188bhp, plus GRP wheelarch extensions and big spoilers.

Thanks to Surrey Capri Club (surreycapriclub.co.uk), Ford Capri MkI Owners Club (caprimklowersclub.com), Capri II Register (capri2register.co.uk), Tickover (tickover.co.uk), Capri Club International (capriclub.co.uk), Coleford Classics (01373 813317) Brooklands will be hosting the Capri 50th Anniversary Day on September 8, 2019. email info@surreycapriclub.co.uk for details.

OWN THE CAR OF YOUR DREAM WITH JUST A CLICK.

1962 Series 1 Jaguar E-Type
Professionally Rebuilt Engine

Current Bid: £8000

Winning Bid: You Decide



Looking for a fine example of an iconic Series 1 E-Type Jaguar? Or a one owner, low mileage 1987 Porsche 911 Carrera?

Norman's Pond brings you a stable of professionally curated collector and classic cars hand-picked from sellers across the United Kingdom. Our specialists have come together to offer like-minded enthusiasts a client-centred service experience.

We vet the cars and the site members. We tell you what you need to know and we offer an easy-to-use online auction platform to bid live.

Find out more about how we fulfil your desires, one bid at a time.



NORMAN'S POND

—
OWN YOUR DREAM

normanspond.com





[**Epic Restoration**]

‘I wanted it to drive. I don’t have cars in my collection that don’t drive’

In making the Ferrari Modulo concept roadworthy, Jim Glickenhaus effectively completed the development of Pininfarina’s 1970 design icon

Words STEWART PERRY Photography ROSS PERRY

Says Hollywood director turned car collector and racing team manager Jim Glickenhaus, 'Modulo is one of the most iconic Ferrari show cars ever made. I think it's what cars will be like when they are spaceships. After all, it was very connected to spaceships in its design and aesthetics.'

'I got to know the team at Pininfarina well through my Ferrari P4/5 project and I wanted to buy the Modulo for many years, but Pininfarina wouldn't sell it to me. I stayed in touch with them and a while after the passing of Andrea Pininfarina in 2008 they started taking a different direction with the museum and I got a call saying, "We think you are the guy to carry Modulo on."

'My mechanic Sal and I went to Cambiano to collect the car and once it was loaded in the truck he said to me, "What do we do now?" I wanted it to drive. I don't have cars in my collection that don't drive, and Modulo is no exception, so the answer to Sal's question was to make it drive - properly!

'Some people think it drove once, but it never ran under its own power. There is a video of it 'running' but they just rolled it down a hill and took a video of it. In fact when we pulled it apart, it had no crankshaft, camshafts, pistons, rods or gearbox internals.

'Unlike most concept cars, Modulo is on an original race car chassis, meaning it has real uprights, real shock absorbers, brakes and the like. It required a lot of fettling, but the structure to make it run was there.

'The chassis used is Ferrari 512S chassis number 27, which had later been turned into a 612 Can-Am car, chassis number 0864, before it was dispatched to Pininfarina to become a concept car.

'I asked Sal to take on the project, and we agreed that it made sense to restore the car in Turin, Italy, so that Sal could make best use of his extensive network of contacts and skilled marque specialists in the area, from his time in the Ferrari racing team in the Sixties and Seventies.

The project begins

Says restorer Sal Barone, 'When Jim and I saw the Modulo in person about ten years ago, Jim said, "It is a beautiful car." I replied, "I see what you are thinking." Nothing else needed to be said - we have worked together so long, over 40 years, that we know what the other is thinking. Jim said, "Let's see if Pininfarina will sell us the car."

'Once the deal was done, we relocated the car to Turin and I got into the restoration. I did the car piece by piece; no bolt, not a single one, was left untouched.

Engine and transmission

Explains Sal, 'I started by taking the engine and transmission apart and found they were just empty cases - they were there just for the shape, but empty inside. Nothing is available off the shelf for these engines, but luckily I had a friend who has lots of Ferrari parts - he owned two 512Ss in the day and had bought them from other teams. He had everything we needed to fill them!

'The engine block is the car's original from its 512S days and is now running in that specification with mechanical fuel injection.

'Once the parts were sourced the engine went together fairly easily; all the castings were in good shape and so on. The few pieces that were missing, such as the water pump drive, were fabricated from original 512S blueprints. The engine was machined at Sport Auto in Modena and we worked together to assemble it.

'The car's injection pump was an incorrect Lucas unit from a Maserati. Fortunately, we had an original 512S unit that came as part of a ton of P racing car spares we had bought in Modena. It was modified by Jim Kinsler from 8mm flow to 6mm flow. It would be slightly too small for flat-out racing, but the compromise means it meters fuel better for slower speed driving, ideal for Modulo.

'We don't have dyno results for the engine, but on the road the engine is great - it is tractable and has lots of torque.'

The engine and transmission took two and a half years to complete.

Low point

'With the suspension and driveline done, we trial-assembled the car. Jim got in but we found he didn't fit - there was no way he was going to be able to drive it'

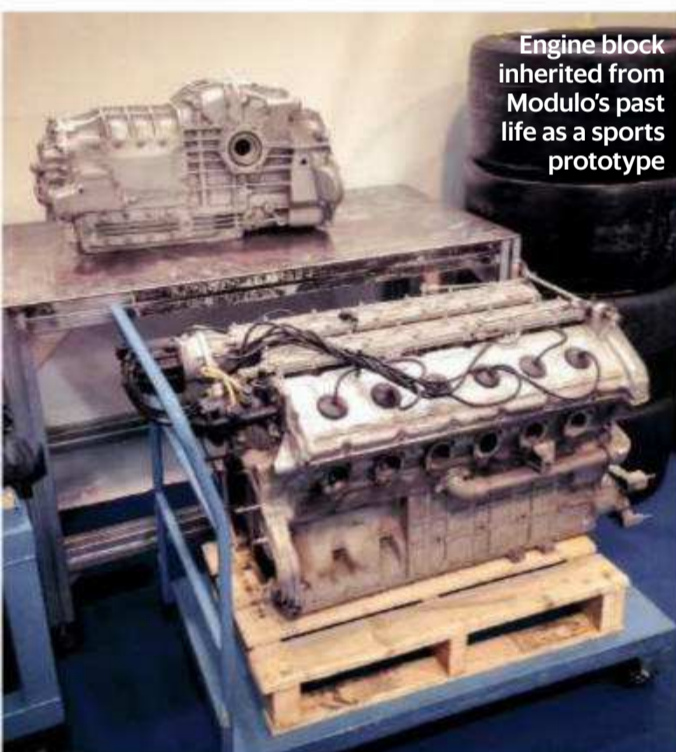
Sal Barone



By the time Jim and Sal collected the Modulo from the Pininfarina museum in 2014, Jim's vision for it was already set in stone...



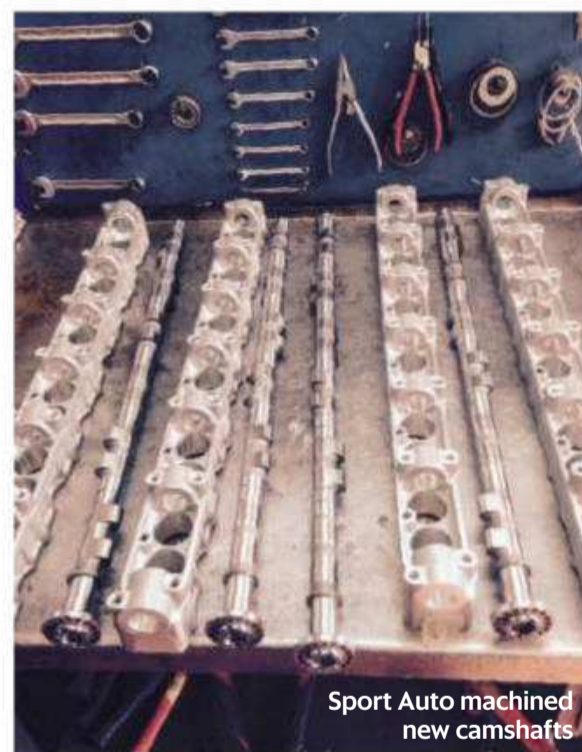
Modulo moved from the Cambiano museum to Turin for the work before going to the US for Pebble Beach



Engine block inherited from Modulo's past life as a sports prototype



Sal's local contacts were vital for sourcing rare parts



Sport Auto machined new camshafts



V12 was rebuilt to its original 512S spec, albeit with a modified mechanical fuel injection system



Rebuilding the V12 was refreshingly straightforward

Suspension and steering

Continues Sal, 'With the engine and transmission done, I spent a few months working on the suspension and steering. The suspension and brakes are standard Ferrari 512S items. Everything needed going through, but it was all there. I gave the suspension new bearings, the brakes new seals, and rebuilt the pistons and dampers. There was nothing technically tricky about this part of the job.

'The steering was a bit of a problem though. The front wheels hit the bodywork when any substantial amount of lock was applied. The steering rack was too long to work properly so we replaced it with a shorter P4 one. We also made new wheels, replicated from one of our racing cars to give a little more clearance. With all these changes we were able to get an acceptable amount of steering lock. It now has roughly the same amount of lock as a Ferrari racing car of the day - it's drivable even in tight traffic. The steering is still very direct, with only one and a quarter turns lock to lock.

'For safety we replicated original 512S/P4 uprights in alloy because magnesium after 40 years is unsafe - it's weakened by corrosion and is subject to burning should anything go wrong. The P4 and 512S suspension castings are exactly the same in design, just machined differently. Ferrari did this a lot to save money.

'At the rear the wheels were also touching the bodywork. Again, we made new wheels, and that combined with removing the spacers and machining some material off the uprights gave us enough clearance. Eventually I'd like to make another set of wheels that are a little wider and fill the guards out a bit more.'

Chassis

'With the suspension and driveline done, we trial-assembled the car. I was so excited for Jim, but when he jumped in we quickly discovered he didn't fit - there was absolutely no way he was going to be able to drive it the way it was. I thought "Oh dear, this is going to be a bit of a problem to fix..."



Sal retained the original brakes but gave them new seals



Sal had to source all the missing internals for the V12 engine case...



...before installing it in the 512S's spaceframe with a new fuel injection system



The Modulo threw up unique challenges that restorers don't usually face



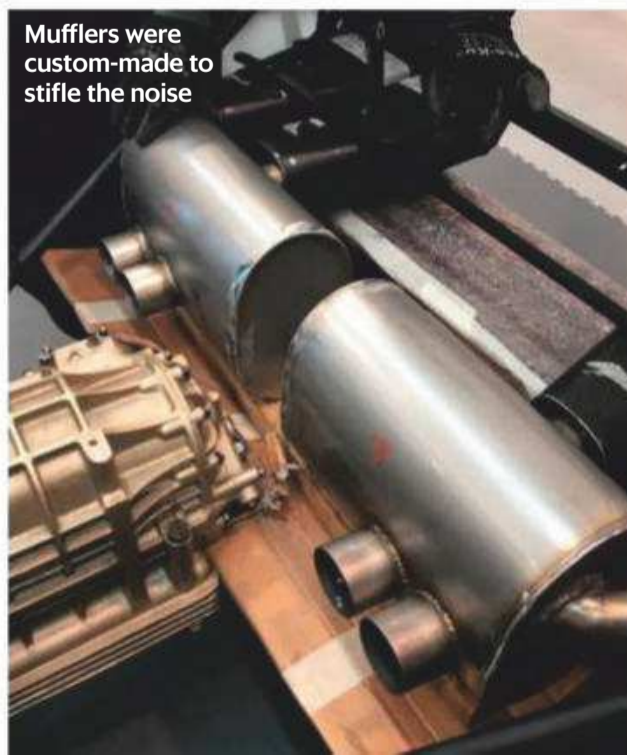
New wheels altered for better body clearance



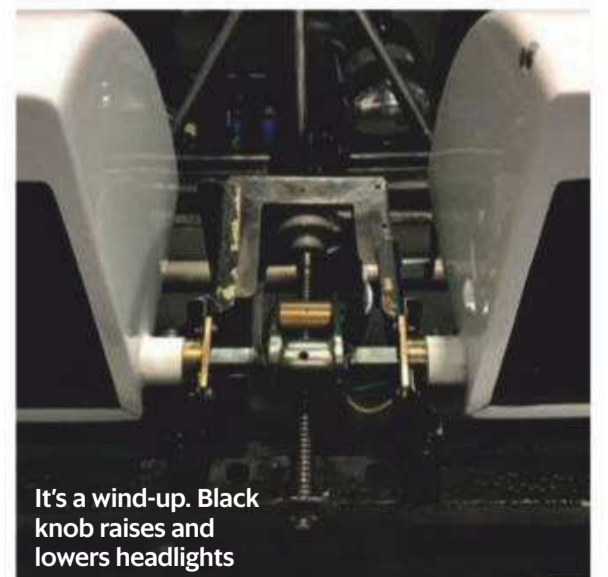
Canopy was removed until after the first test-drive



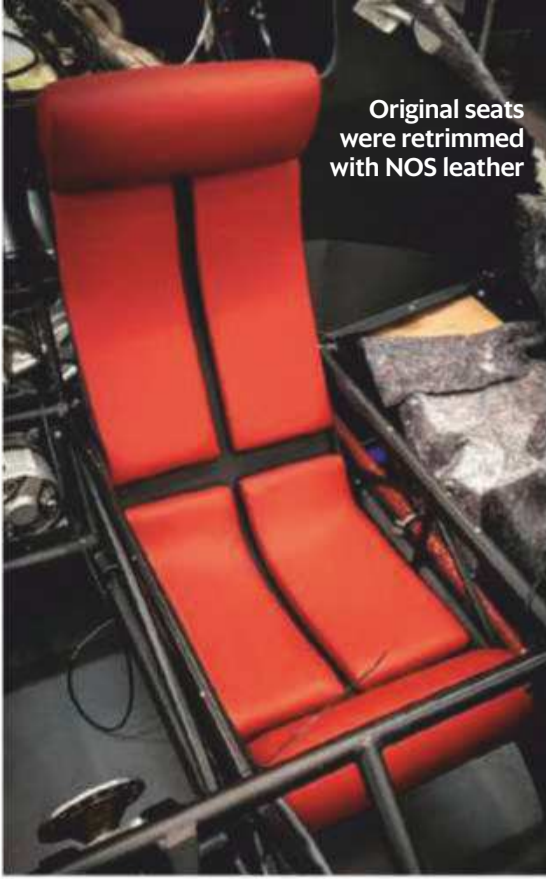
Reversible chassis changes allowed the floor to be lowered



Mufflers were custom-made to stifle the noise



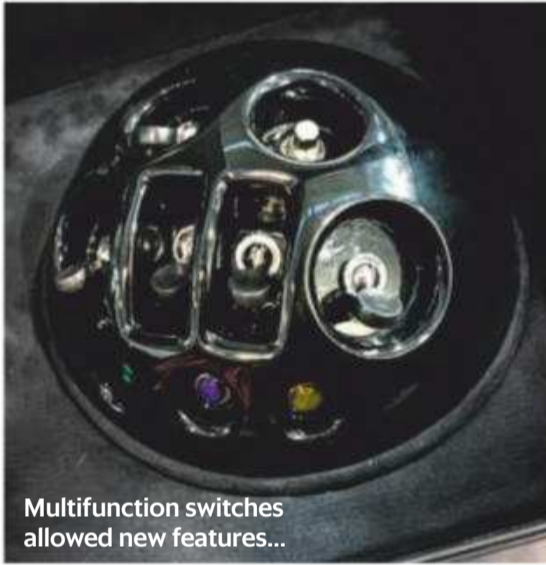
It's a wind-up. Black knob raises and lowers headlights



Original seats were retrimmed with NOS leather



Steering column had to be shortened



Multifunction switches allowed new features...



...like the newly-motorised cooling flaps



Key was made from a 3D scan of the car, then 3D printed



Despite competing for attention with the SCG003, the Modulo received a scratch-built muffler system

'I set about making alterations so Jim could drive the car. We lowered the floor pan by one to two inches - lowering the seat with it - then moved the pedals forward two inches and shortened the steering column. We also took the opportunity to shift the steering wheel to match the centreline of the seat because it was offset to one side of the driver before.

'We did this by making U-shaped sections that slipped over the existing chassis rails and were welded at the tube centreline. This allowed us to lower the floor pan without changing any of the chassis geometry, and we made it such that we could remove all the new pieces and leave the original chassis as it was.'

Once Sal had installed all the new metal, the chassis was stripped back to bare metal and repainted. 'It was at about this point that we got distracted by other cars and projects.'

One of those projects was developing the SCG003 sports-racer for its annual assault on the Nürburgring 24 Hour race. 'Modulo dragged along with little bits getting done here and there between other jobs, but it wasn't going anywhere in a hurry. Finally we made a decision that it really needed to get done, and to focus on it and get it finished. I set a date and got stuck into the work. The date was June 30, 2018 - it had to run by then, no excuses.

'I arranged for some people to give me a hand and I went to Italy and worked on it full-time from October 2017. I spent more time in Italy than at home for the next few months. By this time we had started getting some press, and while lots of people loved what we were doing, others didn't. During one of my many trips, on a flight from Milan to Sicily, I was accosted by a fellow telling me, "You are ruining something that made Italy proud, what you guys are doing is wrong."

'I explained to him that Jim will get the car out into the world for everyone to see, and that's much better than sitting in a museum where few would see it. I also explained that we've not done anything that can't be reversed easily, but he remained unconvinced.'

Mechanical finishing

'Modulo had never had a cooling system, so we created one from scratch,' says Sal. 'All the way along we focused on doing things to make the car genuinely driveable. An interesting example is that there are flaps on the side of the car to feed air into the radiators, but they were never operable. So we've motorized them so that when the engine gets warm in traffic, they can be opened. We also added a manual switch on the fans in preparation for traffic duties.'

Body

The body was in great shape, with no damage or corrosion issues. All we did was reinforce it around the mounting points on the rear to strengthen it enough for driving.

'Although we were always very careful with the body - it spent lots of time with protective blankets taped over it - inevitably it picked up some scratches during the restoration. We made the tough call to sand it back and give it a fresh coat of Modulo Pearl White.'



Pebble Beach was the first time the public saw the car outside of Italy

High point

'The first trial drive was around the streets of Turin, with the canopy off. I cried, and started to shake - after four years I was so happy that everything was going well' Sal Barone

Interior

'We didn't change much with interior,' says Sal. 'We just gave the seats new padding and trimmed them with new-old-stock leather.'

'One of the more difficult aspects of the interior was packaging all the controls in the control ball - it actually can be rotated or adjusted, so everything has to fit inside nicely for that to work properly. The problem we had was that we needed additional control for the things we added to make the car driveable, such as the now-powered air intake flaps. I didn't want to add extra switchgear but there weren't any spare spots in the ball, and adding

anything to the dash would take away from the clean aesthetic. To solve this problem we used multi-function switches - with additional positions and actions, it gave us more functionality with the same number of control switches.

'Modulo never had a key, and I wanted to create something special for Jim. We 3D-scanned the entire car to get the data for the outside dimensions and shape, then 3D-printed the key to match.'

First drive and finishing

'Having worked on the car full-time from October 2017, it was finally time to start the engine. On June 15th, 2018, Modulo moved under its own power for the first time. Its first drive was around the streets of Turin with the canopy off. When it was time to head out of the workshop I couldn't believe what we were about to do. The first thing I thought was, 'Oh shit, it's really moving!' I started to shake and I cried. Then, as we got into the drive, I was just so happy that everything was going well - there were no leaks, and it steered left to right just the way it was supposed to. We were very careful, but overall it couldn't have gone any better.'

'When we first got it running it was very loud, so we created a custom muffler system that tucks in the back of the body. Like everything else we've done, it's in line with the car's design and can be completely reversed if necessary.'

'I am so proud to have done this car. I spent lots of time far away from my family to do it, but the result has been worth it. At the moment almost nobody knows Modulo. I'm so happy that we can bring it out so people will see the

MY FAVOURITE TOOL

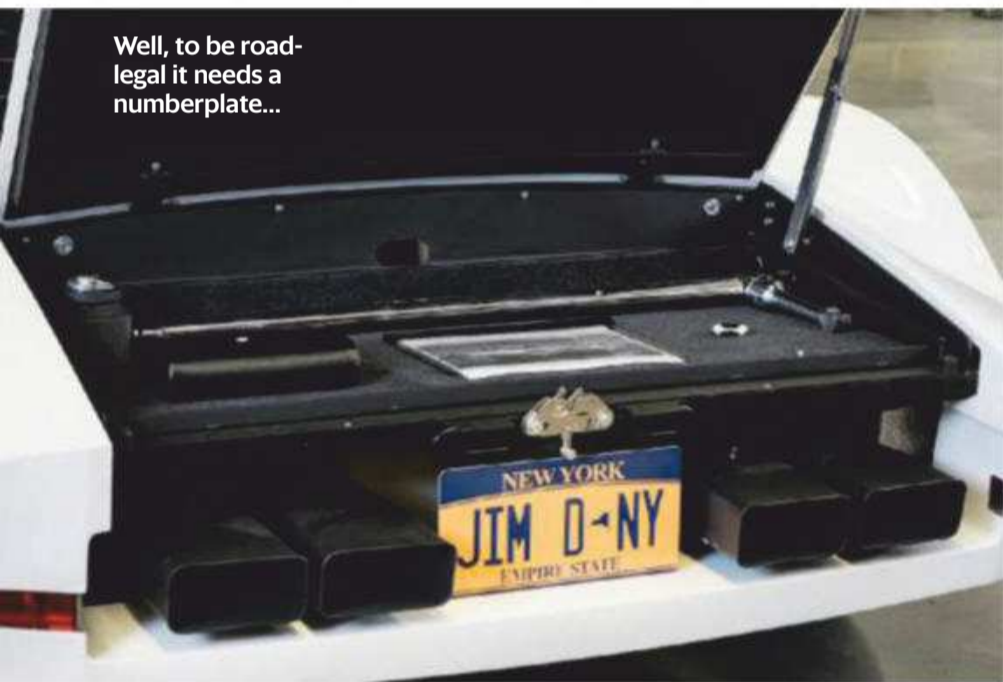


Sal Barone's TIG Welder

'My TIG Welder is my favourite tool,' says Sal. 'While it's not the original way to weld on a car like Modulo, the fine control and the quality of weld it gives just can't be matched with a traditional ARC Welder. 'You won't see much of the work I did on Modulo with it because it's all hidden on the chassis, but it helped me create many beautiful strong welds.'



It took four years and some serious ingenuity, but the Glickenhaus team successfully turned one of the most striking concept cars ever made into a running, driving reality



Well, to be road-legal it needs a numberplate...



Shortened steering column one of several changes to make it driveable

beauty of the car. Jim makes sure every car he has gets shown to the public. I've never seen another guy who is so proud to share what he has with other people. If there are kids in the street near the workshop and the door goes up, Jim invites them in.

'The car was only driven twice before Pebble Beach - that time in Turin, then Jim drove it around the block near our New York workshop. In fact, I talked him out of taking it for a run on 17-Mile Drive before the Pebble Beach show. I would normally be in favour of it, but because the car was not shaken down I didn't want any teething issues to show up before the Pebble Beach Concours.

The moment of truth

Says Jim Glickenhaus, 'The Pebble Beach Concours was where we first showed Modulo to the public. I was very pleased to be able to drive it down onto the field. Once we got parked there was much discussion between the judges about how they were going to be able to judge it, because it never ran originally. It is such an amazing car, how the hell are you going to judge Modulo? It's like judging Michelangelo's David or the Mona Lisa. In the end we were awarded the Most Elegant Sports Car award, which was great.

'We have a few things to sort out, for example the alternator gave us trouble at Pebble Beach. It is a 50-amp unit, but it only makes any decent current at high rpm, so I was pretty much just driving on the battery. In fact, I had to get a push and jump-start it off the ramp after receiving the award. Sal knew of a barn in the middle of the US filled with old racing car parts, and thought he remembered seeing an original 512S alternator there years ago. The barn owner wasn't sure, so Sal drove halfway across the country to look for himself. He came back with two new-old-stock alternators that can now be rewound to work at a low rpm.

'Now that it is finished I plan to drive it and enjoy it, like I do with all my cars.'





OFFICIAL
 DISTRIBUTOR FOR
 HILL ENGINEERING
LARGEST
 INDEPENDENT
 SUPPLIER OF PARTS
 FOR FERRARI CARS

UNRIVALLED
 ENGINEERING AND
 TECHNICAL EXPERTISE
CONTINUOUS
 REMANUFACTURING
 OF OBSOLETE AND
 UNAVAILABLE PARTS

FAST EXPRESS
 WORLDWIDE
 SHIPPING DAILY
BIG ENOUGH
 TO COPE, SMALL
 ENOUGH TO CARE



FERRARI PARTS SPECIALIST

SUPERFORMANCE

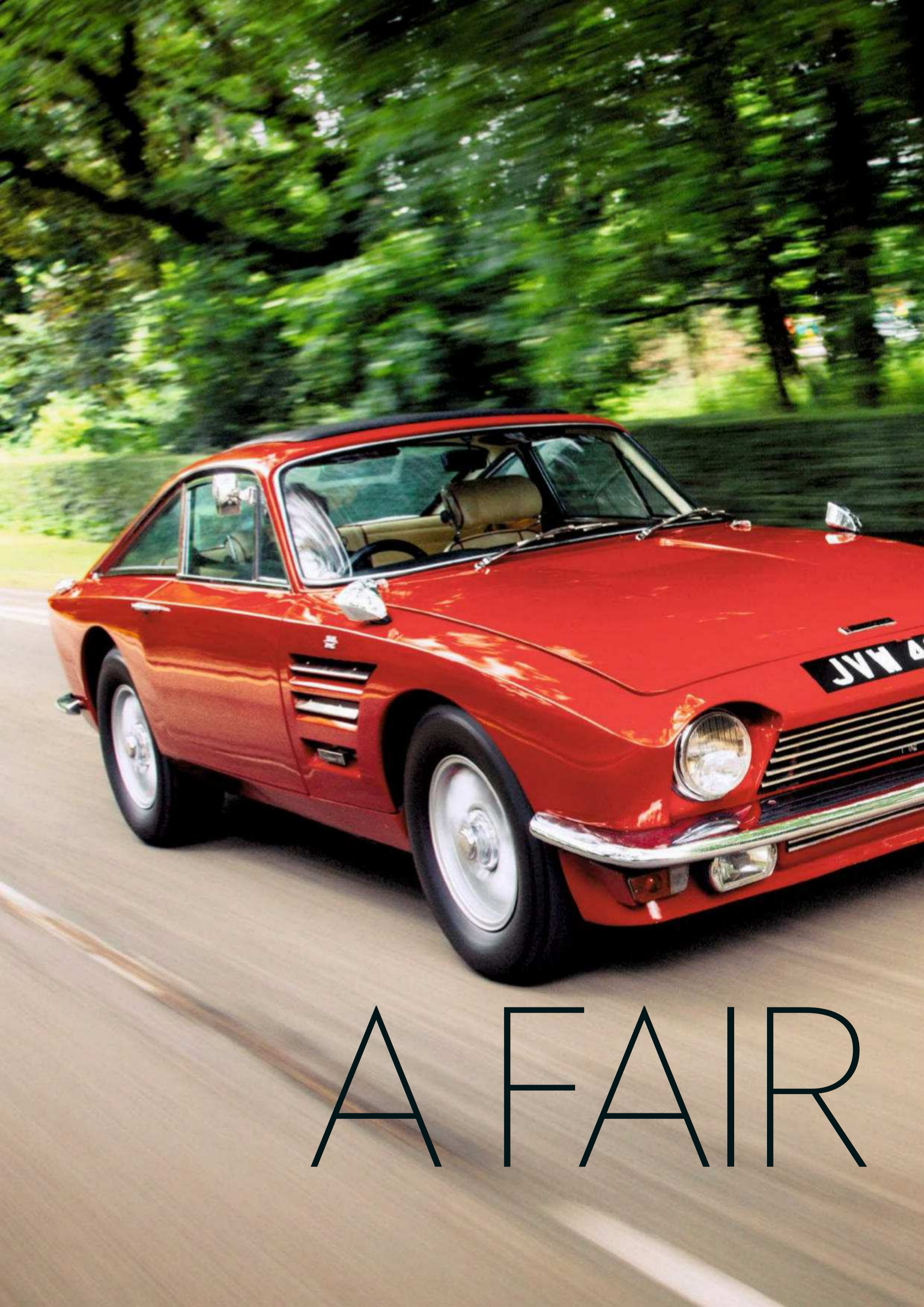
SUPERFORMANCE.CO.UK 01992 445 300

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

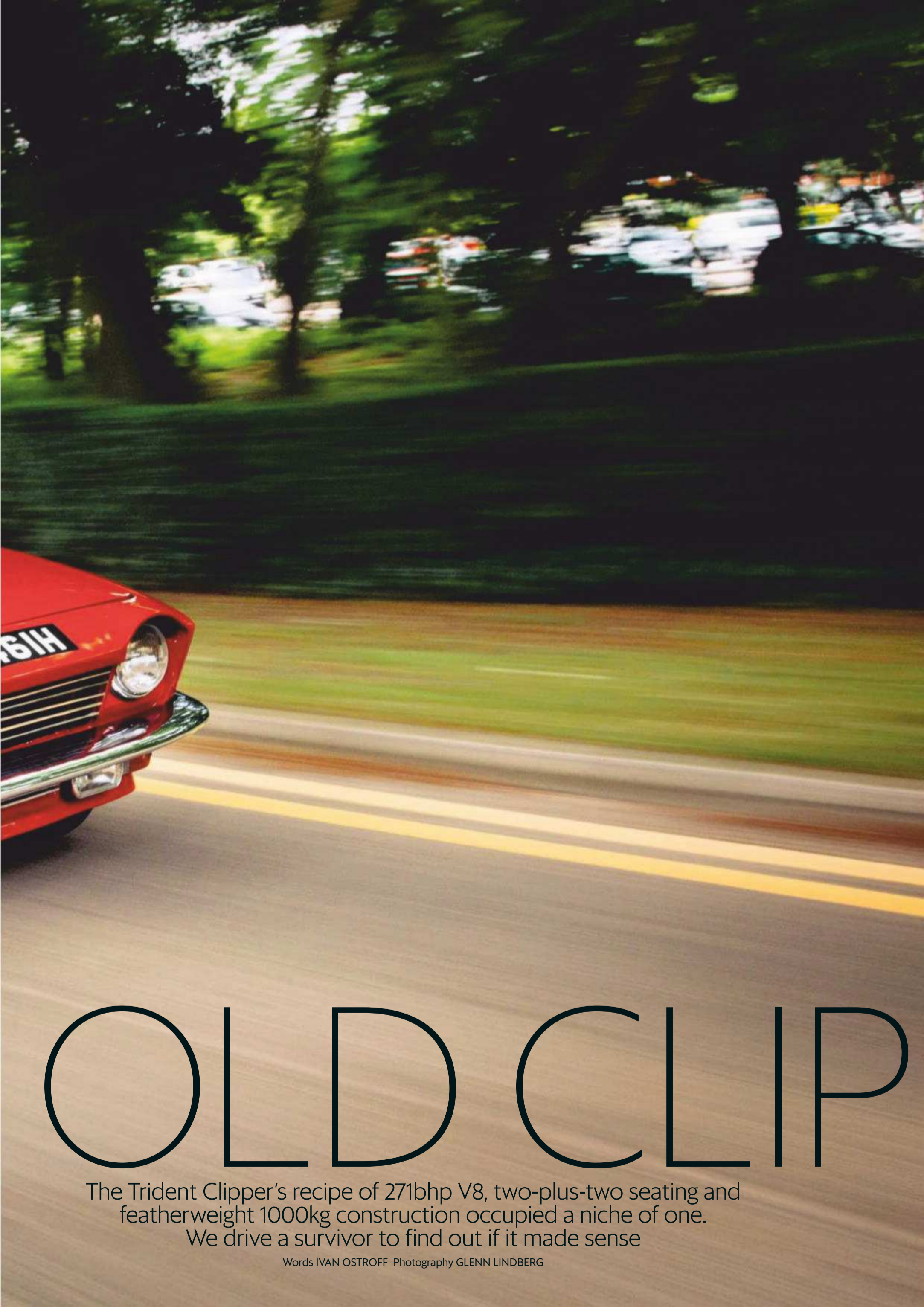
UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK





A FAIR



OLD CLIP

The Trident Clipper's recipe of 271bhp V8, two-plus-two seating and featherweight 1000kg construction occupied a niche of one.
We drive a survivor to find out if it made sense

Words IVAN OSTROFF Photography GLENN LINDBERG

A

s I prepare to drive this brutal British 2+2 GT, I can feel the hairs on the back of my neck standing up. This is a car that has little time for fainthearted drivers. As I pull the glassfibre door to, I'm surprised by its well-built, good-fit clonk given its kit-car-like nature. Once strapped into the well-upholstered magnolia hide driving seat I note the steering wheel is angled slightly left of centre, while the pedals are offset to the right. It's all a bit Triumph Herald-like in here but on the plus side, there is plenty of space to rest your left foot when it's not on the clutch. The interior exudes a feeling of quality, partly derived from the woodwork. It is functional in here, cosy and very British.

The tachometer reads to 8000rpm; perhaps that's optimistic with an unbalanced pushrod Ford V8, but the speedo that reads to 160mph certainly means it. A previous owner supposedly hit 160mph on the Basingstoke bypass, and clocked 155mph at the Brighton seafront trials in 1970. Thankfully the controls are clear to see and operate, but familiarising myself with them is difficult - there are switches and warning lights all over the place.

However, the thing that really counts is the Windsor V8 that the Clipper has nestling under its bonnet. I twist the key, the starter motor churns slowly, almost resentfully, and just when I think it is turning too slowly to catch, the 4.7-litre Ford HiPo V8 rumbles into life. I don't have to concern myself with the fussy idiosyncrasies associated with a high-revving Italian multi-cam V12 screamer. No need to sit there warming everything up, this is pure thumping grunt - just blip the throttle and listen to the music.

I slip the lever of the Ford Toploader four-speed manual easily into first gear and the Clipper rumbles forward. The clutch is on the heavy side but not unusually so for the era. I've adjusted the rake of the seat to allow for an easy reach to the steering wheel and the crooked driving position is comfortable enough.

Out on the open road there are two ways to drive this car - I can relax and leave the car in top gear and enjoy the flexibility,

'The wheels are still spinning when I move across the gate into third'

or make use of the power to get a proper move on; each method is enjoyable in its own way. Taking the first option, the Clipper seems unfazed by slow town traffic, the HiPo remaining smooth and showing no tendency to overheat. You can lope along lazily in third gear, unless you actually have to stop. If you are feeling particularly lazy, just start in second and then go directly into top - there's so much torque you can almost treat it like an automatic.

But if you go for the second option you need to take special care, because the Trident will give a clip around the ear to anyone not showing it due respect. After all, this was one of the fastest 2+2 coupés in the world when new. Under that Italianate glassfibre bodywork - a development of the convertible that Trevor 'Fiore' Frost supposedly sketched for TVR executives in a Lancashire pub in 1963 - is the 289ci lump from an AC Cobra. It will hit 60mph in 4.4sec and cover a standing quarter mile in 13.9sec.

On a wet road, the tall 205-section tyres have an impossible fight on the hands, with the back end breaking away quickly under power. In the dry though, I try to balance the revs with the grip available from the Avon-shod Minilites and I'm rewarded with traction and manageable wheelspin. With 3000rpm on the rev



No shortage of instrumentation to monitor



It's comfy and raucous in here



HiPo V8 made the 1000kg Clipper one of the fastest 2+2s of its day

counter, I drop the clutch and the Clipper catapults away. The T10 gearbox is not quick but once used to it, changes are quite slick.

Just north of 60mph, I grab second and floor it again. The V8 growls triumphantly, the tachometer needle climbs through 5000rpm and I'm pinned into my seat. The exhaust is howling a dark, full-throated scream and the wheels are still spinning when I move across the gate and listen to the metallic clap to third. The Clipper's acceleration is amazing and even when the car's road speed reaches unmentionable levels, in a straight line in the dry at least, it is totally predictable if not without drama.

After buying the car, owner Steve Riley found it went round left-hand corners better than right-handers. On further examination, he found the rear axle was twisted. Apparently, an earlier owner believed that the body was moving around on the chassis. In fact the suspension had come away from the chassis and when Steve rebuilt it, he found one torsion bar was a quarter-inch shorter than the other. Once he dealt with that the problem disappeared.

Today, there is a fair amount of roll when cornering but a fast entry in the dry is reasonably predictable. The Clipper wants to understeer initially and then as I apply some throttle, the tail

The Clipper's rear lights were lifted from a Leyland Landcrab; owner Steve has added a second set of modules to improve the looks



comes out under power. Into a long left-hander, I can feel the Avons up front are still gripping as the rear end begins to slip away. I squeeze the right pedal more, the tyres squeal loudly in objection. I sense that the front end is about to let go, so I instinctively wind on more lock while feathering the throttle. I leave the corner with understeer countered, rear end caught and car balanced nicely. I turn in early for the next corner and get on the throttle while at the same time twirling away at the worm and peg steering. At no point can I let my attention wander.

At and beyond the limit, it becomes clear that the Clipper's drivetrain overwhelms its humble Austin-Healey 3000 underpinnings. The stillborn TVR Trident it was derived from employed Blackpool's Grantura chassis; when the model rights were taken on by TVR dealer and Trident marque founder Bill Last, the chassis rights were not included. With Trevor Fiore's design first restyled in a narrower form to fit its 'Healey underpinnings, and then changed from the steel of the convertible prototype to glassfibre 2+2 coupé for production, it seems the chassis received minimal uprating to withstand the demands of its new engine, retaining its live-axle rear suspension.

RESTORING AND RUNNING A TRIDENT CLIPPER



Says owner Steve Riley, 'After buying it in 2001 for £2000, I trailered it home. It was in a really bad way – the engine was seized, the tyres were rotten, even the wheels were rotten. I took the engine out and after a fortnight soaking it in WD-40 it slowly began to turn, so then I stripped it. I removed the body and proceeded to rebuild

whatever needed it – the brakes and the suspension were totally rebuilt, but the gearbox and back axle seemed fine – although I later found the axle was bent. I had it back up and running in about a year. A while later I had the interior re-trimmed and the wood refurbished – that was all completed by 2010.

'The Clipper is fairly straightforward to maintain; I do everything myself. The only real difference from a standard Austin-Healey chassis is that at the rear there are outriggers to hold the anti-tramp bars. You have to watch the steering system, because it develops play. You can adjust it to a certain extent until replacement becomes a necessity, but the part is readily available just like the other Austin-Healey spares that are required.

'The Clipper is the sort of car that I always dreamed about and wanted to own; a small car with a big engine. Being based on an Austin-Healey, with a stock Ford 289cu engine, it is simple to keep and cheap to maintain. I just love the car; I'll never part with it.'

'We were sitting having a scotch together when I spotted the Trident under a tarpaulin in his garden'



Before current owner Steve finally snared this Clipper, it had eluded him for his entire adult life

Later Tridents did attempt to address these shortcomings, using the same basic body design with different chassis and drivetrains. From 1969, the Venturer put a 3.0-litre Ford Essex V6 on a TR6 chassis with a lengthened wheelbase and all-round independent suspension; it was replaced in 1971 by the £2584 Tycoon, which used 2.5-litre Triumph straight-six with an automatic gearbox and Lucas fuel injection. Ultimately most Tridents were of the V8 variety, but that put the company in a weak position for the Seventies Oil Crisis. The company was shuttered in 1976, but before the party ended for good in 1978 there were a few final cars built with a 5.6-litre Chrysler V8 - one of which was Bill Last's personal car. It now lives in the Ipswich Transport Museum.

Fast-forward 40 years and I hardly feel like this 4.7-litre car is lacking in cubic capacity or power. After a while I'm totally at ease with the offset pedal positions and have no difficulty in heel-and-toe downchanges, which helps with that slow T10 gearbox. The front disc, rear drum set up works well and is adequate for normal road use. While the suspension thuds a bit at the rear when going over bumps, the general ride quality is good. That worm and peg steering box feels heavy though, and does tend to be tiring after a while. Of course with so much power and torque under your right foot, this car's main drawback has to be the fuel economy - 18mpg on a run and around 12mpg around town is going to hurt your pocket in 2018. On the other hand, if that's a cause for concern you're probably sitting in the wrong sort of car.

For the young family man this car would have made good sense, at least pre-Oil Crisis. Considering rival four-seater GTs of the time, the Jensen CV8 was able to carry four on board but by 1966 it was at the end of its production run. The Maserati Sebring was another genuine four-seater GT but it cost well in excess of £5000 and its performance figure of 0-60 in 8.5 seconds and top speed of 137mph were not in the Clipper's league. Then there was the Aston Martin DB6 but that took 8.4 seconds to reach 60mph had a top speed of 145mph and most importantly cost around £4000.

When current owner Steve was a 17-year-old apprentice, his boss's son



The worm and peg steering is rudimentary but doesn't blunt the thrill of the drive

Robert Halliwell pulled up in this very Clipper outside the factory. 'I was all over it like a rash,' recalls Steve. 'I thought it was the most wonderful car I had ever clapped eyes on. I worked for that company for 29 years and over the years I got to know the owner very well. When he retired in 1998, I asked him what happened to his son's Trident. He said it was parked up in his garage, wasting away. He wanted £3000 for it and at that time I was going through a divorce and it was more than I could afford. Eventually, he sold the car to his sister-in-law. It just so happened that I was a friend of her dad, and one night in 2001 we were sitting at his place having a scotch together when I spotted the Trident under a tarpaulin in his garden. It was in a real mess but his daughter agreed to sell it to me.'

Even in its recommissioned state the Clipper is by no means perfect, but I can certainly understand the attraction. Despite being relatively affordable by both period and contemporary standards - if you can find one - it's one of those special cars that you have to look square in the eye and say, 'It's either you or me that's going to be in control today, and I'm telling you it's going to be me.'

And you have to mean it.

1969 Trident Clipper

Engine 4727cc (289ci) ohv V8, Holley four-barrel carburettor **Power** 271bhp @ 6000rpm **Torque** 312lb ft @ 4000rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Worm and peg **Suspension** Front: coil springs, lever-arm dampers, anti-roll bar. Rear: live axle, leaf springs, lever-arm dampers **Brakes** Discs front, drums rear **Weight** approximately 1000kg **Performance** 0-60mph: 4.4sec; top speed: 160mph (subject to gearing) **Price New** £1925 in 1967 **Classic Cars Price Guide** £12,500-£35,000

THE ULTIMATE EXPERIENCE FLY A SPITFIRE



CAA-approved two-seat Spitfire flights from **£2750** at the historic RAF Biggin Hill Airfield.

QUOTE CLC100
FOR £100 OFF
Any
SPITFIRE FLIGHT

★
FREE VIDEO
OF YOUR FLIGHT
TRIP ADVISOR
CERTIFICATE OF
EXCELLENCE
★

🎯 THE UK'S
LARGEST SPITFIRE
FLIGHT OPERATOR

🎯 TAKE THE CONTROLS OF OUR COMBAT
VETERAN SPITFIRE

🎯 FLY ALONGSIDE UPGRADE OPTIONS FOR GUESTS

www.flyaspitfire.com | 01959 576 767

SPITFIRE SQUADRON HANGAR TOUR

£39 (ADD A 'SIT IN A SPIT' FOR £30)

QUOTE
CLCTR5
TO SAVE
▶ £5 ◀

Book a tour now at: www.bigginhillheritagehangar.co.uk



John didn't choose Mid Wales for the scenery – or resemblance to Mordor – but for topography that pushed the SP250 to its limit and beyond



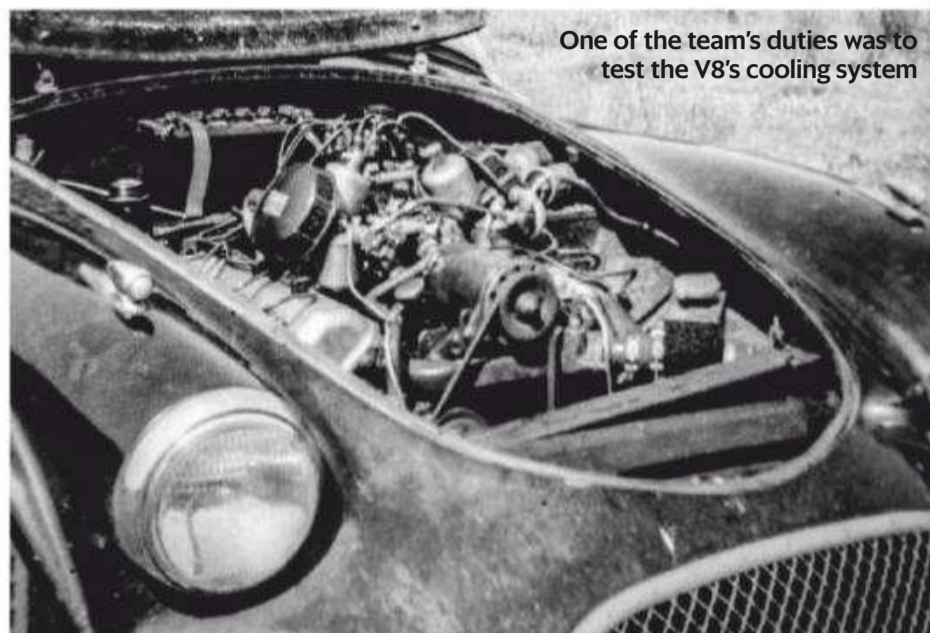
'The prototype SP250 was utterly lethal'

John Box served as a test driver on a series of epic cross-country blasts to shake down Daimler's SP250. Now, 60 years on, we join him as he retraces his Mid-Wales test-route

Words SAM DAWSON Photography JONATHAN JACOB



John with the team's hard-worked test mule



One of the team's duties was to test the V8's cooling system

W

e set off from Coventry and just kept running,' John Box reminisces as he stands in the centre of the ancient market town of Welshpool, on the river Severn close to the English border. 'It doesn't look all that different today, but then again we were just passing through.'

In May 1958, citizens of Welshpool may well have been woken up at an early hour of the morning by a loud, exotic-sounding V8. Lifting the net curtains of one of these Victorian terrace bedroom windows, if

they were quick enough, might have revealed a strange-looking black coupé, seemingly a mutant hybrid of Triumph TR3 and Chevrolet Corvette, thundering up the high street. Behind the wheel, a pair of apprentices in their early twenties, apparently in the middle of a great adventure.

'I did my apprenticeship at Daimler straight from school, starting at the age of 16,' John recalls. 'I extended it, to five years in total, before I had to leave to do my National Service, after which I joined Standard-Triumph. The SP250 test-drive was the last thing I did at Daimler.' John's time at Daimler also forms a fascinating glimpse into the company's final few years as an independent company - by the time he returned from his government-enforced stint in the Army, John's former employers had become a division of Jaguar.

'Norman Dewis had a different approach - he was in charge of testing and pretty much did it all himself. Whereas at Daimler, I worked in the Experimental Department. I was one of a team of three engineers - me, Sid Hartsilver and Roger Garrett - who'd test new ideas, then take an experimental car on a long test-drive, out to Wales or Devon, bring it back to the factory for 5pm, wash it, check the oil, and leave a note of things for the next experimental team to adjust.'

As John brings this lost world of prototype road-testing to life, we hear a distinctive rumble a few streets away. It doesn't have the deep bass thump of a massive American V8, nor is it smothered into a smoothly inoffensive drone like a plodding British luxury straight-six of the Fifties. 'That noise always reminded me of an expensive Italian motorboat,' beams John as the ivory-white shape of Matthew Waterhouse's Daimler SP250

jiggles into view over a speed hump. I can see what he means - it emit a rich marine burble from a time when Maserati supplied engines to water speed-record contenders. I can close my eyes and picture it emerging from some cyan-tinged, whitewashed Italian quayside in the Dolce Vita era.

Upon opening them again, I feel I have to bring up the question of styling. Thankfully this SP250 isn't encumbered by the pronged optional front bumper that complicated the design further. From certain frontal angles I can almost see a foretaste of the Jaguar E-type Series III in its overwrought grille, headlight and bumperette shapes. But it gets more and more ungainly as its flanks sweep alongside us. The flow of the flared wheelarches suggests sweeping bodylines that the car simply doesn't have, and its tailfins look like a faddish afterthought. But for me, the worst aspect of the design is the doors. They're slabby, high-sided, and topped with gawky window frames that echo the tailfins' shape, conspiring to make the glasshouse of the car look more bulbous than it actually is.

John doesn't regard the SP250's styling with great affection, but as he explains as he settles in behind the wheel and pulls some cherished old Box Brownie photos he took of the original prototype from his pocket, there are reasons why it looks the way it does. 'This thing was copied from the Triumph TR3A,' says John. The prototype's lines were later echoed in the SP250's

'The open cars always had flexibility problems - doors would pop open on corners'

wheelarch embellishments, but the prototype sported TR3-style cutaway doors, sloping tail and a plainer, more restrained grille. 'It's basically the same chassis with a four-inch-longer wheelbase. It was all Edward Turner's idea - he wanted to build a sports car to take on the AC Ace, the benchmark at the time, with a new compact V8 he designed drawing on his Triumph motorcycle experience, and felt that something similar to a TR3A would be ideal. If only he'd waited a couple of years until the TR4 had come out, it might have provided more up-to-date inspiration!

'Our test car was a hardtop coupé - it looked like a bolt-on accessory, but was actually part of the glassfibre bodywork and helped keep the whole thing together. The open cars always had flexibility problems - bodywork would flap about and doors would



The controversial tailfins were added late-on by engineer Edward Turner; John remembers the prototype SP250 roadsters being less resolved than this production example



Frank feedback from the road test team was instrumental in ridding the SP250 of its early handling foibles



John retraces an old hill climb route he and his fellow apprentices used to test the car's brakes and cooling

pop open on corners. The prototype also had an Austin-Healey gearbox and Triumph front suspension. The tailfins were added later by Turner, who was obsessed with Cadillacs?

As we accelerate out of Welshpool and enter the snaking bends of the A458 towards Llanfair, John smiles as he revels in the handling of this well-sorted production SP250. 'That prototype was utterly lethal - we'd drive tail-out round that hairpin! The Triumph suspension couldn't cope with the V8's power, and the car had been fitted with Dunlops that were highly speed-rated in theory, but seemed to offer no front-end grip at all. Sid and I ended up having to contend with desperate understeer and it would regularly skid straight off the road.'

'During the test drive, we actually knocked down someone's garden wall. It was three in the morning and we rounded a tight Z-bend on a country lane near Wells, Somerset. Thankfully, the car rode up into the bottom of the wall, and it fell away from us rather than on to the bonnet. Sid was propelled forward, curled up in the passenger-side footwell. We checked the car, realised the crash had only damaged the grille, figured no-one had noticed and drove off into the night. Bit naughty of us, I know!'

'We actually ended up knocking down someone's garden wall on a test drive at three in the morning'

But the car had its revenge. 'That black prototype was written off during high-speed testing at MIRA,' says John. 'It lost grip at the top of the banking, knocked the safety pillars down and flipped over. The driver was ok. Amazingly, the shop steward present at the MIRA test didn't want criticism of the car getting back to the Daimler board, because he didn't want to jeopardise the workers' overtime arrangements. The rest of the testing was done in an open car with coachwork by Carbodies, wearing such exaggerated fins it looked like it had bent in the middle - they were actually toned down for production.'

'I was used to driving in variable conditions. I was brought up out in the sticks, in Westmorland, Cumbria. When I began my apprenticeship I hadn't actually passed my driving test yet, but once I had the Daimler management was very free and easy with who it'd let drive. Before long, at the age of 18 I was driving Conquest roadsters to the docks for export, or wafting down to London in a nice Century. Those were always quite cramped in the front though. Partly because they were chauffeur-driven cars and the emphasis was on rear-seat comfort, but also because the Daimler board, who signed off the final designs, were all shorter than average, so there was no-one to point out the problem!'

As we bypass Llanfair and start to climb into the mountains towards Lake Bala, John switches into road-testing mode again. 'It really does make a lovely old growl, and the chassis is quite composed on a smooth road, but you can still feel that bodywork flapping around,' he notes. 'It was a difficult car for us to assess really. I'd been brought up with the idea of Daimlers being well-built luxury cars. But the SP250 was more like a fantastic engine looking for a car to put it in. It took Bill Lyons to find it in the end - the 250 saloon was perfect, better than the Jaguar Mk2!'

'Our sense at the time was that the SP250 wasn't a real Daimler, but a new kind of Triumph sports car. That was down to Turner. In the Fifties Daimler's management was all elderly, out of date. Turner was brought in and put in charge of engineering, to modernise the cars, but he was a fairly bombastic character with a reputation for poor man-management, giving people a dressing-down in front of their colleagues, for example. But he was respected as a great engineer. He had his V8 with its

motorcycle-inspired combustion chamber design, and part of the deal with hiring him from Triumph was that he could design a sports car to put it in, because he thought he'd sell several thousand in the US via Triumph motorcycle dealers. That's why several parts on the SP250 are actually from bikes rather than cars - the indicator lights, for example.'

'Of course, when it was launched at the New York Motor Show it was voted the ugliest car there,' John chuckles. The price didn't help either. Daimler created an extensive options list to keep the basic price down, but its handbuilt nature plus export tariffs put its price a few hundred dollars above that of the Chevrolet Corvette, which didn't handle as well, but offered the same concoction of glassfibre body and V8 engine, yet in a beautiful package. 'We sold quite a few in Australia and New Zealand though,' John points out.

'However, it does amuse me that, as a classic, it's become the most popular Daimler - most of the 2500 or so examples made are still around. The glassfibre body helps its survival, I suppose, and it's an easy car to look after.'

We pull to a halt next to the turn-off for the village of Dinas Mawddwy. John doesn't need a map. The road-test route is imprinted on his mind.

'I wonder if there's still anyone around in this village from the Fifties, who has memories of road-testers?' He muses. 'Because it wasn't just Daimler, all the West Midlands motor industry used mid-Wales as a test track. Certain hill climb routes like this one, up above Lake Bala, were ideal for testing brakes, and making sure cars didn't overheat.'

'In fact, during that test drive in 1958, we encountered a team from BMC testing a prototype small car on this same route, an unusual thing we kept catching sight of, but every time it stopped a group of tall men would get out of a van and stand around the car so no-one could get a photo of it. Of course a year later we realised we were among the first people to see a Mini. We didn't quite have the same problem - no-one would have guessed this sports car was going to be a Daimler - but just to be certain, there were no badges on it and even the tax disc in the windscreen had black tape over it. We were under instructions only to remove it if the police asked us to.'

The SP250 grumbles its way out of Dinas Mawddwy and up the narrow, winding road clinging to the Eastern slopes of Aran Fawddwy, a verdant world of mist, Lake Vyrnwy glinting distantly in the valley behind us. John works the gears, keeping the slick gearbox - Daimler's own, but copied from Triumph's TR3A design at great expense - in its lower ratios as we climb. 'Daimlers had traditionally had automatics - they'd never built an all-synchromesh manual before.'

OWNING A DAIMLER SP250



'It's a very DIY-friendly classic,' says Matthew Waterhouse, whose long-term SP250 'comes out for

long drives in all weathers.'

'Obviously you need to keep an eye on the chassis for rust, but generally they were very tough and most of the car is very rust-resistant, which helps keep maintenance costs down. Electrics are fairly minimal so they don't tend to suffer the usual earthing issues of younger, more complicated cars. That said, keep an eye out for leaks

around the carburetors because engine fires aren't unknown.'

'There are a few upgrades that make them easier to live with, which most will have had by now. MWS offers slightly wider chrome wire wheels. A Triumph 2000 saloon rack-and-pinion steering setup is less hard work than the original cam-and-lever and will fit straight in. I've fitted lower seat runners for more legroom and drop my eyeline below the windscreen header rail. Bonnet straps weren't original but are vital - SP250 panels were never very secure. The last thing you want is the bonnet flying up and crashing down on your head. I speak from experience!'

Pretty it wasn't, but it set a template that John Box happened upon again later in his career



One of John's tasks was trying to push the engine to boiling point



The Daimler V8 had broader potential

'The prototype had the Austin-Healey gearbox, a strange contraption, with the first and second ratios very close together, then a giant leap to third,' says John. 'But I remember leaving a note about the positioning of the lever itself, which they never rectified. Either the lever should have been three inches further back from the dashboard, or cranked to clear it. First and third are too far forward.'

'We used this hill for the temperature test, to make sure the engine wouldn't overheat under heavy load. It didn't, but it did get very hot, and the brakes - Dunlop again, they eventually used Girtings - weren't very effective. The weather was just like it is today actually - sunny and warm in the valleys, cool and occasionally drizzly in the mountains - and there were no problems with the engine at all throughout the test. It even survived a radiator leak - easily fixed - brought about by that excursion into the garden wall in Wells.'

We pull into a mountaintop car park overlooking Lake Bala, and allow the Daimler to tick cool. As a charmingly flawed classic, John loves the SP250 - he even owned one himself back in the 2000s - but as a new car, it was a very different prospect.

'When the Daimler hierarchy asked me what I thought of the car, I knew I was leaving to do my National Service so I said, "it's going to kill all your customers, you'd better do something about it!" It understeered to the point where the steering didn't appear to work at all, the brakes were ineffective and the throttle was savage.' Thankfully, John's advice was heeded.

'Daimler might not have sold as many as they'd like, but it was such a good car that the police used them for motorway patrols, which says a lot,' John notes. 'But I still think we could've done more with that engine. We put one in a Century and used to chase Jaguars round the A45 with it. It was a great Q-car and I think we could have sold quite a few. It didn't need any modifications to fit either, bolting straight onto the Borg Warner 35 automatic transmission. Obviously Jaguar did something similar with the V8 250.'

But there's something else about this car's character. No, it's not pretty, nor did it uphold Daimler's established standards of finesse. But its glassfibre body, squirming chassis and compact V8 are all reminding me of something else. John begins another great anecdote, and suddenly it all falls into place.

'In later life I went to work for Peter Wheeler, who wanted to put a V8 in the TVR Tasmin and needed the chassis sorting out...'

1959 Daimler SP250

Engine 2548cc V8, ohv, two SU HD6 carburettors **Power and torque** 140bhp @ 5800rpm; 155lb ft @ 3600rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Cam and lever **Suspension** Front: independent, wishbones, coil springs, telescopic dampers. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers **Brakes** Discs front and rear **Weight** 1016kg **Performance** Top speed: 126mph; 0-60mph: 8.9sec **Fuel consumption** 29mpg **Cost new** £1395 **Classic Cars Price Guide** £20,000-£47,500



DAVID MANNERS

PARTS FOR JAGUAR & DAIMLER CARS

OUR BEST SELLERS FOR
DAIMLER DART CARS



JAGUAR PARTS QUALITY CODE

Here at David Manners we offer you the choice of Genuine Jaguar Parts, Original Equipment Jaguar Parts and Quality Aftermarket Jaguar Parts.

ORIGINAL EQUIPMENT

* HIGH QUALITY REPLACEMENTS



FREE PRICELISTS

TO SEE THE FULL RANGE OF PARTS WE SUPPLY FOR YOUR CAR PLEASE CONTACT US TO REQUEST A FREE PRICELIST

ENJOY EXCLUSIVE CLUB MEMBER DISCOUNTS

PLEASE ENSURE YOU QUOTE 'CLASSIC CARS' AND YOUR CLUB MEMBERSHIP NUMBER TO RECEIVE YOUR DISCOUNT

Rear Caliper Piston  11372* £9.60	Rear Caliper Seal Kit  11376# / 11376* #£23.94 / *£17.16	Small End Bush  307349# £4.28	Rear Brake Disc  308124* £66.00	Front Brake Disc  136252* £66.00
Header Tank  307980* £78.00	Rear Outer Oil Seal  7953*RUB £24.00	Inlet Valve  307358* £10.20	Gearbox Mounting  307497* £31.50	Bottom Hose  307983*WOV £17.94
Heater Pipe Kit  HTP5SS £46.80	Clutch Master Cyl  308048# £66.00	Contact Points  136104/4#LUCAS £11.90	Sump Seal  308402* £7.80	Inn.R/Hub Oil Seal  4144# £10.20
Oil Pump Spiral Gear  430363* £106.80	Cam Tappet Ball End  430388*COMP £30.00	Exhaust Valve Guide  431251/1* £6.00	Plug Lead Carrier  431308* £5.70	Plug Lead Set  432659/2* £46.20
Spark Plug Extension  432665* £11.16	Chrome Door Top  53021/1* £52.48	Rear Wheel Bearing Kit  7993K £21.60	Boot Lid Rubber  81/632598* £23.04	Plug Tube Washer  430742* £1.32
Crank Sludge Plug  C22796* £7.08	Eng Core Plug Kit  CPK1 £12.72	Door Handle Locking Pair  81/646127#PAIR £144.00	Fuse Box Assy  C16053# £10.60	Heater Valve  C20820* £25.92
Piston Set +40  C23842/40* £600.00	Exhaust Valve  C26665* £9.19	Master Cylinder  C27186# / C27186* #£91.62 / *£25.85	T/Washer Std Pair  307680/1* £17.40	Valve Guide Seal  CKG848* £1.08
Silencer  DRS0009 £111.43	Wiper Bezel Kit  GAC1021 £9.18	Clutch Cover Assy  HA3359 £270.00	Clutch Plate  HB9713 £62.40	Clutch Release Bearing  HD3301 £49.20
Universal Joint  JLM269* £9.00	Brake Servo Unit  LE72696 £168.00	Camshaft Bearing Kit  RTC1132K £134.40	Inlet Valve Guide  431000/1* £4.74	Oil Pump Gears Pair  C20972/1* £222.00
Cyl Block Drain Tap  C2354/1* £28.80	Top Cover Gasket  307827* £6.72	Water Pump Exch  307845E* £150.00	Clutch Slave Cyl  516788* £26.40	Rubber Oil Seal  7953/1 £4.20

Prices subject to change, listed prices correct as of 25th October 2018. All prices inclusive of VAT.

XK120 | XK140 | XK150 | MK-II | E-TYPE | V8 | DART | 420 | MK-X | XJ6 | XJS | XJ40 | X300 | X308 | X350 | XK8 | XJ8 | X-TYPE | S-TYPE



0121 544 4040

E-MAIL: ENQUIRIES@DAVIDMANNERS.CO.UK

VISIT: 991 WOLVERHAMPTON ROAD, OLDBURY, B69 4RJ

WWW.DAVIDMANNERS.CO.UK

PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5



spirit of a Champion

Commemorating Lotus' last F1 World Championship, 40 years on, we take the Esprit built in celebration for a drive, then relive a rollercoaster season with Mario Andretti

Words SAM DAWSON Photography JONATHAN FLEETWOOD



DLH 393T

[40 years of the last Lotus World Championship]



Sam finds the steering almost too communicative



Cumbersome name, capable nature



Andretti-signed wheel is a special-edition preserve



Rubber-clad shift knob in place of wood

P

ride, so the aphorism has it, comes before a fall. But without a sense of pride we wouldn't celebrate anything. And what better way to commemorate winning the Formula One World Championship, as a manufacturer of both road and racing cars, than to build a special-edition run of your mid-engined sports cars finished in the same eye-catching livery as the victorious racers?

It could be argued that Ferrari does this every time a customer ticks 'Rosso Corsa' on the order form, but for others perhaps there's a sense that to do so would be tempting fate. After all, in October 1978 the Champagne spray was barely dry on Mario Andretti's racesuit when Lotus unveiled its 99-example Esprit S2 Championship Model. Yet no-one would have bet that the most successful team in Formula One for the previous 20 years would never win the World Championship again. Perhaps the cracks were beginning to show right from the start - ironically, the Esprit couldn't wear the intended JPS branding from which the colour scheme was derived because Martini stepped in to provide Lotus sponsorship for 1979 just as the car was about to be launched. The official name was World Championship Commemorative Model. Cumbersome.

I meet this Championship Esprit in a very Seventies location. The sheer rock faces and shale-bedded car parks of Cheddar Gorge resemble the kind of quarry setting favoured by poster-photographers and marketing men back then, and in the car's presence I can see why they liked them. The starkness of the pale rock both complements and accentuates Giorgetto Giugiaro's uncompromising design. Its radical horizontal lines form a simple, acute-angled arrow that carves an opaque light-sucking slash into nature's canvas wherever it goes, sun glinting off the gold graphics like the event horizon of a wedge-shaped black hole.

This simple boldness of presentation, coupled with the fact it's an Esprit S2 - built before oversized bumpers and off-the-shelf BBS split-rim wheels gave the 1981 S3 a clunkier, more productionised look for the bodykit-crazed Eighties - serves as a reminder of how Giugiaro's design made it from concept to early production relatively unscathed. It's impractically waist-high, and sports a completely flat trapezoidal windscreen swept by a large single wiper. Things like this were usually rationalised out of supercar design, Lamborghini Countach excepted, even in the Seventies.

Once I've negotiated its combination of narrow-opening door, low roof and protuberant seat bolster, I find myself in a snug, comfortable recline in an interior as radical as the body, with its sloping dashboard separating the cabin into faintly aeronautical pods, the binnacle of instruments appearing to float on top of the sloping dashboard. Again, it's unmolested artist's-sketchpad stuff, of car interior reimagined as spacecraft cockpit to the point where you ignore all the British Leyland parts-bin fittings.

Two things differ from the standard Esprit S2 though - a three-spoke Momo steering wheel bearing Mario Andretti's signature, which blocks the voltmeter and fuel gauge completely and obscures the top quartiles of the speedometer and tachometer; and a rubber (rather than wood-topped) gearlever. Both seem incongruously aftermarket until I remember where I've seen them before - when peering into the cockpit of Andretti's old Type 79 Formula One car. Forget the instruments - the wheel is absolutely dead-ahead and perfectly angled for an F1 driver's straight-armed quarter-to-three grip. The shorter gear lever is at wrist-flicking height and an instinctive drop away on the centre-console. The



Colour scheme aside, the World Championship Commemorative Model was restrained in comparison to the S3 that followed – or indeed the bewinged F1 cars to which it owed its existence

'This isn't sci-fi flamboyance,
it's a stylised racing tub'



sill-mounted handbrake engages with a single ratchet click. This isn't sci-fi flamboyance, it's a stylised racing tub.

The engine takes a while to catch, the whirring of its starter-motor bringing the concept-car dream down to parts-bin-furnished, glassfibre-moulded Earth for a moment before the carburettors breathe life into the engine. For something that competed directly with the Maserati Merak and Porsche 911 when new, the Esprit's four cylinders were sneered at by the motoring press, but this overlooks how exotic its specification was for the time. This was the only production engine available at the time to sport twin overhead camshafts and four-valve cylinder heads. Nowadays it sounds underwhelming because most hot-hatches have this plus fuel injection and turbocharging, but in the Seventies, this was racing technology for the road. Ferrari didn't follow suit until its V8 Quattrovalvole a decade later.

The slant-blocked engine gives off a deeply percussive timbre at cruising speeds, but there's sophistication here. I take my first foray towards the Esprit's torque peak as the bends straighten out at the top of the Gorge and there's a smooth, if strident-sounding progressiveness, clearly unhindered by excess weight. Then an extra kick of torque seems to arrive at around 3000rpm and the carburettors' cackle flattens out into a sibilant whizz. The acceleration never lets up, though - it matches the 150mph Ferrari 308GTB, Maserati Merak, Porsche 911SC and Lamborghini Silhouette almost figure-for-figure for acceleration all the way to 125mph, and even at that point it's still got more to give. The greater displacement of the Esprit's rivals saw them better its 137mph top speed. However, I'll wager few of those Seventies supercar owners ever drove their cars much faster than they could have taken an Esprit anyway.

But what the Esprit does better than all of these cars is make its performance manageable. Its lightness and the racer-style longitudinal mid-engined layout means there's very little sensation of weight transfer when setting the car up for fast corner attacks. The tiny pedals are closely-spaced but if you come prepared with narrow-soled driving shoes, heel-and-toe downchanges are made easier by the small pedals because there are no broad footpads to clip the edges of.



OWNER'S VIEW

'I'm only its third owner,' says André Navarra of the Championship Model S2 he bought 15 months ago. 'The person before me had it four years, but the guy before him owned it for 27. You're always better off knowing all about an Esprit's ownership history. I haven't had to do much work, but I've had the engine rebuilt and parts of the interior retrimmed - it smelt old and musty and the leather on the dashboard was lifting. It was important to save the original seats because you can't get new material.

'I've always wanted one - I had a black Esprit back in 1983 when I was 28 and stuck JPS decals on it. It was a three-year-old S2, but they always depreciated steeply, especially once the S3 had come out. I sold that car and moved on, but I'm glad I came back to an Esprit. My son won't let me sell it now - he says it reminds him of Star Wars!

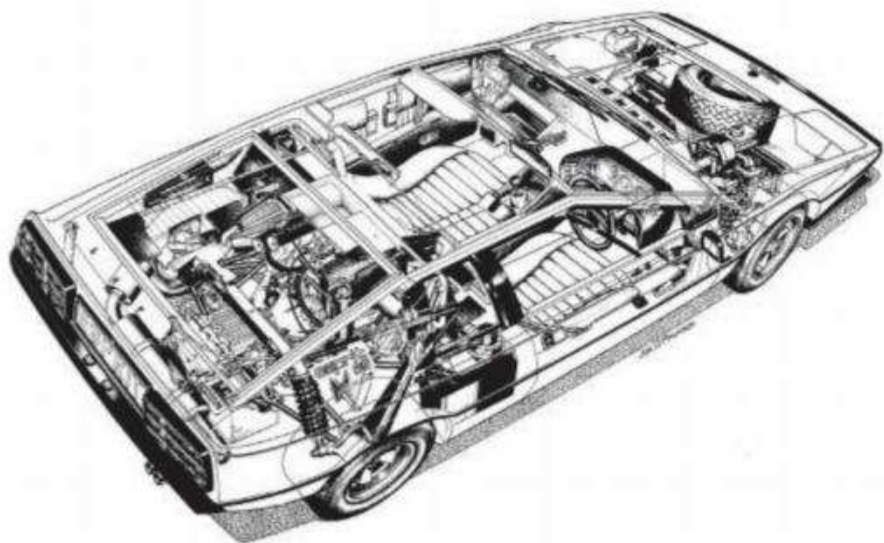
'SJ Sportscars in Crediton balanced and rebuilt the engine. A complete restoration, rebuild and repaint of an S1 can cost £100k, so a well looked-after S2 is an absolute bargain by comparison.'

[40 years of the last Lotus World Championship]

Unlike the long-winded Ferrari 308, steering even through the Gorge's narrow hairpins only needs a half-turn of the wheel, hands fixed by the horizontal spokes. And unlike the Porsche 911, there's barely any sensation of weight transfer in any direction at all, the tyres' grip unyielding on this bone-dry tarmac. And yet, despite remaining level when cornered hard through second-gear bends, there's no skittishness. The trademark Lotus long-travel damping produces a ride that could almost be described as luxurious.

As the Esprit plunges deeper into the Gorge, I realise something slightly odd for a performance car. Not once have I glanced at the speedo. Admittedly the Championship Model's steering wheel makes this difficult, but there's more to it than that. This car isn't about hitting impressive figures on dials - although it will crack 138mph, accompanied by a racetrack scream - but rather the tactile delight of total-involvement driving. The gearbox, the same Citroën SM unit as a Maserati Merak's but with a shorter throw to the lever, has a beautifully positive movement with just enough weight to prompt committed actions. It must have been a revelation to a serial Lotus customer coming from the marque's previous F1-inspired mid-engined celebration, the 1972 Europa Special, which sported one of the most convoluted linkages, and unpleasantly imprecise gearchange actions, ever known on a Seventies machine.

The Esprit's steering setup, too, must be one of the most communicative ever fitted to a road car. Through its chunky-rimmed wheel, it transmits everything the front tyres encounter straight into your palms with millimetric precision in a manner that makes even the Porsche 911 feel numb. And yet, perhaps this is its one undoing? Piling into a third-gear left-hander, the front wheels hit some rutted, subsiding tarmac. The lively fizz of the wheelrim suddenly becomes violent overload, the fissures in the road surface trying to claw the chunky wheel from my hands. The solution to this issue is to believe in the grip of the tyres, hold the wheel firm and trust the car to remain faithful to its line, such is the composure of the chassis.



BUYING AN EARLY ESPRIT

'What you've got to remember about Esprits - especially pre-S3 - is that they aren't budget cars,' says Paul Matty, Lotus specialist of four decades. 'They're very expensive to restore, £70k-£100k to do it properly. The best S2 will cost £60k-£65k. Average ones are £40k-£45k, but £15k-£30k is uneconomical project territory.'

'Start with the chassis, get it on a ramp and check it for corrosion. If it's rusted you won't just need a chassis, you'll need to replace the inboard brakes, suspension, bushes, radiator, fans and coolant pipes too, taking you to £20k already. And those pipes are an engine-out job.'

'Other engine-out jobs include clutch replacement and new fuel tanks. All these jobs take between eight and 12 hours, at £75 per hour. Parts availability is an issue too, especially for the Maserati gearbox.'

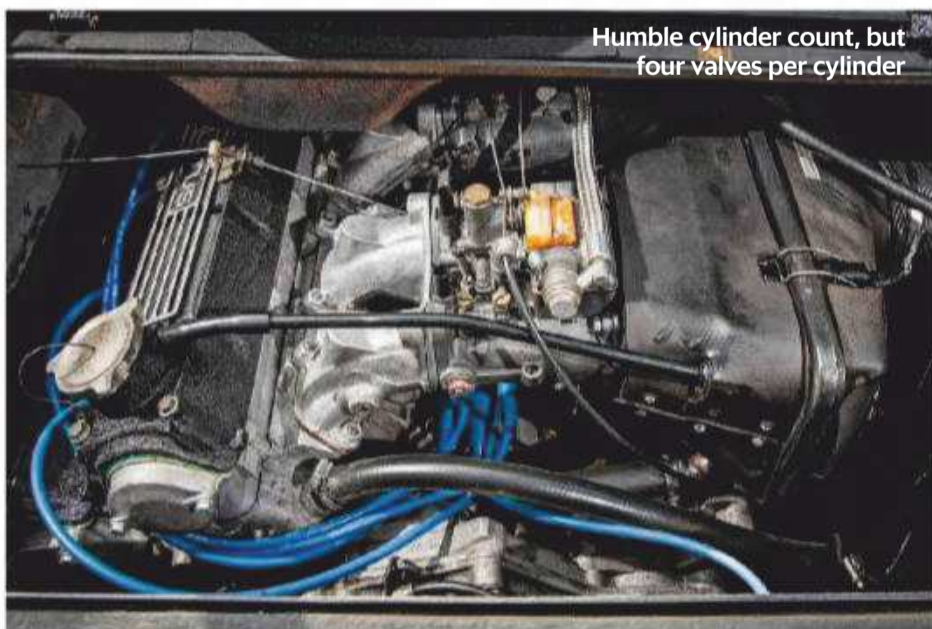
'Painting requires all body panels to be removed and the glass needs to come out - it's bonded in and usually cracks during removal, so add another £1000 to the £7k job.'

'The engine can be fragile and not serviced properly because of its mid-mounted location and difficult cooling system. A rebuild costs £7k-£9k depending on how many old-stock parts need sourcing - replacement cylinder heads or exhaust manifolds aren't available.'



No advertising legislation breaches to be found here


'It transmits everything the front tyres encounter in a manner that makes even the Porsche 911 feel numb'



Humble cylinder count, but four valves per cylinder



Just 99 cars were built, with the first going to Mario Andretti



A very British riposte to what Ferrari, Porsche and Maserati had to offer

Truth be told, hyperactive steering isn't the Esprit's only shortcoming. It's noisy at cruising speeds, giving off a constant gravelly gargle that sounds fantastic when you're hurtling around country lanes, but must get tiresome when you fancy listening to a radio that cost a hefty £76 in 1978. The Countach-like lines of the bodywork generate Lamborghini visibility issues too - although the sides of the car are easy to position on the road, the base of the windscreen is the forwardmost point of the car you can see from behind the wheel unless you pop the headlamps up. Rear three-quarter visibility is dominated by massive C-pillars and the protruding engine-bay air scoops added as part of the S2 revisions to cure the original Esprit's overheating issues.

Still, no one complains about such things on an Italian supercar following a drive in one. Instead, they wax lyrical about a sense of glorious irrationality, exploding with superlatives about the sense of style, excitement and motor sport breeding. Uncritical, gushing praise for Ferrari, combined with lingering-gance photography, has generated an entire coffee-table book industry. And yet, having driven this Esprit Championship Model, I feel exactly the same way about it. It's every bit the thoroughbred its contemporary Ferrari 512BB was. It just goes about it in a uniquely British way that we Brits are stereotypically dismissive of.

The 512BB takes its lead from Italian motor sport practice, with an aluminium body over a combination of tubular chassis and semi-monocoque glassfibre tub, and an engine with its origins in Ferrari's Formula One programme. It was intended to be the closest thing to driving a 512S sports-racer on the road.

The Esprit does the same thing, but draws upon British garage racing practice. The original Esprit hit the road the same year as the uniquely British S2000 class of sports-racers burst onto the Brands Hatch tarmac for the first time, their glassfibre bodies sitting on steel chassis, weight and drag kept low to extract maximum performance from a 2.0-litre engine. Those twin camshafts and four-valve cylinder heads resembled those of a Cosworth DFV, the engine with 12 F1 World Championships to its name. In an era when

Tyrrell, Brabham, Williams and McLaren didn't build road cars, it felt as though the Esprit represented the nation's entire motor sport industry in the international supercar arena.

But it's the way the Esprit handles that confirms it as a truly British supercar. Whereas Ferraris seem born for the rapid straights of Monza, and Porsches are designed in the tradition of the rear-engined *autobahn stromlinien* of the Thirties, remaining planted high on the banking at Avus, the Esprit is designed for intense bursts of high performance on a small, crowded island with expensive petrol. Its home would be the bounding switchbacks of Cadwell or Oulton - or your favourite complex of country lanes. The ones you head for when the motorway's at a tedious crawl.

Lotus still makes cars like this Esprit. However, it's this model's nicotine-stained clothes - and the era it was created in - which makes it truly special. It marks Lotus at its absolute zenith - Chapman at the helm pioneering ground-effect, Andretti as World Champion, more Formula One Constructor's Championship titles in the trophy cabinet than any other team, James Bond eschewing his traditional Aston Martin for an Esprit and an impressive roll-call of celebrities queuing up to buy an Elite. It's an intoxicating combination that Ferrari, Maserati and Porsche struggled to counter in 1978, and one that no amount of be-stickered special-edition Elises will ever recapture. What Lotus wouldn't give to stay in that moment for ever.

1978 Lotus Esprit S2 Championship Model

Engine 1973cc in-line four-cylinder, dohc, two Dell'Orto DHLA 45E twin-choke carburettors **Power** 160bhp @ 6200rpm **Torque** 140lb ft @ 4900rpm

Transmission Five-speed manual, rear-wheel drive **Suspension** Front: independent, unequal-length wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, lower transverse links, fixed-length driveshafts, semi-trailing arms, coil springs, telescopic dampers **Brakes** Discs front and rear

Steering Rack and pinion **Weight** 1022kg **Performance** Top speed: 138mph; 0-60mph: 6.8sec **Fuel consumption** 20mpg **Price new** £11,754

Classic Cars Price Guide £30,000-£65,000

SWISS WAXMAKERS SINCE 1930



SWISSVAX™
HIGH PERFORMANCE CAR CARE
HAND MADE IN SWITZERLAND



STUCK FOR A CHRISTMAS GIFT?

Swissvax is a car care system hand made in Switzerland and designed to be the finest product line of automotive cosmetic maintenance in the world. Pure Grade-One Carnauba is the world's purest, hardest and most transparent natural wax producing an outstanding gloss that goes beyond normal perceptions of «shiny». No wonder Swissvax is the choice of car enthusiasts, collectors and luxury automobile manufacturers all over the world. The gift of passion is just a click away: www.swissvax.co.uk or call Swissvax Great Britain at +44 (0)7784 794130.



Swissvax «Onyx»
With 30 % by volume of pure Brazilian Grade-One Carnauba wax offering a streak-free gloss and best beading characteristics. A wax container will allow for 10 to 20 applications. £88.00

Swissvax «Mirage»
With 40 % by volume of pure Brazilian Grade-One Carnauba wax offering increased protection with a glass-like gloss and hiding micro-scratches. A wax container will allow for 10 to 20 applications. £143.00

Swissvax «Best of Show»
With 40 % by volume of ultra-pure yellow Grade-One Carnauba wax. Its deep and intense shine makes experienced concours enthusiasts speechless with amazement. Enhances the paint-work surface with best water beading properties. £241.00

First application requires a wax pre treatment with «Cleaner Fluid Regular», 250 ml, £39.00 (included in Discovery Kits, Entry and Master Collections)



Swissvax «Entry Collection»
The perfect introduction to your first 10 Swissvax applications. And it comes in its own handy cooler bag. You will experience a transformation on your automobile when you use these hand made products for the first time. A great gift idea, too. Add £146.00 to your wax selection above



Swissvax «Leather Care Kit»
Anti-ageing care for your leather starts here. Mild but effective Leather Cleaner, Leather Milk conditioner, cleaning brush, towel and leather fat. Prevention, protection, maintenance, repair – for Napa and semi-aniline leathers. £88.00

LEATHER CARE



EASY PAINT PROTECTION



Swissvax «Lotos Speed»
An up-to-the-minute quick detailing spray for sealing paintwork, rims, plastics, chrome and glass. No polishing, no white residues. The frictional surface resistance is massively reduced, resulting in excellent water beading properties. Simply spray on, then distribute and wipe-off. £29.00
Swissvax Micro-Fluffy detailing towel: £25.00

SWISSVAX GB



MORE INFOS

FREE DELIVERY for UK* orders over £39.90

* mainland UK and Northern Ireland. Not included are The Highlands, Isles of Scotland, Isle of Man, Isle of Wight, the Channel Islands and UK overseas territories.

001-019-CH

SWISSVAX GREAT BRITAIN

SWISSVAX LONDON LIMITED · OFFICIAL IMPORTER TO THE UK AND IRELAND
WEBSHOP : WWW.SWISSVAX.CO.UK



BY SCENIC & CONTINENTAL CAR TOURS

MILLE MIGLIA

12-22 MAY 2019 | THE GREATEST CAR RACE IN THE WORLD



FROM £999.00 PER PERSON

Our Package Includes:

- Return P&O Ferry Crossing from Dover to Calais (other crossings available on request)
- 10 Nights Hotel Accommodation • Buffet breakfast each morning & Dinners (as per itinerary)
- Visit Brescia to see the build up, start and other race check-points over the four days at your leisure
- Optional visits to the Ferrari, Panini & Lamborghini Museums • Detailed Roadbook featuring Maps, Great Drives & Mille Miglia Event Information • Commemorative Mille Miglia Tour Rally plate
- Complimentary Car Parking at the Hotels

OTHER CLASSIC & HISTORIC MOTORSPORT EVENTS INCLUDE



**ANGOULEME
CIRCUIT DES REMPARTS**

FROM £589.00 PER PERSON



**MONTHLERY
VINTAGE REVIVAL**

FROM £299.00 PER PERSON



SPA CLASSIC

FROM £269.00 PER PERSON



**LES GRANDES HEURES
AUTOMOBILES**

FROM £299.00 PER PERSON



**CHANTILLY ARTS & ELEGANCE
& COMPIEGNE RALLY**

FROM £399.00 PER PERSON



**GRAND PRIX
DE L'AGE D'OR**

FROM £799.00 PER PERSON

FOR MORE INFORMATION ON OUR
CLASSIC & HISTORIC MOTORSPORT EVENTS

CALL: 01732 879153 OR VISIT: www.sceniccartours.com



[40 years of the Lotus Esprit World Championship]

Despite winning the World Championship, 1978 was a difficult year for Mario Andretti



A Champion's Year

The Lotus Esprit Championship Model was built to honour Mario Andretti. Here, he recalls a year of triumph and tragedy – and his ownership of 'Number One'

Words SAM DAWSON Photography GETTY IMAGES



The Esprit? That was fun - one of the nice perks of winning the Formula One World Championship!' Mario Andretti chuckles as he recalls taking delivery of the first Championship Model in October 1978. 'It was an attractive road car - Colin Chapman was a generous man. It wasn't the first time he'd given me a car actually - even before I drove for him, when he was trying to secure my services for 1975, he sent me an

Elan, which was great to drive and very unusual in the US.

'But that Esprit S2, especially after winning the championship, I simply loved. I toiled around in it for a couple of years, feeling proud rather than self-conscious of the World Champion decals on the doors. It represented what we'd achieved as a team that year. And then I gave it to my son Michael as his first car - he used to drive to High School in it! Everyone at the school was very envious of it, but I got a lot of satisfaction out of that, seeing everyone's eyes on that unique car. To be honest, I love to show off! Mine was different to the others too - it had special wheels made by Speedline, wider than usual at the rear so it could wear bigger, grippier tyres.

'Although I only raced for Colin, he knew how much I loved road cars - it's not just about racing with me, I'm just a car guy, period - and would always tell me excitedly about what he was working on. He'd often talk about getting me over to Hethel to test out the road cars, maybe do some development work with him, but my biggest problem back then was that I was active over here in the US in IndyCar at the same time I was racing in F1, and I just didn't have the time to do test-driving. It would have been fun though - and Colin always had a road car standing by for me to use during the European F1 season.

'And that 1978 championship? It was a tough year. As you can see from any pictures of the cars on the grid, the engineers back then were open to many more ideas, exploring previously

unknown aspects of performance design. You could do an awful lot to the car and still be within the rules, so we had six-wheeled Tyrrells and Marches, turbocharged Renaults, ground effect on the Lotus, but the car we were most concerned about was the Brabham. We'd struggled to keep ahead of their Alfa Romeo flat-12s in 1977, and of course partway through the season they unveiled their Chaparral-style BT46B fan-car.

'It was a fascinating time to be an F1 driver, with so many incredible designs, and engineers constantly looking outside the envelope. Being a driver during the off-season was like being an expectant father, waiting for a child to be born, but wondering whether it would have three eyes! But it was a good anxiety.

'The Lotus Type 79 wasn't the superior slam-dunk people think it was, and took a long time to get right. Ground effect was beneficial, but we struggled to get the right shape and size for the

frontal area of the car. At the start of the season we were still using the previous season's Type 78, so early successes were down to Colin Chapman's skill in setting up the car. He never rested, always looking for something different, whatever unfair advantage he could find. That's why every driver on the grid wanted to work for Colin.

'I think FISA allowed Lotus to keep ground effect while it banned nearly everything else because it was fundamentally simple. It achieved

downforce only using aerodynamic surfaces, wings and the structure of the car itself, with no moving parts, and its effects could be easily limited with a rear diffuser.

'By contrast, that Brabham fan car was dangerous. I found myself following it when it was leading the Swedish Grand Prix at Anderstorp, and I don't think I had enough protective shielding to withstand an entire race behind one! The way it worked, it sucked every loose pebble and piece of grit off the road surface and shot it out of the back. It had a very negative effect on the race and FISA was right to regulate it out of the sport. But all credit to Gordon Murray - and Jim Hall, who invented the technology - for trying. Things like the BT46B kept other drivers and teams motivated.



Cadillac, Ferrari and Lotus in the Andretti garage



‘When we were still using the 1977-season car at the beginning of the 1978 season, it was still competitive. It was actually the norm in those days to start the season, the South American and African races, with last year’s car, then reveal the new cars for the European season. But that 1977 Type 78 made me anxious, because we’d struggled to get competitive power from our Cosworth DFV, and tuning it for higher output made it unreliable - to win, you need to finish!

‘When we arrived at Zolder for the Belgian Grand Prix, I knew about a new car that Ronnie Peterson and chief engineer Bob Dance had been developing - they’d kept me updated over the phone - but I’d had racing commitments in the US and couldn’t make the test at Anderstorp. I was meant to be driving the old 78 at Zolder, but Colin brought this new 79 along as well. I knew it’d be something special, so I said to Colin “this looks really good!”

‘Colin replied, “Yes, but this is just a test car. We know what we have with the 78.” I asked him for a practice drive in it all the same, and he reluctantly agreed. Immediately, I was posting the quickest times of the day. I went back to Colin and told him I wanted to drive it in the Grand Prix. He said, “no, it’s not ready.”

So then I went to Bob and his team of mechanics and asked if it could be made raceworthy in time for qualifying. Bob said,



Main image: Andretti completes his move on Villeneuve at the fateful 1978 Italian GP at Monza. Left, top to bottom: taking the Type 79 to a maiden victory at Zolder; an intense conversation with Chapman at Watkins Glen; his last race in the Type 78 at Monaco



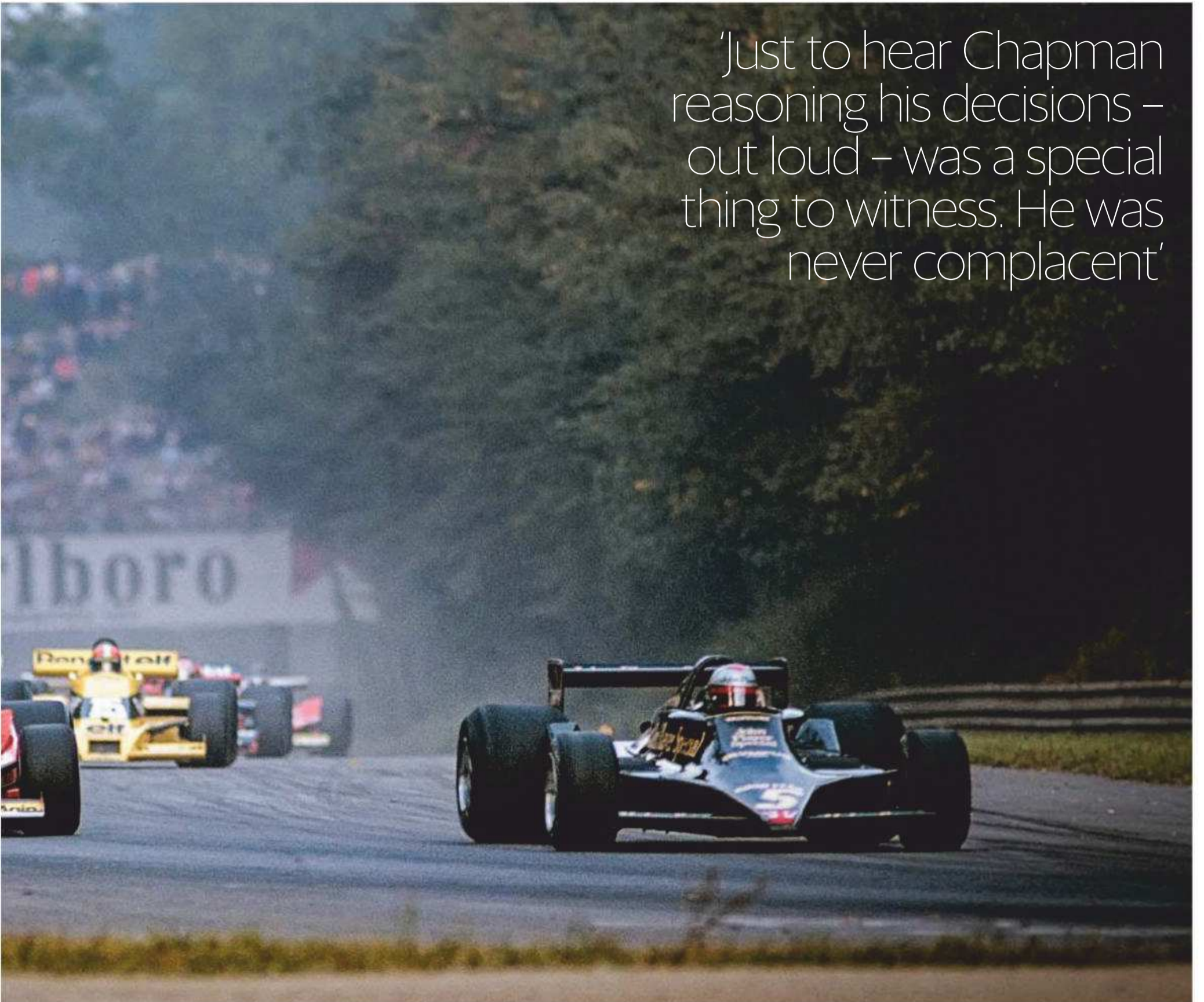
“We can prepare it by tomorrow.” I went out, took pole position and won immediately. That attitude was typical of Colin. He’d push people into expressing themselves in order to get the best out of them. Deep down, he wanted to win just like the rest of us.

‘But when we were ahead, as we were fairly early on in 1978, I was always a bit concerned about Colin’s experimentalism - tinkering with the DFV is what cost us the 1977 championship, after all. We had issues with the rear brakes too - they were inboard, so we could keep the ground-effect diffuser exits clear, and Colin had Hewland cast half the calipers into the gearbox housing. This would boil the brakes, and on any track that involved a full tank of fuel at the start, we had to pump the brakes on the straights to avoid any hard braking near the corners.

‘Midway through 1978, Colin came up with this clutchless sequential-manual gearbox; I told him, “I’m leading. If you must, put it on Ronnie’s car. If I’m winning, let’s try to keep winning.” In the end he dropped the idea after one race.’

Andretti’s voice wavers a little whenever he mentions the late Ronnie Peterson. ‘We were very close friends, more like brothers,’ he recalls. ‘I’d known him since my early days in F1, when we were racing for different teams - I was with Ferrari and he was at March at the time. We had a very similar sense of humour, and our

‘Just to hear Chapman reasoning his decisions – out loud – was a special thing to witness. He was never complacent’



families would go to each others' houses - his to the US, mine to Sweden - for summer holidays. He was responsible for the closest, most memorable race I had that season.

‘It was the Dutch Grand Prix at Zandvoort. One of my exhausts broke, bending the rear diffuser, causing me to lose the downforce from my right-hand sidepod. It made for a real grip deficit on the flat right-hander at Bos Uit, coming on to the main straight, which was the best overtaking opportunity on the track. Ronnie was right on my tail, and fought so hard all the way through the race, threatening to come past me coming into Tarzan for lap after lap. I had to resort to chopping him up pretty badly in order to stop him overtaking, which was difficult to do to a friend, and which made what happened at Monza two weeks later feel so much worse.’

Andretti still refers to that race as ‘the Italian Grand Prix disaster’. A seven-car pile-up on the packed grid snapped Peterson’s Lotus in two. James Hunt, Patrick Depailler and Clay Regazzoni heroically pulled Peterson, his legs shattered, from the blazing wreckage, and he was airlifted to hospital. Andretti took pole for the restart, his mind now on his friend as well as the title he was set to clinch.

‘Usually, the red lights stay on for ten seconds before the green light comes on,’ states Andretti, still notably irked by what

happened next. ‘With the red lights still on, Gilles Villeneuve, who was in second place alongside me on the grid, just took off. He was at the Rettifilo chicane before I decided to set off, figuring there must be something wrong with the lights. It took the whole race to hunt him down, before I finally overtook him coming into Ascari a few laps from the end.

‘And of course they penalised both of us. I was going to protest, but after what had happened to Ronnie I just didn’t have the energy. By the time we got to Monza the only person who could mathematically have beaten me was Ronnie. We should have celebrated that day, but loss overcame joy.’

Peterson died in hospital the next day, from complications related to his leg surgery.

Andretti reflects upon another lost friend too, one whose death four years later, he feels, is ultimately responsible for Team Lotus’ fall from F1 grace. ‘Colin Chapman was the ultimate motivator, who would arm himself with the best technology and people,’ he says. ‘He was the catalyst that created all those great cars, the driving force that made everything happen. Just to hear him reasoning decisions - out loud - was a special thing to witness. He was all about excelling, winning, and never being complacent. Without Colin, Team Lotus lost all that.’





[**The Collector**]

'I bought many of my cars because of boyhood memories'

David Newton has managed to satisfy decades of yearning by filling his garage with models that caught his eye during his formative years

Words MIKE TAYLOR Photography JONATHAN FLEETWOOD

David Newton's love of cars and his taste for particular models is reflected in his impressive collection of automotive memorabilia. 'They are the cars that I recall fondly from my boyhood - there isn't a car that I have wanted to own that is not included,' he smiles as we leaf through bundles of manufacturer's brochures, booklets and period magazines. It's a theme that continues as we enter his L-shaped garage to view his collection of real cars - opening the doors reveals an eclectic mix of models from the Fifties to the Nineties.

David says neither his father nor his brother had any interest in cars and although his uncle was an enthusiast, David says his love for cars emerged gradually. 'As a child I had a small metal-bodied Triang pedal car that I hurtled round the family garden in, using it so much that twice it had to have new pedals welded on. Then, just as my friends were all into comics such as *Beano* and *Eagle* I was reading car magazines on subscription, a present from my parents.'

David's first car with its own motive power was bought after he'd gained a degree in education and business management. 'I was approaching 21 years old and it was a choice between a GT6 with the 2.0-litre straight-six engine or an MGB with the 1800 B-series unit. I preferred the Triumph and bought a GT6 from a local dealer. It was a MkII with the improved rear suspension and I kept it for a couple of years. Later I had a new MGB roadster followed by a GT, which I also bought new. Unreliability eventually pushed me toward a Porsche and my first was a 924. Then I had a second before owning two 944s.'

The idea of beginning a collection first emerged toward the end of the Eighties. In 1987 he bought a new Porsche 911 Carrera Sport and used it as his daily driver until 1989, when he purchased an MGB GT V8 and a Jaguar E-type SII coupé. 'The Jag was imported from California needing restoration and took about two years to complete. However, the driving experience didn't match my expectations. Perhaps had it been a Series I E-type, with its purity of style and engineering, it would have been different. Anyway, it was sold while the Porsche went into semi-retirement as the first car in my collection and the V8 MGB became my daily car.'

1970 Porsche 914/6 GT

We begin our tour of the collection with a Porsche 914/6 GT. 'I bought this from an auction house at the Racing Car Show in 2005. I knew the previous owner, Nick Faure, who had competed with it on the Corsican Rally; it was then restored by Roger Bray. This is the GT version with aluminum boot and bonnet, GRP Targa top, front oil cooler, upgraded suspension and wheelarch extensions. Inside is a full roll cage while under the bonnet is a 2.7-litre 911S engine which delivers 210bhp on Weber carburettors.

'We did a thorough service and I've used the car ever since. It's given me tremendous pleasure. About two years ago we went to a classic car meeting at Zandvoort. The downside is that it's very noisy; I think it drove my wife to distraction. It's also been to the Le Mans Classic several times as well as various events in the UK.

'To drive it is totally different from any other Porsche I've owned, especially on track. You're very aware that it's

mid-engined, producing enormously balanced handling. It's highly responsive and still puts a smile on my face.'

1998 Porsche 993

Next to the 914/6 GT is David's latest Porsche in a dehumidifying tent. Lifting the flap he explains, 'It's a 1998 Porsche 993 Turbo with few owners and low mileage, originally ordered in Ferrari Giallo Fly yellow with the Turbo S rear scoops - an £8000 option.'

David says he first saw one at the Goodwood Festival of Speed driven up the hill climb. 'It was thought of at the time as being a direct descendant the Porsche 959 and I recall thinking what a fantastic car. I bought it from a dealer in the West Country, but not before I'd read all the 993 Turbo road tests and had a drive in one; it fulfilled all my expectations. It has 402bhp, four-wheel drive, power steering, short-throw gearbox action and air conditioning, all of which makes it a pleasure to drive.'

1969 Austin-Healey Sprite

Moving round clockwise our next car is a 1969 1275 Austin-Healey Sprite MkIV which he bought in 2006. 'It is one of the cars that had an impact on me as a youngster and I remember thinking how I'd like to drive one. It's been in the family for about 12 years and one of the first jobs we did was to respray it from its original yellow to 'Big Healey' ice blue. The hard top is a Bermuda type and was added a couple of years later.'

David bought the car from a lady who lived locally. 'My son took it to university and we had it restored for his 21st birthday present in 2009. Since then he has driven it back from Monaco and Reims on several occasions. It's been incredibly reliable.'

1987 Porsche 911 3.2 Carrera Sport Turbo

Lurking behind the Sprite is the black Porsche 911 Carrera 3.2, also in a dehumidifier tent. 'By the time I bought this one I'd had eleven 911s - eight new ones and three secondhand. I bought this one new from Dick Lovett in Swindon and it came with linen-type cream leather interior, tinted windscreen, wider rear wheels, heated front screen and cruise control. Black was very much a colour of the period.

'I vividly remember collecting the car on March 6, 1987. Later I used it to bring my son Guy home from the local hospital maternity unit. I'm sure that's where he gets his passion for cars.

'This year we took the 911 to The Le Mans Classic and thoroughly enjoyed the experience. It's a wonderful car to drive. Rather like putting on a comfy pair of old shoes that fit perfectly.'

1970 Lancia Fulvia HF Lusso 1.6

Next we come to this rich red Lancia Fulvia HF rally car. 'It stands out in my collection because of all the stickers. It also has the HF grille badge with four elephants, representing Hannibal going over



'By the time I bought this 911 I'd had eleven of them - eight new ones and three secondhand ones'



Porsche 914/6 GT has GRP Targa top, wheelarch extensions and aluminium boot and bonnet



Owner David reflects on track times in the 914/6 GT

Austin-Healey Sprite was restored as a 21st birthday present for David's son



911 Turbo's original owner paid £8000 for the Turbo S-spec side scoops that mimicked the 959's



David and his son Guy enjoy using the rally-prepared, Ferrari-seated Fulvia HF in European events



David was inspired by Donald Healey's achievements

the Alps. Before being repurposed by the works team, it signified membership of Lancia's exclusive High Fidelity Club - eligibility for which was proved by your fidelity to buy multiple Lancias!

'The Fulvia was the last of the front-engined, front-wheel-drive Lancias to win the World Rally Manufacturer's Championship, which it did in 1972. I bought this one in 2017 from Richard Thorne, a Lancia specialist in Berkshire. I was attracted by its rally preparation. It has a rollcage, aluminium doors and bonnet as well as a tuned Group 4-spec V4 engine. Inside, it still has its wood-covered dashboard and interior trim although the front seats are from a Ferrari 355. The originals are in my loft. It's had a lot of money spent on it and the previous owner did many long-distance rallies in it across Europe. Last year Guy took it to Vernasca and did well on the hill climb and trackday.

'The engine is so far forward it makes the handling extremely neutral; it's very responsive and it flies up to maximum revs with no torque steer, despite being front-wheel drive. It has very supple suspension even though it's set up for competition. Lancias are so well engineered and have a character all of their own. I love it.'

1972 Ferrari Dino 246GT

Alongside the Lancia are the unmistakable lines of a Dino 246GT. 'I bought it from a London Ferrari dealership in 2014,' explains David. 'I'd always had a hankering for a Dino and recall going to a car show as a 17-year-old and walking round one. There was a lady in the passenger seat with the window down and I said, "This is the most beautiful car I've ever seen." It still rings true today.

'This was the right one for me - two previous owners and just 31,000 miles on the clock. I had been in a Dino before so I had my personal yardstick of how it should perform - this one didn't let me down when I first drove it. The gear selection through the gate, the engine... it's all spot on.

'It shouts elegance and style, but, it does have its foibles, such as being difficult to select second gear when you start up and the gearbox oil is cold. That said, it's everything I've ever wished for because it is so different from a Porsche and the foibles are all part of the Ferrari charm!

'It's probably no quicker to drive than many of today's hot hatches - but it's all about the way it travels. The ride quality is wonderfully compliant. It is used only sparingly and I keep an eye on the type of driving I'm doing as well as the mileage. We were stuck in traffic for 90

minutes in Salisbury in the spring, which did it no good at all. But we did have a good run down to Goodwood recently. It has all its provenance papers that certify this Dino is as it left the factory.'

1958 Austin-Healey 100/6

David bought this few-owners, low-mileage car in 2008. 'The reason I bought it was because of Donald Healey and what he and his cars achieved in the States, in racing in the UK and on international rallies driven by people like Pat Moss,' says David. 'The lines of the Gerry Coker design are just glorious and it is as it left the factory - I had it resprayed in its original Colorado Red.

'This is a MkII, so it has improved breathing in the cylinder head and produces 117bhp. Better yet, it is one of the few two-seater models - most were four-seaters. The bucket seats are wonderfully comfortable although it can get a bit hot in there in summer. Nevertheless, it has proved to be eminently reliable with five trips to the Le Mans Classic. The driving experience is quite different from any of my other cars, with a more vintage feel, but I always thoroughly enjoy my time behind the wheel.'

1969 Lotus Elan Series 4

The last car in David's collection is a pale-blue 1969 Lotus Elan. 'When you compare it to the 'Healey next to it, they are poles apart, even though the Elan was only launched in 1962,' he says.

'Like so many of my cars I bought the Elan because of boyhood memories - I remember seeing and hearing an Elan as a schoolboy and wanted one ever since. I bought this car through a London dealer and drive it every day, weather permitting. I drive with the top down to enjoy it; it's a delight. The ACBC Lotus bonnet badge on this car has a black background in homage to Jim Clark.

'It has the usual Lotus reliability issues; it broke down the first time it was taken out and had to be rescued on a flatbed. It's been a love/hate relationship ever since. The longest trip we have done in it was a motoring holiday to Sicily this summer - but it did not motor back. It took five weeks for the insurance company to arrange for its return.'

The keeper

'I find this very difficult to answer. The car I would like to have my last dream drive in would have to be the Lotus Elan, but the car I would keep would be the 911 Carrera Sport.'

THE COLLECTION

- 1958 Austin-Healey 100/6
- 1969 Austin-Healey Sprite MkIV
- 1969 Lotus Elan Series 4
- 1970 Porsche 914/6 GT
- 1970 Lancia Fulvia 1600 HF Lusso
- 1972 Ferrari Dino 246GT
- 1987 Porsche 911 Carrera Sport
- 1998 Porsche 911 (993) Turbo

NEXT
MONTH
AMERICAN AND
ITALIAN GEMS



As a young boy, David could be found driving pedal cars or buried in car magazines while his friends were reading comics; today his obsession manifests itself in the form of Dino, Big 'Healey, Elan and 911 Carrera Sport ownership



The Elan's black badge was Colin Chapman's tribute to Jim Clark



David's keeper is the car that started his collection – his 911 Carrera Sport

[Life Cycle]

The life story of a Volkswagen Golf GTI MK1

Through the hands of many loyal owners over almost four decades, a classic Golf comes back to where it all started

Words DALE DRINNON Photography MARTYN GODDARD

Fiona Sherling buys it for £6949.25 in September 1983

Fiona Sherling of Watford bought her new Volkswagen Golf GTI for all the right reasons. 'I wanted a good, reliable, sturdy and safe car, and I wanted something that really moved,' she says. 'I won't have a car that doesn't move.'

Bought in September 1983 from Contim Motors in Harrow for the advertised price of £6949.25 and subsequently registered as A31 GLE, it was a GTI Campaign - the UK version of the several limited-editions offered across major European markets to promote the final production year for Volkswagen's groundbreaking original Golf. It was one of just 1000 such units offered on these shores.

A true enthusiast - 'weren't they called Rabbits in the States?' she reminds this American-born journo - Fiona well remembers the excitement and responsiveness of the car. 'I used to leave the 205 boys standing at the traffic lights. My turn doing the shared neighbourhood school-run was memorable too - I managed to get ten kids in the back seat. Of course, the seat belt laws were a bit different back then!

That later formed part of her reasoning for moving on to a larger vehicle in October of 1987, but not before putting 35,000-odd miles beneath the Campaign GTI's signature Pirelli P-Slot wheels.

Fiona has subsequently owned a number of well-considered performance cars, in a variety of engine and bodywork configurations, but still speaks very fondly of her time owning Volkswagen's definitive hot-hatch.

'Of all the cars I've had and driven, that Golf was one of my absolute favourites,' she says.



A31 GLE in the Eighties

Late 1987: New owner; new scenery

Following the stewardship of Fiona Sherling, A31 GLE was taken in by the original selling dealer as a trade-in for a larger model. The next owner remains untraceable despite our best efforts, but we do know he dressed his new car in AMG-style mono-colour - with white bumpers, grille and miscellaneous exterior fittings - and relocated the car to Hampshire. He evidently didn't bond with car despite the period-typical modifications, however, because the Golf was up for sale again after seven months...

The Colleys buy it in July 1988 for £4500

If Tenure Number Two was but a brief interlude, the third owners enjoyed the car's longest spell of ownership so far - almost 14 years. Newlyweds Valerie and Chris Colley bought A31 GLE from Martins VW of Andover for £4500 in July 1988. 'We loved that car from the beginning,' remembers Valerie. 'It was a financial stretch for us back then, and I'd never done anything like that before, but I ended up test-driving the car and knew immediately I wanted it.'

Adds Chris, 'While it was actually bought as Val's daily-driver, I was the one who spotted it at Martins and called Val, who went straight down to view it.'

Despite that, Chris has fond memories of the GTI's exhilarating performance. 'My brother owned a

Renault 5 GT Turbo at the time, so we had a lot of fun on the A303! Val and I also brought our babies home for the first time in that car.'

Valerie drove the car constantly for many years. 'I only really used it in and around Andover, so it didn't clock up a



Today, the Golf GTi Mk1 lives just ten miles from the dealer that supplied it new – despite having seven owners in the interim 35 years





Val and Chris Colley reunited with their beloved GTI in 2015



Two-headlamp grill and powder-coated alloys for A31 GLE's Simon Quin era



A succession of dedicated enthusiast owners allowed this GTI to ascend gracefully into classicdom



Current owner James Bullen is its latest saviour



At Mki Golf Owners' Club event in 2016 celebrating 40th Anniversary of the model



Kevin Howard meets his reborn Golf GTI in 2015



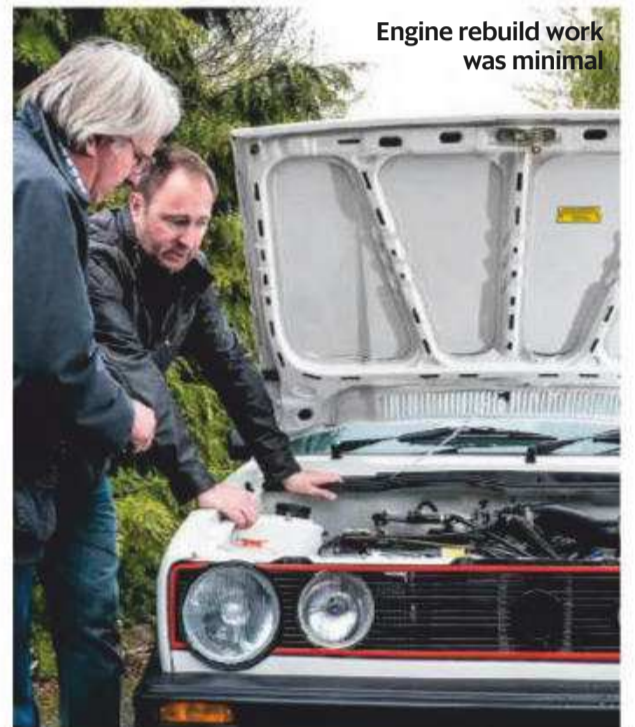
James Bullen finally fulfils a youngster's dream - and he can even insure it now



Back at Martins VW 27 years later



At the 2014 Golf Mk1 Owners' Club AGM



Engine rebuild work was minimal

system. I also refinished the original alloys, which cost a bomb because of their unusual design.'

Much like Eddie, though, Simon in due course came to question the utility of a vehicle he was increasingly driving less and less, and put the Golf on the market in 2014. 'I only sold the car because I basically just used it on one weekend a year, for Bug Jam, and then it just sat there. I regretted it as soon as it drove off, if I'm honest, but that's life. I've tried to buy it back since, but the new owner says it's a keeper!'

James Bullen pays £5500 in February 2014

Says the car's next and current owner James Bullen, 'I wanted one even as a youngster in the early Nineties when I'd just passed my driving test, but there was no way then I could possibly afford the insurance - the annual premium would have cost more than the car! So instead of the GTI, I settled for a less exotic, and slower Golf Mk1 variant. While I've had many VWs since, along with Porsches, Alfas and the occasional Lotus - nearly 30 cars total - that single, just-right, dream-fulfilling, first-series GTI always eluded me.'

That was, until a few years ago when James was living abroad and asked family friend Phil Wight, a long-time VW racer and independent dealer, to keep an ear to the ground. In 2014, Phil found A31 GLE for sale in Andover - solid, documented, and with matching numbers. James bought it for £5500, and has now gone through the car nose to tail, including

'I'd wanted one as a youngster in the Nineties, but back then I couldn't afford the insurance'

a full glass-out respray, an engine rebuild - which mainly amounted to new gaskets - and a complete mechanical and cosmetic overhaul, down to the last fuel pipe bracket and seat cover. 'My aim was to return it to factory-standard throughout. It's now the most responsive and rewarding Mk1 I've driven, and I think it's one of the best out there. It wouldn't have been possible without the tireless assistance of Pete and Stuart at Langley Autocraft, of Huke Upholstery in Hemel Hempstead, and of VW Heritage.

Equally as rewarding, according to James, has been his background research, which proved vital to this account. 'I went through the Mk1 Owners' Club and the DVLA, found most of the previous owners and visited many of them with the car while the improvements came along. I was surprised at how emotional it was, how much the car had meant to so many people, and that has honestly been the best part. It made me think, too, when I realised the first owner bought it not ten miles from where I live now; it's as though after all this, the car has finally come full circle.'



THE MARKET

Online Classic Car Auctions

NO BUYERS FEES

SELLERS RECEIVE 95%

The most comprehensive and transparent listings

Reaching thousands of potential buyers

Returning the most money to sellers

Find out more at themarket.co.uk



- Buyers pay what they bid, sellers pay only 5% (incl. VAT)
- All cars are advertised on carandclassic, eBay, Pistonheads & more...
- ...plus sent to tens of thousands on our weekly email and social media
- No sniping, auctions extend if bids are made in the final stages
- Continuous online auction with new listings every week, all with unlimited text, photos and videos
- Optional Concierge service where we store and photograph your vehicle for auction

Brought to you by Patina, the vehicle history platform trusted by tens of thousands of classic car owners

To buy or sell your next classic car or motorcycle visit themarket.co.uk

6 Station Yard, Abingdon, Oxfordshire, United Kingdom, OX13 6RX • +44 (0) 1865 521 088



'Owning a Biturbo derivative can be a scary proposition but the Ghibli is the most developed of all'



Nine steps to buying a

Maserati Ghibli II

Rising prices and dwindling spares make detailed knowledge essential before you buy

Words RICHARD DREDGE Photography JOHN COLLEY

Few marques have the Maserati's cachet, yet for years many of its cars were worth surprisingly little. More recently, values of the company's pre-1980 models have surged but there's one great that remains affordable, and that's the Ghibli II, which evolved from the Biturbo. However, while Biturbo values continue to languish, the Ghibli is starting to gain traction among collectors and values of good examples are likely to rise further.

Owning any Biturbo derivative can be a scary proposition thanks to tales of horrific unreliability and appalling parts availability. But the Ghibli was the most thoroughly developed of all; used regularly and maintained properly, it shouldn't be inherently unreliable. Parts can be very costly and are in short supply, but most bits can be tracked down if you search hard enough. While ownership is definitely a commitment, it's worthwhile because the Ghibli is fabulous to drive, searingly quick and eminently practical too.

This guide pools specialist advice from Andy Heywood of McGrath Maserati (mcgrathmaserati.co.uk),

[What to pay]

► Project Ghiblis are worth between **£6000 and £10,000**, but be warned that parts are scarce. Better to pay more for a runner or **£15,000-£20,000** for something really nice. The best non-Cup spec Ghiblis are worth **£25,000-£30,000**.

► Of 26 RHD Cups there are 24 survivors. A roadworthy one for under **£30k** is doing well. Good ones are at least **£40k**. Superb Cups are **£50,000 to £60,000**. Left- or right-hand-drive Cups are worth the same, but other LHD models are worth 10% less in UK.

Mark Donovan of restorer Prestige and Performance Car Services (prestigeandperformancecars.co.uk) and Marios Kriticos of Autosshield Maserati (autosshieldmaserati.co.uk).

Which one to choose?

► It's the running gear that separates the truly desirable Ghiblis from the more prosaic. Around 2300 Ghibli IIs were built and about 150 came to the UK. Italian-market cars got a 2.0-litre V6, which is more powerful than the 2.8-litre unit in UK cars but it's not as torquey (275lb ft instead of 305lb ft); the smaller engine's rev limit is 6750rpm instead of 6250rpm and needs revving - that suits some owners and not others.

► **Ghibli II** The two-door coupé, Ghibli II went on sale in Europe in 1992 with a twin-turbo 306bhp 2.0-litre V6; UK sales started two years later but RHD cars got a 284bhp 2.8-litre V6. These cars feature 16-inch, seven-spoke alloy wheels and have no anti-lock brakes.

► **Ghibli ABS** From 1995 17-inch wheels were fitted (with a new design) along with Bosch anti-lock brakes.

► **Ghibli Primatist** Built to commemorate the world water speed record, which was broken by a speedboat



powered by a Ghibli biturbo V6. Launched in 1996 and mechanically standard, the 35 Primatists have a 306bhp 2.0-litre V6, blue paint and a two-tone blue leather interior.

► **Ghibli GT** Launched in 1996, it has a new rear axle from the Quattroporte and Ferrari 456. The rear suspension features tubular lower wishbones from the Ghibli Cup racers; pressed-steel trailing arms were previously fitted. The Getrag five-speed manual gearbox was superseded by a much sweeter Getrag six-speeder; the four-speed auto was still an option. A new seven-spoke, 17-inch alloy design was fitted. Build standards were far higher than on earlier Ghiblis.

► **Ghibli Cup** This 330bhp 2.0-litre V6 special celebrated the single-make Ghibli Open Cup race series. Just 86 road-going cars were built, 26 right-hand drive, and are the most sought after. Each has Brembo four-pot brakes with drilled discs, lower, stiffer suspension, 17-inch five-spoke split-rim Speedline alloys, a modified engine management system and a more free-flowing exhaust. Inside, carbonfibre replaced the wood and there are drilled pedals plus a smaller Momo Corse steering wheel.

Bodywork and structure The chances of buying a Ghibli with crash damage or corrosion are high and panel availability is very poor. Rot can lurk underneath the sill covers; putting this right can easily cost £6000-£10,000. The grille underside (which is part of the bonnet) is double skinned and rots out, while the A-pillar covers cut into the top of the wings. The two rub together, removing the paint which triggers rust. Also, check the roof's trailing edge because rust is common just above the rear window. The chassis rails under the bulkhead are weak, rust-prone and distort easily if bashed; even a relatively light knock to a front wing can lead to distortion, but it can be repaired.

Engine The Ghibli's V6 engine is a development of the last Biturbo unit, the later four-valve quad-cam 222 and 430. Each bank of cylinders got its own ECU and there was direct injection for all but earliest examples. Despite the V6's complexity it's tough if service intervals are adhered to. Rebuilding or replacing the Biturbo's twin-turbo V6 can cost £10,000-£12,000 (when parts are available), so get an expert check. A decent secondhand engine (if you can find one) costs

All Ghiblis share the same metalwork but it's the running gear that separates the standard from the ultimately desirable.



Ghibli was fitted with a twin-turbo V6 and was a development of the Biturbo. Standard UK Ghiblis came with the 284bhp 2.8-litre V6, not the 2.0-litre unit fitted to Italian-market cars



'The auto was initially popular but, within two years, three out of four were getting a manual'

at least £5000. Radiators are poorly made so budget £420 for a reconditioned unit. Alternators fail and a reconditioned one is £180.

Turbochargers The two water-cooled IHI turbochargers are generally problem-free. Once the engine is warm, let it idle for ten minutes and watch for blue exhaust smoke. If there's any the turbos need replacing - pay £1440 for two new turbos and same again for labour; there are no parts to recondition them. The Cup comes with roller-bearing turbos to cope with the extra boost needed to generate 165bhp per litre. They're reliable but check for blue exhaust smoke because replacements cost £5000 apiece.

Exhaust Catalytic converters hang low - especially on cars with 16-inch alloys - so they do get bashed. Get an MoT test done to check emissions, and budget £780 per side for replacement cats if they're available. A new stainless steel exhaust with cats costs around £2500. Exhaust manifolds crack and replacement entails engine removal to either weld or replace - budget £1k-£2k.

Transmission The first Ghiblis were offered with Getrag five-speed manual or four-speed automatic

gearboxes. While the auto was initially more popular, within two years the situation had reversed with three out of four Ghiblis getting a manual box. The six-speed manual that came later is the same transmission fitted to the contemporary Quattroporte and BMW M3.

Early Ghiblis feature a Torsen differential with an oil cooler; the GT and Cup had a Ferrari-sourced unit, without a cooler. The early diff was from the Biturbo, but being under more strain from the extra torque, the cooler is there to help protect it. It's fitted under the diff so is easily bashed; check it's intact because if it's leaking, failure is guaranteed sooner rather than later. New ones aren't available but used ones crop up.

Brakes and suspension Back plates weren't fitted to the front discs so they can corrode and you can't currently get new ones, though batches do get made. Genuine pads cost £312 or £132 for pattern parts.

The Ghibli came with electronically adjustable dampers with four ride settings. Although this was a delete option you're unlikely to find one without them and while they're effective they tend to suffer from leaks and seized motors. They're expensive to replace at £780 apiece for the front, but the rears aren't available. Bilstein can rebuild them at £420 a go.

Driver's seat bolster cushions tend to wear but these can be retrimmed



Interior & electrics The Ghibli's electrics are better than the Biturbo's, especially from the GT onwards. Check everything works, especially the heating and ventilation system. Press the auto button and make sure everything lights up. If not it could mean £320 for a reconditioned LCD panel; you can't get new replacements. The compressor and condenser do fail but can be reconditioned. Also ensure headlights are not damaged because replacements aren't available.

All Ghiblis came with leather trim, which wears well apart from the driver's seat bolsters but can be recovered. The dashboard leather can shrink and fixing it requires dash removal. The wood trim lasts well if kept dry, but the Cup's carbonfibre trim can fade and the lacquer goes milky. It can be rewrapped.

Maintenance It's essential the service schedule has been adhered to. Check it's had an oil change every 6000 miles and timing belt replacement every 24,000 miles. Belt change is £500-1000 and it's around £1700 with a service too. Make sure synthetic oil has always been used - anything else isn't up to the job. Each service up to 96,000 miles is different but the big one is at 48,000 miles as it's an engine-out to replace the inlet cam's drive chains - typical bill is around £3000.

Key to happy Maserati Ghibli ownership is choosing carefully, getting expert advice, and ensuring that fully documented service history shows it's been properly maintained

[Owning a Maserati Ghibli II]



John Bennett, Berwick-upon-Tweed

John Bennett is the Maserati Owners' Club chairman and has owned his Ghibli Cup since 2014, 'I had a Sebring that broke down and the then-chairman transported my wife and I to lunch in his Ghibli. I was struck by how usable the car was and eventually I bought that very car.'

'I don't do a lot of miles each year - maybe 1500 - but I enjoy every one. I took my Ghibli to Biarritz and it was perfect; it's great for long-distance drives because there's so much performance, the boot is big and you can fit four inside, although it's a squeeze if they're all adults. The driving position is a little awkward but you adapt to it.'

'The Ghibli is a perfect B-road car. In third gear it goes like a rocket and the handling is incredible. The adjustable suspension is best left in Road mode, but if you're on track the Sport setting really stiffens things up.'

'I expect to spend about £1000 per year on maintenance, most of which is routine but there are often little jobs to do. The split-rim wheels are hard to refurbish; and it's the only thing I've had done, other than servicing.'



Douglas Lowndes, Warwickshire

Douglas Lowndes owns the Ghibli in the pictures, having bought it in 2011. Says Douglas, 'I bought a new GranTurismo in 2008 and I started looking at the classics. I talked to owners and soon realised the Ghibli offers phenomenal performance and excellent roadholding, even by modern standards. You have to be careful with the power in the wet; it's easy to spin the wheels when pulling away, even in the dry.'

'My car has more than 80,000 miles but the engine is very strong. The car has only needed routine maintenance so far. The key is to invest some money when you buy one; when I bought mine I got McGrath Maserati to go through and sort it while the parts were available. I'm glad I did because parts availability has become a real issue. I budget about £1000 each year on maintenance.'

'The Ghibli is usable in that it's got a big boot, space for four or five and it's not a thirsty car - I can easily get 28mpg on a run. The Maserati features the typical Italian short legs/long arms driving position, but it's possible to extend the steering column if this is a problem.'

'I've adapted to the car but unfortunately its high value means it's too precious to do many miles in nowadays, which is rather a shame.'



John Connor, Harrogate, Yorks

John Connor bought his first Ghibli Cup in 2001 then another in 2007 to keep the miles off the first one. Says John, 'They're very usable because I can carry my four children at the same time and swallow huge distances with ease. I do about 3500 miles each year in one and 6500 in the other.'

'I feel totally connected because there's no electronic gadgetry. The engine is tractable, the power goes to the rear wheels and I'm doing the driving, not the car.'

'These cars aren't cheap to run but averaged out over the years it's pretty palatable - besides, the increase in values means it's cheap motoring. My Maseratis have been completely reliable and it's down to the maintenance. A professional inspection before buying is essential and once bought, be prepared to put money into it regularly. Skimp and it'll come back to bite you.'

ClassicCarsForSale.co.uk



1997 Maserati Ghibli Cup - £69,000 ono

59,600 miles, deep blue with grey leather interior. Comes with full history, all MoTs and road fund tax discs. Has had a recent cam belt service and has been serviced by Maserati specialists, Meridien and McGraths. It's one of the 26 UK Cup cars and is described as 'a very rare opportunity to purchase a Ghibli Cup in such fabulous condition. First to see will buy.'

Next Month

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

THE BENTLEYS TO BUY NOW

Our pick of the best market-beating models



Contents may change

PLUS Ferrari 212 Inter Pinin Farina driven • life story of the hardest-working Land Rover in the world • we put a reader in his dream Maserati Bora • rare Speedwell Riley Elf driven • epic Alvis 4.3 Mayfair restoration • 'Mr MGB' Don Hayter interview • Chevrolet Camaro buying guide and more...

FEBRUARY
ISSUE
ON SALE
28 DECEMBER

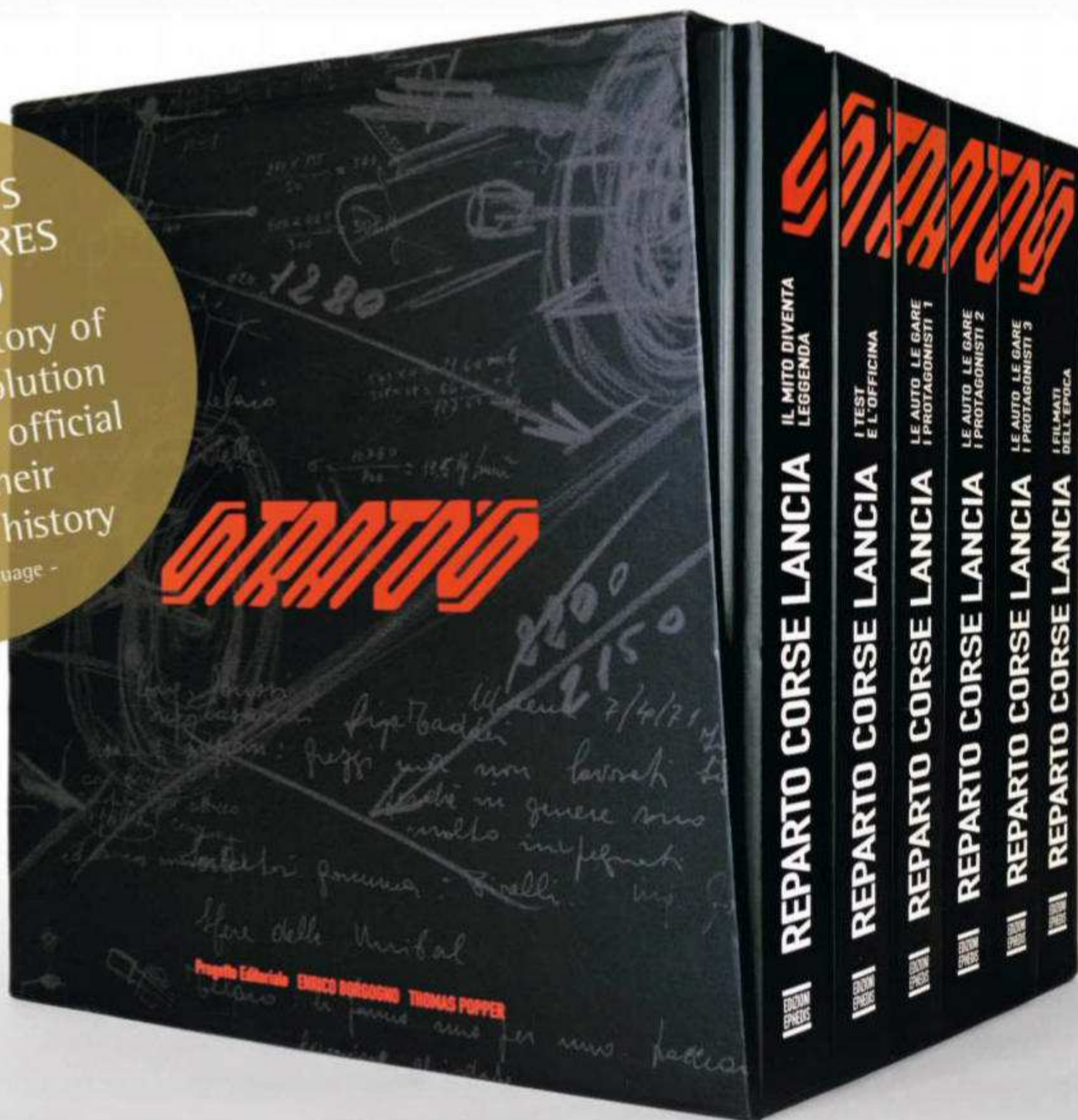
Ephedis Editions presents the Bible of the
LANCIA STRATOS


Only 750 copies numbered, personalized series with Lancia Stratos chassis
for the Owners and signed print-run certificate

2.220 PAGES
3.800 PICTURES
8h VIDEO

the detailed history of
the car, the evolution
and testing, all official
cars and their
race by race history

- in Italian language -



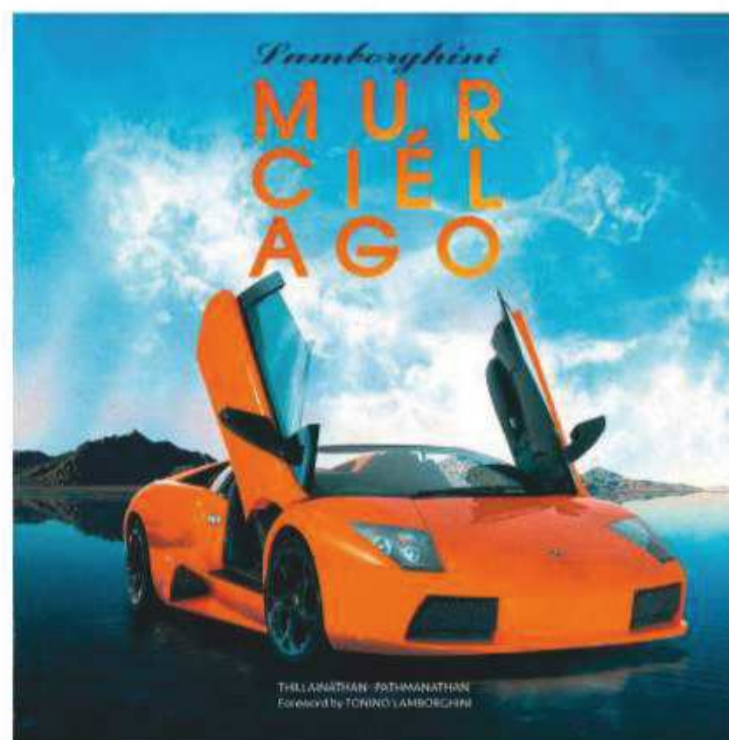
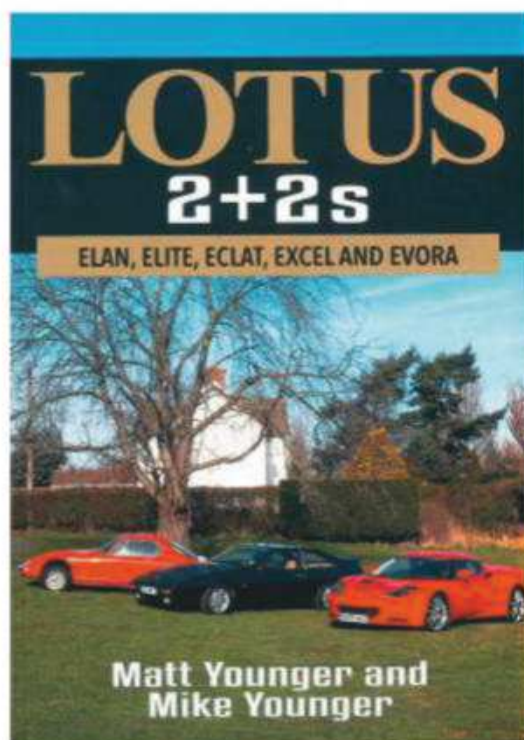
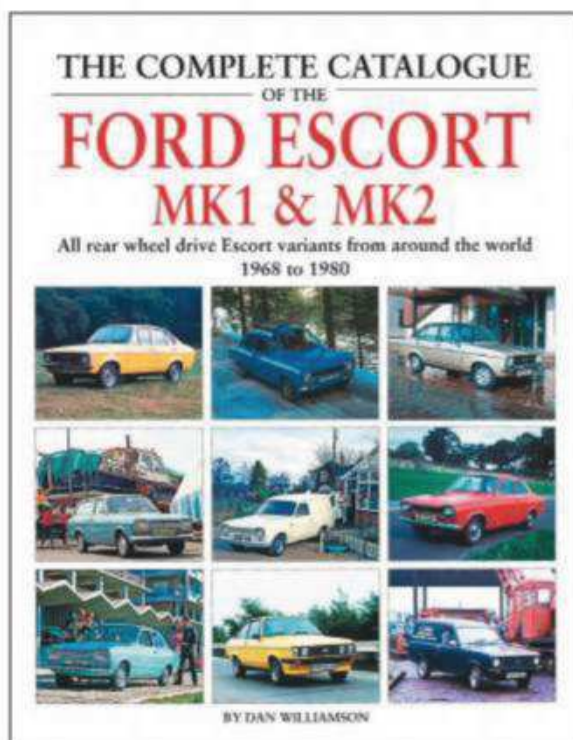
Follow us!  [repartocorselancia](https://www.facebook.com/repartocorselancia)

Do buy the collection or other products on

www.repartocorselancia.com

available also the simple book of detailed history of the car and 6 DVD with 8 hours of video





Buying classics

The Complete Catalogue of the Ford Escort Mk1 & Mk2

By Dan Williamson, £35, herridgeandsons.com, ISBN 978 1 906133 74 0

If our 50th-anniversary feature in this year's September issue inspired you to buy a classic Ford Escort, this book makes for an ideal next step. Dan Williamson's approach has been exhaustive and professional in collating a profile of every model of Mk1 and II Escort made. Rather than addressing the material as a biased Ford fan (although he does own three classic Escorts), Williamson doles out praise, nostalgia, criticism and sometimes downright mockery as and when it's deserved, with reference to period marketing wherever possible. Tuner specials, no matter how obscure, are given as much prominence as factory options, and lesser-known variants built all over the world sit alongside our Ghias and RSs. It's an identification and originality guide rather than comprehensive buying advice, but for working out what you'd want from a classic Ford Escort, it's invaluable.

Lotus 2+2s: Elan, Elite, Eclat, Excel and Evora

By Matt Younger & Mike Younger, £14.99, amberley-books.com, ISBN 978 1 4456 8253 2

What starts off looking like a slightly amateurish effort in its earliest chapter turns out to be a wonderfully reassuring 95 pages of tightly-packed buying and ownership advice from a pair of brothers who've learnt Lotus lore through experience. Between them, they've owned examples

of every one of the marque's often-overlooked two-plus-two grand tourers, so the self-snapped photography and regular first-person anecdotes add up to an invaluable source of data.

Whether you're looking for an in-demand Elan +2, are tempted by a cheap Elite or Eclat but are scared by its reputation for unreliability, fancy investigating an Excel or are intrigued by the modern-classic Evora, this book's both ideal and trustworthy.

Lamborghini Murciélago

By Thillainathan Pathmanathan, £60, veloce.co.uk, ISBN 978 1 845849 22 1

The world isn't short of books on Lamborghini written by literary rubbernecks, so Thillainathan Pathmanathan's account of the creation of – and life with – Lamborghini's last great 'dinosaur supercar' is something different.

Pathmanathan's complete immersion in the world of Lamborghini, owning the cars, befriending Ferruccio's family and lifting the lid on the community of skilled engineers who build, modify, repair and restore them, makes for a huge amount of depth, told without pretentiousness.

If you're interested in buying a Lamborghini Murciélago (or Countach – Pathmanathan's enthusiasm and long-term ownership of one informs knowledge of the other a great deal here), or are merely curious about what it's like to live with, as opposed to stare at, a Lamborghini, there's a great deal of useful material here.

MORE TEMPTING BUYS

You & Your Jaguar XK/XKR
By Nigel Thorley, £35,
veloce.co.uk

How to prepare yourself for the joys and pitfalls of life with Jaguar's big GTs of the Nineties and 2000s. A tempting proposal, given they're now great bargains.

TVR S-Series: The Essential Buyer's Guide
By Richard Kitchen, £12.99,
veloce.co.uk

Essential advice for those planning to buy one of TVR's pretty entry-level cars produced in the late Eighties. Tempting and daunting in equal measure.

Triumph TR4/4A & TR5/250: The Essential Buyer's Guide
By Andy Child & Sarah Battyll, £12.99, veloce.co.uk

Spotter's guide along with extensive buying and restoration wisdom, all imparted from enthusiasts who've done it all themselves. Vital stuff.

CONCEPT-CARS AND SPECIALS, £93-£130



1:43-scale Toyota EX-1
AutoCult, £92.99

Toyota's 1969 concept makes for a fascinating model. Detail is neat, but what's best is the choice of subject – in the wake of the 2000GT, this one car previewed Celica, Supra and MR2 before the world really understood Japanese car design. Superb model.



1:43-scale Citroën CX Tissier
Loadrunner
Matrix, £94.99

The price reflects exclusivity rather than all-out detail on this resin model of this most dramatic of estate cars. Proportionally it's impossible to fault – but the execution is plain compared to Matrix' usual dazzling, wild output.



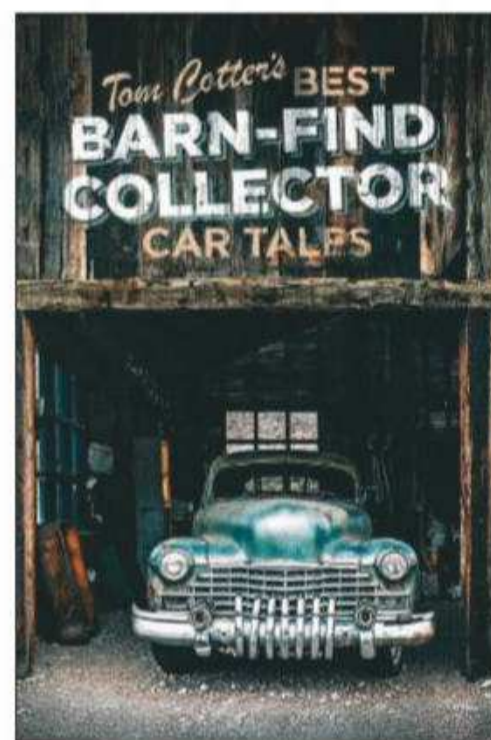
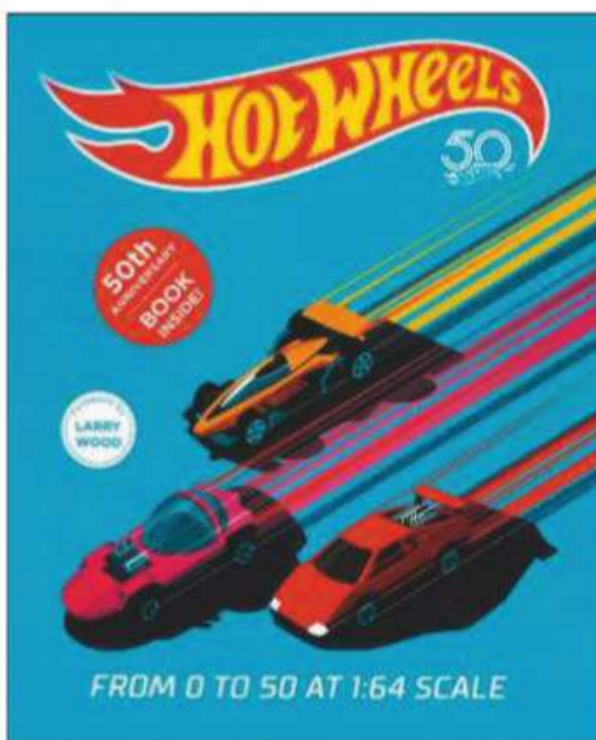
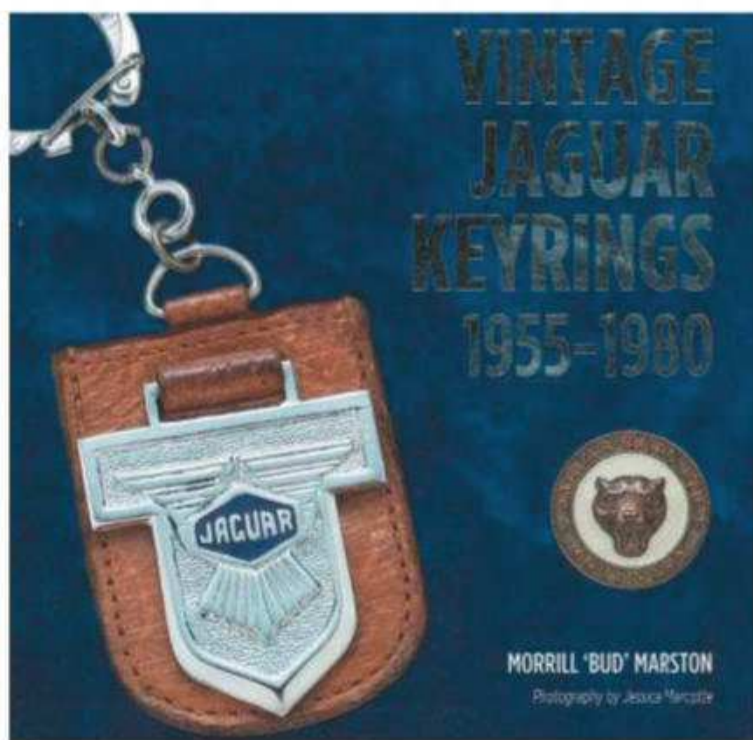
1:43-scale Ogle Triplex GTS
SMTS, £129.99

White-metal firm SMTS has turned in a heavyweight model of the ex-Prince Philip Scimitar prototype as part of a collection of Royal-owned cars. Beautifully rendered, the black leather interior is visible through the swathes of glass. Will Princess Anne's cars follow?



1:43-scale Ford V8 Pilot
shooting-brake
SMTS, £129.99

Also from SMTS's Royal Garages Collection, this is a great piece of craftsmanship. The subject car's use of timber lends the model vibrancy, with structural joists and textured panels. A fine piece of scaled-down coachbuilding.



Automobilia and car culture

Vintage Jaguar Keyrings 1955-1980

By Morrill 'Bud' Marston & Jessica Marcotte, £75, daltonwatson.com, ISBN 978 185443295 7

And the award for 2018's Most Obscure Motoring Book goes to... Thing is, *Vintage Jaguar Keyrings* is perversely fascinating. Editor Phil is forever on the lookout for a key fob of a type that would have been issued with his E-type from its supplying San Diego dealership in 1962, so he was the first to tear the cellophane off this book when it landed. And therein lies its appeal – this is, in effect, an originality guide for your classic Jaguar's bunch of keys and fobs, so you can know what would've been issued with it when new.

It's a study of motoring culture as well as old-Jag nerdiness, reflecting the styles of each era and location, and with it the way Jaguar sold its cars. If you're into Jaguars, it provides a very different take on the marque's history than the plethora of coffee-table gift books on offer at this time of year.

Hot Wheels: From 0 to 50 at 1:64 Scale

By Kris Palmer, £24.99, quartoknows.com, ISBN 9 780760 360309

This is so much more than a book about toy cars. As Kris Palmer takes a great deal of time to explain in this book, Hot Wheels was the first car-shaped toy, rather than a damage-prone model. In doing so, it also brought particularly American forms of motor sport and car design

to a grateful audience of children at pocket-money prices. This book shows how toys create petrolheads.

And yet Hot Wheels, as this book demonstrates, was as fundamental to American car culture as the full-sized counterparts, with professional car designers letting their imaginations run free designing 1:64-scale concept cars, and genuine performance-engineering applied to the toys. Joyously colourful and inspiring. A great read for enthusiasts of all ages.

Tom Cotter's Best Barn Find Collector Car Tales

By Tom Cotter, £19.99, quartoknows.com, ISBN 978 0 7603 6303 4

The classic-hunting exploits of Tom Cotter and his friends (or 'crapaholics', as he mercilessly calls them) have filled several books over the years and inspired a rash of TV programmes. In this book, Cotter reflects on nearly 50 years spent on the trail of the weird and wonderful, during which 'barn-finding' has gone from a difficult-to-justify pastime to something almost all petrolheads dream of and auction houses fuel in search of buried, dusty treasure.

Cotter's personable, human-centred approach results in a story of modern archaeologists. There's an American focus to much of it, but there are also hair-raising forays into collapsing Soviet Russia and other Iron Curtain hideaways looking for everything from racing motorcycles to art-deco Delahayes. Superb value, humourously told, and you won't pass another tumbledown shed without trying to look inside it again.

MORE CAR CULTURE

The Grand Tour A-Z Of The Car
By Jeremy Clarkson, James May & Richard Hammond, £20, harpercollins.co.uk

Seasonal mirth from the infamous trio, but their genuine car enthusiasm shines through among the overall daftness. Good fun.

Speed Read Supercar
By Basem Wasef, £12.99, quartoknows.com

The ultra-concise and straight-to-the-point – but not simplified – automotive reference series turns its attention to supercar design, engineering, people and culture from the Fifties to the present day.

Beetle Love
By various authors, £35, deliusklasing.de

Beautifully illustrated large-format tales of VW Beetle ownership, from cherished low-milers to global adventurers. A big cut above the average identikit aircooled-VW story fare.

CLASSIC BRITISH ICONS, £96-£250



1:43-scale Aston Martin DBR1 Matrix, £95.99

This model of Stirling Moss and Jack Fairman's 1959 Nürburgring 1000Kms winner is a lovely, subtle piece of work, hidden facets naturally illuminated with sparkling Aston Martin Racing Green. Shame the gearlever is huge and entangled with the steering wheel.



1:18-scale Triumph TR5 PI Cult, £160.99

It's hard to fathom why so few large-scale Triumph TR models have been produced, so this one from Cult is welcome. There's a real sense of heft and substance to its faithful resin exterior, but beneath the wood panelling the interior is black and plasticky.



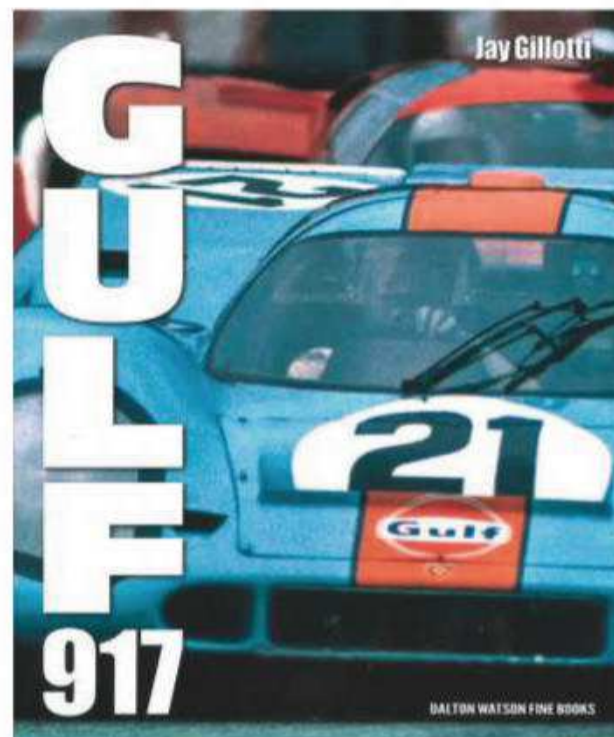
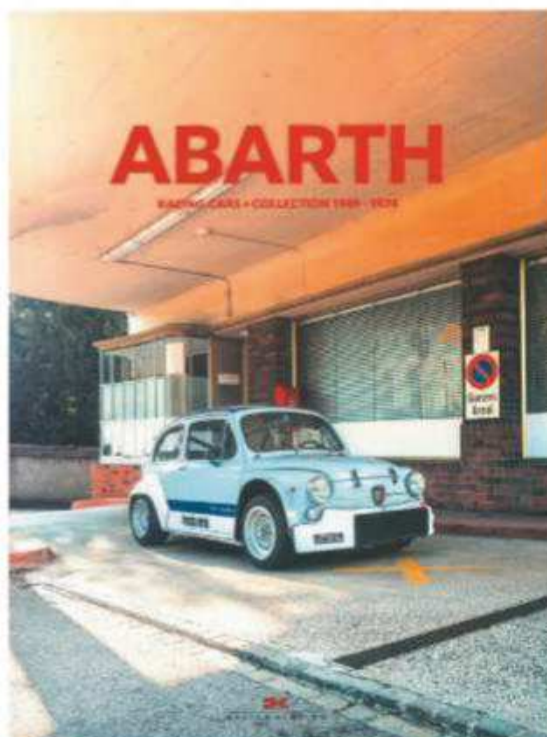
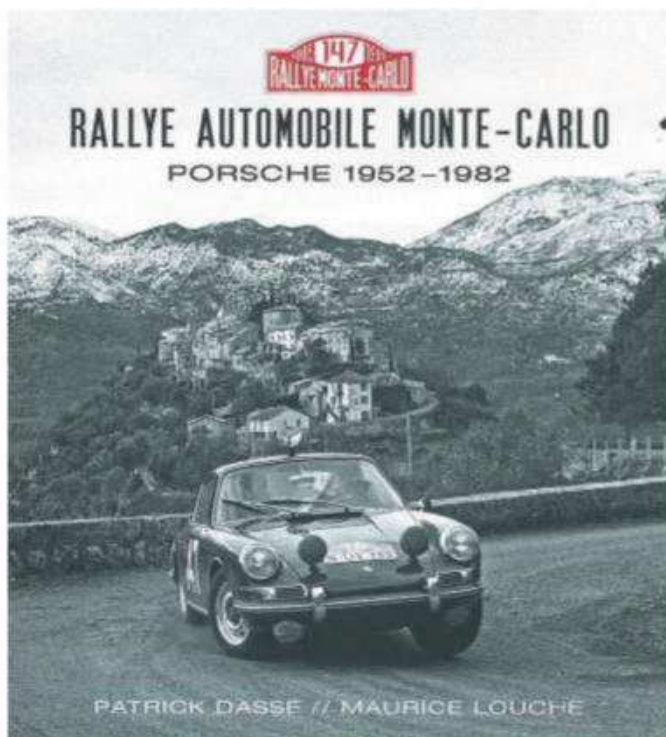
1:18-scale Aston Martin V8 Volante Cult, £160.99

Large-scale resin that's impossible to fault, with perfect proportions, brightwork application, interior modelling and – thanks to the fact they've gone for a Seventies subject car – those gorgeous GKN alloy wheels. Beautiful.



1:18-scale TWR Jaguar XJ-S Tecnomodel, £249.99

Tecnomodel has got one up on AutoArt by modelling all of TWR's XJ-S racers, including this 1982 Silverstone TT winner. Sadly the fonts used on the car's Jaguar badges are jarringly incorrect, but everything else is here in dazzlingly stark clarity.



Motor sport

Rallye Automobile Monte-Carlo: Porsche 1952-1982

By Patrick Dasse & Maurice Louche, £155
dingwort-verlag.de, ISBN 978 3 87166 108 2

This book's subject – Porsche's involvement in the Monte Carlo Rally from the event's post-war revival until the end of the Group 4 era – might seem a bit niche, but in a book market heaving with overlapping Porsche material, it offers something genuinely new. It's a demonstration of just how much rallying changed over the course of 30 years. Towards the end of volume one and the beginning of volume two of this slipcased, almost 1000-page work covers the Sixties, with black-and-white photography erupting into vibrant colour at a time when rallying was becoming the specialised, professional sport we recognise today, and Porsche was at its most dominant. Although fascinating photos clearly documenting interesting moments or modifications and innovations often go unexplained, in general it's a captivating, absorbing read.

Abarth Racing Cars Collection 1949-1974

By Franz Steinbacher, £35, delius-klasing.de, ISBN 978 3 667 11392 4

Impressive in terms of quality, size, quantity of material and sheer value, this book is timely, following a year that saw a much of former works driver Englebert Möll's collection of landmark Abarths exhibited at Rétromobile, and parts of the T140 sports-racer project unearthed at the Race Retro autojumble.

This isn't just a book about pre-Fiat takeover Abarths, it's a book by Carlo Abarth's workers themselves. Author Steinbacher was a race mechanic, drivers including Derek Bell, Arturo Merzario and Dieter Quester contribute memories of a difficult but brilliant man, and there are unexpected angles on the Abarth story from a diverse range of people.

The book has two distinct sections: personal memories of Abarth by those who knew him,

and a full and beautifully illustrated profile of Möll's incredible 48-car collection. It's a little light on technical detail, but as a chronicle of a great but often overlooked marque presented in a style usually reserved for the likes of Ferrari, Porsche and Aston Martin, it's essential.

Gulf 917

By Jay Gillotti, £275, daltonwatson.com, ISBN 978 1 85443 299 5

Gulf 917 is the story of several moments of greatness, all borne by the confluence of Porsche's problem-child 917 being perfected at the same time as John Wyer's Gulf racing team took them on.

Following early chapters, in which Gillotti sets Porsche's engineers and Wyer's strategists, fresh from their Ford GT40 experience, on a collision course, he then turns his attention to each of the 917s run at some point by the Gulf team. Amazingly, many of the 917s Wyer made winners were effectively secondhand cars, and here we get their early works history as well as later lives converted for use in Interserie and Can-Am before

being restored to former Gulf glory. Although Gillotti draws heavily on other writers' work to tell the Gulf 917 story, it's the way he collates his sources that lends *Gulf 917* a sense of completeness. If a source is available, Gillotti has found it and quoted it. An expensive book at £275, but beautifully put together.

MORE TRACK TALES

Bugatti Type 35 Owners' Workshop Manual
By Chas Parker, £22.99, haynes.com

Anatomy of a Grand Prix great in oily-fingered detail. Accessible, fascinating and great value.

Works Healeys In Detail
By Graham Robson, £40, herridgeandsons.com

Every race, rally and speed-record car to emerge from the Healey works, in profile. And not just 100s and 3000s – Elliott saloons, Silverstone roadsters, modified Sprites and the SR/XR37 sports-prototype are all here too.

FORMULA ONE CARS FROM £135-£565



1:18-scale Benetton B188 Spark, £134.99

This model of Alessandro Nannini's 1988-season Benetton makes a colourful addition to the F1 shelf, despite the sub-par figure in the driver's seat. More interior detail would've been welcome, as there's little engine and gearbox detail in sealed-body resin format.



1:18-scale Ferrari 312 T3 Look Smart, £219

This is a stunning model of Gilles Villeneuve's 1978 Canadian Grand Prix winner. Full cockpit detailing including instrument wiring, exposed engine and spindly chromed suspension are delightful, and make the price tag far easier to stomach.



1:18-scale Vanwall VW 5 SMTS, £239.99

There are no instruments in the cockpit of SMTS's pre-production prototype of the car Stirling Moss and Tony Brooks drove in 1957, but otherwise it's hard to fault this imposing BRG sculpture. Suspension and brake detail is particularly intricate.



1:18-scale Lancia-Ferrari D50 CMC, £564.99

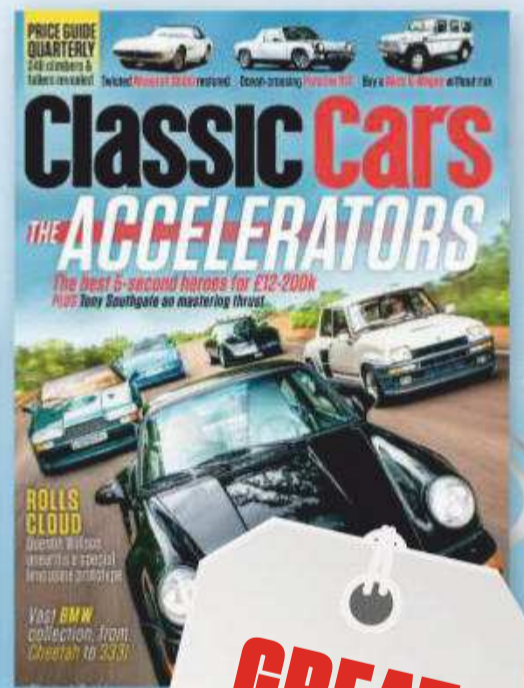
This model of Fangio's 1956 German GP-winner is an on-form CMC masterpiece. Twin-circuit brake lines replicated in copper, bodywork held together with tiny scaled-down screws and a seat that feels like it's made of real leather. An incredible model.

Great Gifts!

**Without the shopping!*



Magazines make the **perfect presents** with a personal touch. Choose from over **70 magazines for just £24.99 or less!**



It's easy Order today in just a few minutes

- ✓ Big selection of titles, there's something for everyone!
- ✓ No crowds – order online ✓ Free e-card with every order
- ✓ Post-Christmas delivery

Subscribed. Sealed. Delivered.

www.greatmagazines.co.uk/greatgifts

OR CALL 01858 438884 QUOTING PUD1

GREAT GIFTS
FOR JUST
£24.99
OR LESS





Steve's 'illness' saw him send his sweet-driving E for a comprehensive rebuild



XK Engineering's geekery included reinstating the original firewall design



Original spec included a single drainage hole on the boot surround

Coogan's OCD puts his E under the knife

1962 Jaguar E-type FHC

Owned by Steve Coogan

Time owned 23 months

Miles this month 150

Previously Steve bought one of the earliest E-types and we featured it on the cover

I think I should belong to a support group of middle-aged men who meet for solace and kind words. 'Hello, my name is Steve and I'm a classic car enthusiast.' I scan the classifieds at night, looking for that one last lost car to rescue, then everything will be alright, all will be well. But it's a thirst that will never be sated. A curse, but as curses go, not a bad one. It's too complicated to fully explain but one of the reasons for this preoccupation is the idea of something unchanging and constant in a turbulent world. The smell of vinyl and engine oil when I open the door of my Morris 1000 Traveller, the trumpet sound it makes when I come of the throttle, the memory of my eight-year-old

leg reaching to catch the accelerator pedal while my dad crank-handled the engine into life on a frosty winter morning. It's the transmission whine from my Alfa Romeo Giulia, the ridiculous four ashtrays in my Aston DBS (one for each occupant!), the green and red tartan upholstery in my Esprit S1, is it Rod or Jackie Stewart?

I'm also a parts-bin spotter. When I got into a conversation with Quentin Willson about the front indicator lenses on the Aston (Cortina MkII) and the rear ones (Hillman Hunter), he knew he was in the company of a fellow sufferer. So began a long conversation that morphed into Quentin and I standing in front of a very early flat-floor outside-bonnet-lock 3.8-litre E-type - chassis 850062 - built in June 1961.

Neither of us knew that we'd spend the next six months taking the car entirely to bits and then rebuilding it from scratch. It was a glimmering, strong-driving car, shiny enough to be very proud of. I could have done nothing at all but drive and enjoy. But

for the first couple of weeks I was haunted by what lay beneath. I knew that obscured by the thick patina of changes, repairs, resprays, fixes and previous restorations, there was a very special historical car screaming to be properly reincarnated.

I cogitated and fretted for days but eventually made the Big Decision. You can't own one of that famous long-awaited batch of early rhd E-types, built as the first public test drive demonstrators for Jaguar dealers, without some sensitivity of legacy. They were specially photographed outside the Brown Lane factory on July the 14th 1961 in the rain and appeared in all the national papers. Mine, 171 DBP, was one of the first E-types people could actually touch and drive and was a big part of Jaguar's most exciting decade. Suddenly I had become its custodian. Heavy hangs the head that wears the crown. So, with a deep breath I entrusted a complete rebuild and what feels like a life sentence of forensic detailing to XK Engineering in Coventry for the full nine yards. That was months ago.

Engine block has January '61 casting date



Cylinder head is the original



Primed to receive its original Sherwood Green colour

But every day we find intriguing stuff that supports my outwardly insane decision to strip and restore a perfectly good, sweet-running early E-type. The original matching-numbers engine block has a casting date of January 1961 - that's way ahead of the official March launch - and XK Engineering says 850062's cylinder head, gearbox, back axle, instruments, seat frames, wiper motor, screen washer, screen vents, air cleaner plenum, door shells and lots of other early bits are original, and from those first few months of production as well. We know by talking to an early owner that some of the metalwork came from a 1967 left-hand-drive roadster tub and it seems he took bits of the 1967 shell, used them to patch up the rusty parts on the '61, and then stuffed back most of the original running gear. I suppose that's what you did in the Seventies on a tired old E-type that had only cost you two hundred and fifty quid.

XK Engineering's early E boffin Terry has now re-instated the pre-production features, from different pressings on the firewall around the wipers and brake servo, to the peculiar green/gray paint shade for the brake bottle and radiator mounts. Now 171 DBP has the skinny alloy boot hinges, rivets on the boot floor and single drainage

'Every day we find more stuff that supports my outwardly insane decision'

hole on the boot surround. On too many early cars all this sort of detail has long gone but XK has spent weeks bringing it all back to life. Even the correct grey front shock absorbers have Girling stamped on to them and the brake vacuum reserve tank has the 'Trico' logo spray-stencilled on with same slight wonkiness of the factory.

I'm putting it back to the original Sherwood Green with Green Suede interior and French Grey hood. And heresy of heresies it will sit on painted wires because that's what was fitted to those early demonstrators, and mine's one of them.

DBP goes into Nuneaton-based GB Trim in October and should be snagged and running by Christmas. The only impediment is a set of period Dunlop RS5 tyres. Early E's don't just sit right without them and the usual suspects say they're no longer available. So, if you've got a set of five new-old-stock RS5s 640 H15 crossplies, you'll make a deeply OCD comedian very happy.

There's no way this car is riding on nasty modern radials. No arguments, end of discussion. I want this to be one of the most authentic early outside-lock E-types in the world. A time machine. The font of eternal youth.

I told you I was ill.



The proceeds from Sam's Pug sale will be going towards something very different...

Going, Going, Gone. Now what?

1991 Peugeot 405SRi

Owned by Sam Dawson

(sam.dawson@bauermedia.co.uk)

Time owned Two years

Miles this month 35 Costs this month £0

Previously Consigned the Peugeot to auction

The Big Day had arrived. Off I went, up to the hurricane-lashed wilds of the Lake District for my cousin Mike's wedding. Oh, and down in King's Lynn, Norfolk, my Peugeot was up for sale. At exactly the same time. With my phone on silent in my suit pocket, a copy of the latest price guide back at the hotel and Russ Smith standing by in ACA's auction room to send a text once the hammer fell, I took my place in the little farmhouse chapel in Lorton. Would the phone buzz audibly between one 'I do' and the next? What's the etiquette for checking your phone during a marriage service?

In my head, I'd speculatively spent the money already. If it scraped its lower £1500 estimate, I'd get another MR2. If it made £5k or more, I'd look at Lotus Excels (go to page 88 to see why). If the sort of people paying £15k for 205GTis really got their teeth into the 405, I'd seriously start looking at C4 Corvettes, but I knew that was a long shot for my 126,000-miler.

In the end, the phone went off before the bride-to-be arrived and the price - £2000 - presented a conundrum. After vendor's commission at 7% and the £75 entry fee, that left nearly double my initial outlay on the 405 and, adding on a few other bits of money I'm owed, it meant I had £3500 to spend on my next classic. Not enough for a Lotus but, because I'm not looking for a daily driver, I can be a bit more adventurous than a third MR2. I also fancy another glassfibre-bodied classic - sanding down door bottoms and wheelarches and worrying about floors falling through is a tedious and avoidable exercise in a country where it rains a lot. Even on wedding days.

I keep a little notebook with a record of all the cars I've driven and genuinely found hard to fault. I dug this out, and worked my way through it alongside our price guide, also bearing in mind kit cars and low-volume specials based on them too.

In between the roll-call of Astons, Ferraris and the Lancia Stratos was a theme of Ford, BMC, GM and Rover-powered stuff. I jotted down a list including the Clan Crusader, Ginetta G26 and G32, Midas Bronze, Reliant Scimitar GTE and GTM Rossa, and mentally dismissed them - 'always seem to be race-modified and overpriced... too rare to plan for... nasty gearchange... cramped... all automatics... all seem to be unfinished projects...'

And then I reached the last cars in both lists, and the realisation struck me - I've never driven a TVR I didn't like, and according to my budget I can afford a very nice 280i coupé or a half-decent drop-top.

So by the time you'll have read this, I'll have paid a visit to the TVRCC stand at the NEC. We need to talk about TreVoR...

NEW COURSE ADDED!
How to clean and revive your leather trim

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



SKILL SHACK



Graeme Hunt Ltd

Central London's Largest Classic Car Showroom

Kensington

Battersea



1979 Maserati Khamsin
1 of 2 available



1958 Jaguar MK1
'D' Type Specification engine



1966 Jaguar E Type
Fully restored by Lynx
Engineering



1933 Derby Bentley
Press Launch Vehicle



1985 Jaguar XJ - SC
43.000 Miles Only



1994 Range Rover
Classic LSE
1 owner since new & FLRSH



1965 Mercedes Benz
220SEb Coupe
3 owners only



1998 Bentley Brooklands
'R' Mulliner Number 1



1989 Ferrari 412 Auto
28.750 miles only



1972 Ferrari 365GTC/4 LHD -
Full Classiche Certification



1961 Aston Martin DB4
GT Zagato Specification



1964 Mercedes Benz 230SL
Fully Restored with 5 speed
gearbox etc

www.graemehunt.com

+44 (0) 20 7937 8487 mail@graemehunt.com



Only some serious nitpicking can find fault with this pert and pretty Pagoda



Interior has been retrimmed in leather



Engine is clean and quiet, giving the right read-outs on the road

1969 Mercedes-Benz 280SL £142,500

The price is top dollar, but this extensively restored Pagoda SL in nearly-new condition warrants the outlay, says **Paul Hardiman**

This early manual-box 280SL received a massive restoration completed in 2014 by Heaney Motor Co in Ireland, detailed in 600 photos, 500 of which cover the comprehensive replacement of metalwork. Even the hardtop received remedial work. Total cost was reckoned at £85,000, with various bills since from Pagoda specialist Roger Edwards after it came to England in 2016.

The overall appearance is like new despite mileage of 93,322, although storage immediately after it was finished has resulted in hints of corrosion starting on engine ancillaries and connectors.

Starting from the front, the little swage 'nicks' inboard of the headlights are present, and just the right size, but there are one or two small bubbles on the chrome headlight trims. The swage lines down the sides of the car line up from the wings to the doors, although the right door-to-body fit is slightly better than the left. The sills are perfect, sporting the correct rubber drain outlets, and the underside of both rear chassis legs feels dead flat, without the usual weld repairs or sticky underseal.

The paint, in the original Silver Grey, is excellent, even around the bonnet opening which often gets chipped, with just a couple of tiny dust marks in the finish. All chrome including wheel trims is just about perfect, although there are a couple of tiny dings in the left door trim strip. The bumpers are original, the front one showing a couple of mild ripples under the rechrome, plus one tiny ding on the left side.

Tyres are almost-unused Michelins, their 2015 date code corresponding to the end of the restoration, since when the car has been driven fewer than 100 miles, with an old Sterling on the spare. Fuel tank, fuel pump, dampers and exhaust are all new.

Inside, the original MB-Tex has gone, with a retrim in perforated leather that's still unworn. The dash-top is also trimmed in leather. Carpets and seatbelts are new. Timber has been redone to just the right finish and the Becker Monza cassette player apparently has modern connections. The driver's door glass is slightly scratched.

The motor is tidy with clean oil, but a light rub with WD-40 in places would help. Finishes are as-factory, including the cam cover and inlet manifold. Coolant is full and pink, with a slight weep from one union.

It starts easily with no tappet noise and drives very well. Synchromesh is all good and the low gearing is typically Sixties German. The brakes have good bite and pull up straight. Oil pressure, as you'd expect, is the usual Mercedes full-deflection 45psi, with temperature steady at a normal 180°F. The chassis is taut and quiet, the power steering free from groans or moans.

It's almost like a new car and although the asking price is at the top of the envelope, it's doubtful you could replicate this car for less, given that rough Pagodas for rebuild start from £45,000 - and that's if you could find a manual-transmission car.

CHOOSE YOUR PAGODA SL

► The 230SL was launched at the 1963 Geneva Show. It had a fuel-injected 2308cc straight-six with 150bhp with four-speed manual or four-speed automatic transmission. A five-speed ZF gearbox was an option from 1966. Suspension was all-independent; 19,831 made.

► The 250SL (2496cc - same bhp but 14lb ft more torque) arrived at 1967's Geneva show, with a 'California Coupe' option - hardtop, no soft-top and sideways-facing rear seat. Softer 'safety' interior from August 1967. In a short run of a little over a year, 5196 were made.

► Final incarnation of the Pagoda, the 280SL, appeared December 1967. Its 2778cc capacity brought another 20bhp, but extra weight cancelled out most of the gains. From April 1970 there were optional halogen main beam headlamps, distinguished by flat rather than 'bubble' lenses. 23,885 were made before the end of production in 1971.

HAGERTY

CLASSIC CAR INSURANCE

Quote £849.26 Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

1969 Mercedes-Benz 280SL

Price £142,500 **Contacts** Redline Engineering UK, Ottershaw, Surrey (01932 875435, redlineclassiccars.co.uk)

Engine 2778cc sohc inline-six, fuel-injected **Power** 170bhp @ 5750rpm **Torque** 177lb ft @ 4500rpm

Top speed 124mph **0-60mph** 8.5sec **Length** 4285mm **Width** 1760mm **Fuel economy** 25mpg



This Vantage spent some time in Spain. Bodywork and new paint is largely flawless



Interior has a pleasing original feel about it



Straight-six has been upgraded

1973 Aston Martin Vantage £159,950

An Aston Vantage, but with a more reticent character than the version usually associated with the name, reveals **Rob Scorch**

This rather rare (only 70 built) six-cylinder AM Vantage has served its life in the ownership of one family. During that time it has covered only 20,000 miles or so, and also spent some years in the early 2000s in the more steel-friendly climate of Spain.

Despite the low mileage, the son of the original owner brought the car to the Aston Workshop for recommissioning work in 2016. Its history file naturally carries the records. The work done included a cylinder head rebuild to unleaded spec, a front suspension overhaul, new sills and jacking points and a respray (with all glass removed) in Royal Claret Metallic.

Understandably, the deep gloss paintwork remains largely blemish-free, save for a tiny scratch under the nose badge. Brightwork around the windows is excellent, with no cracks creeping into the joins in the metal. Rubbers and seals were also replaced. There is the lightest pitting in the original wide chrome bumpers, and the finish is a little worn around the securing bolts. The black-finished apron below the front bumper remains stonechip-free.

Those bright chromed sill covers don't look like they're hiding rust and the car's underside is very clean too.

Panel fit is largely excellent, although the passenger door doesn't fit quite as snugly as its opposite number.

Opening either door reveals a very pleasingly authentic cabin, with just enough patina to let you know this is the real thing. Seats were refoamed (again in 2016), so you feel well supported when you slide on to the original leather, and the Aston's interior has the perfect classic car aroma.

Sitting in a very tidy engine bay, the straight-six fires up readily - probably more so since it had an upgraded alternator and electronic ignition. It settles quickly into an even, burbling tickover. And that delicate-looking auto gearshift couples up motor and drivetrain without any jarring shunt.

Out on the A-roads, all that mechanical fettling comes together in a car that simply feels right. The Aston Workshop replaced the suspension bushes, which goes a long way to giving it poise and the driver confidence to push it through the bends on its pretty-new-looking 215-section Avons. The wire wheels (this was the last series Aston to have them) are in fine form too.

Pushing along, the water temperature needle sits mid-gauge, and oil pressure between 85 and 90psi. The motor doles out its most usable power in the 1500-3500rpm band, and does so in a smooth, unflustered manner, its muted growl always in a low register. Assertive acceleration is always there when you need it, with no smoke from the rear pipes to suggest any worn cylinders or piston rings.

The Vantage's road manners and demeanour make it a consummate sporting tourer, though its personality is a little more understated than the V8's. The next owner's biggest problem, however, may be trying to keep the mileage down.

CHOOSE YOUR ASTON MARTIN VANTAGE

▶ In 1969 Aston Martin launched a 5.3-litre V8-powered, Bosch fuel-injected version of the DBS. Though promised such a motor from the start, the model had up until then been powered by a 4.0-litre straight-six. Both engines were designed by Tadek Marek.

▶ April 1972; the DBS V8 simply became known as the Aston Martin V8 and later, the Series Two. Body lines were now more rounded though similar. The nose carried the most distinctive change, with two seven-inch quartz headlamps and a black mesh grille.

▶ In 1973, for the Series Three, Aston reverted to four Weber twin-choke carburettors - denoted by a taller bonnet scoop.

▶ The 390bhp V8 Vantage was launched in 1977, the V8 engine upgraded with high-performance camshafts, larger valves and carburettors, and an increased compression ratio.

HAGERTY
CLASSIC CAR INSURANCE

Quote **£971.57** Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

1973 Aston Martin DBS Vantage

Price £159,950 Contact Aston Workshop (01207 233525, aston.co.uk) Engine 3996cc, dohc straight six-cylinder Power 325bhp @ 5750rpm Torque 290lb ft @ 4500rpm Top speed 143mph 0-60mph 8.6sec Fuel economy 16mpg Length 4585mm Width 1830mm



CLASSICMOBILIA
For all your classic car motoring needs

+44 (0) 1908 270672

+44 (0) 7889 805432

keith@classicmobilia.com

**Healey Beutler
Guaranteed Mille
Miglia Entry**



Ask about Mille Miglia cars for 2019 entry, for sale, for hire or rent.

www.classicmobilia.com

Milton Keynes



Aston Martin V8 Vantage V600



Aston Martin DB6 Manual RHD



Aston Martin DB MKIII
Left Hand Drive



Land Rover 88 Lightweight



Aston Martin V8 Volante
POW Spec LHD Manual



Range Rover Suffix B Convertible



Aston Martin DB5 Coupe RHD



Riley Elf Speedwell



Aston Martin V8 Vantage Zagato
Left hand drive

Aston Martin V8 Volante RHD Man
Aston Martin DB6 Vantage Man RHD
Aston Martin Virage Volante Wide Body
Aston Martin DBS 1970 RHD
Aston Martin DB6 Vantage Man LHD
Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 Vantage X Pack Coupe RHD

Aston Martin V8 S2 Saloon LHD
Aston Martin V8 Volante Auto LHD
Aston Martin Virage Coupe
Aston Martin V8 Volante Man RHD
Aston Martin Virage FULL 6.3 Man RHD
Aston Martin V8 Volante LHD
Healey Westland Mille Miglia

Jaguar MK IV manual LHD
Jaguar V12 E Type Roadster Man
Lagonda M45 Le Mans
Lancia Dilambda Saloon 1931 RHD
Morgan Plus 4 LHD
Triumph TR6 LHD
Volvo 164 RHD



KIM CAIRNS - Established 1972

Quality is remembered long after price is forgotten

www.kimcairnsclassics.co.uk



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..... **£74,995**



1949 LANCIA APRILIA This 1500cc Aprilia was produced in the final year of production. Originally registered as a UK car and exported to America in 2012. \$60,000 spent on restoration by Pro-Tech of Washington, an award winning company, where it was stripped to a bare shell and completely rebuilt. Brought back to the UK in 2017. Fully restored example..... **£37,995**



1980 MERCEDES 380 SL. Finished in it's original and immaculate Thistle green with unmarked green cloth trim. Comes with Hard top, Soft top electric windows and Mexican hat alloys. Just about to turn over to 44,000 miles. Full service history and MOTs etc. Summer use car only and totally original. Any inspection welcome. Will satisfy the most discerning buyer **£36,995**



INVESTMENT OPPORTUNITY 1979 VW BEETLE TRIPLE WHITE CONVERTIBLE Limited edition finished in Alpine White with White roof and Ermine White interior. Comes with Quartz clock, heated rear window and woodgrain dash applique. Purchased from Gooding and Company in California and has been in various private collections since. Warranted mileage of an incredible 950 miles from New and is as New Condition. Perfect investment opportunity for this original and rare exceptional VW Triple White Beetle..... **£34,995**



1952 MG TD. Finished in immaculate imperial maroon with black hide. Engine rebuilt and unleaded head conversion 8000 miles ago, at the same time a 5 speed gear box was fitted. Lots of History and Invoices. Excellent car for long distance touring **£24,995**



1991 JAGUAR XJS V12 GUY SALMON JUBILEE EDITION. Finished in immaculate Solent Blue over Silver Birch with biscuit leather and lots of extra walnut as part of Guy Salmon Jubilee Edition. Supplied by Guy Salmon and serviced by them 12 times and a further 2 by specialists and now only covered 33,000 miles. Stunning, lovely example, would satisfy the most discerning collector..... **£24,995**



1987 MERCEDES 560 SL. Finished in immaculate Mercedes Classic White with Brand New Tobacco Leather interior. 71,000 miles with 6 Mercedes stamps in the USA and a further 2 since importation in 2015. Air conditioning. An ideal car for a European Holiday. Rust free US Car in exceptional condition!..... **£24,995**



1966 VOLVO AMAZON 122S. This time Warp car has only covered 18,000 miles since new. The first owner, an elderly gentleman, had the car for 40 years and only covered 11,500 miles. Finished in Graphite Grey with red trim, the interior is in as new condition and retains plastic covering on the rear door cards and B posts. The body has never had any welding and is in a truly time Warp Condition. Best one on the market!..... **£23,995**



1979 ROLLS ROYCE SILVER SHADOW II. Stunning Silver Shadow finished in Larch Green with Magnolia hide and beige carpets. Beige knee roll with black dash top, hide head lining and headlamp wash-wipes. Rolls Royce book pack in its original wallet. Large service history including 21 stamps from a mix of main dealers and marque specialist, only 72,488 miles. Silver Shadows are now becoming really hard to find in this condition..... **£22,995**



1987 PORSCHE 944 TURBO. Finished in Speed Yellow with light beige hide, the last owner had the car for 25 years. 73,000 miles and 15 service stamps in the service book, the last service included the cambelt 400 miles ago. Stunning well looked after car..... **£21,995**



1996 MERCEDES E220 COUPE ONLY 17,000 MILES. This one lady owner Mercedes was purchased New from Brunswick Mercedes on the 4th October 1996 and has been meticulously maintained by Brunswick Mercedes and Mercedes Benz Croydon. The car is totally immaculate and original having never had repairs or paintwork done to the body. The New car invoice, order form, new car brochure and documented history from Mercedes Main Dealers are accompanied by a complete set of old MOT certificates. Said by many, the best of the last quality built Mercedes Benz's. If only the best is good enough this is the one..... **£ 19,995**



1963 SUNBEAM ALPINE SERIES 3. Finished in Carnival Red with Black trim piped red. Original UK car has been overseas most of its life and kept rust free. Overdrive and wire wheels. Exceptional condition and drives very well. **£17,995**



1998 MINI PAUL SMITH LIMITED EDITION. Finished in Old English White with Black trim. Only 1800 produced worldwide. This patent car has been kept in museums since new. Beautiful stunning car, with many features which make this Paul Smith edition so special!..... **£15,995**



1966 FIAT 500 NUOVA. Total restoration in 2004 with costs in excess of £17,000 by Rolls Royce specialists, comes with supporting paperwork and invoice for the restoration. Finished in Rolls Royce Smoke Green, upgraded magnolia upholstery and dark green wilton carpets. Imported from Monaco and since reimportation to the UK the car has been in a private collection. Exceptional example..... **£14,995**



2005 PORSCHE BOXSTER 987 3.2S 6 Speed Manual. This superb Boxster is a Generation 2. Finished in immaculate seal grey with unmarked black leather heated seat. Other options include Sat Nav and CD player, 19 inch Alloy Wheels and the expensive Base Sound System. 69,000 miles with full documented history. **£13,995**



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**



1974 MB B ROADSTER. Originally a chrome bumper car now fitted with sebring front and rear valances, upgraded seats, carpets and trim in beige leather and a new black hood. With minilite style Wheels. Fully restored in 1992 last owner had the car for 9 years. Really nice looking example which drives really well **£13,995**



1997 MERCEDES SL320. Very unusual Spec. Car finished in Imola Red with Black Cloth trim. Full Mercedes Main Dealer History, 75,000 miles. Superb Condition **£12,995**



1989 JAGUAR XKR COUPE SUPERCHARGED. Finished in immaculate Jaguar Red with ivory hide and tan carpets. 69,000 miles with full history, 8 stamps in the service book. All original books and green wallet. Superb example..... **£11,995**



2005 JAGUAR XJ6 3.0 V6 AUTO. Alloy Body with air suspension! Finished in immaculate Jaguar Topaz with unmarked Champagne hide. The car has only covered 73,000 miles with 2 owners from new and 11 Jaguar main dealer stamps in the service book. Comes with all the original Books etc in the Jaguar Wallet, all tools etc, plus an unused spare wheel. You would find it very hard to find one better!..... **£8995**

To view all of our cars please visit www.kimcairnsclassics.co.uk

FREE DELIVERY ENGLAND, WALES OR ANY UK PORT

SNETTISHAM, NORFOLK PE31 7PF - 01485 541526 - www.kimcairnsclassics.co.uk



This DS is an excellent drive, though there's no paperwork for the restoration



Interior is a mix of restored and original



Rebuilt engine looks tidy and provides a smooth drive

1965 Citroën DS19 Pallas £39,995

This DS19 was restored in Portugal and France; now it's for sale in North Yorkshire. **Rob Scolah** test-drives a rather fine example

Restored in Portugal and France in the 2000s, this Pallas was driven from Porto to North Yorkshire in 2011. Since its import, it has been used sparingly, only in good weather, and carefully stored.

Certainly that *Blanc Carrare* coachwork (the original colour from a bare metal respray) looks to be in very good order. The finish is very even, and panel gaps are consistent and narrow. Likewise, the chrome parts look to be in excellent condition. But if you look hard enough, there are tiny cracks in the rubbers above the rear indicators.

Anecdotal evidence (the car's own records are sketchy) suggests €60,000 was spent on genuine Citroën parts, which isn't difficult to believe.

The DS's underside is as clean as the coachwork. It has been rustproofed, galvanised screws have been used and a stainless steel exhaust fitted. The suspension, brakes and hydraulics also underwent a rebuild. There are no worrying damp patches or stains around tubes or knuckles. Apparently the correct steel hub caps were sourced at some great expense.

The engine was also rebuilt (as was the gearbox), and lifting the beak-like bonnet reveals a tidy, authentic-looking motor - it's the three-main-bearing 2.0-litre. There are some blemishes to the paint in the offside wheelarch, but there are no signs of leaks and the radiator looks new.

The interior is a treat for fans of any form of design. The seats were retrimmed in the correct *Rouge Carmin* Jersey Rhovylene fabric and white leatherette. The rear blind looks to be an authentic replacement and works fine. There is minimal wear to seats or carpets though there is a tiny bit of dirt in the corners at the base of the A-pillars.

The *moderne* dashboard, steering wheel and door furniture look original, with the faintest of wear. That patina somehow gives the car a more authentic feel.

Driving this most iconic masterpiece is slightly surreal. The ride is smooth in that slightly dreamy Citroën way, yet the car feels assured on the road; Citroëns can be an acquired if enthralling taste - lots of movement but also 'connectedness'. The brakes can be a bit abrupt if you stand on the button too forcefully, but that's as it should be - they bring the saloon convincingly to a halt from speed.

Changing gear through that hydraulically assisted, steering-column-mounted gearshift is an art form, but transitions are smooth and power take-up progressive.

With all those moving pistons and compressed liquids, there are a few sucking noises and hisses, but nothing to indicate worn pushrods or knuckles. There are no whines from the transmission.

This Citroën is as enthralling to drive as it is to look at. It's a shame there isn't a more documented history to go with the restoration, though it would be hard to doubt the authenticity or the standard of the work done. Magical.

CHOOSE YOUR CITROËN DS

- ▶ Launched at the 1955 Paris Motor Show, the Citroën DS boasted many engineering advances, but still used Traction Avant 1911cc engine with the four-speed transmission.
- ▶ A more simple and cheaper ID version was launched in 1957 (no hydraulic assistance), and an estate version in 1958.
- ▶ Engines were upgraded to five-main-bearing 1985cc and 2175cc units in 1965, the same year the DS21 joined the range. The more luxurious Pallas model was also introduced.
- ▶ 1967 Robert Opron's redesign. Covered headlights swivelled with the steering. Suspension fluid changed from red to green.
- ▶ In 1970, engines were offered with Bosch fuel injection. A three-speed automatic and five-speed manual transmission became available. The 2347cc DS23 joined the range in 1973.
- ▶ Production ended in 1975 with nearly 1.5 million DS/IDs built.

HAGERTY
CLASSIC CAR INSURANCE

Quote £321.61 Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

1965 Citroën DS19 Pallas

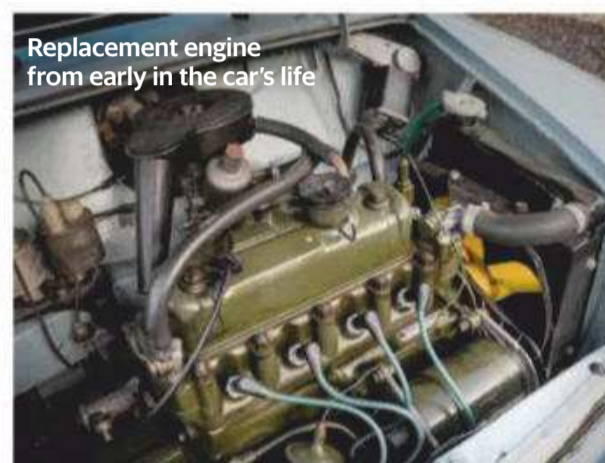
Price £39,995 **Contact** Specialist Cars, Malton UK (01653 697722, specialistcarsltd.co.uk) **Engine** 1985cc, four-cylinder **Power** 84bhp @ 5250rpm **Torque** 106lb ft @ 3500rpm **Performance** Top speed: 103mph; 0-60mph: 14.3sec **Fuel economy** 19mpg **Length** 4840mm **Width** 1790mm



This Seven was built in the first year of production. In 1959 cars were badged Austin Seven or Morris Mini-Minor



Mostly original interior includes heater



Replacement engine from early in the car's life

1959 Austin Seven £19,995

A very original Mini and what's more, it's from the coveted first year of production. **Paul Hardiman** slides behind the wheel

This Mini is from the first six months of production, built at Longbridge on December 29, 1959 and despatched the following day. Stour Valley Motor Co in Stourbridge sold it to one Miss Brewer, who had it serviced by French's Garage in Seaford, East Sussex for the first two years - an original invoice remains from 1962 at 9954 miles.

Still in original Speedwell Blue, it's never been fully restored, but has had repair work over the years. Inevitably, both sills have been replaced and appear to be the early type, but are slightly different patterns (one round and one square jacking hole), and they're slightly wavy from jacking. Various floor repairs have resulted in the jig brackets being lost, but that's common on all but the most meticulous restorations. Welding isn't the neatest, but is at its most Ferrari-esque where repair sections have been let in at inner wing corners, possibly to join the new (later, with brake cooling cut-outs) front panel. There's daylight between rear seam finisher and main body, where more repairs have taken place, though the rear subframe is good,

probably a replacement, and the floors are well protected. Roof gutters have no corner drain holes, although some 1959s never did. The repaint is showing its age, with some surface rust on rear pillars and a patch on the bonnet. It sounds a bit damning but is typical of an original Mini of this age that's not been reshelled or fully restored.

Most brightwork is good, with a few rear bumper dings and slightly pitted boot handle chrome. There's a hinge-down rear numberplate for carrying outsize luggage on an open bootlid. Front tyres are old Michelin XZZs, rears 2008-dated Marshalls with good tread, and an old India radial on the spare. The original jack remains in its bag, and there's a new exhaust.

Inside, it's mostly original. It was specced from new with a heater plus side trims in carpetboard and leathercloth, and these are still very good, as are door trims. The headlining is intact though a bit stained, and carpets are newer replacements. One front seat has split, but along the seams, so it can be restitched. Dash trim is all good and the steering wheel isn't cracked.

The replacement engine is from the car's early life, possibly caused by the overheating that affected many early Minis.

Oil is clean and the engine bay looks correct although the original glass washer bottle has been replaced with plastic.

It starts easily on the floor button and is brilliant to drive with communicative and slop-free steering and no creaks from the rubber-cone suspension. The all-drum brakes pull up straight, and typically synchros are a little weak but improve as the transmission warms up. There are no temp or oil gauges but the fuel gauge works.

It's very usable as-is, or could be gently improved starting with better sills but, as the vendor says, 'We urge the new owner to think hard before the many stories this car can tell are hidden under fresh paint.'

CHOOSE YOUR MINI 850

- ▶ Mini launched in August 1959 badged as Austin Seven and Morris Mini-Minor with a transverse 848cc engine. Either basic trim or De Luxe with two-tone interior, hinged rear side windows and boot mat. Cooper came in 1961, Austin renamed Mini in 1962, and rubber-cone suspension changed to hydrolastic in 1964.
- ▶ MkII arrived in October 1967 with squared-off grille and the option of a 998cc engine. Bigger rear window and tail-lights, better brakes and, from September '68, an all-synchro gearbox.
- ▶ In 1970 MkIII dropped Austin and Morris badges and renamed Mini 850 or 1000. Main visual change was to hidden door hinges.
- ▶ In 1980 the 848cc engine was dropped and City model introduced. In 1982 all models got 12in wheels and front disc brakes, plus plusher Mayfair model launched.
- ▶ Changes to Rover Mini models in 1992.

HAGERTY

CLASSIC CAR INSURANCE

Quote £203.96 Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

1959 Austin Seven

Price £19,995 **Contact** Justin Banks, Tunbridge Wells (01892 536813, justinbanks.com) **Engine** 848cc in-line 4-cyl ohv, single SU carburettor **Power** 34bhp @ 5500rpm **Torque** 44lb ft @ 2900rpm **Performance** Top speed: 74mph; 0-60mph: 27.0sec **Fuel economy** 35mpg **Length** 3054mm **Width** 1410mm



1992 Ferrari F40 Cat/ Adjust (LHD)
 2 Owners, Classiche Certified



2015 Porsche 918 Spyder (LHD)
 1/3 Finished in Riviera Blue, 337 miles



1990 Ferrari F40 Cat/ Non-Adjust (LHD)
 Swiss Delivered, Classiche Certified



1973 Jaguar E-Type Series III V12 Roadster (RHD)
 Exceptional Condition



1958 Mercedes 300 SL Roadster (LHD)
 2 Owners, Time Warp Condition



2002 Ferrari 550 Barchetta (RHD)
 Classiche Certified, 1/42 RHD Cars



1991 Bentley Continental Convertible (LHD)
 Original Finish in Mason's Black



1971 Ferrari 365 GTB4 Daytona (LHD)
 1/158 RHD Examples, Genuine UK Supplied



1972 BMW 3.0 CSL (RHD)
 1/500 RHD Cars



1985 Aston Martin Lagonda Series II (LHD)
 1/645 Chassis Produced



1972 Jaguar E-Type V12 2+2 FHC (RHD)
 Recently Re-commissioned



1966 Triumph TR4 A Roadster (LHD)
 Photographically Recorded Restoration



Visit our internet website
www.peterjarvis.net

Peter Jarvis
 Different Class

Established
 1970

Rolls-Royce • Mercedes-Benz • Jaguar and Prestige Automobile Specialists. Specialists in Shipping to all parts of the World
 Gildenhill Place, Gildenhill Road, Swanley, Kent BR8 7PD, England. Telephone: (01322) 669081 • Mobile: (07836) 250222
VIEWING BY APPOINTMENT ONLY. Servicing & Storage - Transmission Specialists^o



Jaguar E Type V12 1971
 2+2 finished in unmarked gleaming signal red with black hide interior, sparkling chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs, this car is just stunning one of the best there is garaged from new £86,500



Jaguar 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 disc brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking £90A



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the 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, opera lights, Striux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concourse wins in its time. Winning the Rolls Royce Owners Club concourse 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 concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent 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 E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout £135,750



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior, and blue dash and carpets, knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/350HP, L79 V8. A super looking and breath taking Corvette £118,750



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full toneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment £85,750



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



Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blue, headrests front and rear, magnolia hide headlining, with royal blue top roll dash, glass like finish burr walnut veneers, lambswool over rugs, quilted door panels, rear centre opening armrest, airbags, power seats, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new, this car is totally stunning £18,750



Mercedes Sports 350SL 1980 finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys, this car has only covered 45,000 original miles from new, with full Mercedes history, and all old MOTs, and invoices Complete with all original tools, Recent full service, garaged from new, this car must be one of the finest to be on offer £28,750



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



Mercedes Hearse 1998. Coach built by Colman Milne finished in Masons Black with superb interior, double deck, beaver seats, walnut veneer decks, automatic power steering, stereo system, power windows, only two owners and only 79,000 miles. Maintained to a very high standard, drives like new, totally superb, always garaged, limousines to match if required £13,750



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



BENTLEY 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, 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 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website £129,500



Range Rover Sport Diesel HSE Dynamic 2015, finished in aruba with black roof, with contrasting interior, full length panoramic roof, power fold away tow bar, 22inch wheels, side steps, tinted glass, only 28,000 miles, with history just serviced, only two owners, huge spec please call for details, this car is just stunning, could be mistaken for new £49,750



Jaguar E Type 1970 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example £69,750



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



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



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



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



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



Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning.£169,500



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



Jaguar E Type V12 roadster 1973 This E Type must be one of the best in the world,easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior,headrests,sparkling chrome wire wheels,with white band tyres,spare wheel unused,power steering,manual transmission,stereo system,tinted glass,drives like new,box file full of history,thousands spent to bring this car to its like new condition,if you want the very best this is it,Just breath taking,more pics on our website. A fine investment. ... £165,750



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



Rolls Royce 20/25 1934.Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments,side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished.The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years.This very elegant car runs and drives silent as one would expect of this superb example.....£57,750



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



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul,CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused,complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since.Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment£157,500



Mercedes Sports 420 SL 1989 one of the last of this model, finished in gleaming signal red with superb black hide interior, piped red,rear seats,hard and soft tops,tinted glass,power windows, auto, cd player, alloys, over mats, full service history, this car is just stunning probably one of the finest£39,750



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



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests,CD stereo system, automatic, power steering, new chrome wire wheels and 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.



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 1973 V12, 2+2 finished in azure blue with navy blue hide interior, headrests, overmats, tinted glass, adjustable mirrors, stereo system, brand new chrome wire wheels and full lenth webasto sun roof, white side tyres, automatic transmission, power steering, this car is amazing having been stored since 1978, only covered 6000 miles, bills and invoices available, original handbook and tools, drives superb, brilliant investment.....£79,750



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



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



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



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



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



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



Jaguar E Type 1970 2+2 finished in old english white with as new black hide interior piped white,automatic transmission,sparkling chrome wire wheels,with new white band tyres,stereo,complete with all tools,this car has had a recent full engine overhaul,and over the years thousands spent with all invoices,old mots,original hand book,old tax discs,the history must be seen with this car£68,750



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, 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



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



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



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



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP,only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb£119,500



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



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

2011 ASTON MARTIN DBS VOLANTE



Finished in Hammerhead silver with burgundy trim. All the extra's, 26000 miles and full history. **£110,000**



1998 ASTON MARTIN VANTAGE V600
One of the limited edition cars this V600 has covered just 28000 miles with no expense spared service history with 'works service'. Finished in the most desirable colours of Royal Blue with parchment piped blue **£339,000**



2006 ASTON MARTIN V8 VANTAGE finished in Onyx Black with Beige trim. 6 speed manual with 38,000 miles and full service history. **£37,950**



2001 ASTON MARTIN DB7 VANTAGE VOLANTE
Finished in silver blue with black hood and trim. 52000 miles with full history **£39,950**



2004 ASTON MARTIN DB9 COUPE
Finished in Meteorite silver with black trim. 57000 miles with full history **£32,500**



2007 ASTON MARTIN VANTAGE finished in Obsidian Black trim over Chancellor Red. 6 speed manual, 75,000 miles and full service history. Carbon fibre boot spoiler, mirrors & door handles. **£31,950**



2000 ASTON MARTIN DB7 VANTAGE finished in Silver with Grey over Charcoal trim and carpets. 52,000 miles, 3 owners and full service history. **£33,950**

1978 ASTON MARTIN VOLANTE



Ex AML chairman's car and works demo 1 AML. Huge file and greatly featured car. Rare original manual £225,000



1968 ASTON MARTIN DBS SIX CYLINDER.
Original left hand drive car, with original five speed gearbox. Restored £175,000



1980 ASTON MARTIN V8 VOLANTE.
Original left hand drive. Just 9000 miles £170,000



1969 ASTON MARTIN DBS SIX CYLINDER
finished in 'California Sage' Manual five speed. £169,950



1957 MGA
finished in Orient Red with tan trim £34,000



1957 MGA ROADSTER
Fully restored by Oselli and little used since. Huge spec, desirable colour combination £POA



1971 MGB ROADSTER
in Burnham green with Biscuit trim and beige mohair hood. Restored £21,950

HENDON WAY MOTORS



EXHILARATION GUARANTEED!

1989 AC Cobra 289 lightweight short nose, 1 of only 26 made, finished in deep metallic blue with black leather interior.

We also have an AC Cobra MK IV in ebony black and tan leather in stock.

Both of these Cobras need nothing but new owners, to enjoy the legendary Cobra driving experience.

The above are just a selection of over 40 classic sports cars available to view at our showrooms in London.



2011 Porsche 997 GT3 RS 4.0
£325,000



2005 Ferrari F430 Spider F1
£75,000



1984 AC Cobra MK IV LHD
£105,000



1998 Porsche 993 Turbo S
£325,000

www.hendonwaymotors.co.uk





TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER

1984 FERRARI 512 BBi



OTHER FERRARI CLASSICS AVAILABLE



1964 Ferrari 250 Lusso



1949 Ferrari 166 Inter Coupe



WWW.TALACREST.COM

+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com





Sherwood Restorations Ltd



Established 1966

Established as one of the leaders in the field of vintage and classic car sales and restoration, with over 200 years of combined experience, winners of many major Concours d'Elegance Awards



1990 FERRARI TESTAROSSA.

UNDER 14,000 MILES FROM NEW !!! Rosso Corsa with Crema - 'The' only colour combination to have ! Full service and health check including cam belts just completed. Previous recorded belt changes at ; 4,899 miles, 8509, 10,779, 12,256, 13,459, 13,636, 13,692 and 13,696 !!!!!!! A stunning example of this iconic Supercar.

RHD - £140,000



1997 FERRARI 355 GTS - 6 SPEED MANUAL.

Nero with Magnolia Hide. 3 Owners and 'only' 18,000 from new!!! Full service and health check including belts, just completed. Stunning in every respect. 'The' most desirable 355 model with real investment potential.

RHD - £120,000



1965 SUNBEAM TIGER MK1.

Originally registered in Dorset at MD Marchants Ltd. 'Sherwood' Grey Metallic With New Red Leather Interior. Manual, Hardtop Included - Fully Restored and colour matched., Mota Lita Steering Wheel, New 15" 'Minilite' Wheels, Restored in 2017 by ourselves to the highest of standards, costing well in excess of £50k in restoration alone ! The donor vehicle was a similar figure ! Total Rebuild from a fully stripped shell upwards with every component receiving attention. New Interior.Rechromed. New Windscreens, New Dashboard. New Fabricated 'Air Scoop' Bonnet, New Aluminium Radiator Etc. Etc. Photographic record of restoration. Bluetooth Connectivity, Extensive History File dating back into the 70's including original Logbooks, MOT's, Tax Disc's Invoices Etc. Etc. Absolutely Stunning.

RHD - £84,995



1957 MGA 1500 ROADSTER MK1.

Still in its original colour scheme of Glacier Blue with Black Trim. Last owner since 1992 - some 26 years ! Lovingly and correctly restored during that time from a bare chassis upwards. Complete with all invoices and MOT's from that period together with a photographic record of the rebuild. In truly superb condition throughout and driving as well as it looks. With MGA prices on the increase this is one that is worthy of your serious consideration.

RHD - £36,995



1959 AUSTIN HEALEY FROGEYE SPRITE.

Iris Blue with White Hard Top. Totally restored by us, from a bear shell, some 20 years ago! Subsequently modified to provide the ultimate driving 'Frogeye' by BRDC member. Engine is now 1380cc by Dave wells / SH Engineering, Gearbox - 5 Speed, Suspension uprated with leaf spring lowering kit and adjustable AVO Shocks, Stainless Sports Manifold and Exhaust (Repackable) by Frontline, Bespoke Seats in Navy, also by Frontline. Not one for the purist, but once driven you would never go near a standard Sprite again!! Simply sensational!!

RHD - £34,995



1984 FORD SIERRA XR4i.

Diamond White with the Rare Blue Oxford Trim. Totally Rebuilt from the Bare Shell to an incredible standard. Described by the 'XR Owners Club' as being 'Better than factory!' No aspect has been ignored with the attention to detail being exemplary. I am sure there are others on the market but few, if any, will hold a candle to this example ! Complete with Original Purchase Invoice, Hand Books, Extra Cover Documents, Service Invoices, Photographic Record, Numerous MOT's Etc. Etc. Quite simply, they do not get any better, so if you are searching for the very best, your search is at an end! Ford prices are rapidly increasing so now is the time to get on the ladder or add to the collection!

RHD - £24,995



1975 TRIUMPH STAG - MANUAL / OVERDRIVE

Triumph Racing Green with Biscuit Interior. Been in same ownership for last 15 years. Used mainly for continental tours, Total engine Rebuild last year by EJ WARD. Now converted for Unleaded Fuel. Gearbox and Overdrive also recently overhauled. Louvered Bonnet. Excellent History file. Properly sorted and now waiting for its next jaunt!

RHD - £22,995



2005 PORSCHE BOXSTER 2.7 MANUAL

1 Owner - 7,000 Miles from new !!!!!!!!!!! Arctic Silver with Grey Interior and Black Roof. Superb service history. Spec. includes; Electric Windows, Mirrors and Locking, PAS, Multi Spoke Alloys Etc. Etc. Impeccable throughout. Has to be one of, if not, 'the' finest on the market today. An opportunity not to be missed.

RHD - £16,995



1990 MINI COOPER 1275

Red with White Cap. Last Owner from 20 years!! Three 'lady' owners in total. Full Body and Mechanical rebuild some years ago by TR Enterprises to the highest of standards.Lovingly cared for since and stunning throughout.Engine now 1293 and beautifully detailed.Genuine Minilite Alloy Wheels. A superb example of this rare and appreciating asset. Far from just being another 'average' example.

Now awaiting its next custodian. RHD - £16,995



1963 ROVER 110 SALOON -OVERDRIVE 'SEN 269'

The 'Poor Mans Rolls Royce'!! Burgundy with Dark Red Interior. Superb condition throughout. Originally registered in Manchester in May 63'. Last owner for 14 years. Full Body Restoration some years ago with full photographic record. History file also includes various hand written notes detailing all works during last ownership, Original Buff Log Book. Older Mot's and Tax Disc's. A delightful example looking for its next home.

RHD - £15,995



1960 ROVER P4 80 - OVERDRIVE. . .

Black with beautifully original Red Interior. Fully restored some years ago from a bare chassis upwards to a fantastic standard. Complete with period valve radio which still functions ! Three Albums detailing full photographic record of rebuild. All tools present and correct. Detailed history file with invoices, original buff log book, ownership trail etc. etc. An exceptional example in stunning condition throughout.

RHD - £14,995



1989 FORD SIERRA 2.9 4X4 GHIA ESTATE

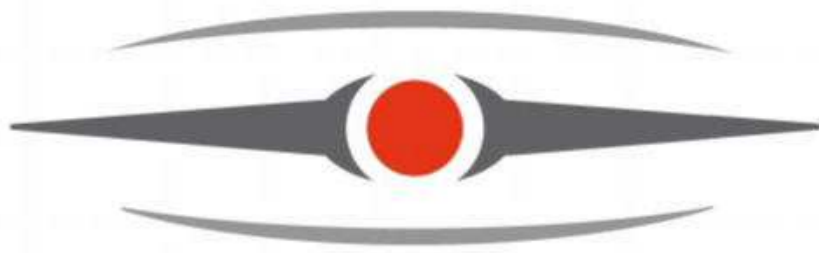
Diamond White with Astral Shadow Trim. Fitted with Roof Rails, Sunroof and RS Bodykit from new. Cosworth 15" Alloys and just fitted Toyo Proxes 205/50R15 Tyres. Electric Windows, Mirrors and Central Locking, PAS, Immobiliser, A superb example of what is quickly becoming a very rare and desirable Ford. Only three recorded owners - first until 2016! Approx. 80,000 recorded miles with detailed comprehensive history file. Every Mot since 1994 and all service invoices etc. Original Hand Books and Service Book Original sales brochure etc. etc. Stands head and shoulders, condition wise, above most Sierra's of this vintage. Would happily grace any Ford collection.

Note - Private Reg. shown 'G4 PDF' is included in the sale. RHD - £8,995

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

Upton Fields Garage, Upton Road, Southwell, Notts. NG25 0QB. Tel: 01636 812655/812682/812700

www.sherwoodrestorations.co.uk sales@sherwoodrestorations.co.uk



E-TYPE UK

SERVICE / SALES / RESTORATION / UPGRADES



1961 Jaguar E-Type Series 1 3.8 F.H.C £220,000



1963 Jaguar E-Type Series 1 3.8 OTS £POA



1971 Jaguar E-Type Series 3 Roadster £175,000



1972 Jaguar E-Type Series 3 Roadster £170,000



1967 Jaguar E-Type Series 1 4.2 OTS £135,000

VISIT OUR ONLINE SHOWROOM FOR MORE INFORMATION AND TO SEE MORE OF OUR STUNNING JAGUAR INVENTORY

W: etypeuk.com - E: marcus@etypeuk.com - T: +44 (0) 1732 852 762



HURST PARK Classic Cars

A family business founded in 1938



JAGUAR S-TYPE 2.5 Ltr SE 2003: Quartz Grey with Ivory hide interior. 16" 'Spirit' alloy wheels. One owner. 35,000 miles only from new. Full service history. Air conditioning, power-fold mirrors, electric seats and other usual refinements.....**£7,995**



MERCEDES E220 ESTATE (124) 1996: Green-Black with Mushroom cloth interior. 8-hole alloy wheels. Mercedes demonstrator plus one family owned from new. 64,000 miles only from new. Air conditioning, electric sunshine roof etc. **£8,995**



JAGUAR SOVEREIGN 4.0 Ltr (X-300) 1994: Kingfisher Blue with Doeskin hide interior. 16" 'Kiwi' alloy wheels. Three owners. 31,000 miles only from new. Air conditioning, cruise control and other usual Sovereign refinements.....**£10,995**



JAGUAR XK140 3.4 Ltr ROADSTER 1955: Old English White with black hide interior and weather equipment. Silver wire wheels. Front disc brake upgrade. US supplied matching numbered car that returned to the UK in the late 1980's. Very competitively priced and offering scope for further improvement**£87,500**

JAGUAR XK140 3.4 Ltr FHC 1955: Old English White with Blue-Grey hide interior. Chromium wire wheels. UK supplied matching numbered car. Manual/overdrive. P.A.S. Front disc brake upgrade, high-torque starter, alloy radiator and some other useful modifications. In need of some cosmetic preparation, priced accordingly. Previously supplied by ourselves..... **£69,995**

JAGUAR XJ-SC 3.6 Ltr CABRIOLET 1987: Arctic Blue with Isis Blue hide interior and matching roof panels with ultra-rare hard-top. Alloy wheels. One of 106 automatic cars. Three owners. 38,000 miles only from new. Air conditioning and other usual refinements..... **£19,995**

JAGUAR XJ6 3.2 Ltr SPORT (XJ40) 1993: Talisman Silver with Savile Grey hide interior. Lattice alloy wheels. Four owners. 43,000 miles only from new. Full service history. Air conditioning and other usual refinements..... **£9,995**

JAGUAR XJ 'R' 4Ltr SUPERCHARGED (X-308) 2000: Anthracite with Cream hide interior. 18" 'Asteroid' alloy wheels. Two owners. 18,000 miles only from new. Air conditioning and other usual refinements. Ultra-rare as a Supercharged 'R' example **£17,500**

JAGUAR XJ8 3.2 Ltr EXECUTIVE (X-308) 2001: Mistral Blue with Oatmeal hide interior. 16" 'Starburst' alloy wheels. One lady owner. 26,000 miles only from new. Air conditioning and other usual 'Executive' refinements including rear park-assist **£10,995**

JAGUAR XJ8 4.2 Ltr SE (X-358) 2003: Frost Blue with Dove Grey hide interior. 18" 'Tuscan' alloy wheels. One owner. 24,000 miles only from new. Full Jaguar service history. Wood & leather steering wheel and all other usual SE refinements **£14,995**

JAGUAR S-TYPE 4.2 Ltr 'R' SUPERCHARGED 2002: Zircon Blue with Dove Grey hide interior. 18" alloy wheels. Four owners. 35,000 miles only from new. Electric glass sunshine roof, air conditioning and other usual refinements. Ultra-rare Supercharged, 'R' example..... **£12,995**

DAIMLER V8 4.0Ltr (X-308) 1998: Madeira Red with Oatmeal hide interior. 16" 'Crown' alloy wheels. Two owners. 18,800 miles only from new. Air conditioning, electric sun roof and other usual refinements of this 'Top-of-the-Range' model. Previously supplied by ourselves..... **£14,995**

ALFA ROMEO ALFETTA 1.8 Ltr SALOON 1977: Yellow Zagato with black interior. One local owner until earlier this year. 25,000 miles only from new. 5-speed gearbox. Known to one of our staff for many years, he used to be taken to school in it!

AUSTIN MINI-COOPER 'S' 1275cc 1970: White with Light Navy interior with sports seats. Silver wheels with chrome hubcaps. This is a late series 111 model which has been extensively restored during which time it was re-shelled. Beautifully presented.

ALL OUR CARS ARE ORIGINAL UK SUPPLIED UNLESS OTHERWISE STATED

WANTED: WE ARE ALWAYS IN SEARCH OF LOW MILEAGE ORIGINAL OR FULLY RESTORED EXAMPLES OF CARS OF THE TYPE THAT WE SELL. PLEASE ADVISE OF ANY SUITABLE CARS YOU MAY HAVE, OR KNOW OF, WHICH MAY BE FOR SALE.

Hurst Park Automobiles Ltd

www.hurstparks.co.uk Tel: +44 (0) 1372 468487 enquiries@hurstparks.co.uk

FRANK DALE
&
STEPSONS

London
Rolls-Royce & Bentley Specialists

THE WORLD'S OLDEST INDEPENDENT
ROLLS-ROYCE AND BENTLEY SPECIALIST



1950 Bentley
Old No 1 Style Replica Open Tourer



1956 Bentley
S1 Continental Fastback by H.J. Mulliner



1960 Bentley
S2 Continental Six Light Flying Spur by H.J. Mulliner



1964 Bentley
S3 Standard Steel Saloon (LHD)

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

SERVICING ON ALL ROLLS-ROYCE
AND BENTLEY MODELS BUILT FROM
1907 TO PRESENT DAY



SALES | SERVICE | TRIMMING | RESTORATION

FRANK DALE
&
STEPSONS

London
Rolls-Royce & Bentley Specialists

125 Harlequin Avenue, Great West Road, London TW8 9EW, UK

Tel: +44 (0)208 847 5447

www.frankdale.com Email: sales@frankdale.com





JAGUAR SPECIALISTS

www.thecarriagecompany.com

Tel: 01525 861474 Mobile: 07774 261674

Email: info@thecarriagecompany.com



JAGUAR XK150 FHC,
Original RHD, Complete new interior, £'Thousands spent on mechanical restoration, Repainted. **£64,999**



DAIMLER LIMOUSINE 4DR AUTOMATIC

This excellent example has had a tremendous amount of money recently spent on it. Will be mot'd and ready for hire or sale.
£15,999



JAGUAR 3.8 ROADSTER,
Flat floor,
currently restoring.
Nut and bolt rebuild
£POA



JAGUAR 420
LHD,
Nice Condition
£6,999



JAGUAR XK120 ROADSTER 2DR MANUAL

This is an original right hand drive XK120 roadster, it is currently being fully restored in our own workshops.
£POA



JAGUAR E TYPE SERIES 1 4.2 ROADSTER

This is an original right hand drive 4.2 Roadster. It has an excellent large history file going back some 25 years
£POA



JAGUAR XK140 DHC
Original to RHD, can be finished to customers own spec
£POA



JAGUAR E TYPE SII FHC PROJECT,
FHC 2DR Manual,
for restoration. Original RHD
£23,999



BENTLEY CONTINENTAL GT
56 Plate 120k miles, full Bentley service history.
£26,999

JAGUAR XK150 3.8S

Very rare car, total body restoration,
CAN BE PAINTED

£POA

JAGUAR E TYPE 3.8 FHC

An excellent restoration project

£37,999

JAGUAR E TYPE ROADSTER 4.2 LHD

Just arrived requires major body work,
original engine

£39,999



Desmond
J. Smail



1979 ASTON MARTIN V8 'OSCAR INDIA'

A fantastic original two owner car in amazing condition with a very comprehensive Works history



1965 DB5, genuine 34k miles from new, superbly maintained and immaculate condition with great history



1967 DB6 Vantage Manual, original high spec car with matching numbers and nice history



1997 Vantage 'V550', one of just 230 examples, exceptional condition with full service history



SALES



SERVICE



RESTORATION



PARTS

Workshop

36 East Street, Olney,
Bucks MK46 4AP
T +44 (0)1234 713 083
E service@djsmail.co.uk

Showroom

13-19 High Street South,
Olney, Bucks MK46 4AA
T +44 (0)1234 240 636
E sales@djsmail.co.uk

View our full selection of cars at
www.djsmail.co.uk



GHOST MOTOR WORKS LTD

Exclusively Rolls Royce and Bentley

WE NOW OFFER A FULL TRANSPORTATION SERVICE THAT CAN PROFESSIONALLY MOVE YOUR VEHICLE ANYWHERE IN THE UK



1953 BENTLEY R TYPE LIGHTWEIGHT SALOON BY H. J. MULLINER. Finished in Shell over Tudor Grey with Grey hide Large history file including build sheets and original handbook A very scarce 'Lightweight' all aluminium saloon with Continental axle and factory glass sun roof **£62,000**



1934 ROLLS ROYCE 20/25 SPORTS SALOON BY PARK WARD. In Black Magnolia hide Interior Just 3 owners from new. Excellent history file. Known to us for last 6 years. A beautiful, rakish Park Ward sports saloon in exceptional original condition..... **£58,000**



1979 ROLLS ROYCE CORNICHE 5000 SERIES FHC Finished in Royal Blue with Magnolia hide interior. Known to us for many years. Last gentleman owner for 14 years. 65,477 miles. Just completed a full overhaul. A wonderful example of these increasingly rare and much sought 5000 series cars..... **£79,000**



1947 ROLLS ROYCE SILVER WRAITH FORMAL SALOON BY BARKER, with Division. Finished in Grey over Black with Grey hide interior. Good History File. Lovely condition..... **£35,000**



1988 ROLLS-ROYCE SILVER SPIRIT. Finished in Windsor Blue with Parchment hide piped Blue. Covered just 16,000 miles from New with 1 former keeper. A new Rolls-Royce Silver Spirit **£27,500**



1962 MGB ROADSTER. (Pull handle) Old English White, black leather interior piped white. 76,428 miles. A beautiful example. 1 owner from new then part of a private collection..... **£18,000**



1993 BENTLEY BROOKLANDS finished in Brooklands Green Tan hide piped Green interior. 54,000 miles 4 former keepers. Full service history. Jack Barclay maintained. Exceptional history. **£18,000**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today..... **£60,000**



1934 3 1/2 LITRE DERBY BENTLEY CONVERTIBLE by Park Ward. Finished in Brown and Cream with Dark tan hide. Owned by the Duke of Grafton. A unique body design, special order, one off coachwork. A stunning example in exceptional condition..... **£175,000**



1963 ROLLS-ROYCE SILVER CLOUD III finished in original Pine Green with Light tan hide Interior. Genuine 102,000 Miles from new. 1 family owner from new. Father and son. A stunning example in exceptional condition. **£72,000**



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition..... **£70,000**



1936 ROLLS-ROYCE 25/30 SALOON by Windover. Brown and Cream. Brown hide interior. Kingpins overhauled and new period seatbelts all round. 1 of 6 Made. A very attractive Windovers body with lots of unusual features..... **£39,000**



1964 ROLLS ROYCE SILVER CLOUD III finished in Shell over Tudor Grey with Tan hide interior. Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition..... **£80,000**



1996 BENTLEY TURBO R SWB. Finished in Racing Green with Tan hide interior Covered 49,000 miles. Full service history with Jack Barclay Cylinder headgaskets replaced. The finest example we have seen. Perfect throughout..... **£25,000**



1926 20 H.P SPORTS SALOON BY WINDOVER. Finished in Black over Midnight Original Brown hide interior. Last gentleman owner for 15 years. Maintained to a very high standard all its life. A beautiful 20 HP, stunning condition throughout. One of the finest twenties we have seen..... **£58,000**



2000 BENTLEY ARNAGE. Red Label Royal Blue Magnolia piped Blue Interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition..... **£22,000**



1997 BENTLEY TURBO R LWB. Finished in Peacock Blue, Light tan hide Excellent service history. Known to us for many years. Replaced head gaskets and new pistons and liners. Many thousands spent. 2 former keepers. A fantastic late example with many factory options..... **£15,000**



1979 BENTLEY T2 Finished in Silver Mink with a Blue everflex roof. Covered 129,000 miles with full service history. Offered with an impressive history to include original handbook folder complete with stamped service book having 25 service stamps, drivers handbook and all other supplements. A very pretty example of this scarce model with only 558 having been made..... **£14,500**



1964 ROLLS-ROYCE SILVER CLOUD III. Finished in Midnight over Georgian Silver. Grey hide Interior. Last owner for 13 years. Known to ourselves. Maintained to a very high standard. A very attractive example. Well maintained by specialists..... **£59,000**



1909 ROLLS ROYCE SILVER GHOST 40/50HP TOURER. Finished in Black and Green. Black hide interior. Last owner for 52 years. Previously owned by Hurburt Scott-Paine of Supermarine. A highly sought example, fresh to the market after over 50 years..... **£1,100,000**



1980 ROLLS-ROYCE SILVER SHADOW 2 LHD. Finished in Nutmeg Tan hide with original Fawn carpets. 57,000 Miles (92,000 klms) A beautiful and totally original Left hand drive Silver Shadow in exceptional condition throughout **£36,000**



1990 BENTLEY TURBO R finished in Midnight Blue with Magnolia hide piped Blue Just 59,000 miles from new. Known to us for many years. Always regularly serviced. Very desirable colour combination. Sold fully serviced with 1 years MOT..... **£15,000**



1998 BENTLEY ARNAGE GREEN LABEL (Red label look alike) Finished in Silver Pearl. Magnolia piped Blue interior Covered 62,829 4.4 BMW Twin Turbo V8. Picnic tables. Electric rear seats. Excellent condition **£20,000**



1976 ROLLS-ROYCE CORNICHE FHC. Finished in Midnight blue with blue hide interior. Known to us since 1980. Full service history. A beautiful and very original example of this much sought after model. 83,226 miles..... **£56,000**

SIMILAR CARS REQUIRED, INSTANT DECISION.

LANDWAY FARM BASTED LANE CLAYGATE CROSS KENT TN15 8PY ENGLAND

CALL US ON 01732 886002 OR VISIT OUR WEBSITE

WWW.GHOSTMOTORS.CO.UK



1928 TA14.75 4 SEAT TOURER BY JAMES YOUNG



1931 12/60 SPORTS SALOON BY CROSS & ELLIS



1932 12/60 BEETLEBACK BY WILKINSONS



1934 SPEED 20 RACING SPECIAL BY HENRY STONER



1936 SPEED 25 TOURER BY CROSS & ELLIS



1964 TE21 DHC BY PARK WARD

OTHER ALVIS CARS IN STOCK:

1922 10/30 works car by Cross & Ellis; 1928 FWD Tourer by Carbodies
1933 Speed 20 Tourer by Vanden Plas; 1934 Sixteen SF16.95 6 Light Saloon by Holbrook
1934 Speed 20 Tourer by Cross & Ellis; 1936 Speed 20 replica Vanden Plas tourer
1937 4.3 Vanden Plas Tourer by Red Triangle; 1938 Silver Crest Saloon by Holbrook
1939 Speed 25 Vanden Plas Tourer by Compton

CAR SALES • RESTORATION • GENUINE ALVIS PARTS • CAR STORAGE

To make an appointment please call 01926 864867 or 01926 857303

www.redtriangle.co.uk Email: carsales@redtriangle.co.uk

Red Triangle, Common Lane, Kenilworth, Warwickshire CV8 2EL England.





The Dutch world of historic Jaguars



WWW.ZWAKMANMOTORS.COM

DEVONSHIRE MOTOR COMPANY

Ultimate Modern Classics

Family Business since 1993



Tel: 01323 423002

E-Mail: sales@dmc-porsche.co.uk

www.dmc-porsche.co.uk



Jaguar XKR 5.0 V8 Supercharged 2012 Convertible (Face Lift Model) ONLY 16000 MILES FROM NEW. Finished in Beautiful Metallic Rhodium Silver With Full Warm Charcoal Soft Grain Leather with Silver Stitching. Factory Options Include: Speed Pack Body Styling, Gloss Black Front Grilles/Side Vents, Touch Screen Colour Sat Nav, Bluetooth Phone, Rear View Camera, Factory Gloss Black 20" Kalimnos Alloys, Bowers & Wilkins Premium Sound System, DAB Radio, Multi CD with USB, Heated and Air Cooled Seats, Power Hood, Full Jaguar Main Dealer Service History With all Service Invoices and Full MOT History. Must Be One Of The Very Finest XKR Examples Available **£39,995**



Jaguar XJ 3.0 V6 SE Petrol 2003 X350 ONLY 31000 MILES FROM NEW. Finished in Rare Zircon Blue Metallic with Full Ivory Leather Electric Heated Memory Seats. Factory Options Included: Electric Memory Seats, Heated Seats, Wood/Leather Steering Wheel, Multi Function Wheel, Electric Rear Blind, Rear Park Distance, Walnut Wood Interior Pack, Cruise Control, Climate Control. Full Service History with Full MOT History, 2 Keys and all Books. These X350 Models Have become so Rare to Source With Very Low mileage. One Of the Very Finest Available in the Fabulous Colour Combination. For More Detailed Information Please call or email **£13,995**



Mercedes Benz SL350 V6 AMG Sport 7G-Tronic Convertible 2013 ONLY 20000 MILES. Finished in Rare Fire Opal Red With Full Black Perforated Leather and Silver Piping/ Stitching, Electric Heated Memory Seats. Options Included: Colour Sat/Nav Command With Integrated 6 Disc CD HiFi, Bluetooth Phone, Glass Panoramic Roof, Start/Stop Eco Function, Electric Wind Deflector, Aircarft Neck Heating, Ambient Lighting, Heated Seats, Dark Aluminium Interior Pack, Sports AMG Multi Function Steering Wheel, 19" AMG Alloy Wheels, Ali Interior Dials, Power Roof, Xenon Headlights, Full Service History **£31,995**



Aston Martin DB9 V12 Volante 2008 Touchtronic ONLY 14600 MILES FROM NEW. Finished in Metallic Midnight Blue With Full Sand Leather Electric Sports Seats. Options include: Colour Sat/Nav, Heated Seats, Front/Rear Park Distance, Power Fold Mirrors, Wind Deflector, Grey Brake Calipers, Bluetooth Phone, Cruise Control, Sand Beige Leather with Royal Blue Dash and Door Cappings, Royal Blue Power Hood, Multi CD With Linn HiFi. By Far One of the Very Finest Available in Very Desirable Colour Combination. Full Aston Martin Main Dealer Service History with Full MOT History. For More Detailed Information Please Call or email **£54,995**



Jaguar XJ 3.0 V6 SE Petrol 2005 X350 ONLY 32000 MILES FROM NEW. Finished in Rare Metallic Jaguar Racing Green with Full Ivory Leather Electric Heated Memory Seats. Factory Options Included: Heated Seats, Colour Touch Screen Sat/Nav, Multi Function Wheel, Front/Rear Park Distance, Rear Heated Seats, Ash Wood Interior Pack, Cruise Control, Climate Control. Full Service History with Full MOT History, 2 Keys and all Books. These X350 Models Have become so Rare to Source With Very Low mileage. For More Details Please Enquire..... **£14,995**



Jaguar XKR-S LE Supercharged 2008 ONLY 33000 MILES FROM NEW. One Of Only 50 UK Cars Produced. Finished In Metallic Ultimate Black With Full Warm Charcoal Leather Electric Heated Memory Seats. Styling Changes Were Newly Designed 20" Forged Alloys, Speed Pack Body Kit in Grey, Rear Boot Spoiler, Revised CATS Suspension, Speed Limiter lifted to 174 MPH. Options Included: Colour Touch Screen Sat/Nav, Bluetooth Phone, Bowers & Wilkens Premium Sound With Multi CD, Keyless Entry, Adaptive Xenon Front Lighting, XKR-S Exterior Grilles and Unique Interior Treadplates Plates, R Heated Steering Wheel, Rear Park Distance, Power Fold Mirrors. Full Jaguar Main Dealer Service History..... **£33,995**



Mercedes Benz CL500 V8 Coupe 2004 ONLY 17400 MILES FROM NEW. Finished In Special Order Chalcedony Blue With Full Grey Alpaca Leather Electric Heated Memory Seats. Factory Options Include: Colour Sat/Nav, Glass Tit/Slide Sunroof, Keyless Go, Soft Close Doors, Wood Lthr Steering Wheel, Bose Sound With Multi CD, Remote Boot Opening/Closing, Rear Headrests, Wood Lthr Gearshift, Special Order Chalcedony Blue, Grey Alpaca Leather, Xenon Headlights, Front/Rear Park Distance. Full MB Main Dealer Service History inc Full MOT history. For More Detailed Information Please Cal or email **£19,995**



Mercedes Benz SLK280 V6 Convertible 2007 ONLY 21000 MILES FROM NEW. Finished in Metallic Obsidian Black with Full Red Leather Sports Seats. Options Inc: Front/Rear Park Distance, Heated Seats, Xenon Headlights, Aircarft Seating, Power Fold Mirrors, Climate Control, Multi Spoke MB Alloys. Full Service History and Full MOT History, 2 Keys and All Books..... **£11,995**

DAL 1975 FACCIAMO RINASCERE I MITI



++39. 335 5350022



**1965 Alfa Romeo Giulia Sprint
GT Veloce**

Fully restored, we offer this very rare early Sprint '65. Matching numbers and Matching colors.

Vehicle ready to be joined.

£ 52.000



**1968 Alfa Romeo Junior Spider
1300
«round tail»**

Italian delivery from new this Spider has left unused for many years. We offer a wonderful complete project car. We also supply brand new parts for exclusive restoration.

£ 24.000



1970 Alfa Romeo GT 1300 Junior

Italian delivery from new, one owner, unrestored and fully original kms covered. Very good running order. Always well kept. Italian first registration.

£ 25.000



1973 Alfa Romeo GTV 2000

Original France delivery, was totally restored 20 years ago by the previous owner which has accomplished 7 Montecarlo Historic Rally. Group 1 preparation for time trials competition.

Very low mileage.

£ 31.500



1955 Austin Healey 100/4 Bn1

Superb BN1 MM eligible. Original first Italian registration Milano, ASI certified. This is maybe the rarest and most longed-for version for the historic competitions. 2011 restoration, matching numbers. Currently equipped with aluminium bonnet "Le Mans".

£ 77.000



1972 Dino 246 GTS

First Italian registration and delivery in Roma. Only two owners within the last 25 years, 64.000kms covered.

Very original concours conditions, ready to use and regularly serviced, Italian MOT ok.

£ 365.000



1978 Ferrari 308 GTB Dry Sump

Model year '78 built for collectors with only 54.000 originals kms.

Full restoration made in 2015/6. Complete servicing made in 2018.

Ferrari Tools, Service book, and invoices available.

£ 60.000



1990 Ferrari Testarossa

Great original condition, one ownership from delivery, 51.000 km covered. Available original Ferrari tools, service book.

We offer this car with complete servicing made in September 2018. Ready to be joined.

£ 100.000



1963 Fiat 2300 S Ghia coupè

Very rare early series 2300S coupe' made by Ghia, Italian first delivery and registration. Original condition, grey upholstery fully retinted in 2018.

£ 25.000



1965 Ford Mustang 289

Well kept mechanics conditions, regularly registered in Italy. Asi certified.

Are installed electric soft top, front and rear disk brake, brake pump and servo, automatic gearbox, radio, power steering.

£ 42.500



1955 Jaguar XK 140 DHC - RHD

Stunning Jaguar, imported from UK in '74, one owner since Italian.

Jaguar Heritage, matching numbers, Italian registration, chrome wheels, complete servicing made.

£ 85.000



1962 Jaguar Etype 3.8cc

Swiss delivery new in '62, fully restore lasted over 6 years.

Restoration's pictures and purchase's invoices are available.

The engine and all of the mechanics groups are subjected to run-in.

£ 151.000



1962 Lancia Appia Convertible

First Italian registration and delivery, Lancia certified. Mechanics in great conditions.

Ran into GP Nuvolari 2017

£ 33.000



**1963 Lancia Flaminia GT Touring
2.8cc 3 carbs**

Very rare one of the 168 models built between 1963 and 1968.

Extraordinary unmolested conditions, wonderfully taken care and maintained. Italian registration and delivery in 1963.

ASI and LANCIA certified.

£ 105.000



**1963 Lancia Flaminia Touring
Convertible 2.8cc 3 carbs**

This masterpiece made by Touring was built in 1963 in only 180 cars. First registration and delivery in 1968. Last long ownership from 1987 till 2018.

Matching numbers, matching colors. Compete in several rallies.

£ 135.000



1963 Mercedes 220 Seb Cabriolet

Original cabriolet, European specification. 15 years old restoration.

Matching numbers and Mercedes Heritage. Compete into GP Nuvolari 2016/17.

Full Mercedes servicing July 2018.

£ 85.000



**1955 Porsche 356 A 1500
Speedster**

Concourse condition, ran into Mille Miglia edition 2015/16. Fully restored.

Italian registration, Porsche Heritage, Matching Numbers, FIVA Passport.

£ 390.000



1968 Porsche 912 Coupè

Complete frame off and expensive restoration made in '16/18.

Impeccable condition nowadays.

Invoice and photos available.

Porsche Heritage, Italian registration, Matching numbers.

£ 44.000



1972 Porsche 911 2.4 S Coupè

Fully restored. Still fit original Italian registration plate and libretto.

Mechanics completely reviewed covered only 3.800km. Ready for road use.

Porsche Heritage and Asi Certified, FIVA passport.

£ 125.000



1978 Porsche 911 3.0 SC Targa

Car built in '78 into rare dark green. Well taken care. Black leather interior replaced. Original mechanics condition. Very short ownership. Porsche Heritage, Matching numbers, Italian registration.

£ 40.000



JAGUAR XK150 3.8S FHC

A documented competition car in period now prepared to fast road spec for events like Tour Auto. From the stable of a well known modern GT Race team.

£POA



1952 JAGUAR XK120

Body off chassis restored to fast road/ track spec. Could be FIA race car.

£Discuss



1950 JAGUAR XK120 ROADSTER

2 early RHD cars nearly complete for fast road or track use

Phone for details



1959 JAGUAR XK150 3.8S

Correct and superbly presented UK RHD 3.8S.

Highly desirable

£POA



1960 JAGUAR XK150 FHC

BRG UK RHD car with 5 speeds, PAS and fresh Guy Broad engine. Drives beautifully

£70k



1953 JAGUAR XK120 DHC

UK RHD matching numbers.

Fully restored recently. Has 5 speed gearbox.

Can have wire wheels and other upgrades.

£100k



1955 TRIUMPH TR2 FIA RACE CAR

Well developed and campaigned, drum braked, 170bhp. Very eligible. On the button.

£39,995



2004 ASTON MARTIN DB9

My car for 2 years. Black interior FSH, 50k, miles, new MOT. Awesome Aston

£32k



1954 JAGUAR MARK VII RACE CAR

Nearing completion to race spec by GUY BROAD. Phone for full spec

£POA



1964 JAGUAR MARK II 3.4 MOD

Pearl grey, matching numbers, Coombes Spars, louvered bonnet. Super history

£29,995



TRIUMPH TR2 'RHP552'

A highly significant piece of TR factory and competition history. Being fully restored by us to fast road/rally spec.

£POA



1964 ALVIS TD21 DROPHEAD

Magnificent car with outstanding history and lovely patina. Automatic. Pace and grace.

£74,995

Videos of all cars on our website

Finance available - contact us for details



Tel: +447794477785




Classic & Sportscar Centre


Supplying Classic Cars Worldwide for Over 25 Years

OPEN MONDAY - FRIDAY 9AM - 5:30PM SUNDAY 10AM - 4PM



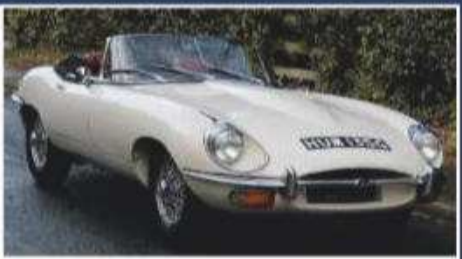
1998 TVR Chimaera 500 - Covered 26360 miles from new and was recently driven 300 faultless miles from Dover to Yorkshire. Comes with an impressive service containing twelve service stamps. A top class car that has been maintained to the highest of standards and has all of the recommended Chimaera upgrades..... **£22,995**



1959 Austin Healey Frogeye Sprite MK1 - Well and truly sorted with a fit, strong engine which is incredibly well detailed, the bodywork is a delight with super straight panels and the Iris Blue paint finish excellent. The chrome work is of an excellent standard, the wire wheels and tyres excellent and the interior first class having been fully re-trimmed with its last owner..... **£25,995**



1955 Land Rover Series I Pick Up - This stunning, fully rebuilt Series I Land Rover 107 was built on the 16th December 1955 and was supplied for the RHD Home Market. Beautifully finished and has been subject of a major restoration in Malta. The Land Rover has had very little use since and has come to us in stunning order. The paint finish and bodywork is exceptional, the underside gleaming with a beautiful chassis and underbody..... **£29,995**



1968 Jaguar E-Type Series II 4.2 Roadster - Matching numbers in Old English White with Red upholstery and Black hood. This stunning example has had two major rebuilds over the past 25 years yet still retains its original panels. This car can be driven and enjoyed with absolute confidence. This is a beautiful, sharp E-Type in a fantastic, correct colour combination **£119,995**



1975 MGB V8 Roadster - This fantastic MGB V8 Roadster has been with its last owner for the past 20 years and is truly outstanding to drive. An ideal long-distance touring, usable classic. The MG has toured all over the UK and has been extensively used and enjoyed. Holley Carb and Offenhauser intake manifold. Comprehensive restoration in 2008 **£24,995**



1969 Austin Mini Countryman MKII - Only 58 MKII examples are known to the Mini Traveller and Countryman Register worldwide so this is quite a rare find. This rare car is ideal for shows, rallies, regular use and is fit for any collection. This is how we like them, it has been restored to a high standard, but originality has been retained where possible. Presents beautifully **£19,995**



1960 Jaguar XK150 3.4 SE - Genuine UK, matching numbers car. During the early 1990's the car was subject of a major rebuild by one of Scotland's top restoration firms. The car was fully rebuilt mechanically, fitted with Vicarage Power Steering and the body restored then painted in Jaguar Cotswold Blue and the interior trimmed in Grey leather. This is a car that really drives as well as it looks..... **£89,995**



1936 Alvis Speed 20 4.3 litre Vanden Plas Special - This wonderful Alvis Speed 20 4.3 litre carries the distinction of being the best driving, most thoroughly enjoyable 1930's tourer we've had in the 27 year history of the company. Subject of a complete rebuild using an authentic original Vanden Plas body **£124,995**



1973 Jaguar E-Type Series III V12 FHC - Remarkably original, low mileage and matching numbers. Covered just 52,000 miles from new and comes to us with a comprehensive history dating back to when the car was four years old with 14276 miles. Webasto sunroof, beautifully patinated original leather seats. Automatic transmission. Ideal for regular use or long distance touring **£67,995**



1965 Daimler 2.5 V8 Saloon - This low mileage and very original Daimler comes with an exceptional history back to new warranting the mileage of just 77,000 miles. The Daimler comes with its original service book, owners service card, early service invoices, original 1965 tax disc, 'Running in booklet' and Heritage certificate confirming the car is in original specification with matching numbers..... **£26,995**



1936 Alvis Firebird DHC - Beautiful Cross and Ellis DHC body, we are told only 25 of the 97 manufactured with this body are said to survive. £11,300 was spent with Red Triangle between 2012 and 2013 including some engine rebuild work, starter motor re-conditioned, front suspension rebuild and various electrical work. Exceptional gleaming paintwork. Brand new hood **£52,995**



1927 Morris Oxford Doctors Coupe - Superb driving, very well presented. We sold it to the last owner back in 2015 and prior to this had spent some time in the Beamish Collection and is believed to be one of few Oxford Doctors Coupe survivors. Comprehensive history file. The paint work has a lovely aged look with nice older deep paint..... **£17,995**



1992 Jaguar XJS V12 Convertible - 66,700 miles covered from new. The car is beautifully presented with an exceptional paint finish, beautiful Magnolia leather upholstery and excellent Black power hood. Wheel arches are superb, bumpers are very smart and alloy wheels are in lovely condition. The car is incredibly sharp and has clearly been a garaged, well-kept car..... **£26,995**



1964 Aston Martin DB5 - A top class, matching numbers car. Stunning paintwork having a £35,000 body restoration and re-paint in 2016. £10,000 spent on the upholstery to ensure the car was completed to a beautiful standard throughout. Very rarely will an example come on the market having had such high quality recent restoration. This DB5 can be purchased with absolute confidence..... **£874,995**



1982 Maserati Merak SS - Less than 1000 miles since engine rebuild and over the summer subject of £16000 of re-commissioning work. Very original car finished in Black and retaining its original Light Grey upholstery. Fantastic to drive, very rare and RHD. **£74,995**



1971 Triumph TR6 - Covered in the region of 19000 miles since 2002 and in early 2017 successfully toured 2000 miles driving from Hexham, Northumberland to Portsmouth, over to Northern Spain for a tour also covering Northern Portugal. Top class body, excellent panel fit and glorious paintwork having being re-finished in the early 2000's..... **£24,995**



1957 MG A 1500 Coupe - On arrival back in the UK in 1992 the MGA was stripped down and the body removed from the chassis. The car was then subject of a show standard chassis up nut and bolt rebuild to the highest of standards. Since covered 9000 miles and drives superbly. The 1500 engine is excellent with superb oil pressure and it ticks over and runs perfectly . **£36,995**



1967 Aston Martin DB6 - Stunning factory Ming Blue with Cream leather. Two full restorations are documented within the comprehensive history file, the first from 1979 to 1983 and having been off the road since 1990, an eight year rebuild from 2008 has been undertaken by Aston Martin specialists. On the open market for the first time in over 40 years..... **£339,995**



1971 Aston Martin DBS V8 Fuel Injection Automatic - 1 of 288 Fuel Injected cars, matching numbers, colours, 51500 miles with history back to new. A true collectors piece in outstanding condition. HMW Ltd Factory Demonstrator, a true one off opportunity **£Please Call**



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**

Tel: 01944 758000 . Email: sales@classicandsportscar.ltd.uk
www.classicandsportscar.ltd.uk

Classic & Sportscar Centre, Corner Farm, West Knapton, Malton, North Yorkshire, YO17 8JB

Telephone:
(01753) 644599

www.runnymedemotorcompany.com

RUNNYMEDE
MOTOR COMPANY

Mobile 07836 22211

Email:
sales@runnymedemotorcompany.com



1997 Aston Martin V8 Coupe in Mendip Blue with just 29,000 miles from new. One of only 101 cars built. New value price of just **£99,500**



2002 Aston Martin Vanquish 2+2 in Stronsay Silver with 2 tone hide. 39,000 miles only with full service history. **£79,950**



2003 Aston Martin DB7 Vantage Volante in Azurro Blue with Navy hide. Only 34,000 miles from new, perfect condition. **£44,950**



1955 Aston Martin DB2/4 in Aston Racing Green with tan hide, mechanically fully restored, Wonderful value at only **£139,950**



1958 Aston Martin DB MkIII for complete restoration. Not for the faint hearted but an easy task for a capable restorer. **£135,000**



1955 Aston Martin DB2/4 finished in Burgundy with tan hide. Fully restored to a very high standard by Four Ashes, Excellent value at **£200,000**



1985 Porsche 911, 3.2 Carrera Targa in Guards Red with pinstripe interior. Beautiful throughout and only 70,000 miles with full service history. **£47,950**



1972 Porsche 911 2.7 RS tool room copy. The best we have ever seen and drives like an original car. Perfect throughout. **£119,500**



2007 Porsche 997 Carrera 4S in Guards Red with full black hide & red stitching. **11,000 miles only**, Perfect throughout **£45,000**



1971 MGB Roadster in Snowberry white with black hide interior and a fabulous detailed history. Drives perfectly. **£13,950**



1965 Sunbeam Tiger. This is a very nice original Tiger that was fully restored in the 90's and remains in excellent condition, Too Cheap at **£59,950**



1954 Jaguar XK120 DHC in Old English White with original black hide interior. Owner now too old to drive, hence seriously good value at only **£85,000**



1964 Jaguar E type Roadster in Carmen red with black hide. It has been the subject of a full restoration and is perfect to drive. **£159,950**



1972 Aston Martin AM V8 series II. £135,000 spent on recent restoration with photographic record. Now a lovely car to drive Excellent value at **£115,000.**



1988 Ferrari Testarossa in Ferrari Red with Crema hide interior. 21,000 miles only with excellent history. Perfect throughout. **£124,950**



1960 Austin Healey 3000 in original yellow with black hide interior. Restored 15 years ago, still beautiful. Large history, mileage 29,000. Cheap at **£49,950**



1997 Ferrari 550 Maranello in Grigio Titanio with Burgundy hide interior. 31,000 miles, FSH, Perfect driving car. One for keeping. **£125,000**



1959 Austin Healey BN4 100/6 in original red over black with red hide. Perfect car, recent new clutch and exhaust. Excellent to drive, **£57,950**

More information on all of the above Motor Cars can be found by visiting our website.

Please call us if you have an interesting motor car to sell

Visit our website on www.runnymedemotorcompany.com

Le Riche Automobile

SALES | RESTORATION | SERVICING & MAINTENANCE | STORAGE | HIRE | LOGISTICS

Established 1990

1960 ASTON MARTIN DB4 SERIES 2

Finished in Snow Shadow Silver with Burgundy leather. Borrani rims and upgraded to Vantage Specification. Comprehensive and interesting history file. RHD, 4 speed manual. Stunning car.



£499,950

1966 ALFA ROMEO GIULIA SPRINT GT

Endurance rally car rebuilt and uprated with all the right bits. 1962cc. Original RHD step nose.



£44,950

FERRARI 246 DINO

Genuine 13,000 mile Jersey car. Same owner over 40 years. Black leather interior. Recent service and brake overhaul.



£POA

CITROEN GS BIOTOR

1974. Rotary engine GS. Excellent condition. Rare.



£29,950

1965 FIAT 2300 COUPE ABARTH

Supplied new by Fiat-France. In 1988 Patrick Mersch bought the car to compete in European endurance and FIA historic series. Prepared by a Ferrari specialist utilising Abarth competition components. **Inexpensive GT competition car.**



£34,950

2003 NOBLE

M12 GTO 3 to R spec. 45,000 miles. V6 ford turbo charged power unit with 6 speed manual. 170 mph and 0-60 in 3.8 seconds. Just serviced, new tyres VGC.



£43,950

PEUGEOT 205 GTI 1.6. 1990

57,000 miles, silver paint with red & black interior. Consistent service & maintenance records. 2 owners. Excellent condition throughout.



£12,950

1972 JAGUAR E TYPE SERIES RDSTR

LHD V12 roadster showing 34000 miles. Worked through in our workshops. Primrose yellow with black leather, CWW, with matching hardtop, new tyres just fitted. Very good condition throughout.



£89,950

1971 FIAT 850 SPORT

903cc 4 Cyl. Same owner almost 40 years. Extensive & professional restoration undertaken plus commissioning recent works. 90 mph car and fun.



£12,950

1968 MGC ROADSTER

Excellent restored condition with little use since the restoration. Black leather, white piping. Very good sorted car, original colours.



£34,950

AUSTIN HEALEY 100/4

1953. 27,000 miles. Very original car. Recently commissioned.



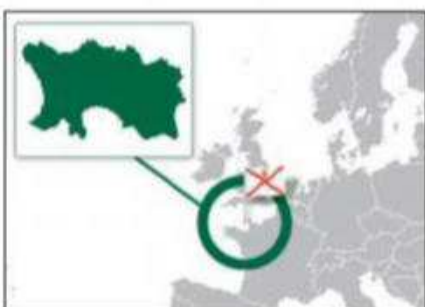
£59,950

ROLLS-ROYCE 20/25

7 seater six light saloon by Mulliner. In excellent restored condition. Grey Bedford cord with a blue leather driver compartment.



£34,950



Le Riche Automobile Restorers (CI) Ltd.

Unit 10, Springside,
Trinity, Jersey JE3 5DG,
Great Britain

Telephone: + 44 (0) 1534 864073

email: enquiries@leriche.com



TERENCE MORLEY CLASSIC CARS

07887 722400

www.tm-classiccars.co.uk

t@tm-classiccars.co.uk



1953 ROLLS-ROYCE SILVER WRAITH BY JAMES YOUNG

COMMISSION SALES

The stress-free way to sell your classic car. Over 30 years experience



CHRYSLER VIPER GTS-R

Chassis C25 ex PBR
Did Le Mans 2001 & FIA GT 00-02
All mechanical components 0km



ASTON MARTIN DBRS9

Ex Villois ran GT open
Complete history from new with miles
Beautiful car, only 26 built by Prodrive



NISSAN GTR GT1

GT1 World Championship winner
Perfect condition and history
Comes with many spares



LEXUS LFA

Number 009/500
Only 1800km and like new
Just serviced



SALEEN S7R GT1

Finished 11th at 2006 Mans 24h
Completely rebuilt and
ready to race



BMW 318 IS STW

Chassis 111 ex. Bigazzi
1994 SPA 24 Hours winner
Amazing original condition

ALSO AVAILABLE:

Arrows A11C: 1991 ex. Alboreto, originally fitted with Porsche V10, now on Cosworth

BMW 318 IS: Ex. BMW factory car entered by Bigazzi, won 1994 Spa 24h.

Ferrari 360 GT: Chassis 000M, the very first of modern Michelotto cars, extensive history

Ferrari Testarossa: 24 000 km, red/black, FFSH, amazing condition, fully serviced

Jaguar E-Type 3.8: Concourse restoration, black on red interior, full report available

Mercedes S63 AMG Coupe: 2015 with 20 000 km fully loaded, 217000 € as new price, white and red

Matra MS630: Chassis 05 the first continuation car, FIA HTP, excellent condition

Porsche 928 S2: 1984, 24000km, white / white amazing condition

Porsche Cayman GT4: Light blue, 300km, PCCB, Carbon seats, like new

Silver Lady Services Limited

**NEW
UPDATED
WEBSITE**

ROLLS - ROYCE & BENTLEY



www.silverlady.com

SALES - SERVICE - RESTORATION



2005 Bentley Arnage T Only 19,000 miles, Dark blue, seats trimmed in Cotswold, remainder trimmed in Nautic Blue. Bentley badges to wasit rails. Dark stained burr walnut veneer. Sunroof, Sat Nav, Power adjustable lumbar, parking sensors, Le Mans series front wing vents, Mulliner front wing badges, 19" five spoke two piece alloys. FSH by Jack Barclay **£47,500**



2000 Bentley Arnage Red Label
ONLY 43,000 MILES. Finished in stunning Peacock Blue with Barley hide interior piped in blue. Dark blue carpeting piped in Barley. Embossed Flying Bs to all head rests, Burr walnut veneer, Leather & veneer steering wheel, Walnut gear knob, Power folding mirrors, 2 Bentley umbrellas and battery charger fitted into boot, Chrome alloy wheels. F.S.H., 4 new Pirelli tyres. Stunning throughout **£24,500**



2010 Bentley Continental Flying Spur Moonbeam silver. Beluga interior, linen piping to seats. Only 13,000 miles. Piano black veneer, rear view camera, power hood, glass tilt and slide sunroof, electric sunblind, iPod interface, Bluetooth, massage seats, adjustable lumbar support, 20" fourteen spoke diamond wheels. Immaculate condition throughout. **£42,500**



2002 Bentley Arnage R
Finished in Peacock Blue with Cotswold interior, Dark blue carpeting and Burr Walnut veneer. Sat Nav, Parking sensors, Power folding door mirrors, 18" 6-spoke alloy wheels, F.S.H. 78,000 miles. Excellent condition throughout. **£23,500**



2007 Bentley Continental GTC
Mulliner Driving Specification. 47,000 miles. Dark Sapphire Blue, main hide Nautic blue, Diamond quilted seats, Bentley Emblems, dark stained burr walnut veneer, bright aluminium Fascia Panels, massage front seats, power boot, 20" Multi Spoke two-piece alloys. FSH. Immaculate condition **£43,500**

PLEASE CALL STEVE DREWITT ON:

Tel: 01202 388488 ● Mobile: 07860 512368

www.silverlady.com ● e-mail: silverlady@btconnect.com

64-70 ALMA ROAD, BOURNEMOUTH BH9 1AN

epping motor company

Friendly family business established nearly 50 years



2003(03) Mercedes SL500
Metallic Jasper Blue with 2-tone Sand leather.
All usual extras including electric hard top, climate control, Comand. 1 lady owner, 62,000 miles. Full Mercedes service history. Pristine.
£8,995



1994 Mercedes 300SL R129 Series Convertible
Signal Red with Beige leather. Black power soft top, factory hard top, e-seats, CD multichanger etc. Only 62,500 miles with full service history. Immaculate.
£8,795



2001(51) Mercedes SLK320 Convertible
Metallic Obsidian Black with Designo Cream and Anthracite leather. Auto, PAS, A/C, e-roof, e-seats, alloys etc. Only 50,000 miles and FSH. Lovely condition.
£6,795



2004 Mercedes CLK320 Coupe
Metallic Tanzanite Blue with Navy leather. Automatic, PAS, A/C, alloy wheels, cruise control. 2 owner Jersey car with only 33,000 miles and FSH. As new.
£5,995



1934 Austin Seven Special
Green with Black cycle wings and Green leather interior piped Red. Alloy body, wire wheels, hydraulic brakes, Supaloy head. Pretty and superb condition.
£15,995



1995(M) BMW E36 320i Convertible.
Montreal Blue with Silver Grey leather and Navy power hood. Only 23,500 miles! Auto, PAS, ABS, cross spoke alloys. Pristine. Must be lowest mileage example available.
£5,795



2000 Mercedes SLK320 Convertible.
Metallic Brilliant Silver with Anthracite leather. Automatic, PAS, ABS, A/C, e-roof, e-seats, stereo, alloys, only 63,000 miles and FSH. Jersey car from new.
£5,995



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



1968 Triumph TR4A IRS left-hand drive.
One of the last, Triumph Racing Green with Black leather piped White. SS exhaust, wire wheels. Very nice unrestored American dry state car.
£26,795



Cherished registration number 3100K
on a retention certificate and available for immediate transfer onto any age of car.
£6,995



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.
£8,995



1962 Jaguar Mk2 3.8 Saloon.
Carmen Red, Beige leather, CWW, SS Exhaust, automatic, PAS, huge history folder, good usable car.
£21,995



2001 Mercedes SLK320 Convertible.
Metallic Designo Purple with Designo Cream and Anthracite leather. Automatic, A/C, alloys. Genuine 20,000 miles from new, history. Pristine throughout.
£9,795



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.
£4,995



1999(S) Mercedes C240 V6 Saloon.
Black Opal with Grey leather. Automatic, PAS, Alloys, ABS, e-sunroof, e-seats, e-windows. A/C, parking sensors etc. Only 64000 miles, FSH. Immaculate.
£2,995



2000(W) Mercedes E240 Elegance Saloon.
Brilliant Silver with Charcoal interior, automatic, climate control, e-seats, e-windows, alloy wheels, only 41000 miles with history. Immaculate.
£3,295



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.
£5,295



1999 Mazda MX5 Mk2 1.6i.
Racing Bronze, Black trim. Jersey car with 1 lady owner from new until April 2018 and only 27000 miles. Full Mazda dealer service history. 5-speed, PAS, alloys. Pristine.
£3,995



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.
£5,995



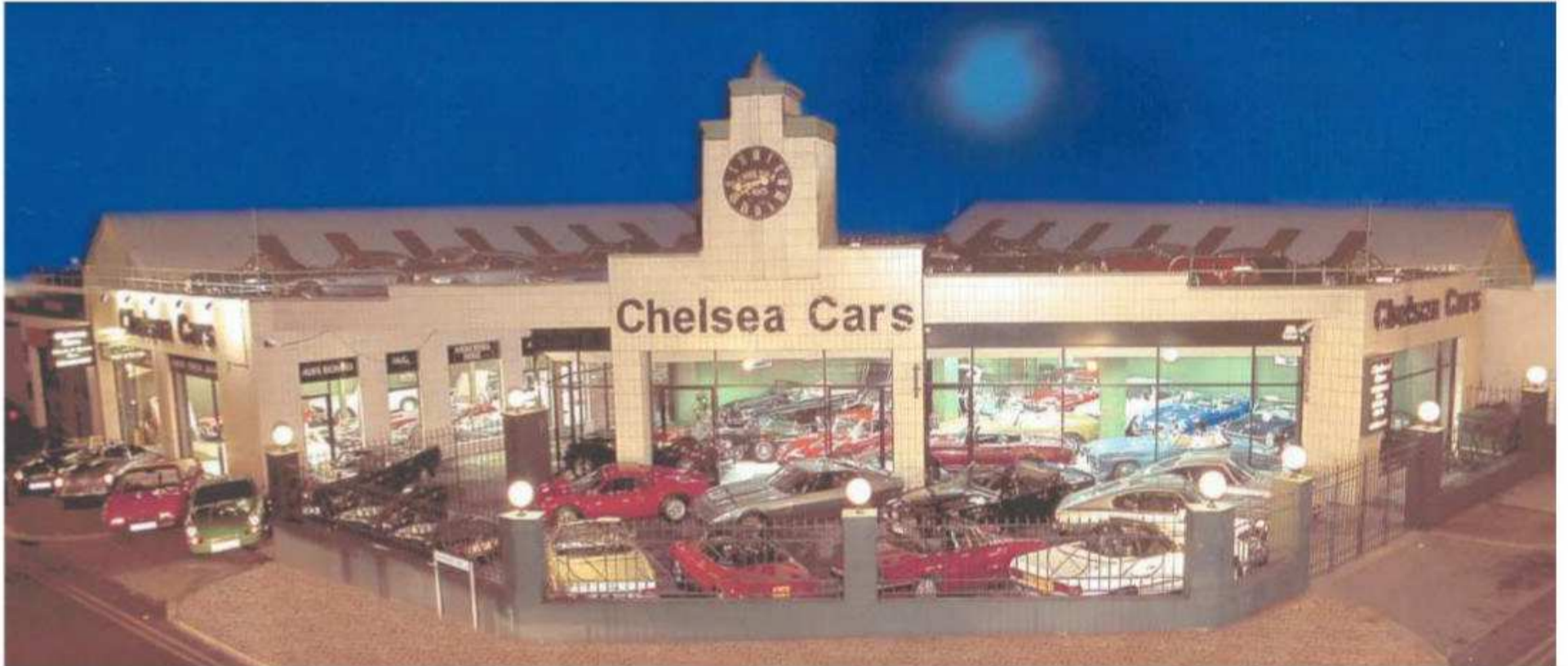
2001 Mercedes CLK320 Avantgarde Cabriolet.
Brilliant Silver, 2-tone Grey leather, Comand with Sat Nav, electric roof, climate control, AMG alloy wheels, 76000 miles, service history, immaculate.
£3,995

Up to date stock situation on our Website:

www.eppingmotorcompany.com

We are always keen to purchase or take in part exchange modern and classic cars in right or left hand drive

Tel: 01277 365415 Fax: 01277 365436 Email: sales@eppingmotorcompany.com



- | | | | |
|--|-----------------|---|-----------------|
| 1997 ALFA ROMEO SPIDER RHD , BLACK COACHWORK, RED INTERIOR, FULLY RESTORED | £22,995 | 1936 MERCEDES V170 - 4 DOOR LIMOSINE CABRIOLET. RED COACHWORK. FULLY RESTORED | £49,995 |
| 1965 ASTON MARTIN DB5 - CALIFORNIAN SAGE COACHWORK MAGNOLIA INTERIOR | £675,000 | 1965 MERCEDES 230 SL - RED COACHWORK, BLACK INTERIOR, AUTO, P/S | £65,000 |
| 1966 ASTON MARTIN DB6 VANTAGE - MANUAL GEARBOX, WHITE COACHWORK, LOW MILEAGE. PREVIOUSLY OWNED FOR MANY YEARS BY AN ASTON MARTIN SPECIALIST. THE ONLY WHITE DB6 VANTAGE PRODUCED. THIS IS A VERY HIGH END CAR | £450,000 | 1967 MERCEDES 250 SL, RHD . WHITE COACHWORK, DARK BLUE INTERIOR. AUTOMATIC TRANSMISSION, POWER STEERING. FULLY RESTORED BY MAEQUE SPECIALIST TO THE TUNE OF £75K WITH RECEIPTS AND PHOTOS TO SHOW WORKS. ORIGINAL SERVICE BOOK STAMPED UP. VERY HIGH END EXAMPLE UK MATCHING NUMBERS CAR | £129,995 |
| 2008 ASTON MARTIN V8 VANTAGE ROADSTER . SPORTMATIC. SILVER COACHWORK, BLUE LEATHER, S UPGRADE BODY KIT AND LIGHTS, 32K MILES | £39,995 | 1968 MERCEDES 280 SL - DARK BLUE COACHWORK, TAN INTERIOR RHD, AUTOMATIC TRANSMISSION | £POA |
| 1966 BMW 2000 CS COUPE . LHD. SILVER COACHWORK. RESTORED .. | £29,995 | 1969 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - AUTO - RECENT FULL RESTORATION..... | £POA |
| 1970 BRISTOL 411 SERIES 1 , BLACK COACHWORK, BLACK LEATHER, ONE FAMILY OWNER, 36K MILES FROM NEW..... | £39,995 | 1969 MERCEDES 280SL - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR | £POA |
| 1937 CORD PHAETON 812 SUPERCHARGED CONVERTIBLE - GREY COACHWORK, DARK BLUE LEATHER. VERY RARE..... | £199,995 | 1970 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - RHD AUTO - HIGH END - RECENT FULL RESTORATION AND ENGINE REBUILT - ONE OF THE FINEST | £129,995 |
| 1966 CORVETTE 427 BIG BLOCK 7.0 LITRE CONVERTIBLE - DUBONNET RED COACHWORK BLACK INTERIOR, MANUAL TRANSMISSION..... | £59,995 | 1971 MERCEDES 280 SL, RHD , AUTOMATIC TRANSMISSION, RARE CALIFORNIA MODEL. RED COACHWORK, BLACK ORIGINAL MB TEX INTERIOR. VERY ORIGINAL, SHOWING JUST 52K MILES WITH MOTS GOING BACK TO 1990 | £85,000 |
| 1998 FERRARI 355 COUPE - RED COACHWORK, MAGNOLIA LEATHER INTERIOR, LOW MILEAGE..... | £69,995 | 1974 MERCEDES 280 SE 3.5 CABRIOLET RHD , ONE OF ONLY 68 CARS. WHITE COACHWORK, BLACK LEATHER INTERIOR..... | £POA |
| 1970 FIAT 500 - BURGUNDY COACHWORK..... | £9,995 | 1983 MERCEDES 500SL . LIGHT METALLIC BLUE COACHWORK, DARK BLUE INTERIOR. 91K MILES. ORIGINAL SERVICE BOOK. MUCH RECENT WORKS INCLUDING MAJOR SERVICE BY MARQUE SPECIALIST STEVE REDFEARN | £19,995 |
| 1956 JAGUAR XK 140 RODSTER LHD LIGHT BLUE FULLY RESTORED | £129,995 | 1987 MERCEDES 300 SL . NAUTIC BLUE COACHWORK, GREY INTERIOR 63K MILES, 2 OWNERS FROM NEW..... | £29,995 |
| 1963 JAGUAR E TYPE 3.8 ROADSTER, LHD , FULLY RESTORED | £129,995 | 1989 MERCEDES 300SL , WHITE COACHWORK, DARK BLUE LEATHER INTERIOR, 97K MILES | £24,995 |
| 1968 JAGUAR E TYPE ROADSTER V12 LHD , FULLY RESTORED | £99,995 | 1973 PORSCHE 911 2.4 TE - GOLD METALLIC COACHWORK, MATCHING NUMBERS RHD, RESTORED | £79,995 |
| 1972 JAGUAR E TYPE ROADSTER V12 RHD , BRG, RESTORED..... | £99,995 | 1995 PORSCHE 968 CLUB SPORT , EX PORSCHE SHOW CAR, LIGHT BLUE COACHWORK, 80K MILES FROM NEW, RECENT REPAINT..... | £36,995 |
| 1972 JAGUAR E TYPE ROADSTER UK RHD MANUAL MATCHING NUMBERS, SHOWING 66K MILES FSH, WHITE COACHWORK, BLACK LEATHER INTERIOR | £95,000 | 1974 TRIUMPH TR6 RHD . DARK GREEN METALLIC, TAN INTERIOR. FULLY RESTORED..... | £21,995 |
| 1972 JAGUAR E TYPE ROADSTER V12 - UK RHD, RED COACHWORK, TAN LEATHER, AUTOMATIC TRANSMISSION, WIRE WHEELS. JUST RESTORED | £95,000 | | |
| 1989 JAGUAR XK 150 ROADSTER LHD , WHITE, FULLY RESTORED .. | £129,995 | | |
| 1994 JAGUAR XJS CONVERTABLE 4.0 LITRE , RHD, BLACK COACHWORK, GREY LEATHER, SHOWING 68,000 MILES | £22,995 | | |
| 1988 LAMBORGHINI COUNTACH 5000 QV . LHD. WHITE COACHWORK, BLACK LEATHER. MUCH RECENT WORKS..... | £289,000 | | |

AS APPEARED ON 'TOP GEAR' TV PROGRAMME

**WE URGENTLY REQUIRE CLASSIC AND SPORTS CARS FOR CLIENTS
ARMOURY WAY • WANDSWORTH • LONDON • SW18 1JZ**

Website: www.chelseacars.com

E-Mail: sales@chelseacars.com

TELEPHONE: 020 8870 9977 • FAX No: 020 8877 1905•



BELL CLASSICS



1965 Aston Martin DB5
£725,000

- Finished in her original colour combination of Sierra Blue over Black
- Restored to Concours levels with an upgrade to Vantage Specifications
- Over £340,000 spent restoring this motorcar

1968 Aston Martin DB6 Volante



£660,000

Dark Blue over Dark Blue, 1 of 140 Volantes, Mk 1 in Superb Condition, RHD

2001 Aston Martin V12 Vanquish



£79,995

Skye Silver over Charcoal, Full Main Dealer History, 2+2, 22,000 m, RHD

1970 Maserati Ghibli 4.7 L



£239,995

Blue over Beige, Comprehensive restoration, AC, Power Steering and Manual, LHD

2006 Ferrari 575 Superamerica



£275,000

Argento Nurburgring over Grey, Italian Delivery with HGTC, 16,000 m, LHD

Ferrari 360 Challenge



£69,500

Black, Original UK Supplied Challenge Car, Up to Date and recently resprayed, LHD

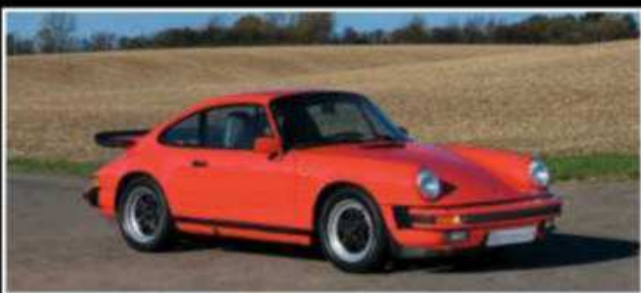
1966 Ferrari 330 GTC



£POA

Argento over Nero, Recent Complete Restoration, Immaculate Throughout, LHD

1988 Porsche 911 Carrera Sport



£49,995

Guards Red over Grey, Immaculate with Porsche COA, Comprehensive History, 74,000 m, RHD

1988 Ferrari Testarossa



£103,500

Rosso over Nero, Extremely Original Pozzi Car, 6000 m, LHD

1979 Maserati Merak SS



£59,500

Red over Black, German Delivery, File by Maserati Classiche. 70,000 km, LHD

Hanwells

Established 43 Years. Open 7 Days a Week.

ROLLS-ROYCE & BENTLEY SPECIALISTS



2014/14 Bentley Flying Spur W12 LHD. Finished in Dark Sapphire with electric sunroof and factory light smoked glass with Linen interior, with Comfort spec. and two tone 3 spoke steering wheel. Picnic tables and Naim premium audio system. One owner, only 25,000 miles with Full Service History. Immaculate throughout **£87,950**



2012 Model Bentley Mulsanne Launch Spec. Finished in Onyx with 21 inch wheels. Beluga interior with Fireglow piping and Flying B emblems. Piano Black veneers with picnic tables, rear screens and rear parking camera. One owner with full Main Agent history. 59,000 miles, totally immaculate. Amazing value at only **£69,995**



2011/11 Bentley Continental GT Supersports. Finished in Glacier White with 22 inch 12-spoke alloy wheels. Linen main hide and secondary hide in Beluga with Linen piping. 'Supersports' embroidery, massage front seats, rear view camera, carbon ceramic brakes. Only 34,000 miles with full history. Immaculate throughout **£62,950**



2009/09 Bentley Arnage T Mulliner Level II. Finished in Beluga with electric sunroof and retractable mascot. Beluga interior with Parchment stitching, embossed Flying B's and Piano Black veneers. Heated electric rear seats with lumbar. Only 40,000 miles with FSH. Known to us since 2011, immaculate **£59,950**



2006 Model/55 Bentley Flying Spur. Finished in Diamond Black with 20 inch alloys and an electric sunroof. Portland interior with Walnut veneers and Beluga carpets. Known to ourselves for last 6 years and always maintained regardless of cost. Full Service History. Immaculate condition throughout, only **£26,950**



2005 Model/54 Bentley Arnage T Mulliner. Finished in Moroccan Blue with electric sunroof and Magnolia interior, with French Navy embossed Flying B's and French Navy carpets piped in Magnolia. Only 22,000 miles with FSH. Known to us for 5 years and simply stunning. Fantastic value **£46,950**



2001/51 Bentley Continental R Wide Bodied Mulliner. Extremely rare, finished in Silver Pearl with Cotswold interior, two tone steering wheel, French Navy carpets piped in Cotswold and Walnut veneers. A fantastic investment or a beautiful car to enjoy, only 32,000 miles with documented service history at only **£96,950**



2001 X Bentley Arnage Red Label. Finished in Silver Pearl with Le Mans Limited Edition alloys and an electric sunroof, with Beluga interior, Walnut veneers and Beluga carpets with matching piping. Known to ourselves for last 12 years. Full Service History, only 88,000 miles. Must be seen **£22,950**



1998 R Bentley Turbo RT Limited Edition. One of only 250 ever manufactured. Finished in unmarked Wildberry, with Magnolia interior piped in Mulberry and Mulberry carpets piped in Magnolia. Known to ourselves for last 12 years and has been loved and cared for by a very fastidious customer. This car is superb and must be seen **£28,950**



1998 S Bentley Continental R Chatsworth Limited Edition. Number 7 of only 10 numbered models. This extremely rare car, with numerous Chatsworth features, is finished in Chatsworth Silver with Silverstone interior main hide and Beluga secondary hide, with contrasting carpets. Only 51,000 miles with FSH. One for the serious collector **£75,950**



2008/58 Rolls Royce Phantom Drophead Coupé in Metropolitan Blue with Silver Satin bonnet and Silver hood. Light Cream interior with Navy Blue secondary hide and Navy Blue carpets. Fitted with beautiful teak deck, stainless steel package, camera system, TV and DAB. Just 8,600 miles with only 2 owners, immaculate throughout **£185,950**



2006/56 Rolls Royce Phantom. Finished in Diamond Black with electric sunroof. Cornsilk interior with Beluga secondary hide and Beluga piping. Walnut veneers and picnic tables with Beluga carpets and over rugs. This car is absolutely superb throughout, having covered only 28,000 miles with FSH. Real value at only **£93,950**



2002/02 Rolls Royce Silver Seraph Last of Line. Very rare, one of only 170. 2 owners, supplied by us 3 years ago. Only 58,000 miles with FSH. In Silver Tempest with St James coachlines. Electric sunroof and all Last of Line features. Interior in Light Grey, with Mulberry carpets. Immaculate. Only **£53,950**



2001/51 Rolls Royce Silver Seraph Last of Line. A very rare car finished in Royal Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. All the usual extras including electric sunroof. Only 74,000 miles with FSH. Outstanding value for Last of Line **£42,950**



2001/X Rolls Royce Silver Seraph. Finished in Meteor Blue with Cotswold fine lines and Cotswold interior with French Navy piping. Only 2 owners from new, last owner since June 2001. Wood and leather two tone steering wheel, folding mirrors and sat nav. FSH and beautiful inside and out **£40,950**



1998 S Rolls Royce Silver Seraph. In Peacock Blue with Cream coachlines, whitewalls and later lamp lenses. Cotswold interior with French Navy piping and French Navy carpets piped in Cotswold, with all the usual luxury extras. Only 2 owners. FSH and known to us for last 6 years. Fantastic condition, only **£29,950**



1994 M Rolls Royce Silver Spirit MK III. Finished in Royal Blue with Gold fine lines and whitewall tyres. Pale Grey interior with Nautic top roll and Nautic piping, with French Navy carpets piped in Nautic. Only 49,000 miles with FSH. Known to us for last 5 years. A real investment, only **£24,250**



1992 K Rolls Royce Corniche Convertible Series III. Finished in Vermillion with a Magnolia hood and Magnolia interior piped in St James, with St James carpets piped in Magnolia and Walnut veneers. Only 14,000 miles with full history. Just amazing condition and will only go up in value. Only **£132,950**



1991 J Rolls Royce Silver Spur MK II Active Ride. Finished in Midnight Blue with whitewall tyres and Cream interior piped in French Navy, with Cream carpets. Electric rear seats and only 31,000 miles with FSH. Known to ourselves for last 10 years and maintained regardless of cost. An excellent investment **£23,950**



1986 D Silver Spirit. Finished in unmarked Light Ocean Blue with Royal Blue fine lines and RR Silver Spur wheel caps. Parchment interior with French Navy piping and French Navy carpets with Parchment piping. Only 68,000 miles with Full Service History. Totally immaculate condition throughout **£17,250**



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only **£75,950**



1980 W Rolls Royce Silver Shadow Series II. Finished in beautiful Silver Sand and with a Nutmeg Everflex roof, complemented by Magnolia interior and Nutmeg carpets. Near side door mirror and Whitewall tyres. Only 70,000 miles with lots of history. Immaculate condition throughout **£23,950**



1979 V Rolls Royce Silver Shadow Series II. Finished in stunning Oxford Blue with Silver Blue leather interior, with contrasting carpets and Walnut veneers. This car is in stunning condition with only 35,000 miles, with lots of history. A real investment and a joy to drive, Only **£41,950**



1936 Rolls Royce 25/30 Limousine with Barker body and fitted with a division and cocktail cabinets. Finished in Old English White and Masons Black, with all leather interior and lots of history. Has been in daily use with a recent 400 mile round trip. Outstanding condition throughout **£42,950**

24 MONTH PARTS AND LABOUR WARRANTY

20,000 mile service and 100 point checkover before collection, 1 year's MoT and 6 months road tax. Worldwide export facility. Licensed credit brokers

BROADWAY, 86/91 UXBRIDGE ROAD, LONDON W7 3ST

0208 567 6557 FAX: 020 8579 5386 PHONE EVENING 01932 224872

www.hanwells.com

sales@hanwells.com

J • O • O • P S • T • O • L • Z • E

Classic cars

- Collector, specialist in real classic cars.
- we import cars ourselves



Alfa Sprints and Spiders

We have Sprints, Spiders, Duetto, Bertones, Montrealand 2000 Touring Spider in stock



Jaguar E types

Top classic cars, have 1st, 2nd, 3rd series. Also Jag MK2, MK5, MK7, MK9 and S types



1965 Mustang Fastback

Very nice Fastbacks, Coupes and Convertibles. Also T Birds, Mercury and Ford and Chevy pick ups



Porsches from 1958 to 1988

We have 911, 912, 914, 924, 928, 964 and 993. **Wanted to buy Porsches in any condition**



Porsche 914 2.0 ltr.

Very nice 914's in all colours, also 914/6 and Porsche 356 BT5, BT6, 911, 912, 928 and 964

- 450 cars in the collection from a "project to perfect"
- Stock changes constantly



Several Austin Healey's

We have 100/4, 100/6, MK1, MK2 and MK3. big choice in British REAL Classic Cars!



Several Triumph TR's

We have TR2 - 3 - 3A - 3B - 4 - 4A and 6. "from a project to perfect"



1953 Sunbeam Alpine Roadster

Beautiful Classic Sunbeams, we also have Alvis, AC, Bristol, BSA, Daimler, Morgan, Riley and Wolseley



1969 AMX 390 Coupé

VERY nice American muscle car, we have also Dodge, Chrysler, Packard, Studebaker and Pontiac



Maserati Merak

Some very rare interesting cars in stock. **Wanted to buy real CLASSIC cars !!**

High price paid for Classic Cars

Tel: (+31)174-520884 Mob: 655-102015

www.stolzeclassiccars.nl



Jaguar XK 150 S Roadster

Several XK's to choose from Big collection of beautiful Jaguars



Mercedes 350SL Roadster

Also 230, 280, 350, 450, 500 and 560 SL's Big choice in Mercedes Classic Cars!



Chevrolet Corvette cabrio's

Beautiful Corvettes from '62 - '76 **Wanted to buy Classic Cars in any condition.**



Lancia Fulvia Rally HF 1600

We have Flaminia, Flavia and Fulvia Zagato's. Also Appia cabrio, Fulvia HF and Flaminia Pininfarina's



Collection Datsun 240Z

Collection of these superb handling cars! Several nice colours, all perfectly drivable!

THE CHELSEA WORKSHOP

ESTD 1977



WE DO ANYTHING AND EVERYTHING WITH ROLLS-ROYCE AND BENTLEY MOTOR CARS, ALL AT COMPETITIVE PRICES.

CARS FOR SALE



1962 Silver Cloud II drophead coupe
40,900 original miles. **£450,000**



1986 Bentley convertible
29,000 miles. **£95,000**



2007 Bentley Azure
6,000 miles.



1968 Rolls-Royce Silver Shadow I
68,000 miles. Sage green. **£32,000**



1973 Silver Shadow I
29,500 miles. **£35,000**



1965 Rolls-Royce Silver Cloud 2 door coupe
79,000 miles. **£145,000**

SALES • SERVICE • RESTORATION

Nell Gwynn House, Draycott Avenue, Chelsea SW3 3AU

info@chelseaworkshop.com

www.chelseaworkshop.co.uk

T. +44 (0)207 584 8363/4

F. +44 (0)20 7581 3033



The Classic Hideaway

Professional storage that gives you peace of mind

Purpose built, climate controlled environment in a discreet location. Featuring monitored CCTV and NACOSS approved alarm systems.

- Long and short-term storage
- Health check and pre-wash
- Fully comprehensive Insurance
- Carcoon options
- Collection and delivery available.



Consultations will be held at:
The Owl Barn, North Laithes Farm, Red hill road,
Eakring, NG22 0AN

Tel: 01623 411476 Mobile: 07899 075286
Email: info@classichideaway.co.uk
Website www.classichideaway.co.uk

The Classicwise Collection



1989 LANCIA DELTA HF INDERGRALE 16V TURBO. A genuine HF vehicle originally supplied in Germany before being imported in 2000. 164,000 KM documented from new. Lots of history and MOT's. A nice tidy example ready to go.....**£24,995**



1985/B LOTUS ECLAT/EXCEL 2.2 5 SPEED MANUAL. A True, iconic, classic British sports car! Engine pulls with no issues, good Brakes and Suspension, Glossy Paintwork and good interior, Great history file, MOT**£7,995**



1966/D VOLKSWAGEN T2 SPLIT SCREEN "CANTERBURY PITT" CAMPERVAN, original colour scheme of White over Blue and period interior, 106,000 miles, good gearbox, steering and brakes, Excellent "Splitty" perfect for nostalgic trips to Cornwall and elsewhere **£39,995**



1990/G DAIMLER DOUBLE-SIX SALOON. Solent Blue with Saville Grey hide interior, 57000 miles, Superior leather, electronically height adjustable front seats, Burr walnut veneers, Lambs wool footwell rugs and the 'individual' rear seat configuration, Original and correct 'Kent' alloys. Truly stunning **£12,995**



1968 TRIUMPH TR5 PI. This very pretty, rare TR5 has been maintained regardless of cost, out on the road the engine is crisp and very enthusiastic, the o/d gearbox functions with no issues, likewise the brakes and suspension. The appearance externally is very good, it would not disgrace itself at a car show!.....**£56,000**



THIS CAR IS ELIGIBLE TO COMPETE AT LE MANS CLASSIC AND SILVERSTONE CLASSIC AND POSSIBLY GOODWOOD MEMBERS MEETING/REVIVAL
1959 TRIUMPH TR3S EVOCATION. oBuilt by Protek Engineering Oxon, here we have an accurate reconstruction of 'XHP 939' - the 1959 experimental Works Le Mans entrant. Fitted with a race tuned TR3 engine breathing through twin choke DU6 SU carburettors. The car has competed successfully at Le Mans Classic, Silverstone Classic, HSCC Gold Cup etc. Impressive specification **£100,000**



1970 TRIUMPH TR6 "SURVIVOR CAR". A truly remarkable car. August 1970 built TR6 in Saffron. Thought to be one of the most original, unrestored cars in the country. First owned in the September of 1970, we carried out a sympathetic restoration with the car back on the road early 1993. See our Website for complete history The car will come with 12 months MOT. A full pre sale inspection/service by ourselves. Large receipts file for the vehicle **£34,000**



1954 TRIUMPH TR2 LONG DOOR. 1954 long door Triumph TR2 in racing green with red interior. Nice history file comes with the car. The underside is superb, the chassis is original and has benefited from copious amounts of cavity wax over the years, along with the floor pans/sills etc. The external paintwork is over 20 years old so don't expect a show winning, blemish free finish. However, the minor blemish here and there does not detract from this very pretty car **£29,995**

The Old Owl Barn, North Laithes Farm
Red hill Road, Eakring,
NG22 0AN

Telephone: 01623 411476 Mobile: 07899 075286
www.classicwise.co.uk
Email: sales@classicwise.co.uk

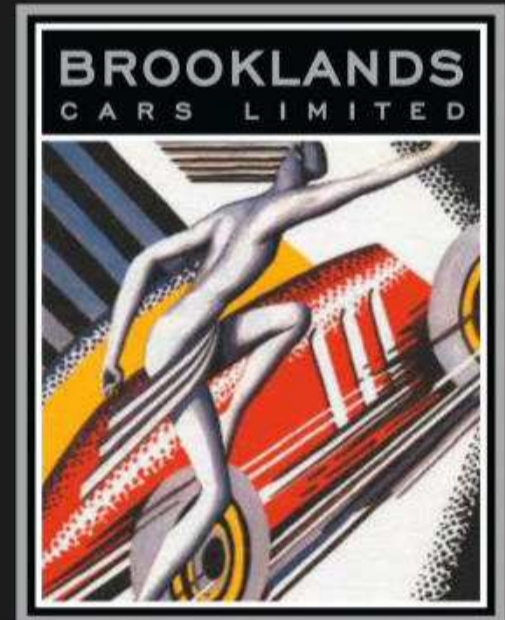
1987 AC Cobra MKIV

A recent addition to our stocklist, this motorcar is currently going through pre sale inspection and will available shortly. **POA**



1986 AC Cobra MKIV 'Short Nose' LHD

The MKIV Cobra was manufactured by AC/Autokraft at Brooklands Motor Circuit, to lightweight specifications. **POA**



1969 Morris Minor Traveller

This outstanding example has had very gentle use since restoration. A 1275.cc, engine and a Five speed gearbox. **POA**



1953 AC Buckland Sports Tourer

The first AC to race at Goodwood Motor Circuit, comprehensive history file. Raced at Goodwood Revival 2015. **POA**



Located at Brooklands Motor Circuit, we have a dedicated team to help you with all your Historic and Classic motoring needs, whether a simple service, a full restoration, valuations or selling on consignment.

Here are just a few of the motorcars we currently have for sale. Visit our website for further details.

Please contact our sales team for further details, viewing by prior appointment.

International Brokers of Historic & Classic Motorcars
Brooklands Motor Circuit, Surrey, England.
T +44 (0)1932 828545
M +44 (0)7860 912217
www.brooklandscarsltd.com



1930 AC Magna Six Boat Tailed Sports

Built by AC Cars in Thames Ditton, this AC Magna is fitted with the Weller Six Cylinder AC engine and sports triple Su Carbs. **POA**



2012 AC Cobra 289 MKII Classic Aluminium Continuation

Built as a homage to the 50th Anniversary of the Cobra from 1962-2012. **POA**





tennyson james

CLASSIC CAR WORKSHOP

Full Restoration, Service & Sales To Order Jaguar And British Classics a Speciality

Full or part restorations
Bodywork restorations
Servicing & Upgrades
Engine and Mechanical
Trim & Interiors
Car Sourcing & Sales
Ring for your requirements
Sensible Pricing
Monthly Budgets Catered for



CARS FOR SALE

E TYPE V12 SPECIAL, upgraded to 6.3 litres and 500+ bhp. Available as FHC or Roadster.....

.....**Demo available from January 2019**

1991 XJS CONVERTIBLE, low miles.....**£24,995**

1961 Jaguar MKII 3.4, to your spec,.....**£42,000**

1960 Jaguar MKII 2.4, manual with overdrive.....**£34,000**

Visit our website for full list of cars available

Unit B, Crigglestone Industrial Estate,
High Street, Wakefield, WF43HT

Call: 01924 256426

www.tennysonjames.co.uk

enquiries@tennysonjames.co.uk

@Tennysonjamesltd

JUSTIN BANKS



1974 De Tomaso Pantera LHD
£64,995



1997 Ferrari 550 Maranello RHD
£59,995



1965 Austin-Healey 3000 Mk.III LHD
£52,995



1967 VW Split Screen Camper RHD
£49,995



1971 Rolls-Royce Corniche FHC RHD
£29,995



2000 Aston Martin DB7 V12 Vantage
RHD, £19,995



1959 Austin Seven Mini RHD
£19,995



1972 Triumph TR6 RHD
£14,995



1969 Austin Mini Cooper 998cc Mk.II
RHD, £14,995



1980 Mercedes-Benz 450 SEL RHD
£9,995



1975 Morris Mini Cooper 1300 LHD
£9,995



1965 Renault 10 RHD
£5,995

We actively purchase cars, bikes, boats and watches - Viewing by appointment only.

Tunbridge Wells, Kent - 01892 536 813 - 07794 576 886 - justin@justinbanks.com

www.justinbanks.com



Total Headturners



Over 40 Replicas / Classic Cars in stock
www.totalheadturners.com



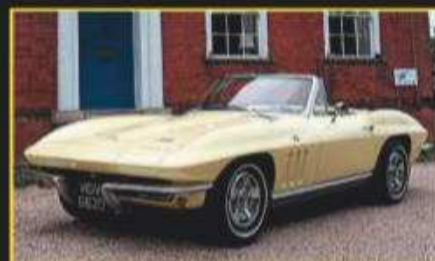
1972 289 COBRA BY HAWK. This beautiful classic 289 Cobra by Hawk is correctly registered 1972 as a Hawk 289. The car has only covered 2154 miles since build 15" Painted knock on wire wheels **£39,995**



2002 AC CRENDON Cobra CR026. Classic black leather interior with Flat bottom dash, Powered by FORD 351 Windsor 5.8 V8. This superb Cobras looks amazingly simple and classic. **£47,500**



1993 SEBRING MX 3.9l V8. Once owned by a famous author. This is by far one of the best Sebring's we have ever seen **£29,995**



1966 C2 CORVETTE STINGRAY. 327 cid 300bhp Convertible with matching numbers and a genuine 47,800 miles with provenance. Four speed manual. just original and correct. **£59,995**



2016 KIRKHAM 427 SC. Powered by a 427 supplied and built by RPM (Robert Pond Motorsports) stroked to 482ci and producing an amazing 586bhp and 580lbft (Full spec available on request) **£160,000**



2005 AC AK SPORTSCARS Cobra. Cobra by AK Sportscars. Powered by a H/O Chevy 350ci (5700cc) V8, The history includes photographic build. A stunning Cobra ta only. **£37,995**



1975 TEAL BUGATTI TYPE 35 TOURER Teal Tourer Special (Aluminium) Very rare Tourer special with swept wings and doors! Believed the only one in existencel Superb to drive and great fun. **£39,995**



1967 JAGUAR E-TYPE S1 FHC 4.2. This stunning Jaguar is finished in Black coachwork and has come from a single ownership of 37 years. Matching numbers and un restored beautiful condition. **£77,500**



2013 AC PILGRIM COBRA. Cobra by Pilgrim Motorsports one owner has only covered 115 miles since new! Powered by a fully re-built 3946cc V8 engine. A superb bargain Cobra at only **£29,995**



2013 FORD GT 40 TORNADO Ford GT40 MK1 replica by Tornado Sports Cars. Powered by Ford Windsor 302ci 5000cc tuned V8 by BAE. In superb as new condition and must be seen to be appreciated **£79,995**



1972 PORSCHE 356 SPEEDSTER REPLICA CHESIL 356 Speedster by Chesil Powered by a 1600cc Air cooled engine, A great fun car at only **£29,995**



1998 COBRA BY DAX " WIDOW MAKER". This stupendous powered Cobra has a BIG Block 8500cc Tuned V8, Vinny franks aluminium heads. More power than you could imagine. **£44,495**

Telephone: 07711 630348 or 01992 573564 Email: mark@totalheadturners.com



Nuts, bolts and two smoking barrels

Whether your car needs restoration or an annual service, we have the skills and experience to hand. Although we are Ferrari specialists we provide servicing and restoration for Maserati, Aston Martin, Jaguar, Bentley, Rolls Royce and de Tomaso, from our Surrey base near Guildford.



Classic and modern servicing, restoration and race preparation

01306 627770

www.smdg.co.uk

Ridge Farm, Rowhook, Horsham RH12 3QB

smdg@btconnect.com

THE PRIVATE COLLECTION

2010 RANGE ROVER AUTOBIOGRAPHY 3.6 TDV8 – 68,000 MILES



£19,950

Santorini Black with beige leather, only 68,000 miles with full main dealer / specialist service history and last serviced in November 2018 with MOT until August 2019. In excellent condition throughout having been in the care of only two gentleman from new, neither of which used it for towing or transporting young families or muddy dogs around. New reconditioned gearbox in April 2018 (£2500), fully refurbished 10 spoke alloys with recent Pirelli tyres all round. Endless Autobiography extras to include adaptive cruise control, TV/DVD, Harmon Kardon sound system, heated and cooled electric memory seats etc. Classic styling and the most luxurious interior, the Range Rover remains the pinnacle of the 4x4 market. Tremendous value.

2007 JAGUAR XJR 4.2 V8 SUPERCHARGED (X350 MODEL) – 64,000 MILES



£13,950

Classy Indigo Blue with Barley leather interior combination, very rare light ash wood veneer, 64,000 miles with a full service history and most recently serviced and MOT'd in August 2018, this is a low mileage UK XJR (not a Japanese import) in pristine condition throughout with the last owner a Jaguar enthusiast. Unmarked 19" Polaris alloys with Dunlop Sport tyres, Lambs wool over rugs, and XJR standard features like Xenon lights, Bluetooth phone, 6 CD changer, electric rear sun blind, R Performance fully electric memory heated seats, and Alpine sound system. 400bhp of effortless performance and 0-60mph in 5 seconds. Modern Classic magazine's view is that the XJR X350 is 'one of the finest super saloons you can buy'. Priced to reflect the overall exemplary condition that this car is presented in.

1956 MG A 1500 ROADSTER UK CAR



£25,590 ono

Original UK car registered on SYK 815 in October 1956, 3 owners from new (first 34 years, second 25 years, third for 3 years), fully restored in 1994. Signal Red with Black leather, 7000 miles since restoration, superbly original and well maintained MG A. Recent 4 x Michelin tyres, radiator, water pump, starter kit, all brake shoes, all wheel cylinders, all wheel bearings, etc. Ring binder of invoices including Heritage Certificate, a note from the second owner who completed the restoration, all MOT's since restoration, boot full of new spare parts.

1999 MERCEDES SL500 AUTO R129 SERIES – 40,000 MILES ONLY



£24,950

Metallic Tourmaline Green/Blue, cream leather interior all in pristine condition with full Mercedes service history. MOT May 2019. Equipped with hard top plus stand, electric soft top in superb condition, xenon, heated electric memory seats, sat nav, cruise, climate, 6 disc CD changer. Not the cheapest SL500 on the market we know, but if you want a very low mileage R129 in immaculate condition whose value will appreciate and can be enjoyed there is no better.

Please visit www.theprivatecollection.co.uk for additional pictures of our featured cars, and more of our cars for sale

For any enquiries please call Nick on 01869 22 66 33 or email nick@theprivatecollection.co.uk

Viewings by appointment at our showroom near Bicester, Oxfordshire

Established over 20 years

Exclusive Classic Cars Ltd of Burton on Trent, Staffordshire



Jaguar e type 4.2 series 2 roadster 1969 - full restoration completed november 2017 - finished in old english white with black hide interior - stunning **£124,950**



Jaguar xk8 4.0 convertible 2000 covered 86k miles from new with history - finished in black anthracite pearl metallic / black power hood & contrasting oatmeal hide interior - stunning car with breathtaking performance **£12,995**



Jaguar xjs he auto v12 1987 - covered 73k miles from new - finished in metallic bordeaux red with doeskin hide interior - stunning **£11,995 choice of 2**



Jaguar xj8 4.2 auto 2003 - metallic silver arriving soon - covered 31k klm / 19k miles from new - 1 overseas owner from new - finished in metallic silver with cream hide interior - stunning **£11,995**



Jaguar s type 3.0 ltr v6 auto 2005 - covered 23k klm / 14k miles from new with fsh & 1 previous overseas owner from new - finished in jaguar metallic topaz with ivory hide interior - stunning car **£9,995**



Austin healey 100/6 1957 - restored to the highest standards - finished in ivory white with black hide interior piped in white - stunning car - **£59,995**



BMW 850 ci v12 auto 1993 - rare car - finished in calypso red with m tech sports body kit / factory fitted dark grey schnitzer interior - covered 82k miles from new with extensive history - awesome performance - **£29,995**



Chevrolet camaro 3800cc - 1997 - covered 19k klm / 11k miles from new with 1 overseas owner from new (japan) finished in white with black interior - stunning car **£8,995**



Mercedes cl500 2004 - finished in metallic silver with black leather interior covered 59k klm / 36k miles from new with fsh - 1 overseas owner from new - stunning **£9,995**



Mercedes viano 3.2 ltr petrol automatic 2006 - covered 48k klm / 30k miles from new with service history & 1 previous overseas owner from new in excellent condition throughout - finished in metallic silver with grey interior **£8,495**



Daimler double six 5300cc auto - 1993 - covered 50k klm / 31k miles from new with 1 overseas owner from new - finished in metallic grey with contrasting grey hide interior - stunning car **£13,995 choice of 3**



Daimler double six 1992 - covered 17k klm / 10k miles from new with fsh from new with 1 previous overseas owner - finished in british racing green with cream hide interior - beautiful car - **£17,995**



Daimler double six 5.3 v12 series 3 - 1990 finished in metallic westminster blue with savile grey hide interior - low mileage 38k klm / 23k miles from new with 1 overseas owner from new fsh - stunning **£16,995**



MGB le roadster 1980 - registered 1984 - covered 44k miles from new warranted - finished in metallic bronze with black interior - only 420 of the mgb le roadsters ever built **£11,995 choice of 2**



MGB LE ROADSTER 1981 - number 59 of 420 LE Roadsters ever produced - finished in metallic bronze with black interior - covered 84k miles from new. **£10,995**



Range rover p38 4.6 hse 1996 covered 74k klm / 46k miles from new with 1 overseas owner from new - finished in altai silver with tan hide interior **£8,995**



Range rover p38 4 ltr s v8 1999 - covered only 54k klm / 33k miles from new with fsh - 1 owner from new - finished in metallic eposon green with tan cloth interior - **£7,995**



Range rover p38 4.6 hse 1999 - covered 67k klm / 41k miles from new with 1 overseas owner - finished in white gold with dark granite leather interior **£9,995**



Range rover p38 4.6 hse 2001 - covered 81k klm / 50k miles from new with fsh with 1 overseas owner from new - finished in blenheim silver with ash grey leather interior - **£9,995**



Cadillac escalade ext - 6 ltr v8 auto - 2006 - finished in metallic pearl white with light grey hide interior - 5 seater covered 64,000 miles & 1 previous overseas owner from new - every conceivable extra **£19,995**

CHOICE OF 6, 1 OWNER, LOW MILEAGE RANGE ROVERS

Specialists in the Sales & Purchase of Classic, Sports & Prestigious Cars
Part exchange up/down or swap considered. See our Website for further details and more cars at
www.exclusiveclassiccarsltd.com Tel:- 01283 548811 or Mobile 07779 335727

Viewing by
appointment only
6 days 9-9pm



WEST END

CLASSICS
ENTHUSIASTS FAMILY BUSINESS



Tel: (01487) 842085 Fax: (01487) 843142 www.westendclassics.co.uk E-MAIL keith@wec.uk.com



TRIUMPH ROADSTER 1800 1947 WITH DICKY SEATS. Finished in a very attractive gunmetal grey with light blue leather upholstery. Car received a good level of restoration few years ago and is in very fine order. Previously supplied by us to the last owner and is ready for immediate use.....**£P.O.A.**



MINI 1000 1991. One owner for most of its life with just 30000 miles and full supporting history. Totally standard apart from the period minilite wheels and wood rim steering wheel, just been fully serviced and ready for immediate use, lovely little car known as Hughie.....**£5995**



HILLMAN MINX 1600 SER 3C 1962. One owner from 1963 with just 29,000 recorded miles. This is a real time warp car in that lovely pastel green with cream upholstery. Superb original car never been restored real gem and first time to the market. Photos ect on our website shortly.....**£P.O.A**



TRIUMPH TR6 1972. Absolutely stunning UK CP Car 150 bhp fully restored show example. Been part of a private collection for the last four years, black leather upholstery with the most beautiful walnut dashboard to complete the picture.....**£P.O.A**



TRIUMPH HERALD ESTATE 13/60 ESTATE CAR. Owned and loved by the same family from new until 2016 Finished in conifer green light tan upholstery. 63000 miles with full history, almost £10,000 spent in the last twelve months and is offered in first class condition. A very usefull and versitile vehicle that requires no work and is ready for immediate use.....**£P.O.A.**



MORRIS 1000 1958 FACTORY CONVERTIBLE. Finished in old English white with contrasting red upholstery coachwork, professionally restored 2000. last owner 31 years. A truly splendid example, ready to go.....**RESERVED**

ARE YOU THINKING OF SELLING YOUR CLASSIC CAR.
UK and overseas delivery on all cars for sale if required



TEL: 01487 842168

Email: sales@trgb.co.uk



TR6 1970 - £17,995

(REGISTERED 1971)
ORIGINAL 150 BHP RHD CAR WITH OVERDRIVE. LAST CLUB OWNER 20 YEARS. NICE ORIGINAL CAR WITH EXTENSIVE AND DETAILED HISTORY FILE. VERY WELL MAINTAINED AND A DELIGHT TO DRIVE. ALL OLD MOT'S. HERITAGE CERTIFICATE. EXCELLENT BODY AND CHASSIS AND READY TO USE AND ENJOY!



TR5 1968 - £44,995

GENUINE UK TR5 WITH OVERDRIVE AND SURREY TOP. FULL AND EXTENSIVE BODY OFF RESTORATION FINISHED IN 2004. VERY CAREFUL AND LIMITED USE SINCE. FEATURED IN HEARTBEAT IN 2006. MASSIVE AND DETAILED HISTORY FILE (AND I MEAN MASSIVE!) YOU COULD NOT ASK FOR MORE HISTORY, INCLUDING FULL PHOTOGRAPHIC RECORD OF THE RESTORATION. READY TO BE DRIVEN AND ENJOYED, DRIVES EXCEPTIONALLY WELL. INSPECTION WELCOME.



TR6 1970 - £15,995

WHITE WITH BLACK INTERIOR. RHD, RUNNING ON CARBS. EXCEPTIONAL BODY AND CHASSIS (EX USA CAR) VERY NICE INTERIOR WITH BURR WALNUT DASH, AND DRIVES BEAUTIFULLY WITH GOOD OIL PRESSURE. VERY GOOD HISTORY FILE WITH LOTS OF OLD MOT'S. A REALLY RELIABLE "READY TO USE" TR6, OUTSTANDING VALUE.



TR4A 1968 - £17,995

RED WITH BLACK INTERIOR. GENUINE UK CAR WITH OVERDRIVE. ONE OWNER SINCE 1975. ONE OF THE LAST TR4A'S BUILT. EXTENSIVE HISTORY FILE. SHOWING JUST 27,000 MILES WHICH I AM CONVINCED IS GENUINE. I HAVE NEVER SEEN SUCH A RUST FREE UK TR4A IN 30 YEARS. WHEN I FIRST LOOKED AT THIS CAR I WAS CONVINCED IT WAS A CALIFORNIAN CAR. IT ISN'T!! RUNS AND DRIVES VERY WELL. SOME WORK REQUIRED (PAINTWORK FADED) GOOD LOAD OF SPARES WITH THE CAR, INCLUDING THE FRONT BUMPER! (RELUCTANT) COMMISSION SALE. ANY INSPECTION WELCOME BUT STRICTLY SOLD AS SEEN.



TR6 1972 - £23,500

EXCEPTIONAL BODY AND CHASSIS WITH FULL BODY OFF CHASSIS RESTORATION. GALVANISED AND STRENGTHENED CHASSIS, 3 POT CALIPERS, FULLY REBUILT, BALANCED AND UPGRATED ENGINE (CIRCA GENUINE 150 BHP PLUS) UPGRATED SPRINGS AND SHOCKS. OVERDRIVE ON 2ND/3RD/4TH. LARGE BORE EXHAUST, ELECTRONIC IGNITION, UPGRATED STARTER, WOOL CARPETS, LEATHER SEATS, WALNUT DASH AND MORE! FINISHED IN INCA YELLOW. MASSIVE HISTORY FILE. DRIVES OUTSTANDINGLY WELL. (COMMISSION SALE).

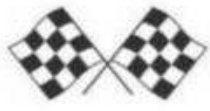


URGENTLY REQUIRED!

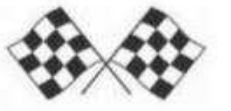
TR2/3/4/4A/250/5/6.
WE URGENTLY REQUIRE MORE TR CAR STOCK. IF YOU ARE CONSIDERING SELLING YOUR CAR PLEASE CALL GARY ON 07801 631632 FOR AN INFORMAL CHAT. WE BUY ANYTHING TR FROM RESTORATION PROJECTS RIGHT THROUGH TO MINT EXAMPLES. WE ALSO OFFER A BROKERAGE SERVICE. COLLECTION ARRANGED FROM ANY LOCATION AND THE CAR IS FULLY INSURED FROM THE MOMENT WE COLLECT. WE CAN M.O.T AND VALET YOUR CAR PLUS GIVE FREE ADVICE SO THAT YOU GET THE BEST POSSIBLE PRICE.



Visit: WWW.TRGB.CO.UK or our latest ON LINE SHOP



THE CHEQUERED FLAG



Mercedes 500SL, 93, RHD, 28000 miles, garaged, £16,990



Mercedes CL500, 05, RHD, choice of 2 from a mere £4,990



Rolls Royce Silver Spirit, 89, LHD, Royal Blue/ Tan, VVGC, £17,995



Audi RS2, 95, UK RHD, fabulous original, 1 of 180, £26,990



Daimler Double Six V12, 90, RHD, 25000 miles, £9,990



Porsche 944, 86, UK RHD, manual PAS, 53000 miles, £11,995



Mercedes E320 Estate Final Edition, 95, RHD, VGC, £9,990



Jaguar XK8 Convertible, 97, RHD, flat BRG, doeskin, £9,990



Jaguar XJS 4.0, 94, RHD, 68000 miles, zero rust, £9,990

Stocklist

Bentley Continental GTC convertible, 06, RHD, Sapphire blue/ saffron leather, 29000 mls, FBSH..... £42,000
 Bentley Continental R Coupe, 93, LHD, Mason's Black/ St James's red hide, low mileage, undervalued...£POA
 BMW 333i, 86, RHD, low mileage original South African E30 legend, leather, dogleg, LSD, AC, rare£POA
 Cadillac STS-V saloon, 06, LHD, 480 BHP rarity, triple black, brutally quick, 38000 mls, unique in UK.. £19,995
 Ferrari 456 GT manual, 96, LHD, Tour de France Blue/ tan leather, low kms, European delivery £49,995
 Jaguar XJS 4.0 Coupe, 94, RHD, automatic, facelift, Solent Blue, 61000, zero rust, just inspected £9,995
 Mercedes E55 Saloon & Estate Supercharged, good selection, LHD and RHD, what terrific machines£call
 TVR Cerbera, 96, RHD, Black, 37000 miles only, 2 owners, part exchange to clear, monster machine..... offers

* Global shipping and transportation * Finance * Insurance * Part Exchange *

www.TheChequeredFlag.co.uk, 0208 992 7778, Mobile 07831 102030, hello@thechequeredflag.co.uk

We are moving to Virginia Water in Surrey this month so viewing by appointment please!



AVANTGARDE CLASSICS

www.avantgardeclassics.co.uk

JONATHAN AUCOTT

Mobile: 07968 694448

Office: 01827 288177

Email: sales@avantgardeclassics.co.uk

POA



Porsche 911 Turbo S
1998, 22,600 miles,
ocean blue, rare UK car.

POA



Porsche 911 Turbo
1995, 65,100 miles,
arena red, black leather.

£47,500



Mercedes SL500 Silver Arrow
2001, 17,600 miles,
1 of 100 UK RHD.

£43,950



Alfa Romeo 2000 GTV
1975, 39,600 miles, very original example,
original handbooks & service book.

£34,950



Mercedes 300SL
1987, 57,600 miles,
champagne metallic, cream leather.

POA



Porsche 911 Turbo 3.3
1989, 30,700 miles, midnight blue,
cashmere leather, G50 5-speed.

POA



**Lamborghini Countach
25th Anniversary**
1989, 17,200 miles, nero, crema.

£84,950



Ferrari 328 GTS
1987, 25,200 miles, rosso,
crema, non-ABS.

VIEWINGS: TAMWORTH STAFFORDSHIRE • WANTED: SIMILAR HIGH QUALITY CLASSIC CARS

GORDON-SMITH

Modern Automobile Classics

Modern and future classics prepared for sale by an enthusiast

Visit www.gordonsmithmac.co.uk or call 01449 612314



CANTERBURY CONVERTIBLES

01227 720306
07860 232 232

www.morrisminorconvertible.co.uk

PROBABLY THE BEST AND LARGEST SUPPLIER OF MORRIS MINOR CONVERTIBLES IN THE WORLD



★ Established for 30 years
★ Good value examples from £3,500 - £12,500

★ Full after sales service facilities
★ 20 minutes from Dover

CONVERTIBLES REQUIRED

Pristine Classics



Jaguar XJC V12 with genuine 24,000 miles £32,000



1969 Mercedes Benz 280 SL Automatic with the rare options of Ivory Steering Wheel and rear "Kinder seat". £72,000



1968 Jaguar E Type Convertible RHD, last owner for 30 years, comes with factory hardtop, tailor made luggage set, car cover and cocoon. £147,500



1964 Bentley S3 Very nice car with some upgrades £28,750

For more information please contact us here at [pristine classics](http://pristineclassics.com)

www.pristine-classics.com

Tel: 00353 (0)66 976 8863 Email: sales@pristine-classics.com
Keelnabrack, Glenbeigh, Killarney, V93 WPW9, Co. Kerry, Ireland

250 CLASSIC CARS IN STOCK IN OUR SHOWROOM

ERclassics.com - Holland



€139,950

Jaguar E-Type S2 cabriolet 1969 Body-off restored



€139,950

Jaguar XK120 Le Mans Roadster 1951 Restored



€89,950

Porsche 356C Coupe 1964 All around disc brakes



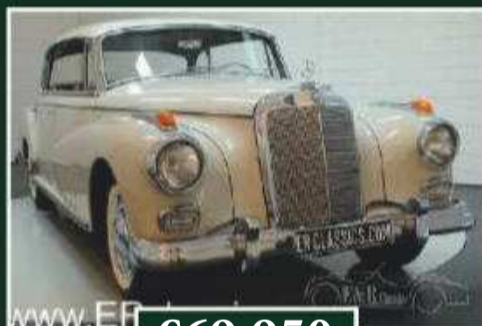
€89,950

Skoda Popular II 420 Roadster 1937 1 of 50



€79,950

Porsche 930 Turbo (911) 1987 Fuchs wheels



€69,950

Mercedes Benz 300 1961 Adenauer 1 of 3077



€54,950

MG A MKII Cabriolet 1961 All around disc brakes



€39,950

BMW Isetta 300 1959 Restored

ERclassics.com

Kleiweg 1 • 5145 NA Waalwijk • The Netherlands
Tel: +31 416 751393 • Mail: info@erclassics.com

Misprints and printing errors reserved

OPENING TIMES:

Monday till Saturday 09:00 - 17.00

EXTRA OPEN:

Every first and last Sunday of the month 12:00 - 16:00

ClassicCarsForSale

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE FOR BUYING AND SELLING CLASSIC CARS IN PRINT | MOBILE | ONLINE

➤ Classic Cars for Sale reaches 1.4 million classic car buyers & sellers every week in print, online and via mobile. To see more cars for sale or to sell yours go to

ClassicCarsForSale.co.uk



ASTON MARTIN VIRAGE 1991, Fine example of this classic in metallic green with beige leather interior. Manual gearbox, 3,200KMS and owned since 1992. 2 previous owners since original. £65,000 OVNO TEL: 01993880005 OXFORDSHIRE



**LANCASTER
INSURANCE**

01480 484 837



AUSTIN MINI COOPER 1962, Tartan red black roof, rebuilt in 2004, front and rear sub frames, classic seats and electronic ignition. Low ride adjusters. New MoT £17,500 TEL: 01142 366350 S.YORKS

**Classic
Alfa**
www.classicalfa.com

GT/GTV(1964-77)
Spider(1955-93)
Super(1962-77)
750/101(1955-64)
Montreal

Mail order parts worldwide
Tel. 0208 688 4443



AUDI QUATTRO TURBO 1982, LHD manual coupe, ex France, good state and completely original. 200hp. www.oldtimerfarm.be £43,950 TEL: 0032 472 401338 BELGIUM (T)



AUSTIN HEALEY BJ8 1966, Total nut and bolt restoration, the interior is absolutely stunning, the hood fit and condition is as near perfect, owned the car for 2 years. £79,950 ONO TEL: 07899926140 DEVON



ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley

Tel: 01737 844999

www.rsande.co.uk

Station Road, Betchworth, Surrey RH3 7BZ



ALFA ROMEO SPIDER 1997, RHD manual, stunningly finished in Avorio Alfa Cream with full tan leather trim complemented by a black double duck hood which is as good as new. www.panoramabay.co.uk £14,995 TEL: 01202 709407 DORSET (T)



AUDI TT 2001, 2 door manual, petrol. MoT April 2019, Recently refurbished alloy wheels and comes complete with Audi handbook and two remote keys. www.kinsonmotorcompany.co.uk £3399 TEL: 02380 766200 HANTS (T)



AUSTIN HEALEY BJ8 1964, Fully restored, best in show Footman James restoration show, best under bonnet Bristol Classic car show, 2017 all photos of restoration. £67,500 TEL: 07497 506845 SOMERSET



BENTLEY 4 1/4 KELLNER PILLARLESS SPORTS SALOON Rare French Coachbuilt car well finished in Dark Green with lovely Green Leather. Drives nicely, Overdrive. www.realcar.co.uk £77,500 TEL: 01248 602649 N. WALES (T)

**ASTON MARTINS
WANTED URGENTLY
TOP PRICES PAID**

Aston Martins and classic Aston Martins especially DB5 and DB6, all models, any year, any condition
Please phone anytime:

01322 669081

or 07836250222

Fax: 01322 662400

pjarvis646@aol.com



AUSTIN 12 1935, Very original condition, 1 keeping in the last 42 years, sparingly used in this time, runs smoothly, green leather is original. £8250 TEL: 01362860961 NORFOLK



AUSTIN HEALEY FROGEYE SPRITE 1958, Special alloy radiator and oil cooler, Lightweight race battery, alloy alternator, Electric fuel pump, now ready for a new owner to appreciate her. £24,950 OVNO TEL: 07901584142 NORFOLK



BENTLEY ARNAGE A lovely example of one of only 153 built. Storm Silver, Magnolia Leather Piped Blue, 74k miles & just done a 2k mile French trip. www.realcar.co.uk £24,500 TEL: 01248 602649 N. WALES (T)



ASTON MARTIN DB7 1998, Restored, priced for rapid sale, Mendip blue with parchment interior & blue piping, spent 14k in the past 2 years, new MoT, serviced in May. £23,500 TEL: 07402882580 GREATER LONDON



AUSTIN A60 CAMBRIDGE 1966, auto 4 door saloon, 38,000 miles for new. Smartly finished in snowberry white and cardinal red side strip and wheels with red leather trim. www.panoramabay.co.uk £9995 TEL: 01202 709407 DORSET (T)



AUSTIN MINI 1988, new body shell at the start of 2007. Dry stored for the best part of its life. Under cover on rainy days for the last year. £14,750 TEL: 07828262999 GREATER LONDON



BENTLEY ARNAGE 2000, automatic 4 dr saloon, power steering, full leather interior in cream. This beautiful Bentley comes with full service history and only covered 71,000 miles. www.kinsonmotorcompany.co.uk £23,999 TEL: 02380 766200 HANTS (T)



BENTLEY CONTINENTAL GT SUPERSPORTS Glacier White with main hide in Linen. 'Supersports' embroidery to the front/rear seats. Fitted with massage front seats, rear view camera, carbon ceramic brakes. www.hanwells.net £62,950 TEL: 02085 679729 LONDON (T)



BMW 3 SERIES 2002, auto petrol with 4 doors. Only 62,000 miles with good service history. Body work is in good condition. Interior is rare sport Alcantara suede. www.kinsonmotorcompany.co.uk £5650 TEL: 02380 766200 HANTS (T)



BENTLEY CONTINENTAL R COUPE 1997, finished in Ascot green with Chestnut saddle hide. Superb condition with 70000 miles. Automatic. 2 owners in the last 17 years. www.runnymedemotorcompany.com £49,950 TEL: 01753 644599 BUCKS (T)



BMW Z1 ROADSTER 1994, Only 34 of the 8000 copies were made in Traum-Schwarz with a red interior. LHD, manual and maintenance booklet. First owner since new! 168pk. www.oldtimerfarm.be £69,950 TEL: 0032 472 401338 BELGIUM (T)



BENTLEY S3 Silver grey over claret, very good condition, good history file, maintained by well known RF/Bentley specialist, bills to prove work. £8k spent this year alone. £37,500 TEL: 07720348860 LEICESTERSHIRE



CADILLAC 370 A ROADSTER 1931, been completely restored to the highest standards. Coachwork by Fleetwood, 2 seater with dickie seat. an absolutely stunning and rare car! www.oldtimermanchester.com £250,000 TEL: 01614 563836 LANCS (T)



BENTLEY TURBO 1993, Radio/cassette with 6 stack CD in boot, MoT Feb 2019, Balmoral green, cream leather interior, green lambswool rugs + beige Bentley over carpets, service history. £9500 OVNO TEL: 01656 785634 BRIDGEND



CADILLAC DE VILLE 1958, Very original with everything intact how it should be. She drives quite nice & has good paint with nice interior & Chrome. 60 years old and still looking great. £19,500 TEL: 07535271800 ESSEX



BENTLEY TURBO RL 1997, Automatic saloon in silver. Probably one of the nicest examples on the market with only 47,000 miles from new with full service history. www.ivorbleaneyclassiccars.co.uk £19,950 TEL: 01794 390895 HANTS/WILTS (T)



CHEVROLET CORVETTE 1964, The classic shape, great driver, enjoy trips out. Full MoT. Great opportunity. White vinyl soft top is in great shape. Chrome is in near show condition. £46,200 TEL: 01733313367 PETERBOROUGH



BENTLEY TURBO RT 1997, Wildberry paintwork. Parchmen leather seats piped in wild berry. Lambswool over rugs. Full services history with 17 stamps, build sheet and invoices. £27,000 TEL: 07857860623 EAST SUSSEX



CITROEN DS 1971, Full Webasto sunroof, new MoT until Aug 19 and recent full service, modern radio fitted, tax exempt, unbelievably good condition. £17,500 OTO TEL: 07591140271 KENT



Bentley Arnage T Mulliner Level II

Is in Tungsten with Beluga hide and Portland sticking. Great Fun 5 Seater 500BHP.

£35,949



1990 Rolls-Royce Corniche III Convertible. This is the best colour combination Royal Blue with Magnolia hide piped dark Blue. Dark Blue Mohair hood with dark Blue wool cloth inner lining. White wall tyres and lockable cubby box in driver door. Serviced and maintained by us since 1997. **£85,950**



Bentley Continental T 420 BHP

This Continental T, 28,000 miles and a full service history it is in excellent condition. Finished in Silver Pearl with light Grey hide and contrasting Slate piping. Full burr walnut door caps and fascia. **£94,950**



2003 Bentley Azure Mulliner

This Late Series Azure is in Storm Silver with contrasting Cotswold Hide and Nautic Blue Top Rolland Carpets. Dark Blue Hood, Twin Umbrellas fitted in Boot Compartment and Sat Nav Hi Fi System. Values only going one way now. 36000 miles. **£79,950**



1954 Bentley R Type Saloon Auto

This is a good solid car that has been well looked after. Exterior Colour: Mason Black Maroon Side Panels. Interior Colour: Red Hide A good usable classic with investment potential. **£38,950**

PLEASE VIEW OUR WEBSITE FOR A FULL LIST OF CARS FOR SALE

Royce Service and Engineering now has a vehicle storage facility available

Over the last twelve months we've found greater need for customer vehicle storage, so we are now extending this facility and can offer **long or short-term storage in fully insured, secure alarmed premises.** Vehicles can be stored in air chambers (air-circulated pods) by arrangement. For more information please call.

Tel: 01737 844999

www.rsande.co.uk Email sales@rsande.co.uk

Station Road, Betchworth, Surrey RH3 7BZ



UK SPORTS CARS
INDEPENDENT LOTUS & CATERHAM SPECIALISTS

www.uksportscars.com For everything Lotus & Caterham

<p>LOTUS ESPRIT TURBO, 1982. LOTUS RACING GREEN WITH NEW MAGNOLIA LEATHER INTERIOR. A.V. STUNNING. £29,995</p>	<p>LOTUS ELAN SPRINT DHC, 1972. FRESH GOLD-LEAF COLOURS. GALVANISED CHASSIS. £42,995</p>
<p>LOTUS ELAN SPRINT DHC, 1971. LOTUS GALVANISED CHASSIS. SUPERB EXAMPLE. £39,995</p>	<p>LOTUS ESPRIT S2 JPS LIMITED EDITION LONDON MOTOR SHOW CAR. SUPERB THROUGHOUT. £49,995</p>
<p>LOTUS ELAN+2S130/5, 1974. 1973 LONDON MOTOR SHOW CAR. £35K RESTORATION. £P.O.A.</p>	<p>AUSTIN HEALEY 100/6 BN4 2+2, 1958. WIRE WHEELS. 4 SPEED WITH OVERDRIVE. BLACK LEATHER £49,995</p>

Please visit our website at www.uksportscars.com for thirty other carefully selected Lotus, Caterham, performance and classic vehicles. should you be thinking of selling any of the above or similar please contact us for a no obligation discussion -

YOUR CAR WANTED

FULL PAINT SHOP & SERVICING FACILITIES
COMMISSION SALES UNDERTAKEN ON MOST BRITISH CLASSIC & SPORTSCARS
TEL: 01227 728190
WEBSITE: www.uksportscars.com E-MAIL: sales@uksportscars.com

ANNUAL ONLINE WAREHOUSE AUCTION AT GALLERY AALDERING

OFFERING A SELECTION OF MORE THAN 150 CLASSIC TRADE-IN CARS



After the huge success of last year's online sale we have decided to turn this into an annual event. On offer will be over 150 classic cars from our storage unit that were traded in during the past year. This is an excellent opportunity to obtain your favourite classic! The online auction will be organised by Classic Car-Auctions.

Viewing days will be held at the Warehouse, Mercuriusweg 41, 6971 GV BRUMMEN, The Netherlands

- VIEWING DAY 1**
Saturday 1st December 2018 (10:00 AM - 16:00 PM)
- VIEWING DAY 2**
Friday 7th December 2018 (10:00 AM - 20:00 PM)
- VIEWING DAY 3**
Saturday 8th December (10:00 AM - 16:00 PM)
- VIEWING DAY 4**
Tuesday 11th December 2018 (10:00 AM - 16:00 PM)

THE ONLINE AUCTION STARTS ON THURSDAY 29TH NOVEMBER 2018 17:00 PM
AUCTION ENDS: WEDNESDAY 12TH DECEMBER 2018, 20:30 PM

FOLLOW THE ONLINE AUCTION AT:
WWW.CLASSICCAR-AUCTIONS.COM

During viewing days you are of course more than welcome to visit our showroom and Gallery Grand Café at the Arnhemsestraat 47 in Brummen as well. In our four-level showroom you will find a collection of over 350 high-quality classic cars. Check our website: www.gallery-aaldering.com for opening hours.



GALLERY AALDERING
EXQUISITE CLASSIC AUTOMOBILES

Arnhemsestraat 47 | 6971 AP Brummen | The Netherlands
T. 0031 (0)575 564055 | E. info@gallery-aaldering.com

www.gallery-aaldering.com



DAIMLER DART 1962, B specification with rack and pinion steering. £47,500 Finished in light opalescent racing green with green leather interior and black hood. Stunning and drives very well. £47,500 TEL: 0116 2595291 LEICESTERSHIRE



FERRARI 250 LUSSO 1964. Ex Chris Evans, part of the "White Collection" featured in the BBC Child in Need Magnificent 7 tour to Chewton Glen. Subject to £135,000 restoration. www.talacrest.com £POA TEL: 01344 308178 BERKS (T)



DAIMLER DOUBLE 6 1987, automatic, westminster blue and the mileage 17500 miles with 2 owners. Doeskin leather interior. FSH. Immaculate condition. £12,000 TEL: 07930 846327 KENT



FERRARI 512 BBi RHD, 5 speed manual. Covered under 21,000 miles and been correctly looked after therefore is consequently in superb condition and runs very well. www.talacrest.com £POA TEL: 01344 308178 BERKS (T)

LANCASTER INSURANCE
01480 484 837



FERRARI 860 MONZA 1982, Beautiful patina one of only a handful of 860 recreations ever built, 4 speed gear box GRP body, period chrome head faring fuel filler cap, large storage boot. £49,000 TEL: 07736101553 KENT



FERRARI 166 INTER COUPE 1949. Chassis #021 is one of the oldest Ferraris in existence. The 4th of only 10 Ferraris bodied by Stabilimenti Farina. Manual transmission, RHD. www.talacrest.com £POA TEL: 01344 308178 BERKS (T)



FERRARI F355 GTS F1 1998, Rosso Corsa with Nero Hide with red stitching. Well maintained and comes with a full maintenance record. www.runnymedemotorcompany.com £59,950 TEL: 01753 644599 BUCKS (T)



FERRARI 250 1968, Stunning condition, classic red, biscuit/cream leather, custom exhaust, electric hood, all switches work, call for full details. £89,000 ONO TEL: 07984421686 SURREY



FORD 289 MUSTANG 1965, LHD manual in black with gold hertz stripes. Built to highest standard, engine entrusted to an Ex-Nascar Race engineer working for Mercedes Formula one. www.hanwells.net £75,000 TEL: 02085 679729 LONDON (T)



FERRARI 250 GT 1959, A genuine, numbers-matching example of extraordinary quality. Single ownership for nearly two decades. Well documented, with original tool kit. www.talacrest.com £POA TEL: 01344 308178 BERKS (T)



FORD CORTINA 1966, MoT and Tax exempt, completely original car, restored to the original condition. Also comes with some new and old spares. £23,000 TEL: 07963 508679 HAMPSHIRE



FORD MUSTANG 1968, V8 302 purring engine, small block, everything works as it should, rust free example, UK registered & ready to go. £15,000 OVNO TEL: 07909835512 MERSEYSIDE



HILLMAN SUPER MINX 1963, very rare model finished in Glacier white with cherry red interior. 3 owners from new and only 55,000 miles. Excellent restoration. www.peterjarvis.net £26,500 TEL: 01322 669087 KENT (T)



FORD MUSTANG 1966, Great condition. Ss exhaust, rare colour Rose beige, pony interior. Garaged & has just had a full comprehensive service. Large history folder. £22,950 TEL: 07775432416 HAMPSHIRE



FORD MUSTANG 1966, A code high power motor with 4 speed manual gearbox. All matching numbers. Original tahoe blue metallic paint. Black pony interior. Dry stored. £29,500 TEL: 07831 281606 HAMPSHIRE



FORD MUSTANG 1965, Extremely good condition having been repainted 8 years ago in original colour of Rangoon Red. 3 point inertia reel seat belts in the front and lap seat belts. £38,750 ONO TEL: 07802455217 WARWICKSHIRE



FORD RS 2000 MKII Restored and upgraded, 2.1 quickshift 5 speed, cage sparco wheel. Full harness and twin Webber 45's. Excellent over all, alot of money spent to finish this exceptional car. £23,500 TEL: 07836 272750 W SUSSEX



FORD THUNDERBIRD 1956, Mechanically in good order. 4 new tyres. Needs light restoration. Bodywork sound. 2 small dents on bonnet. Speedo and rev counter not working. £18,995 TEL: 07848451698 ANTRIM



JAGUAR MARK 2 1965, Gunmetal grey with red leather interior. Bare metal respray in 2015. Power steering. Uprated front brakes. Standing on wire wheels. No rust. Superb car for touring. £47,950 TEL: 01803313667 TORBAY

JAGUARS WANTED URGENTLY TOP PRICES PAID
Jaguars E-Types and classic Jaguars, all models, any year, any condition
Please phone anytime:
01322 669081
or **07836250222**
Fax: **01322 662400**
pjarvis646@aol.com

LANES CARS
Specialist buyers and sellers of 'E' type Jaguars
contact Martin Lane
www.lanescars.co.uk
Call 01283 541062

THE MOTOR SHED LTD

THE SPECIAL REPAIR SHOP, BICESTER HERITAGE, BICESTER. OX26 5HA



Tel: **01869 249999** Mobile: **07718 764463**
Email: **elder.vintage.services@gmail.com**



- 1903 **MALICET et BLIN** 8hp four-seat rear-entrance tonneau..... £110,000
- 1911 **DE DION BOUTON** DEI 2-seat tourer £28,500
- 1913 **OVERLAND** Model 79TE 4-seat tourer, 35hp, 3.5 litres, VCC dated..... £37,750
- 1919 **CHEVROLET** 490 tourer. Right hand drive £17,000
- 1923 **CADILLAC** V8 Town Sedan..... £30,000
- 1923 **RENAULT** KZ camionnette utilitaire £14,250
- 1924 **ALVIS** 12/50 SB open 2-seat ducks back replica £25,000
- 1925 **ALVIS** 12/50 SD open 4-seat tourer, re-bodied in 29 by factory £45,000
- 1925 **MORRIS** Oxford "Bullnose" 2-seat tourer & dickey..... £17,000
- 1926 **ARMSTRONG SIDDELEY** 14 Cotswold tourer..... £16,500
- 1926 **STAR** 12/40 Pegasus narrow body sports 2-seat & dickey £34,000
- 1927 **ALVIS** 12/50 TG Sports Saloon..... £35,000
- 1927 **AUSTIN** 7 saloon "Top Hat"..... £16,750
- 1927 **CROSSLEY** 20.9 tourer £50,000
- 1928 **HUDSON** Super Six 4-door sedan, 4.7 liter straight 6, ohv. £18,750
- 1928 **MORRIS** Oxford 13.9hp Saloon, flat rad. £12,500
- 1928 **STAR** Eclipse 4/5 seat tourer, restored beautifully, 60+ cruising £45,000
- 1928 **SUNBEAM** 16.9 divided saloon by Simpson & Slater of Nottingham £30,000
- 1929 **HUMBER** 9/28 saloon £12,750
- 1930 **CROSSLEY** 15.7 hp "delux" six-light saloon..... £20,000
- 1930 **HUMBER** 16/50 Imperial 6-light saloon..... £17,000
- 1930 **MG** M-type Midget open 2-seat sports, recent total engine rebuild £30,000
- 1930 **ROLLS ROYCE** 20/25 Sportsman's saloon by Southern Coach Work £48,000
- 1931 **ALVIS** 12/50 TJ replica Cross & Ellis narrow tourer £42,500
- 1931 **AUSTIN** 7 RN saloon..... £9,500
- 1931 **JOWETT** Kingfisher saloon..... £12,500
- 1932 **AUSTIN** 7 open 2-seater Super Accessories "Super" £12,250
- 1932 **MORRIS** Major Six 2-door fixed-head coupé..... £25,500
- 1932 **RILEY** 9 Holbrook tourer, twin carb., newly rebuilt engine £28,000
- 1933 **AUSTIN** 18/6 Carlton saloon £17,250
- 1933 **MORRIS** 10/4 open road tourer with dickey £15,500
- 1933 **SIDDELEY** Special all weather tourer £85,000
- 1933 **RILEY** Grebe replica, 2-seat, 6 cylinder competition car £76,500
- 1933 **ROLLS ROYCE** 20/25 Sedan de Ville by Windover £44,000
- 1935 **MORRIS** Oxford 20hp 4-door saloon, in need of some restoration £7,500
- 1935 **ROLLS ROYCE** 20/25 Limousine by Park Ward £37,500
- 1936 **BUICK** "McLaughlin" Sedan, straight 8 £12,500
- 1936 **RILEY** 12/4 Kestrel Sprite saloon £26,500
- 1936 **TRIUMPH** Dolomite 2-litre saloon £18,500
- 1937 **RILEY** 12/4 Adelphi saloon, a very correct original example £22,500
- 1939 **AUSTIN** Big 7 £9,750
- 1939 **BUICK** Century sedan, straight 8..... £14,000
- 1939 **SS JAGUAR** 1.5 litre, complete rolling chassis needing restoration £4,500
- 1949 **ALVIS** TA14 Saloon £16,500
- 1953 **BENTLEY** R-type standard steel saloon, manual gearbox £22,500
- 1955 **ALVIS** TC21/100 "Grey Lady" saloon..... £27,000
- 1955 **BENTLEY** R-type saloon by HJ Mulliner, auto gearbox..... £35,000
- 1955 **RENAULT** Dauphinoise van, UK registered, original, not restored £8,750
- 1959 **AUSTIN** Princess Vanden Plas 7 seat limousine, superb £9,500
- 1966 **JAGUAR** Mk II 2.4 saloon, manual, o/drive, superb..... £30,000
- 1968 **RELIANT** Scimitar Coupé, 3 litre V6, a very nice example £9,500
- 1971 **JAGUAR** E-type series 2 4.2 roadster, now right-hand drive..... £76,000
- 1971 **MORRIS** Minor Traveller, superb with servo brakes & alternator £12,500
- 1982 **CITROEN** CX series I 4-door saloon 2400 injection..... £6,500
- 2001 **MG** F 160 Trophy, 43,000 miles, hardtop, trophy yellow £6,500

COMMERCIAL

- 1930 **STAR** Flyer VB4 flat-bed lorry, 4 liter, 35 hp, 6 cylinder, restored..... £27,500

located at:



www.vintageandclassiccars.co.uk

Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day



2016 ARP4 COSWORTH 2 LITRE - £62,450 LIMITED EDITION

METALLIC PROSECCO/BLACK LEATHER, POWER STEERING, TONNEAU COVER, LED SPOTS, PAINT PROTECTION FILM, PLUS MASSES MORE.



1993 PLUS 4 - £26,250

STAINLESS WIRES, WALNUT DASH, SPORTS EXHAUST, STAINLESS RACK, FABULOUS CAR WITH ROVER 2 LITRE ENGINE. 46,000 MILES, SERVICE HISTORY, PLUS LOTS MORE.



2013 ROADSTER - £44,950

TAN LEATHER TRIM, BLUE MOHAIR HOOD, STAINLESS WIRE WHEELS, RADIO/CD, MOTO-LITA WOODRIM, MESH GRILL, ELASTICATED DOOR POCKETS, CHERISHED 'MOG' REGISTRATION INCLUDED. 16,000 MILES, SERVICE HISTORY, TWO OWNERS FROM NEW.



2009 AERO 8 - £59,950

GUNMETAL METALLIC PAINT, AUTOMATIC, WALNUT DASHBOARD, BLACK MOHAIR, AERO SUPER SPORT ALLOY WHEELS, SPORTS EXHAUST SYSTEM, DOOR POCKETS, RADIO/CD, SERVICE HISTORY WITH ONE LOVING OWNER, 56,000 MILES.

Morgan Hire
Both 3 and 4 wheeler models
£220 per day

RUTTER PARTS CATALOGUE
40 Year Anniversary Edition, 84 Page Parts Catalogue
£5 UK, £7 Europe, £9 overseas elsewhere



The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England
Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net



JAGUAR MARK 2 1963, Originally 2.4 with a 3.8 manual O/D, resprayed/body work 3 years ago, overall good condition. Mechanically sound, good oil pressure starts on the button. £19,995 TEL: 07976606350 LANCASHIRE



JAGUAR SPECIAL COUPE 1989, Strikingly beautiful imagining of a Jaguar that never was. Superb high quality construction based on XJS 3.6 mechanicals, pleasure to drive; www.realcar.co.uk £95,000 TEL: 01248 602649 N.WALES (T)



JAGUAR XK120 SE 1952, Light blue Jaguar metallic with two tone light and dark blue leather trim, complemented by a dark blue soft top and side screens. FSH. www.panoramabay.co.uk £119,995 TEL: 01202 709407 DORSET (T)



LANCHESTER 10 1951, Barker bodywork, and with recent tyres and many upgrades; electronic ignition, electric pump, S/S exhaust, etc. Running beautifully. £5495 TEL: 01842 819969 NORFOLK



LANCIA MONTE CARLO 1984, Omicron engine rebuild & re-comm 2017. 3 previous owners. Some detailed history. Full set of original keys. Very rare. Over 200 picture available. Workshop manual. £10,995 TEL: 07572532696 EAST RIDING OF YORKSHIRE



LINCOLN CONTINENTAL 1947, Unmarked metallic burgundy with black lined hood, red carpets, black leather trim piped in red and transparent steering wheel in maroon. www.oldtimermanchester.com £80,000 TEL: 01614 563836 LANCS (T)



LOTUS ELAN 1974, Owned this car since the previous owners nut-bolt restoration was completed in 2012. Engineers complete and fastidious nut and bolt rebuild. £21,750 TEL: 07740371817 FIFE



LOTUS ESPRIT 1989, Service history. All MoT's & receipts for work done as. Calypso red bodywork. Black leather int. Removable roof panel & cover. Original handbook & tools. 2 keys. £22,500 OVNO TEL: 07981870826 GREATER MANCHESTER



LOTUS ESPRIT 1993, This car is fast & very reliable and useable, not mint, V8 wheels, nearly new tyres, fresh MoT, no advisories, may p/ex. £24,995 TEL: 07463270638 LINCOLNSHIRE



LOTUS ESPRIT 1987, all original concours condition, built in Monoc red and sand half leather. Car show winner. Lots of paperwork. The best you will see. Always garaged. £60,000 TEL: 01225 481529 WILTSHIRE



LOTUS EXIGE S SPRINT 2009, 60,000 miles, 1 previous owner, full service history. MoT July 2018. Limited edition with manufacturers plaque number 1979. www.panoramabay.co.uk £34,995 TEL: 01202 709407 DORSET (T)



LANCASTER
INSURANCE

01480 484 837



MASERATI GHIBLI SPIDER 1973, LHD manual. Two rear seats consisting of nothing more than a cushion without a backrest. £395,950 TEL: 0032 472 401338 BELGIUM (T)



MERCEDES BENZ ADENAUER 1960, current MoT and stored during winter in specialist classic car facility, lovingly looked after. Drives beautifully and never misses a beat. £69,000 OVNO TEL: 07553030607 NORTH YORKSHIRE



MASERATI SPIDER 2003, 1 owner. 20,000 miles FSH. Blue with tan interior. Simply as new. All invoices and numerous extras. Cost over £70,000.00 new. You will not find better. www.arunholdings.co.uk £29,500 TEL: 07860806904 HANTS (T)



MERCEDES BENZ SL 2004, automatic convertible, petrol, 70000 miles, stunning car with full service history. Keyless entry and start. £8999 TEL: 02380 766200 HANTS (T)



MERCEDES BENZ SSL 320 1993, automatic power steering, heated seats and remote central locking. Electric seats and windows. Alloy wheels and ABS brakes. Air conditioning. www.kinsonmotorcompany.co.uk £6999 TEL: 02380 766200 HANTS (T)

MERCEDES WANTED URGENTLY TOP PRICES PAID
Mercedes sports and classic Mercedes, all models, any year, any condition
Please phone anytime:
01322 669081
or **07836250222**
Fax: **01322 662400**
pjarvis646@aol.com



Mercedes-Benz Club
Founded 1952

Join the Club for every Mercedes-Benz

0845 6032660
www.mercedes-benz-club.co.uk



MERCEDES BENZ 300SL 1989, Extremely low mileage original 1989 SL in desirable Nautic Blue with immaculate cream leather interior. £43,250 TEL: 02036681522 GREATER LONDON



MG A A superb 1958 MGA 1500 Roadster finished in glacier blue with black interior trim and supplied with a tonneau cover and removeable side screens. £29,995 TEL: 01225723709 WILTSHIRE



MG B ROADSTER Very good example, very well looked after over its 53 years, MoT Feb 2014. Wire wheels are in good condition with a good set of tyres. £10,950 OVNO TEL: 07968882001 NORTH SOMERSET



MERCEDES BENZ 600 1996, super smooth switchable automatic gearbox. Alloy wheels, PAS, climate control/air con, cruise control, double glazed glass, leather. £13,000 TEL: 01614 563836 LANCS (T)



MG B ROADSTER 1967. In beautiful condition, 30 year history. Superb engine, gearbox, overdrive, clutch, brakes. S/S exhaust, superb chrome wire wheels, Yokohama tyres. Woodrim Moto-Lita, period radio. Tonneau etc. £12,950 ONO TEL: 01932953435 OR 07710393864 SURREY



REJEN
EXCLUSIVELY JENSEN



Main photo © The Jensen FF Museum

COMPLETE TRIMMING SERVICES

1000s OF PARTS IN STOCK

BESPOKE RESTORATION

JENSEN CAR SALES

01962 779 556

info@jensenparts.co.uk
www.jensenparts.co.uk

Unit 1, Itchen Abbas Business Centre, Main Road, Itchen Abbas, Winchester, SO21 1BQ

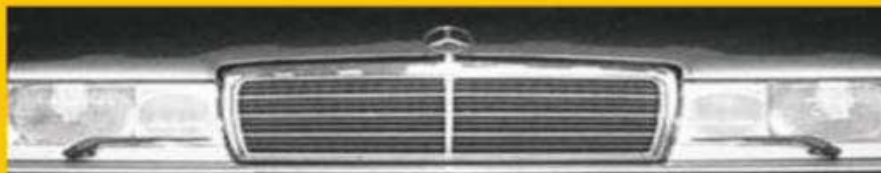


BRABO
Rolls-Royce & Bentley Specialist

Arnaudstraat 17
NL-2182 DZ Hillegom
+31 - 252 - 527 875
www.brabocars.com
info@brabocars.com



- Parts
- Service
- Showroom
- Maintenance
- Purchase Inspection
- Sale on consignment



Cheshire Classic Benz

The Finest Examples of Mercedes-Benz Cars from the 1960s to the 1990s

300SL Roadster 1988F

Astral Silver metallic, matching hardtop, blue soft top, blue sport check interior, 4 speed auto, ABS, electric windows, rear seats, original alloy wheels, FSH, 103,000m

£28,950



300SL Roadster 1986C

Signal Red, matching hardtop, dark brown soft top, Saffron sport check interior, 4 speed auto, electric windows, rear seats, original alloy wheels, FSH, 51,000m

£35,950



E320 Sportline Cabrio 1996N

Ruby Red metallic, Mushroom leather, black soft top, 4 speed auto, airbags, heated seats, wood/leather steering wheel, original Sportline 15" alloys, FSH, 89,000m

£16,950



S420L Limousine 1998S

Tourmaline Green met, Mushroom leather, mega spec inc. dual zone climate, F/R elec seats, elec sunroof, wood/lthr steering wheel, elec rear blind, orig 17" alloys, FSH, ONE OWNER, 27,000m . . .

£17,950



E320 Sportline Cabrio 1994L

Blue/Black metallic, grey leather, black soft top, 4 speed auto, cruise, airbag, electric seats, electrically adjustable steering column, leather steering wheel, original Sportline 15" alloys, FSH, 96,000m

£15,950



220SEb Coupe 1965C

Original colour scheme of Horizon Blue with Midnight Blue roof, column change auto, bare metal repaint, new beige leather interior, new walnut, new carpets, fully restored and immaculate throughout

£44,950



220SEb Coupe 1966D

Original colour scheme of Midnight Blue with pale grey leather, four speed column change auto, fully restored and immaculate throughout, excellent history, 49,000m, believed genuine . . .

£44,950



Our cars are carefully selected as the best of their type, and are sold with our own warranty after a full mechanical check by Mercedes trained technicians in our own workshop.

Viewing by Appointment

15 minutes from Manchester Airport. 1hr 41min from Euston by train
tel: 07980 241177 or 01625 260913 email: info@cchbenz.co.uk
See www.cchbenz.co.uk for full descriptions and more photos



MG BGT 1974 BGT 57000 miles, MOT/tax exempt, but will be sold with long MOT, New water pump, New brake light switch £9000
TEL: 01590676503 HAMPSHIRE



MGB GT One years MoT, new black carpets & door cards, renewed black leather seats, overdrive, runs on unleaded fuel, call for further details. £7495 TEL: 07595308472 BRACKNELL FOREST



MG C TYPE 1968, Nut and bolt rebuild by previous owner. Carpeted boot, stainless steel bolt on rack. Full Tonneau. Speed sensitive electric power assisted steering. Overdrive. £36,500 TEL: 01842 811260 SUFFOLK



MGB GT V8 1971, Professionally re-built from ground up on a 1 owner car, rust-free body shell completely stripped and repainted, complete new interior. £17,950 ONO TEL: 02082884225 LONDON



MG MGB 1975, Been in storage for 35 years, genuine MGB V8 from factory, 12 months MoT, overdrive, completely original, no rust, never been welded. £14,500 TEL: 07365646757 LANCASHIRE



MGB ROADSTER 1978, Beautifully restored, drives brilliantly, looks stunning, service done by the MGOC, details of restoration & repairs available, recent MoT, 5+ owners. £12,000 ONO TEL: 07561222089 PETERBOROUGH



MG MGC Manual with overdrive, engine was rebuilt. Over 20,000 spent on parts. New interior fitted. Very nice and well sorted MGC. £22,500 TEL: 01284702650 SUFFOLK



MINI 1000 1991, 30000 miles from new and presented in very nice condition for the year. All the service history from day one. MoT July 2019. Ready for use. www.westendclassics.co.uk £5995 TEL: 01487 842085 CAMBS (T)



MG MGC Superb body and running condition. Dry stored. Remarkable history folder includes a full life record of care and attention by MG enthusiasts. £27,000 TEL: 07789176260 NORTH YORKSHIRE



MINI 1275 GT 1978, Lovely condition, 4 previous owners, paintwork on her is excellent. Drives & stops beautifully. Kept garaged & treated to whatever she's needed. £11,995 TEL: 07590011926 SURREY



MG MIDGET 1978, Good bodywork, recent engine & suspension rebuild, good hood, full and half Tonneau, not being used hence reason for sale. £3800 TEL: 07776021881 SWINDON



MORRIS BULLNOSE 1926, 2 seater with dickie seat. An unrestored car that attracts a lot of interest. Mechanics have been looked after to keep it roadworthy, it has a current MoT. £12,500 TEL: 01424 215698 E.SUSSEX



MORRIS MINOR 1969, Four door saloon, green and 32,500 miles. Four previous owners and exceptionally original. £5995 TEL: 07452 988358 YORKSHIRE



PORSCHE 912 On the road now for 3 years this September after 4 and a half year restoration. No way a garage queen and is used for it's purpose. £32,500 TEL: 07708915946 NORTH LANARKSHIRE



PANTHER DEVILLE 1981, Immaculate black coachwork with red coachline, red leather interior with black piping. 2 owners from new, LHD, covered 25,000 miles. www.oldtimermanchester.com £85,000 TEL: 01614 563836 LANCS (T)



PORSCHE 994 1988, 1 owner, guards red manual coupe with only 5036 miles from new and fitted with the very comfortable optional sports seat. Totally original. Starts and runs as new. £34,000 TEL: 01883744712 SURREY



PEUGEOT 205 T16 Pug. Fast road/show/track day car. Lovely condition. Dimma wide arch kit. ATP Pug 1 off Throttle Bodies. Group N suspension and much more. www.arunholdings.co.uk £7750 TEL: 07860806904 HANTS (T)



PORSCHE 997 2004. Recent engine rebuild, all new tyres & MoT, FSH, 20" wheels, great car in super condition. £25,000 TEL: 07973371179 SUFFOLK



PEUGEOT 205 GTI 1989, Totally rebuilt as a great track day car. Covered less than 100 miles since 2014. New MoT. Great specification and has had thousands spent. www.arunholdings.co.uk £7500 TEL: 07860806904 HANTS (T)



PORSCHE BOXTER 1999, 117000 miles, manual with a years MoT, serviced by Porsche specialists. New hood, resprayed black, new lights and leather seats. £4500 ONO TEL: 07973 763448 ESSEX



PORSCHE 911 1978, Immaculate condition throughout, substantial modification work but always with an eye to maintaining it's originality. Genuine mileage, full history & docs. £49,950 TEL: 07852 217634 STAFFORDSHIRE



PORSCHE P44 1991, Original and rare in top condition with 14K in the last 4 years. Full file of paperwork with extensive history. Black metallic paint with cream leather interior. £19,995 TEL: 07753581772 GREATER LONDON



PORSCHE 911 1988, Guards red, black leather upholstery, FSH elec sun roof. G50 gear box, same owner since 2002. Excellent original condition, comprehensive history file. Beautiful car. £49,950 TEL: 07774992771 NOTTINGHAMSHIRE



RANGE ROVER 2011, Finished in Black with Magnolia interior piped in Grey, with glass electric sunroof, detachable towbar, Harmon Kardon audio with 6 CD changer. www.hanwells.net £17,950 TEL: 02085 679729 LONDON (T)

Derek C Mowat



BENTLEY S2 CONTINENTAL 2 DR, last owner 40 years, concours restoration costing circa £450k. Surely the best on offer £440,000



ROLLS CORNICE CONVERTIBLE LHD, 1985, just 27k miles, very original, cocktail cabinets, great colour combo, extremely original. £76,950



RANGE ROVER VOGUE 3.9 SE, 1992, Just 2 owners, 62k miles with a superb and comprehensive history file..... £23,950



ROLLS SILVER SERAPH Last of Line, 2002, Verdant with St James, just 18k miles, rare and very collectable £65,950



ASTON MARTIN DB9, 2005, Manual 6 spd, just 23k miles, just 1% built were manual, AM history from new, very rare and collectable £47,950



ASTON MARTIN DB9, 2005, Auto, just 23k miles, 2 owners, impeccable AM service history from new, virtually every invoice..... £37,950



TRIUMPH STAG, 1973, Manual O/D, Hardtop, just 25k miles by 2 owners, impeccable provenance, purchase invoice etc, surely the best left ..£29,950



MERCEDES 300SL, 1988, 62k miles with superb history, rear seat option, lady owner for 15 years, stunning in every way £34,950

www.derekmowat.co.uk

Tel: 07836 740333

i Buy Any Classic

Freephone 0800 246 1800

www.ibuyanyclassic.co.uk

james@ibuyanyclassic.co.uk | 0800 246 1800 (Freephone) James

I BUY ANY CLASSIC - ANY KIT CAR - ANY CONDITION

BELOW IS JUST A SAMPLE OF THE MANY DIFFERENT TYPES OF CARS I BUY!



AC COBRA



JAGUAR XK150



TRIUMPH TR6



MORGAN



JAGUAR MK2



1960 PORSCHE 911



KARMANN GHIA



CHESIL SPEEDSTER

DO YOU WANT A GOOD, HONEST, RELIABLE AND FRIENDLY BUYER THAT WILL ALWAYS:

- ✔ Offer you a good 'realistic' price for your car
- ✔ Turn up when they say they're going to turn up
- ✔ Arrive with a handshake and leave with a handshake
- ✔ Respond to all emails, phone calls and messages
- ✔ Talk to you in a friendly and welcoming manner
- ✔ Help and guide you if you decline their offer
- ✔ Pay you what they agreed and when they agreed
- ✔ If required do all of the above within 24/48 hrs



IF THE ABOVE APPEALS TO YOU THEN PLEASE FEEL FREE TO GIVE ME A CALL OR CHECK OUT MY WEBSITE

www.ibuyanyclassic.co.uk | 0800 246 1800

Car Collection Wittner



We are specialized in trading exclusive classic and race cars.
We can deliver worldwide! - www.carcollection.at



BMW Z8 Alpina 2003 Price on request



Ferrari 400 i 1984 5 Gang manual Leather European LHD car € 77000



Jaguar Type 3.8, 1962 Matching super nice € 165000



Maserati Ghibli 4,7 1967 Vin 115100 € 245000



Ferrari 550 Maranello 56000 orig km all Books € 98000



Jaguar XK 120 FHC 1953 original SE € 109000

If you like Porsches, we have your car in stock!
More than 25 Aircooled Porsche waiting for you in our showroom
A-4407 Dietach - AUSTRIA | Winklingerstraße 14 - 16
Mobile: 0043 664 83 67 050 | Fax: 0043 7252 38 459
franz.wittner@carcollection.at | www.carcollection.at



RILEY RMC 1950, Very rare car 1 of only 507, having been returned and converted to right hand drive by Riley. Lovely driving car. Current MoT although not required. £48,995 OVNO TEL: 07710613070 HAMPSHIRE



ROLLS ROYCE PHANTOM II 1930, Barrel sided tourer maintained and overhauled. Comprehensively in private collection last 30 years, engine fully rebuilt. Bills. £135,000 TEL: 01244 681285 CHESHIRE

ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley
Tel: 01737 844999
www.rsande.co.uk
Station Road, Betchworth, Surrey RH3 7BZ



ROLLS ROYCE SILVER GHOST Manual, new body panels being fabricated and including a complete new ash frame. Full weather equipment consisting of hood, tonneau cover and hood bag. £345,000 TEL: 01794 390895 HANTS/WILTS (T)



ROLLS ROYCE 20/25 1933, Reliable wedding use for last 20 years, excellent interior; £26,500. Choice of four more Limousines. www.realcar.co.uk £26,500 TEL: 01248 602649 N. WALES (T)



ROLLS ROYCE SILVER SHADOW MoT June 19, no advisories over the last several years, owned for 6 years & spent over £12k on specialist repairs, presentable condition. £12,500 TEL: 01424845421 EAST SUSSEX

PART EXCHANGE TAKEN **Kinson Motor Company** TRANSPORT ARRANGED

<p>1982 MERCEDES 280 SL, Rare Model, Manual Gearbox, Power Steering, Electric Windows, Central Locking, ABS Brakes, Factory Fitted Rear Children's Seats, Alloy Wheels, Stereo, Spare Wheels Unused, Fitted Alarm System, 54,000 Miles, Comes With Service History And Manual Book. All Original Condition Throughout... £24,699</p>	<p>2001 BENTLEY ARNAGERED LABEL 4DR AUTO. 2002 Model, Interior - Magnolia With Dark Blue Piping, 47k miles, Fitted Sat Nav, Parking Sensors, Automatic, Power Steering, Electric Seats, Also Windows, Remote Central Locking With Two Keys, Alloy Wheels, ABS Brakes, Stereo And CD player, Full Leather Interior, Head Rests All The Way Round, Walnut Wood Dashboard, Full Service History... £25,999</p>	<p>2016 DODGE RAM 1500 TR AUTO 4x4 Pick up, Off Road, 4 Door, Automatic, Power Steering, Air Bag, Electric Windows, Head Rests All Around, Cruise Control, Air Conditioning, Stereo And CD player, Remote Central Locking, ABS Brakes, Tow Bar, Big Alloy Wheels, Chrome 2012, 1 Owner, Approximately 29,000 Miles, MOT To Feb 2019 - No Advisories, 2 Keys + Books... £23,999</p>
<p>MERCEDES-BENZ C CLASS 180 AUTO Petrol, Compressor Estate Car, 2008 Model, Automatic, Power Steering, Electric Windows, Remote Central Locking, Electric Seats, Full Black Leather Seats, Alloy Wheels, Air Bag, Air Conditioning, Cruise Control, Head Rests All The Way Round, ABS Brakes, Stereo And CD player, 70k miles + Long MOT... £3,999</p>	<p>MERCEDES-BENZ E CLASSE350 AUTO. 2006 Model, 47k miles, Full Black Leather Seats, Heated Seats, Electric Seats, AMG, Alloy Wheels, Front And Back Parking Sensors, Full Head Rest All The Way Round, Air Conditioning, Cruise Control, Fitted Alarm, ABS Brakes, Stereo And CD player, Automatic, Power Steering... £3,999</p>	<p>2004 MERCEDES-BENZ SERIES SL 500 [7] 2DR TIP AUTO Petrol, 70,000 Miles, Black, Stunning With FSH, Leather, Keyless, Sat Nav, Parking Sensors, Heated Electric Front Seats, First To View Will Buy, ABS Braking, Alloy Wheels, Cruise Control, Sat Nav, Airbags, Alarm, Power Assisted Steering, Remote Central Locking, Spare Saver Wheel, Adjustable Steering, Heated Door Mirrors, 2 Keys... £8,999</p>
<p>LAND ROVER RANGE ROVER SPORT TD V6 HSE 5DR AUTO Land Rover Range Rover Sports HSE Turbo Diesel V6 4x4, 2007, In Black With Full Black Leather Seats, Automatic, Power Steering, Electric Seats, Electric Windows, Remote Central Locking With Two Keys, Parking Sensors, Air Conditioning, Air Bag, Alloy Wheels, Alarm, Private Plate Included, Approx 100,000 Miles... £9,999</p>	<p>MERCEDES BENZ SL320 1993, Automatic, Power Steering, Heated Seats, Remote Central Locking, Electric Seats, Electric Windows, Alloy Wheels, ABS Brakes, Stereo And CD Player, Airbag, alarm, Full Leather Seats, Air Conditioning, Cruise Control, Power Hood, Hard and Soft Tops, 4 New Shock Absorbers, New Brake Discs & Pads... £6,499</p>	<p>62 JAGUAR XF 2.2D PREMIUM LUXURY 4 DR AUTO SALOON, Grey, 24k Miles, Diesel, Auto, P/Steering, Full Black Leather Seats, Heated Seats, E/Windows, R/C/L, 2 Keys, Dark Grey Metallic, F/F Sat Nav, Air Con Stereo/CD Stack, Alloys Only 2013 Model - 62 Plate... £11,999</p>
<p>LAND ROVER RANGE ROVER DHSE P38 2.5 DIESEL 4X4, 85,000 Miles, 2002 model in black, cream leather interior, automatic, power steering, electric windows, sunroof, alloy wheels, fitted tow bar, remote central locking with 2 keys, alarm, air conditioning, service history, classic 4x4, 3 keepers, MoT... £5,999</p>	<p>1999 BMW Z1.8 2DR Excellent condition all year round and to drive very well. Presented in silver with Red check cloth upholstery, with only 59,000 miles on the clock and three former keepers. The car was last serviced at 52,000 miles, has had recent new tyres and comes with lots of history... £3,750</p>	<p>2001 AUDI TT1.8 T QUATTRO 2DR Silver, grey leather interior, service history, 8 service stamps recorded, selection of service invoices. Timing belt & water pump replaced at 72,428 miles. Current MOT until April 2019. Recently refurbished alloy wheels & comes complete with Audi handbook and two remote keys... £11,199</p>
<p>1970 MORRIS MINOR 1000 4 Door Saloon, Registered In November 1970 And Is The Last In Line Of Production, Locally Family Owned Since 2002, MOT To 2019, Invoices For New Parts And Used Parts, Also Service Invoices And Stainless Steel Exhaust Fitted Recently, Mileage Reading 40,317 Miles, Nice Condition... £5,499</p>	<p>MAZDA MX-5 CONVERTIBLE, 2006, Finished In Flame Red, With Black Leather Seats, Black Hood With Heated Seats, Manual Box, Power Steering, Electric Windows, ABS Brakes, Stereo And CD Player, Alloy Wheels, Remote Central Locking, Air Bag, Walnut Wood, Also Alarm, Only Covered 50,000 Miles, With Service Books... £5,999</p>	<p>2003 MERCEDES-BENZ SLKSLK 200K 2DR Super Clean, tidy and affordable Mercedes 200 SLK Compressor convertible with a warranted 77,000 miles. The Mercedes service book is showing 6 service entries, with the last at 77,000 miles... £4,799</p>

PART EXCHANGE MODERN CARS AND VANS FOR CLASSIC CARS. CASH ADJUSTMENT EITHER WAY

VEHICLES WANTED **07545 703474 OR 02380 766870 Southampton** CREDIT CARDS ACCEPTED
SEE OUR WEBSITE FOR MORE CARS WWW.KINSONMOTORCOMPANY.CO.UK



ROLLS ROYCE CAMARGUE 1984, Right hand drive. Finished in Goodwood Green with gold coachlines, magnolia leather piped in green. Covered 43,000 miles. www.oldtimermanchester.com £65,000 TEL: 01614 563836 LANCOS (T)



ROLLS ROYCE SILVER SHADOW Metallic blue exceptionally rare classic, 3 former keepers, 39K miles, starts, runs & stops. Rust free. Re-sprayed with full photo record, before, during & after. £27,950 TEL: 01362860961 NORFOLK



ROLLS ROYCE CORNICHE DHC 1976, Pretty & smart with excellent leather & hood, runs and drives but needs attention. www.realcar.co.uk £32,500 TEL: 01248 602649 N. WALES (T)



ROLLS ROYCE SILVER SPIRIT 1986, light blue with Royal blue fine lines and RR Silver Spur wheel caps. Parchment interior. 68,000 miles with full service history. Immaculate condition throughout. www.hanwells.net £17,250 TEL: 02085 679729 LONDON (T)



ROLLS ROYCE GHOST SALAMANCA 1924, With coachwork by Windovers. Representing the pinnacle of the coachbuilders art. This very rare example, being able to be fully closed, www.ivorbleaneyclassiccars.co.uk £245,000 TEL: 01794 390895 HANTS/WILTS (T)



ROLLS ROYCE SILVER WRAITH 1954, Coachwork by H J Mulliner, large impressive car of advanced design for year. Been maintained as required, used this car to attend RREC. £40,000 TEL: 07525 156573 DERBYSHIRE



ROLLS ROYCE SILVER WRAITH Very good condition in Masons black over cream, used regularly, runs extremely well, some history, current MoT. £45,000 TEL: 07720348860 LEICESTERSHIRE



SILVER GHOST FOUR DOOR TOURER Very nicely re-bodied in the 1990s to a high standard, recently re-painted in a lovely shade of deep blue, new hood, tonneau & excellent black leather; www.realcar.co.uk £185,000 TEL: 01248 602649 N. WALES (T)



ROVER 2000 1972, Exceptional unrestored original condition, one owner. 28,000 from new, service history old MOT's, years MOT, Black leather new tyres. Just serviced Bereavement forces sale. £7995 TEL: 07710 466064 NORFOLK



SUNBEAM TIGER 1965, RHD manual. Comprehensive restoration and has remained in a splendid condition. Red hide interior and deep ocean blue in colour. www.runnymedemotorcompany.com £59,950 TEL: 01753 644599 BUCKS (T)



ROVER 80 P4 Tax exempt, manual with overdrive and 4 cylinder engine. Power steering. New distributor fitted. Runs, drives very well and keeps up with modern traffic. Very good original condition. £5500 TEL: 01964 670036 UK



TRIUMPH GT6 MKIII 1971, One of the finest remaining MKIII GT6's. Starts and runs very well, uses virtually no oil and has proved to be extremely reliable. Comes with documented history. £14,500 TEL: 07843059369 SUFFOLK



ROVER MINI Immaculate classic Mini, very rare, super clean & extremely tidy, brand new MoT, brakes all round, exhaust, battery, just had a full service. £11,800 TEL: 07725533198 GREATER LONDON



TRIUMPH HERALD 1200 64,980 miles, purchased new by present owner in 1968. Manual box, hand painted blue & white. Stored and is a solid vehicle. £4250 TEL: 01752 843083 CORNWALL



ROVER P4 1954, 75017 miles and is in good all round condition, just needs some interior TLC and paint in places. Please give me a call for more information. £5000 ONO TEL: 07853 208022 UK



TRIUMPH STAG 1972, In good condition, drives very good, 4 new tyres, radiator and water pump uprated. Colour British Racing Green. £15,000 TEL: 07798676843 STAFFORDSHIRE

LANCASTER INSURANCE
01480 484 837



TRIUMPH STAG 1972, Stunning restored and a lovely example, new roof, exhaust, carpets & service, over £1k if spare body parts, too many receipts/paperwork to list. £22,500 TEL: 07968957556 SOUTH GLOUCESTERSHIRE



The Real Car Co

NORTH WALES

Rolls-Royce and Bentley specialists

Rolls-Royce and Bentleys from the 1920's - 1970's -

A diverse and interesting stock of about 40 cars



1935 20/25 Thrupp & Maberly Three Position Drophead Coupe Finished in Dark Blue with matching hood and a lovely Tan Leather interior. Very elegant, highly desirable & driving very nicely; £135,000
1935 Bentley 3 1/2 HJ Mulliner Two Seater with Dickey Seat - Due In



1950 Silver Dawn 'Small Boot' Has been in Australia from new & is in lovely condition throughout. Excellent Two Tone & gorgeous Brown leather interior. Runs & drives very nicely; £42,500



1934 20/25 by Freestone & Webb Appealing, handsomely designed Sports Saloon finished in Grey & Black with excellent Green leather interior. Driving well and benefits from overdrive; £42,500



2000 Bentley Continental R Mulliner 'Wide Body' Coupe One of just 131 of this rare & desirable high performance version. Excellent throughout & only 43,000 miles; £75,000
2001 Arnage Le Mans; £24,500



1951 Bentley MKVI HJ Mulliner Structure/mechanics very sound, excellent driver, decent paint but the interior could be improved. Much recent expenditure and a good/interesting history; £35,000
1962 S2 S/saloon, lovely: Due In



1938 Hudson RHD 112 Saloon 6 Cylinder 3.5 litre Side Valve Charming & chunky it lollops along with the air of a friendly, sappy, Labrador! Huge amount of effort put into the restoration; £15,500
See website for other Part Exes



Jaguar very Special 2 Door FHC Strikingly beautiful imagining of a Jaguar that never was! Superb high quality construction based on 1989 XJS 3.6 Mechanicals. A pleasure to drive & easy; PAS & Auto; £95,000
1982 TVR Tasmin 280i Coupe due in

Email alerts on all New Arrivals available! See Website.

Urgently Wanted! - Similar Cars

Export arranged - Commission sales - Part exchanges
Contact Ray or Ian - let us find your next car!



Scan with Smartphone

Illustrated stock list on request
Tel: 01248 602649 anytime

E-mail: mail@realcar.co.uk



For the most up to date stock details and photos visit our website:
www.realcar.co.uk



MG A 1958 € 34.500



Mercury 1958 € 88.500



Wolseley 1908 € 68.800



Mercedes 560SEC 1987 € 32.500

FRANK KENNIS PH. 00.31.622.420.766

MAIL. INFO@KENNISCARS.NL

WWW.KENNISCARS.NL



TRIUMPH TR3 A 1959, British racing green, 43585 miles and is a LHD manual. Lockheed drum brakes were fitted all round. www.oldtimerfarm.be €30,950 TEL: 0032 472 401338 BELGIUM (T)



TRIUMPH TR3A 1959, convertible, petrol. Original British car with Heritage Certificate, all matching numbers and still retaining her original registration number. www.ivorbleaneyclassiccars.co.uk £28,500 TEL: 01794 390895 HANTS/WILTS (T)



TRIUMPH TR6 1972, full set of photos showing all stages of the restoration. 150 BHP CP injection car, overdrive gearbox. V5c registration document. www.westendclassics.co.uk £34,995 TEL: 01487 842085 CAMBS (T)



TROJAN 200 1963, resprayed inside and out, new floor, doorcards, seat, sunroof, new tyres, large battery, MoT, Tax exempt, some history, one previous owner, investment. £11900 ONO TEL: 07768976086 LANCS



TVR TAMORA 2003, Red Bull Blue, recent front end respray and refurbished wheels, lots of extras fitted. MoT until 27.06.19. Lots of receipts. Stunning example, always garaged. £30,500 OVNO TEL: 07462228156 YORK



VANDEN PLAS 1300 Original UK car, chrome is superb and has not been re-plated, and the navy leather upholstery is a real testimony. New MoT will be provided. www.westendclassics.co.uk £9995 TEL: 01487 842085 CAMBS (T)



VOLKSWAGEN BEETLE 1973, Lovely, MoT and tax exempt but has a full year MoT till August 2019. Very nippy, drives and runs well as used most days. Attracts lots of attention. £4000 TEL: 07949490094 TYNE AND WEAR



VOLKSWAGEN CAMPERVAN 1974, Recently restored, owned for about 5 years, much work done, too much to list, please call for full details. £22,295 TEL: 07810653399 DORSET



VOLKSWAGEN KARMANN 1966, Full body off restoration with documentation, Manila yellow paint, black interior, original handbook, imported to the UK in 2015. £14,995 ONO TEL: 07540311643 WARRINGTON



WESTFIELD ELEVEN Built by a retired Professional Engineer, green with red interior, 13 inch Minilites. IVA tested March 2018. First MoT due 01/04/2021. £19,500 TEL: 07580573843 WORCESTERSHIRE



WILLY OVERLAND 1927, manual petrol in grey and black. Not required MoT or Tax. Historic vehicle. Refurbished about 7 years ago. www.kinsonmotorcompany.co.uk £25,999 TEL: 02380 766200 HANTS (T)



ZIMMER QUICKSILVER 1987, LHD, Auto, 2.8 V6 mid-engined, PAS, AC, electric windows & mirrors, leather trim. 25,600 miles covered from new. www.oldtimermanchester.com £18,995 TEL: 01614 563836 LANCS (T)



Classic Car Insurance

Featured Insurer Broker: Carole Nash Cherished Cars



Why Insure with Carole Nash?


Not all Classic Car insurance is the same. Choose Carole Nash and you could benefit from:

- Our market leading Smart Phone app, Pride & Joy – simply snap and send pictures for Free Agreed Value*
- Choose your own trusted repairer if you need to make a claim
- Salvage Retention Rights*
- Multi-Car discounts*
- UK and European Breakdown cover with Home Start – **Worth over £100**
- Up to 15% Club member discounts
- Dedicated specialist quote, claims and customer service teams


Call now for a great value quote on 0800 093 5511

***subject to terms and conditions** - Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference number 307243.


Carole Nash
 tel: 0800 781 9289 w: cherished.carolenash.com
 Price: Monthly Payment:
 Excess: Ref No.:




Performance Direct
 tel: 0844 5733561 w: www.performancedirect.co.uk/clc
 Price: Monthly Payment:
 Excess: Ref No.:




Footman James
 tel: 0333 207 6023 w: www.footmanjames.co.uk
 Price: Monthly Payment:
 Excess: Ref No.:




RH Specialist Vehicle Insurance
 tel: 0333 043 3911 w: www.rhclassicinsurance.co.uk
 Price: Monthly Payment:
 Excess: Ref No.:




Peter James Insurance
 tel: 0121 506 6040 w: peterjamesinsurance.co.uk
 Price: Monthly Payment:
 Excess: Ref No.:



ClassicLine Insurance
 tel: 01455 639000 w: www.classiclineinsurance.co.uk
 Price: Monthly Payment:
 Excess: Ref No.:



Lynbrook Insurance
 tel: 0345 1304662 w: www.lynbrookins.co.uk
 Price: Monthly Payment:
 Excess: Ref No.:



Hagerty Insurance
 tel: 0333 3231383 w: www.hagertyinsurance.co.uk
 Price: Monthly Payment:
 Excess: Ref No.:



Company Name
 tel:
 Price: Monthly Payment:
 Excess: Ref No.:

Company Name
 tel:
 Price: Monthly Payment:
 Excess: Ref No.:

Company Name
 tel:
 Price: Monthly Payment:
 Excess: Ref No.:

Company Name
 tel:
 Price: Monthly Payment:
 Excess: Ref No.:

SIT BACK & ENJOY THE RIDE



When it comes to classic car insurance,
Adrian Flux have got it covered.

Our classic car insurance policy benefits can include: Agreed value,
owners club discounts, limited mileage discounts and much more.

Call us today for a free personalised quote
0800 085 5000 or visit **[adrianflux.co.uk](https://www.adrianflux.co.uk)**

ADRIANFLUX

Authorised and regulated
by the Financial Conduct Authority

Adding class to your journey

Well formed Classic Car Insurance

The All Inclusive Carole Nash Difference



UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers



Salvage Retention Rights



Choose your own specialist repairer



Agreed Value

CALL NOW

0800 093 5511

carolenash.com/classic-car



UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

Classic car insurance by

classicline*

Built around classics.

Cover includes UK & EU Breakdown and Motor Legal Expenses

Policy Benefits: Club Membership Discounts | Track Day Cover | All Modifications Considered

Policy Options: Agreed Value | Laid Up Cover | Multi Vehicle Policies

01455 639 000

www.classiclineinsurance.co.uk

classicline*
INSURANCE

Authorised and regulated by the FCA

**insurance
shop**

To advertise call now on **01733 468435**



**Footman
James**
We share your passion

Insurance solutions* for the **motor trader**.

At FJ we don't just arrange cover for the classic vehicle owner. We also arrange cover for motor traders, restorers, vehicle storage companies, auction houses & motor museums.

Call our friendly UK team for a quote.

0333 207 6260

footmanjames.co.uk



*All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP COGE963.1.18

Guaranteed to beat your renewal.

Heritage will beat any renewal quote, like-for-like, for any pre-1988 classic car...guaranteed* without losing any of the benefits of true classic car insurance.

Get a quote that will beat your renewal today

0121 248 9207

or visit heritagecarinsurance.co.uk to learn more



* Terms & Conditions apply. Heritage Insurance Brokers is a brand name of Norton Insurance Brokers Limited, authorised and regulated by the Financial Conduct Authority (FRN 769110)

Headline sponsor



FOR THE Generations

SPECIALIST CAR INSURANCE WITH YOU IN MIND



01480 400 795

www.lancasterinsurance.co.uk



[/lancasterins](https://www.facebook.com/lancasterins)



[@lancaster_ins](https://twitter.com/lancaster_ins)

Agreed Value Available ✓ Multi-Vehicle Policies Available ✓ UK Based Call Centre ✓ Choice of Repairer

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.

Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority.

LIS.B.CC.HP

insurance shop

To advertise call now on 01733 468435


diamondinsurance

keeping you in safe hands for 30 years

classic car insurance

As we have been insuring classic vehicles since 1986 we know how to protect your treasured possessions. We insure anything from cars to motorbikes, military vehicles to vintage tractors and even steam engines!

- comprehensive cover, agreed value policies with breakdown options.
- limited mileage — 500 miles to unlimited miles per annum (subject to vehicle year)
- age of vehicle and club discounts given

E: info@diamondinsurance.net

www.diamondinsurance.net 

call now for a free quote **01442 825481**



KEY GARAGEVAC POINTS

- 1 Class leading cleaning performance
- 2 Strong, adjustable length aluminium wand with wall clip
- 3 40' / 12m stretch hose coils down to 8' / 2.4m
- 4 Extra tough polycarbonate body and tool holder
- 5 7 specialist tools, including soft pile brush for dashboard/leather



**SELL
YOUR
CLASSIC
CAR FOR
FREE**

ClassicCarsForSale

**The UK's best website
for buying and selling
classic cars!**

With thousands of classic cars already on the site and many more added daily, you're bound to find exactly what you're looking for. Browsing the adverts is easy, and if you're not sure what you're after, you can search by body types, age, and price.

ClassicCarsForSale.co.uk

From the publishers of

Classic Cars **Practical Classics** **Classic Car Weekly**



INSTANT CLEANING POWER

Twice the suction power of a domestic vacuum and 15 times that of a rechargeable, so whether it's a quick once over or a complete deep down valet, GarageVac has the power to perform.

Instant access 'Grab n' Go' stretch hose so you can forget unwinding that extension lead and dragging the household vacuum out onto the drive!

Call today: **01270 291 053**

www.garagevac.co.uk

**Garage
VAC**

MISSING SOME PARTS?



Anglo Parts is the specialist in high-quality classic british car parts.

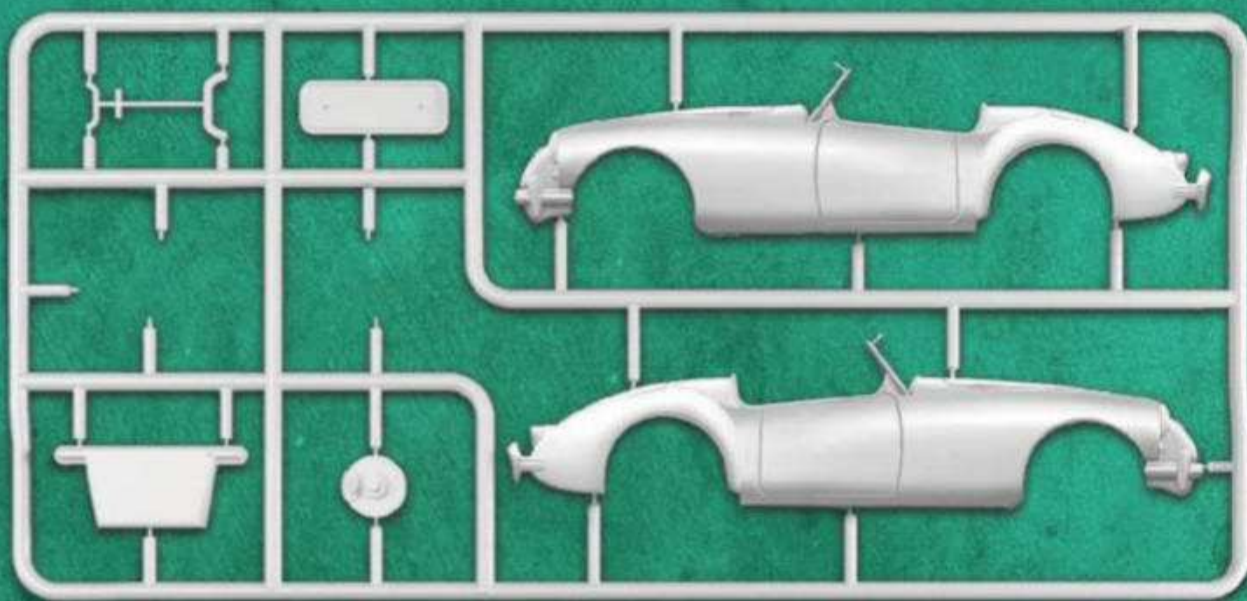
High-quality parts

+60 000 parts in stock

Professional support by experts

Fast delivery

European network of distributors



MG - JAGUAR - TRIUMPH - AUSTIN HEALEY - LAND ROVER
 MORRIS MINOR - MINI

ANGLO PARTS NV - Zandvoortstraat 53 - 2800 Mechelen - Belgium
 T. +32 (0)15 34 25 55 - sales.belgium@angloparts.com - www.angloparts.com



CAREER OPPORTUNITIES

Following our successful relocation to new, multi-million pound purpose built facilities in Hertfordshire, our Service & Aftercare department is now actively recruiting for additional technical and specialist skill roles to complement our existing highly skilled and knowledgeable workforce.

Our new premises offer a first class environment to further our position as one of the world's leading Aston Martin specialists and provide a rewarding and inspiring workplace for our employees.

If you have existing industry experience and are interested in joining our team, we would like to hear from you. Please send a current CV and covering email to:

careers@nicholasmee.co.uk
www.nicholasmee.co.uk/careers



*When your favourite car is your next purchase,
 Leave it to us - to bring it to you!*



Free Of Duty
 A 30+ YEAR OLD VEHICLE
 CAN BE IMPORTED
AND JUST 5% VAT
 CONTACT US FOR INFORMATION

When it comes to shipping an older car, trust **Trans Global UK Ltd**. We offer worldwide shipping to all major world-wide destinations. With experienced and knowledgeable partners, and a worldwide network of trusted agents, **Trans Global UK Ltd** can provide you with competitive and affordable rates. **Trans Global UK Ltd** is the best choice for shipping your classic car.

UK (+44) (0) 1638 515 714

enquiries@carshipuk.co.uk

www.carshipuk.co.uk



Trans Global Logistics UK Ltd



@carshipuk

+44(0)1302 711123

www.longstone.com

Be prepared!



MICHELIN

PIRELLI
CINTURATO™





QUALITY & RELIABILITY



Lumenition

OPTRONIC IGNITION

Premier electronic Ignition with an enviable reputation for reliability and effectiveness with fitting kits available for 100's of cherished vehicles.

Optronic electronic ignitions are ideal maintenance-free conversions. Remove contact breaker & condenser and install a fitting kit. Plug in the optical switch, connect two wires to the coil and one to earth. Re-time engine.



For 4 and 6 cylinder engines fitted with Lucas 20 or 40-series distributors. Easy installation, with highly reliable, trouble-free, operation and no maintenance.

Remove contact breaker & condenser and replace with the power module, connect two wires to the ignition coil, press the trigger disk over the camshaft. Re-time engine.



Could not be easier



Could not be easier



Buy the Best
Lumenition



for application lists, installation guides, products and Dealers Worldwide.

www.autocar-electrical.co.uk



All year round Protection

The Award Winning Carcoon celebrates 25 Years of Innovation



Don't let the elements kill your investment. Freezing Winters or baking hot Summers are all destructive.

Let Carcoon take the pain of high levels of UV during the summer and freezing ice- wind and rain throughout the winter.

Protect your investment inside Carcoons fully encapsulating double insulated Active Airflow Environment.

WWW.CARCOON.COM

Carcoon[®]

0161 737 9690

TWIN BUSCH
GERMANY

Quality that convinces!

Your expert for automotive workshop equipment, since 1997!

4.2 t
£1199 (Including VAT)
£999,17 excl. VAT

TWIN BUSCH Buy from the No.1 in Europe in our category

twibusch.de

Basic Line

TW 242 A | 2 post lift

TW S3-10E
3 t
Low rise scissor lift

£1415,83 excl. VAT

£1699 (Including VAT)

£1299 (Including VAT) £1082,50 excl. VAT

2 post lift
Garage Model
4.2 t
TW 242 G

1 post lift

TW 125 M
2.5 t

£2082,50 excl. VAT

£2499 (Including VAT)

3.6 t

TW 436 P
4 post parking lift

£1915,83 excl. VAT

£2299 (Including VAT)

£699 (Including VAT) £582,50 excl. VAT

Tyre changer TW X-610

Wheel balancer TW F-150

£582,50 excl. VAT

£699 (Including VAT)

£3699 (Including VAT) £3082,50 excl. VAT

TW 436P-D2
3.6 t
4 post double parking lift

01536 522 960
info@twibusch.co.uk

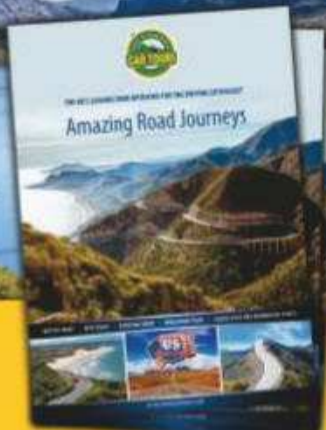
Twin Busch UK Ltd.
9, Linnell Way | Telford Way Industrial Estate
NN16 8PS, Kettering (Northants)
Please visit our showrooms!



twibusch.co.uk



THE UK'S LEADING TOUR OPERATOR
FOR THE DRIVING ENTHUSIAST



CONTACT US FOR A COPY OF OUR
NEW 2019 BROCHURE

A SELECTION OF OUR 2019 TOURS

IRELAND'S CAUSEWAY COAST
ONE OF THE WORLD'S GREATEST ROAD JOURNEYS
From **£399.00** Per Person

ROUTE 66
THE ULTIMATE ROAD TRIP ON 'MAIN STREET' USA
From **£2250.00** Per Person

LONDON TO MOSCOW RUN
FROM LONDON TO MOSCOW & ST PETERSBURG
From **£2695.00** Per Person

GRAND TOUR OF CHINA
& THE 2019 F1 CHINESE GRAND PRIX
From **£2395.00** Per Person

FULLY ESCORTED COACH TOUR

SCOTTISH ISLANDS & HIGHLANDS
From **£1749.00** Per Person

SARDINIA & THE PYRENEES
From **£1899.00** Per Person

GRAND TOUR OF IRELAND
From **£1299.00** Per Person

GURNEY & JERSEY 2 ISLAND TOUR
From **£759.00** Per Person

YPRES & WWI BATTLEFIELDS
From **£299.00** Per Person

NORTH CYPRUS CLASSIC CAR TOUR
From **£899.00** Per Person

VANCOUVER & THE CANADIAN ROCKIES
From **£2795.00** Per Person

THE BEST OF WALES
From **£299.00** Per Person

THE ITALIAN LAKES & THE STELVIO PASS
From **£1299.00** Per Person

01732 879153 or see our website
www.sceniccartours.com

All flight bookings are operated for Scenic & Continental Car Tours by our sister company Success Tours ATOL No. 5114

THE PERFECT CHRISTMAS GIFT!

IMPORTING FOR OVER 18 YEARS

From £99

FIGHT RUST



USA made

8HP* MASTER BLASTER

2 year warranty

4HP* BLASTER

5 year warranty

1.3HP* SIDEKICK

2 year warranty

Fight rust with the ORIGINAL Blaster Dryers. Quickly & safely blast moisture out of every nook & cranny leaving your classic streak free. Completely safe for all paint & chrome finishes. **240 volts. CE approved. Videos on website**

Not convinced? Watch Wayne Carini from Chasing Classic Cars put the Metro Air Force Master Blaster to work! See video on website.

For great service at web prices ring:
020 8445 6811



*peak **optional dolly & access available

CLEAN - PROTECT - POLISH

Also stocked



The Winners Detailing range is blended in the UK & includes Detailers, Carnauba Wax & more.

E&OE CC0119

BUY ONLINE WWW.CARDRYERS.CO.UK



Clark & Carter Restorations Ltd

International award winning specialists in Rolls-Royce, Bentley and Porsche



1958 Bentley S1 Continental
by James Young
£425,000



1958 Bentley S1 Continental
by HJ Mulliner
£450,000



1958 Bentley S1 Continental
Flying Spur Mulliner
£175,000



1952 Bentley Mk VI
by Harold Radford
£110,000



1949 Bentley Mk VI
by James Young
£165,000



1950 Bentley Mk VI
by Mulliner
£30,000



1998 Bentley Continental R
£52,000



1978 Rolls-Royce Silver Shadow II
£30,000



1990 Bentley Turbo R
£18,000

Please call for specifications and further information



01376 584 392

01376 584 773



info@clarkandcarter.co.uk

www.clarkandcarter.co.uk



Shardloes Workshops, Church Road, Cressing, Braintree, Essex CM77 8PN

DON'T LOSE YOUR COOL



THE ULTIMATE ELECTRIC COOLING FAN CONVERSION



Wallingford Oxfordshire. T: 0044 (0)1491 824424 E: sales@revotec.com W: www.revotec.com

RIKKI CANN EST 1991
- ASTON MARTIN SPECIALISTS -

Vantage House, 6 Towerfield Close,
Shoeburyness, Essex, S53 9QP
Phone: 01702 291818 Fax: 01702 294520
www.rikkicann.com email: rikki@rikkicann.com



NEW CYLINDER HEADS

FITS ALL DBSV8 THROUGH TO
X PACK ENGINES



*Seasons
Greetings*

*Celebrating Over 25 Years of
Service and Care*

**FOUR YEARS IN THE
MAKING AND TESTING**

**FOR ASTON MARTIN
DBSV8 THROUGH TO
1989 V8 VANTAGE
X PACKS**

**CAST IN LM25TF
ALUMINIUM**

**CAST AND CNC
MACHINED TO
ISO 9001 STANDARDS**

LINE BORED

**REDESIGNED
CAMSHAFT CAPS**

100% BRITISH MADE



TRANSPORT

CMG



We offer secure and enclosed vehicle transport throughout the UK and Europe, our vehicles are all fully insured, all vehicles treated with the utmost care.

We can offer:
one off moves, bulk moves
for rallies, collectors
and auctions.

WHY NOT GIVE US A CALL
0800 282 449 OPTION 1

OR VIA EMAIL coveredmoves@cmg-org.com

TRANSPORT

Instant Shipping Calculator



Classic Cars from the USA, EU, Dubai etc - we handle everything - get an **instant** quote online at:

www.shipmycar.co.uk
t: 01908 887917

TRANSPORT

Rudler
Car Transportation and Storage

P.O.Box 11, Swindon, SN4 7SY
T: 01793 731107
M: 07899 778822



"for fine automobiles"

Specialist in covered car transportation and high quality car storage in a dehumidified purpose built facility.

www.rudler.co.uk

STORAGE

Elite Auto Storage
Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons ● Maintenance and exercise programs
- UK wide covered transportation
- Long and short term storage ● Discreet and secure

Phone: 07703 295282 Email: info@autostorage.co.uk www.autostorage.co.uk

PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

TRANSPORT



MOTOR TRANSPORT
Tel/Fax: 01708 471600

Sterling Motor Transport offers a fully enclosed, single vehicle transportation service, specialising in the safe, secure and discreet movement of Prestige, Classic, Vintage and Sports Cars throughout the UK and Europe.

info@sterlingmotortransport.co.uk

STORAGE

CENTRAL LONDON
CAR STORAGE



Riverside West is a privately owned and managed car storage facility in Wandsworth, South West London. The facility is outside of the London congestion zone and is in close proximity to Fulham, Clapham and Battersea. It is easily accessible by bus, car or train.

- Attendant on duty 24/7
- 24/7 access
- Advanced CCTV system
- Advanced security shutters
- Individually allocated spaces
- Battery trickle charging available
- Air chambers available
- Premium spaces available
- Private garages available
- Competitive prices

RiversideWest | **P**
Wandsworth, London

E: info@riversidewestcarpark.co.uk • T: 01903 713553

www.riversidewestcarpark.co.uk

STORAGE

Car Storage Scotland

your car... our passion

- Secure discreet location
- Collection & delivery
- Fully enclosed transport
- Routine maintenance
- International shipping
- Carcoon sales agents



Tel: 0131 663 9020
info@carstoragescotland.co.uk



www.carstoragescotland.co.uk

STORAGE



Millfield Car Storage of East Grinstead

- ★ Climate Controlled Storage
- ★ Fully Secure Alarmed Unit
- ★ Collection & Delivery Options
- ★ 15 Minutes from Gatwick

Tel: 01342 300493
Mobile: 0777 358 2202

Email: info@millfieldcarstorage.co.uk

www.millfieldcarstorage.co.uk

ACCESSORIES

Prestige Autotrim Products Premium Quality Soft Tops & Interior Trim For The Discerning Enthusiast

World Wide Mail Order Website: www.PrestigeAutotrim.com



Head Office England: +44 (0)151 643 9555



USA Sales: 1800 659 2649

Europe Wide Mail Order Re-Trim Service

Seats & Trim Can Be Collected From Anywhere In Europe.

- Items Collected For Factory Re-Trim
- Factory Quality Seat Re-Trim Service
- New Laser Cut Door & Trim Panels
- Factory Quality Carpet Sets Available
- Dashboard & Misc Items Re-Trimmed (Where Available)

Large range of models available. Please view our website for more information.



Factory Quality Soft Tops Large Choice of Makes & Models



Tonneau & Hood Covers Wide range of available colours



CABRIO SHIELD®

A Tailored Solution To Soft Top Protection™
Protect & Preserve Your Soft Top & Windows From:

- Leakages & wear damage
- Opportunist theft of contents
- Tree sap, sun damage, dirt build up etc

Concealed Attachment - No Need For Straps
Secure From Wind & Theft



Trade Enquiries Welcome

Prestige Autotrim Products Ltd, Oak Tree Place, Expressway Business Park, Birkenhead, CH42 1NS, England

STORAGE

Don't leave your car out in the cold...
Call **PRIDE & JOY STORAGE SOLUTIONS** today



serving the West Country, Wales, South West and beyond...

☎ 07814474859 ✉ matt@prideandjoystorage.co.uk

🌐 www.prideandjoystorage.co.uk

CLASSIC RADIO

Chromelondon



Rare & Original Classic Car Audio

RADIOS, SPEAKERS, AERIALS, UPGRADES

www.chromelondon.com Tel 0203 7939090

STORAGE

CARSAFE SECURE STORAGE FOR CLASSIC AND PERFORMANCE VEHICLES



WWW.CARSAFE.CO.UK TEL: CAMBRIDGE 01223 299011

COVERS

J.F. Stanley & Co.
car storage professionals since 1971

PermaBag®

For Moisture Free Storage

5% DISCOUNT
until 31.10.2018

PermaBag® is the professional choice for reliable, long-term moisture-free storage of valuable cars and motorbikes. Suitable for use in a garage, a barn, underground parking or out in the open – all without the need for electricity.

Moisture is removed until a climate of less than 50% is achieved: ideal conditions for long-term rust-free storage. A digital thermo-hygrometer monitors the humidity inside the bag, visible through a see-through-window. Within a few hours, an optimal climate is achieved - similar to that of the Arizona desert.

Drive on – Zip Up – Ready

Tel: 0049 40 35 19 47
Email: info@permabag.com
www.permabag.com



BUILDING

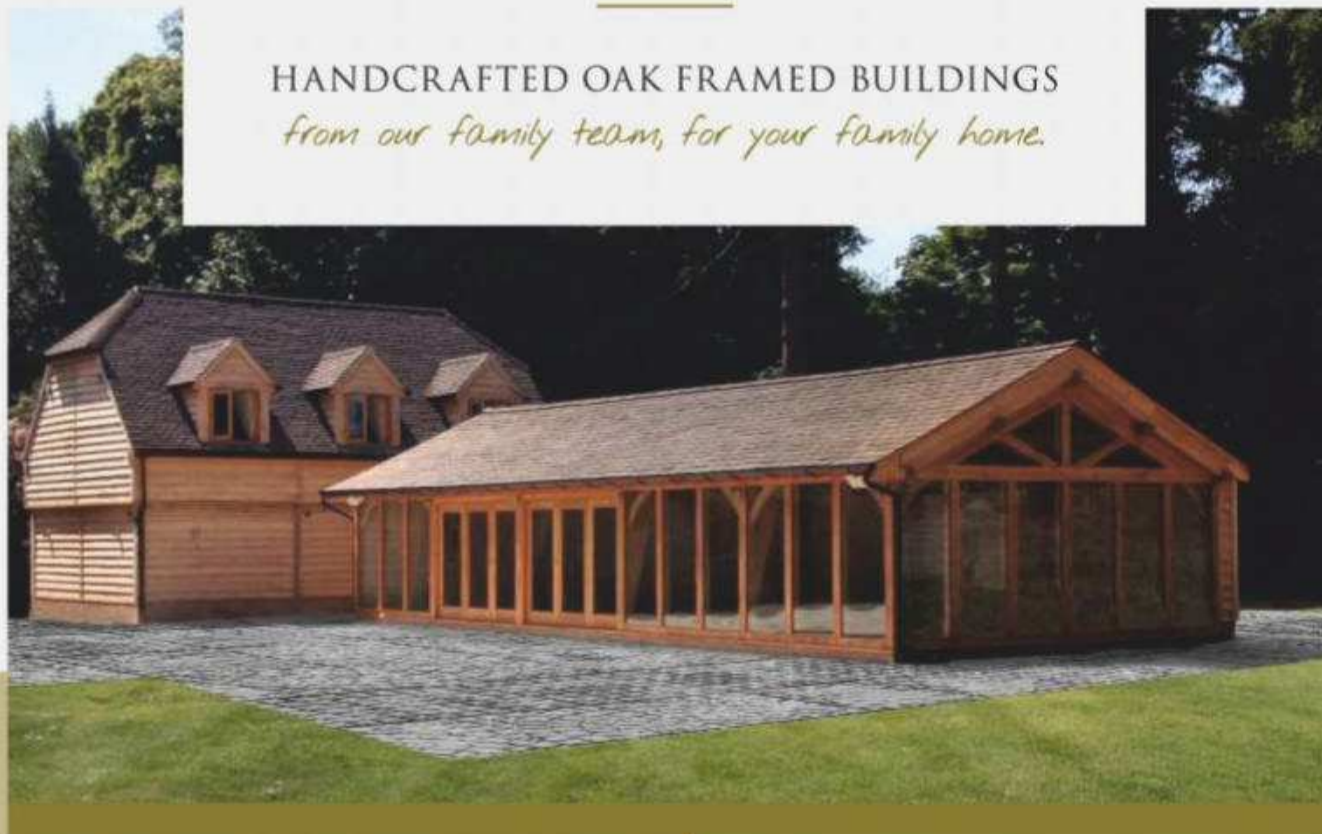


OAK & HOME

TRADITIONAL BUILDINGS

HANDCRAFTED OAK FRAMED BUILDINGS

from our family team, for your family home.



01902 244255

sales@oakandhome.co.uk

oakandhome.co.uk

**GARAGES | ORANGERIES
GARDEN ROOMS | STABLES
POOL BUILDINGS & MANY MORE...**

BUILDING



**PURE QUALITY,
BEAUTIFULLY FINISHED**

When it comes to housing your beloved car, trust only the best.

We also craft bespoke, hand finished
OAK FRAMED HOUSES AND EXTENSIONS • GARDEN ROOMS • POOL
BUILDINGS • PORCHES • ROOF TRUSSES • CLADDING • BEAM COVERS

www.oakmasters.co.uk 01444 455 455



BRAKES

Copper & Copper Nickel Brake Pipe Sets
Made in the UK for ANY car



DOT5 Silicone Brake & Clutch Fluid

- NEVER NEEDS CHANGING
- WILL NOT DAMAGE PAINTWORK
- REPELS MOISTURE
- INHIBITS CORROSION
- WILL NOT CATCH FIRE EASILY
- CONSISTENT SAFE PERFORMANCE FOR THE LIFE OF YOUR CAR

Making your own brake pipes? We have everything you need



AUTOMECH.CO.UK 01280 822818

BRAKES

LOCKHEED & GIRLING

BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR BRITISH VEHICLES 1935-1980

MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS Etc.

WORLDWIDE MAIL ORDER

POWERTRACK Ltd

Tel/fax: 01344 886522 www.powertrackbrakes.co.uk

CAR HOODS

DON HOODS
UNBEATABLE QUALITY - UNBEATABLE VALUE!

- BETTER THAN ORIGINAL EQUIPMENT QUALITY
 - STITCHED AND WELDED FOR MAXIMUM LIFE
 - WIDEST CHOICE OF COLOURS AVAILABLE
 - ALL FASTENERS & FITTINGS INCLUDED
- 24 hour express service available - worldwide order service

DIRECT FROM THE MAKERS - WITH OVER 40 YEARS EXPERIENCE
Choice of heavy duty PVC, ICI Vynide, Everflex, Duck and Mohair

FOR LEAFLET AND PRICE LIST CONTACT
Don Trimming Co. Ltd.
Hampton Road, Birmingham B23 7JJ
Tel: 0121 373 1313
SOUTHERN SALES OFFICE
Tel: 01202 742200

CARPET SETS FOR MOST MODELS

COVERS

CLASSIC ADDITIONS

• Established 1989 •
The car cover people



Reader Discount Code: CA-CC

T: 01938 561717
E: sales@classicadditions.co.uk

www.classicadditions.co.uk

AUTO TRANSMISSION

CLASSIC CAR AUTOMATIC TRANSMISSIONS & PRE-SELECT GEARBOXES

RECONDITIONED UNITS & SPARE PARTS SUPPLIED

G WHITEHOUSE AUTOS LTD

TEL: 0121 559 9800

www.gwautos.com info@gwautos.com

CLASSIC CAR AUTOMATIC CONVERSION

Convert your classic car to
Jaguar XJ40 4 speed automatic

KITS NOW AVAILABLE FOR MOST CARS

CLUBS



STAG OWNERS CLUB
A VERY SOCIAL CLUB



Interested? Explore our website, follow us on social media or ring 01379 677735.

www.STAG.ORG.UK

COVERS

J.F. Stanley & Co.

car storage professionals since 1971

AUTO-PYJAMA®

Luxurious 100% Cotton Car Covers



J.F. Stanley & Co. is proud to have once again been recognized as the market leader in premium quality, fully breathable 100% cotton car covers.



Auto-Pyjama® cotton car covers come with a soft-brushed flannel interior for added padded protection, a matching zippered carry bag and a 5 Year Guarantee. After more than 47 years of dedication, the trade mark Auto-Pyjama® has grown to become a model for outstanding quality and superior workmanship.



Available in: Red, Royal Blue and Ivory Cream



Tel: 0049 40 35 19 47
Email: info@autopyjama.com
www.autopyjama.com

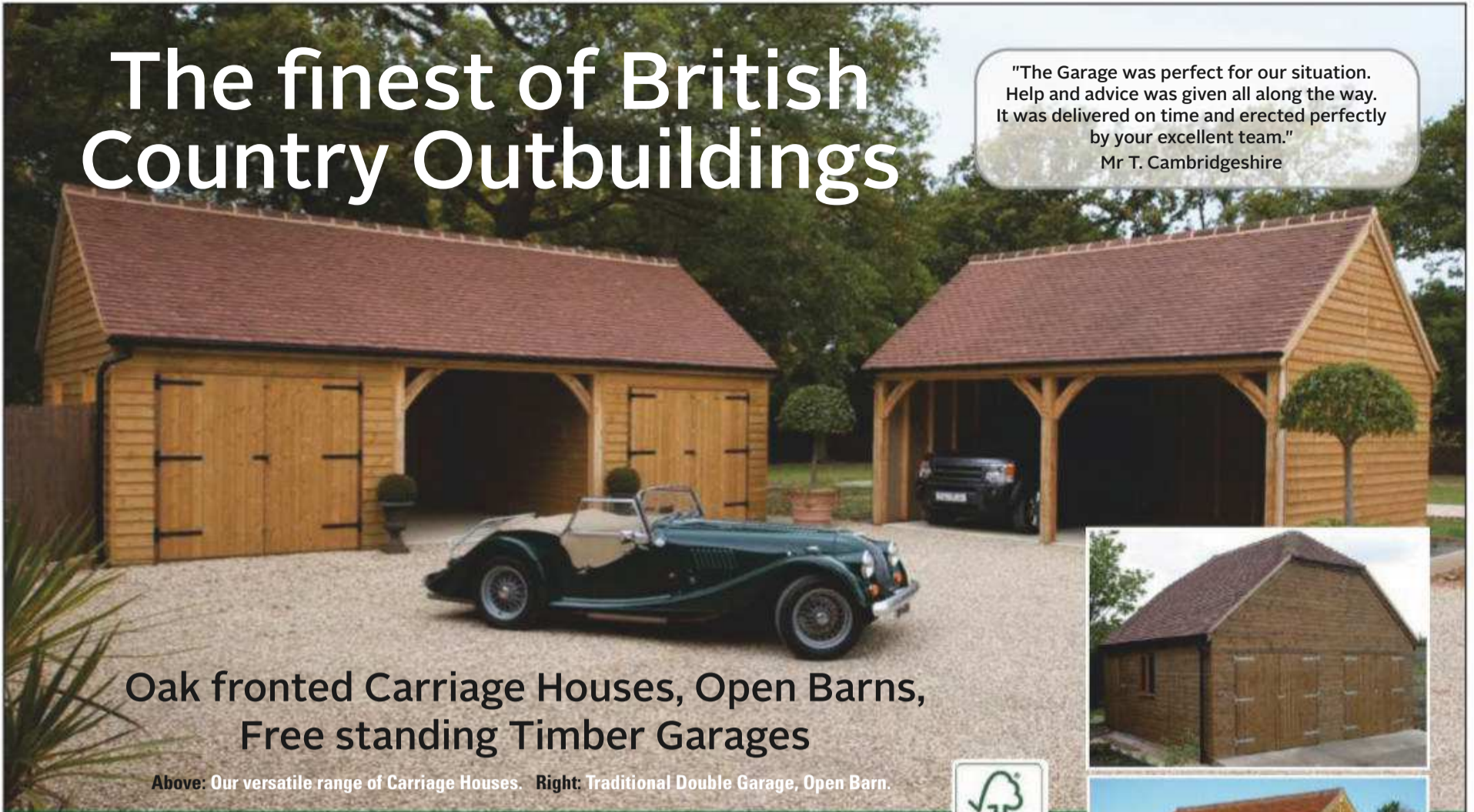




BUILDING

The finest of British Country Outbuildings

"The Garage was perfect for our situation. Help and advice was given all along the way. It was delivered on time and erected perfectly by your excellent team."
Mr T. Cambridgeshire



Oak fronted Carriage Houses, Open Barns, Free standing Timber Garages

Above: Our versatile range of Carriage Houses. Right: Traditional Double Garage, Open Barn.

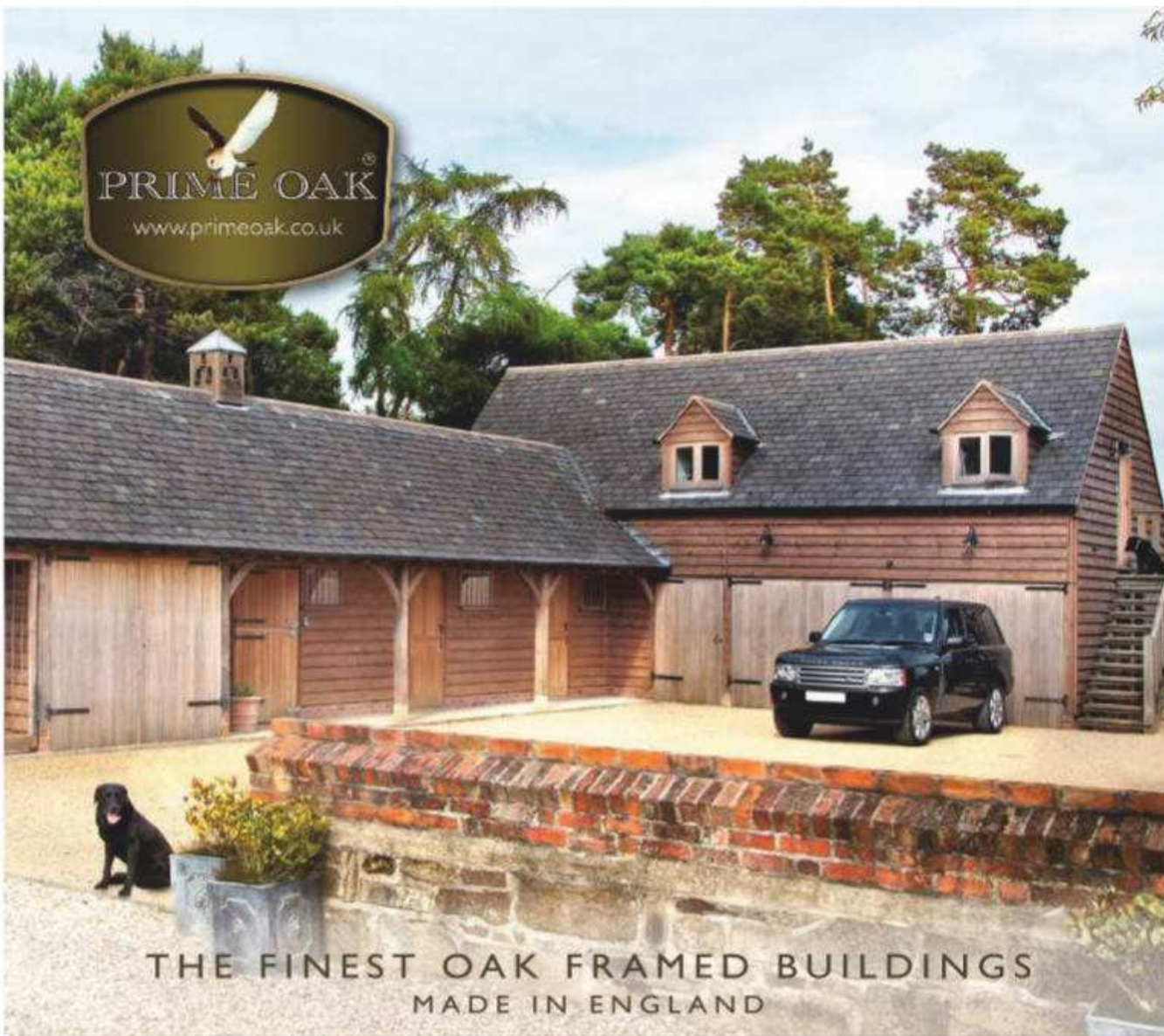
www.passmores.co.uk

Rochester, Kent ME2 4DR Telephone: 01634 290033

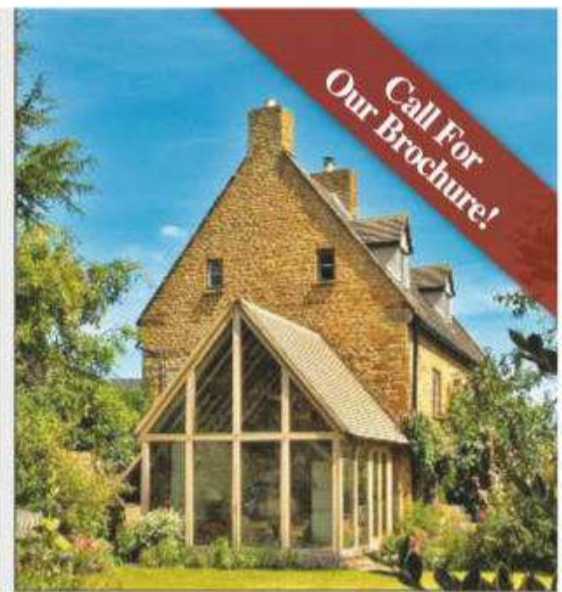
Passmores Est.1909, Kent's best manufacturer, FSC certified, erecting service, tiling service planning service available, nationwide delivery, large showground, full colour brochure.



BUILDING



THE FINEST OAK FRAMED BUILDINGS
MADE IN ENGLAND



www.primeoak.co.uk

info@primeoak.co.uk

01384 296611

GARAGES | GARDEN ROOMS | ORANGERIES | HOME OFFICES | CONSERVATORIES | BARNs | STABLES



BUILDING

Oak frame buildings ideal for self-assembly or by our expert team



THE MIDHURST
£3,750+ VAT*
*T&Cs available upon request. Offer ends 31/12



Oak framed buildings | Outdoor Living | Garages | Car Ports
Home offices | Garage + first floor | Dual purpose building | Gazebos

Please visit our website oak-designs.co.uk to see further examples of our product range. You can also now design your own garage using our 'Quote my Design' tool online.

01273 400411 sales@oak-designs.co.uk
www.oak-designs.co.uk



BUILDING

WARWICK Buildings
Award Winning Garages



Prices from
£3300
inc. VAT



warwickbuildings.co.uk
01926 815 757



COVERS

J.F. Stanley & Co.
car storage professionals since 1971

AUTO-STORM®
Premium Quality Storm Covers

Motor Klassik BEST BRAND AWARD 2015 2016 2017 2018 ★★★★★

Auto-Storm® is our award-winning, 5-layer fully breathable outdoor storm cover. Exceptional protection during extreme weather conditions - be it wind, storm, hail, snow or heavy persistent rain.

Classic: for all-round protection whilst parked in a carport.

AQUA: for all-round protection whilst parked out in the open.

AQUA-UV: our premium outdoor car cover, suitable for just about anywhere - be it the hot-humid Mediterranean or rainy Scotland.

Complete with cable & lock for security, a set of storm straps for windy and stormy conditions and a practical zip-up carry bag

So breathable even a wet car will dry out

1971 est. HAMBURG, GERMANY

Tel: 0049 40 35 19 47
Email: info@autopyjama.com
www.autopyjama.com



BUILDING



Over 50 years' experience in oak framed buildings



monarchoak

- Garages • Garden Rooms • Complexes
- Gazebos • Pergolas

01323 765410

Quality in its finest form

www.monarchoak.co.uk

COVERS

Car Covers

www.cover-systems.co.uk/cc

PROTECT YOUR INVESTMENT

Safeguard In-Garage silky, soft nylon textile

- ▶ Breathable
- ▶ Dust-proofed
- ▶ Easily washed
- ▶ Elasticated both ends

Safeguard Outdoor polyester woven textile with anti-UV treatment

- ▶ 90% Waterproof (99% with optional Under-Cover)
- ▶ Breathable, Lightweight & Smooth
- ▶ Elasticated Hem, Protected door zips & Under body straps

FULL SIZE

FULL SIZE

TOP ONLY

	In-Garage	Outdoor	Top-Only
Alfa Romeo GT Junior	£102	£158	£67
BMW 2002	£105	£163	£66
Bentley Turbo R	£110	£174	£81
Rover P5	£108	£185	£68
Triumph 2.5pi	£106	£166	£68
Volvo P1800E	£105	£163	n/a

▶ **PRICE EXAMPLES BELOW** - please phone for the price of a cover for your car.

All prices include: VAT, FREE DELIVERY AND HOLDALL
We cover cars from 8'-30' - all shapes, all sizes
Covers for motorbikes and caravans too

01933 410851

Mon-Fri 9:15-5:15, Sat 9-12
Rushden, NN10 0YD

COVERS

DAIMLER SERVICES

Daimler & Lanchester

OWNERS CLUB



Our next annual international rally will take place in beautiful Scotland:
FRIDAY 9TH - SUNDAY 11TH JUNE 2019

Offering Daimler, Lanchester and rear-wheel-drive BSA car enthusiasts an entertaining and award-winning monthly magazine.

This magazine provides technical help and advice not least through an engaging internet forum; events and branch meetings both around the UK and overseas; discounted car insurance.

Membership@dloc.org.uk or +44 (0)121 748 6014

CARCOON

The creation of the Carcoon Airflow System back in 1993 established a new standard in car care. A product originally designed to help the enthusiast better protect their special car is now used around the world, protecting almost every vehicle you can name.

We can't tell you how proud we are of the fact that we continue to help protect our motoring heritage for the generations to come. The first 100 years of the development of the motor car will be written in history as a very special period, beginning with the blacksmith and coachbuilder right through to the modern production cars we all recognise today.

Without doubt the introduction of the Carcoon Airflow System has made classic and supercar ownership easier and less expensive, simply by reducing maintenance costs and halting deterioration commonly associated with infrequently used cars. Ask anyone who owns a Carcoon and they will tell you the same thing: they are not happy until their special car is safely cocooned.



Address: Carcoon Storage Systems, Orchard Mill, 2 Orchard Street, Salford, M6 6FL

Email: info@carcoon.com **Tel:** 0161 737 9690

www.carcoon.com



COVERS

metex
car covers

**THE BEST PROTECTION
FOR GARAGED CARS**

KEEP YOUR GARAGED CAR DUST AND DAMP FREE WITH A SUPER SOFT FABRIC METEX CAR DUST COVER.

EASY TO USE, THE COVER SIMPLY DRAPES OVER YOUR CAR COVERING IT COMPLETELY.

WE COVER ALL MAKES, MODELS AND SIZE OF CARS.

EXAMPLE CAR COVER SIZE,
CLASSIC MINI 15FT X 10.6FT

from only
£37.50

Postage cost £7.50 per order

Phone now with your order:

01254 704625

or order online at:

www.cardustcovers.co.uk



CUSTOMISE YOUR
COVER WITH A LARGE
CAR EMBLEM
JUST £9.95



INTERIOR RESTORATION



FurnitureClinic
**Leather Care &
Repair Specialists**

DIY cleaning & restoration products available for leather, fabric and wood.

Leather & Fabric Cleaning
Leather Repairs | Stain Removal
Colour Restoration | Wood Repairs

Nationwide repair service also available

www.furnitureclinic.co.uk

Email: enquiries@furnitureclinic.co.uk

Tel: 0844 879 3691



LIGHTING

Poor lighting can spoil a great car



Bright LED dashboard lighting bulbs



NEW!
Amazing high power LED headlight upgrades with 5 yrs guarantee.

High power LED stop & tail light bulbs



Unique orange through the red lens conversions.

Money-back guarantee

We design unique products to make your classic car better, brighter and safer. Pound for pound, nothing else makes more difference.



01789 576104

www.bettercarlighting.co.uk

enquiries@bettercarlighting.co.uk

PARTS/RESTORATION

REES BROS For free advice and estimates, please call **Andy Child** or **Richard Battyll**

CLASSIC CAR RESTORATION EST 1921
Enthusiastic craftsmanship at very competitive prices

Vintage & Classic Specialists

- Full or Part restoration • Servicing and tuning
- Engine and gearbox rebuilds • Rewire and retrimming
- Bodywork repairs and resprays • Re-chroming
- Chassis restoration on our jig
- ... 'all aspects of vintage & classic car care!'

www.reesbros.co.uk
email: andy@reesbros.co.uk
tel: 01252 323038

Located near Guildford on the south west of London, Surrey/Hants

PARTS/RESTORATION

BCC SPRINGS

MADE IN SHEFFIELD

The very best, British made, leaf and coil springs for a wide range of classic cars

www.britishclassiccarparts.com (+44) 01209 202 820

PORSCHE SPECIALISTS

PARTS/RESTORATION

GOWER & LEE CARBURETTOR SPECIALISTS

All English ★ European carburettor work undertaken ★ Spares carried for SU, Solex, Zenith, CD, Stromberg, Weber & Pierburg carburettors for your vintage classic or modern car. ★ Mail order service. ★ All major credit cards accepted.

Sales Dept, P.O. Box 91, Bushey, Watford WD23 2ZG. Tel/Fax: 01923 247300
e-mail sales@gowerandlee.co.uk Website: www.gowerandlee.co.uk

Lakewell.com
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993
TRIM PARTS & RESTORATION TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS
KLEIN HEIDESTRAAT 71
B - 3370 BOUTERSEM

WEB: WWW.LAKEWELL.COM
EMAIL: INFO@LAKEWELL.COM
PHONE: +32 (0) 475 53 56 22

To advertise in
Classic Cars please call
01733 468500

PARTS/RESTORATION

Omicron

CLASSIC LANCIA SPECIALISTS

AURELIA • FLAMINIA • FLAVIA •
FULVIA • STRATOS

★ Rapid international mail order parts service. We ship to 70+ countries worldwide

★ Full or partial restorations undertaken to concours conditions.

★ Fully equipped bodyshop and mechanical workshops.

★ Race & rally prep undertaken including event support

We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

Omicron Engineering Ltd., Norwich
Tel: (01508) 570351 • www.omicron.uk.com

RESTORATION

ROMANCE OF RUST

CLASSIC CAR RESTORATION



- Vehicle Restoration
- Bespoke Metalwork
- 41 years experience
- Mulliner Park Ward Trained

☎ 07774 754 239

✉ romanceofrust@yahoo.co.uk

🌐 romanceofrust.com 📍 Brentford

RESTORATION



Vehicle Body & Paint
Accident Repair
Classic Car Restoration

Showfield Lane Industrial Estate,
Malton, North Yorkshire, YO17 6BT

Tel: 01653 692090

sales@maltoncoachworks.com

www.maltoncoachworks.co.uk

SERVICING



AUTO ELECTRIC SUPPLIES LTD

Fast Mail Order Service - Order Online or by Phone

01584 819552



www.autoelectricsupplies.co.uk FREE 100 PAGE CATALOGUE AVAILABLE

WANTED

WANTED TR2/3/4/5/6 Vitesse Herald and GT6 from Restoration to Mint

Excellent Prices Paid. Cash or Cheque on collection.
Fast Reliable Service, Instant Decision, Any Distance.

Call Gary Bates, TRGB Ltd., 07801 631632
www.TRGB.co.uk

CLUBS

CLUB LOTUS www.clublotus.co.uk
TEL: 01362 691144/694459 EMAIL annemarie@clublotus.co.uk
THE ORIGINAL & BEST CLUB FOR ALL LOTUS OWNERS & ENTHUSIASTS
COLOUR MAGAZINE, INSURANCE & PARTS DISCOUNTS, FREE TECHNICAL HELP,
LOTUS REGALIA & MORE FOR ONLY £35 PER YEAR
CLUB LOTUS, 58 MALTHOUSE COURT, DEREHAM, NORFOLK, NR20 4UA

PARTS & RESTORATION

SteeringWheelRestoration.com



Restore steering wheels, vintage to modern, including Rolls-Royce, Bentley & Jaguar

tel: 07795 182 563
myrtleprod@aol.com

SERVICING

CFS Classic Fuel Systems
SU Solex, Stromberg, Zenith, Weber
Specialists in reconditioning all British, European and American Carburettors to the highest standards.
All pre-war & post-war classics catered for
FUEL PUMPS, KITS, SPECIALIST IN MANUFACTURE OF RARE PARTS
Tel: 01274 684143 or 07811 410481
www.classicfuelsystems.co.uk
Email: info@classicfuelsystems.co.uk

WANTED

URGENTLY WANTED



ANY MG
ANY YEAR, ANY CONDITION

Tel 01707 876089
or 07831 556 666

Cars for sale on:
www.mgsforsale.com

SMR Specialists in MG Motor Cars

Please mention Classic Cars when replying to advertisers

WHY I LOVE...



David Richards CBE, former World Rally Champion and now chairman of Prodrive, reveals his passion for the Circuit de la Sarthe and the story of his first encounter



David was part of the Rothmans-Porsche team that ran rampant at La Sarthe

‘We found ourselves driving down the Mulsanne Straight. As the speedo needle edged its way round the dial we were encouraging my father to hit 100mph. My mother was having hysterics’

I have loved the Circuit de la Sarthe ever since I went there as a ten-year-old with my parents and my three brothers in the family Ford Zodiac during the early Sixties,’ recalls David. ‘We were on our way to Spain on holiday and found ourselves driving down the Mulsanne Straight. I was sitting in the back with my two brothers while my youngest sibling was in front nestled between my parents on the bench seat. As the speedometer needle edged its way round the dial we were encouraging my father to drive faster and hit 100mph. My mother, meanwhile, was having hysterics. After all, there were no safety belts in those days.’

David was immediately bitten by the Le Mans bug and followed the racing and activities on the legendary French track, sporadically listening to radio broadcasts and reading motoring and motor sport magazines. ‘Then, in 1981, my wife and I drove ourselves to Le Mans, this time in a Mercedes 500SEL that we’d just collected near Stuttgart from Lorinser, which had grafted an SEC front end onto it. It had grey coachwork with blacked out windows, we must have looked like the Mafia! When we arrived at the track to see the race for the first time it was the atmosphere that struck me most with all its

pageantry, the sound of the engines and the roar of the crowds. An important part of that magic is how the town totally embraces the event and it’s easy to understand how it has secured legendary status as a world-class motoring festival.

‘During the Eighties I was involved with the Rothmans-sponsored Porsche teams, first with drivers Jackie Ickx and Derek Bell who were victorious in 1982 in the 936, and later Derek Bell with Hans-Joachim Stuck and Al Holbert in 1986 and ’87 in the 962C, all Le Mans legends. These drivers really made the Le Mans race their own and helped to reinforce my passion for the event.

‘Looking back I can still recall those early days of sitting in a restaurant by the side of the track and watching the cars as they streaked past during the night, accompanied by the shriek of their tortured engines.

‘Over the years, the most significant change to the circuit has to be when, for safety reasons, they added the chicane along the fabled Mulsanne Straight, the very road my father had driven us along all those years ago.

‘With all those memories, Le Mans remains my most-loved race venue and somewhere that I hope to return to for many years to come.’



A SELECTION OF OUR CURRENT STOCK:



**1988 ASTON MARTIN
 V8 VANTAGE VOLANTE**
£375,000

The car offered here, 1 of just 109 right hand drive examples built, was delivered new in 1988 and maintained for many years by both Aston Martin and appointed service agents. Finished in its original colours and with matching numbers, having covered just 42,700 miles from new, this car is in exceptional condition throughout. Fitted with subtle upgrades to the interior, including additional door pockets and POW type centre console. Supplied with service history and previous MoT certificates, original tools, handbooks and service voucher booklet.



2000 Aston Martin Vantage 'Le Mans' £425,000



1966 Aston Martin DB6 £295,000



1984 Aston Martin V8 Volante 'Vantage spec' £225,000



1988 Aston Martin V8 Efi £164,950



1971 Aston Martin DBS V8 £149,950



1999 Aston Martin V8 Coupe £114,950



0208 741 8822 info@nicholasmee.co.uk nicholasmee.co.uk

Please note that we have now completed our relocation to our new 'destination' premises in Hertfordshire.
 Please visit our web-site for full address details

THIS IS NOT RED & WHITE.

THIS IS STARKY & HUTCH'S 1976 FORD GRAN TORINO GT IN VIPER RED (PPG-73840) AND WHITE (DMC900)

Do you see what we see?

Like you, we are car enthusiasts through and through. We offer exceptional insurance, competitive premiums and hassle-free claims service. Get a quote or check the value of your classic online anytime. Better yet, give us a call at **0330 159 0729** and chat to one of the team.

Drive with us. [hagertyinsurance.co.uk](https://www.hagertyinsurance.co.uk)



Rated **Excellent** on  Trustpilot

Price Guide

Our quarterly guide brings you freshly updated prices for 1200-plus classics

in partnership with
HAGERTY
CLASSIC CAR INSURANCE

WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE

Concours/Dealer

If you can afford it, do it. This is what to pay for a top notch example; also a good guide to concours value

Mint

Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable

Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough

In reality a project car in need of much care and expense, even though it may still run and drive

Price change

At a glance indicator showing the market trend of the latest updates

NEED TO SEE PRICES EVERY MONTH?

Our price guide is in every issue of our digital edition. Subscribe on p92

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	100,000	80,000	60,000	45,000	747	95	▲
595, 595SS, 695SS	63-71	42,500	30,000	20,000	12,500	595	80	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
AC AC Owners' Club (01904 793563)								
2-litre	47-56	15,500	11,000	6750	4000	1991	83	▲
2-litre dhc/Buckland	49-56	31,000	22,000	14,000	9000	1991	83	▲
Ace (AC engine)	54-63	265,000	200,000	135,000	90,000	1991	102	▲
Ace-Bristol	56-63	300,000	220,000	155,000	100,000	1971	118	▲
Ace-Ford	61-63	320,000	235,000	165,000	105,000	2553	120	▲
Aceca-AC	54-63	140,000	100,000	65,000	45,000	1991	104	▲
Aceca-Bristol	56-63	165,000	120,000	75,000	52,000	1971	128	▲
Greyhound	59-63	58,500	45,000	27,500	18,000	1971	107	
Cobra MkI/MkII/289	62-69	825,000	675,000	525,000	425,000	4727	138	
Cobra 427	65-67	925,000	750,000	575,000	475,000	6998	145	
428	67-73	155,000	120,000	90,000	60,000	7014	143	
428 con	67-73	185,000	140,000	105,000	70,000	7014	143	
3000 ME	79-84	15,500	11,500	7500	5000	2994	125	
Cobra MkIV	83-89	97,500	80,000	60,000	42,500	4942	134	▲
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.75m	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	7000	3500	1290	90	
Giulietta ti	57-64	22,500	16,000	7500	4000	1290	103	
Giulietta/Giulia Sprint	55-64	54,000	40,000	24,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	70,000	47,500	30,000	20,000	1570	108	
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	32,500	1570	120	
2000 Spider	58-62	95,000	65,000	32,500	19,000	1975	111	
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124	
2600 Sprint	62-66	46,500	35,000	17,500	8000	2584	125	
SZ-1	60-62	375,000	320,000	270,000	200,000	1290	120	
TZ-1	63-65	850,000	750,000	600,000	450,000	1570	124	
Giulia Ti/Super	62-74	20,000	14,000	7000	3250	1570	105	
1750/2000 Berlina	68-76	12,000	8000	3500	1600	1962	115	
Giulia Sprint GT/Veloce	63-68	42,500	32,500	17,000	8750	1570	112	
Giulia GTA 1300/1600	65-71	250,000	200,000	150,000	100,000	1570	115	
GT Junior	66-77	23,000	16,250	8250	4400	1570	115	▼
1750/2000 GTV	67-77	30,000	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110	
Duetto/1750 rtail	66-69	50,000	35,000	20,000	10,000	1570	113	
Spider S2	69-82	21,500	14,750	7000	3000	1962	119	
Spider S3	82-89	12,500	8000	3500	1650	1962	114	
Spider S4	89-93	14,250	10,000	4650	2400	1962	114	
Montreal	70-77	62,500	47,500	28,500	18,500	2593	132	
Alfasud/Alfasud Ti	72-83	6950	4250	2000	750	1286	103	
Alfasud Sprint	76-90	9000	6000	2750	1100	1490	104	
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	
GTV 2000	76-87	12,500	9000	4000	1750	1962	118	▲
GTV6	81-87	20,000	13,000	5750	2250	2492	130	▲
75 sal	86-92	7500	5000	2000	900	2959	135	
164 2.0 TS	88-98	5000	4000	1900	900	1962	130	
164 3.0 V6	88-98	7000	4500	2400	1200	2959	147	▲
SZ	89-94	47,500	36,500	20,000	15,000	2959	153	▲
RZ	92-94	45,000	35,000	21,000	15,500	2959	153	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALPINE-RENAULT Club Alpine-Renault (01902 895590)								
A110	65-77	80,000	60,000	37,500	27,500	1565	115	▲
A310 1600	74-77	37,500	25,000	15,000	10,000	1605	130	
A310 V6	77-86	40,000	28,000	19,000	12,000	2664	137	
GTA	85-91	10,000	8000	4000	2400	2849	139	
GTA Turbo	85-91	12,500	10,000	5500	3000	2458	149	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALLARD Allard Owners' Club (01438 773428)								
K1	46-50	95,000	65,000	50,000	32,500	3622	100	
K2	50-53	110,000	80,000	55,000	36,500	3917	102	
K3	52-54	120,000	90,000	65,000	45,000	4375	96	
L/M	46-53	57,500	37,500	22,000	14,000	3622	86	
P	49-52	40,000	30,000	15,000	8250	3622	90	
J2/J2X	50-54	250,000	200,000	160,000	125,000	4375	130	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308)								
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	80,000	3571	85	
4.3 Litre Tourer	37-39	165,000	120,000	105,000	90,000	4387	100	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	25,000	17,500	10,000	5000	2993	100	
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95	
TD21	56-63	35,000	26,000	14,000	8000	2993	104	
TD21 convertible	56-63	80,000	57,500	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	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
AMPHICAR IAOC (amphicar.com)								
770	61-65	50,000	35,000	25,000	16,000	1147	70	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (0121 459 0742)								
Lancaster	46-52	12,500	9000	5000	2750	1991	70	
Hurricane dhc	46-53	20,000	15,000	8500	5500	1991	70	
Typhoon coupé	46-50	16,000	11,250	7000	4250	1991	70	
Whitley	50-53	14,000	9000	4500	2500	2309	85	
Sapphire 346	53-59	16,000	11,500	6000	3000	3435	100	
Sapphire 234/236	56-58	16,000	12,000	6250	3250	2309	97	
Star Sapphire	58-60	21,000	15,000	7000	4000	3990	104	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	250,000	180,000	125,000	85,000	2580	110	
DB2 con	51-53	325,000	250,000	180,000	140,000	2580	109	
DB2/4 MkI/II	53-57	200,000	150,000	95,000	65,000	2580	120	
DB2/4 con	53-57	290,000	225,000	170,000	130,000	2580	120	
DB3S	53-56	4.8m	4.25m	3.75m	n/a	2922	145	
DB MkIII	57-59	220,000	165,000	115,000	85,000	2922	120	
DB MkIII con	57-59	480,000	400,000	320,000	250,000	2922	120	
DB4	58-63	450,000	375,000	300,000	240,000	3670	141	
DB4 Vantage	61-63	575,000	475,000	375,000	285,000	3670	149	▲
DB4 con	61-63	900,000	800,000	650,000	550,000	3670	140	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale		
-------------------------------------	------	-----------------	--------------	--	--

	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
1100/1300	63-74	4250	2500	1000	500	1098	85	
1300GT	69-74	8250	5750	2500	1200	1275	96	
3-litre	68-71	7500	5500	2500	1250	2912	106	
1800/2200	64-75	4000	2500	1000	500	1798	96	
Allegro 1100-1500	73-82	2250	1300	600	300	1275	87	
Allegro 1750/Sport TC	73-75	2750	1750	800	450	1748	104	
Seven/Mini Mkl	59	30,000	25,000	18,000	13,000	848	71	
Mini Mkl	60-67	12,500	10,000	6250	3750	848	71	
Mini MkII	67-69	6000	4000	1850	1000	998	79	
Mini MkIII-V	70-90	4850	3200	1400	800	998	82	
Mini Cooper 997/998	61-69	22,500	16,000	9000	6000	998	90	
Mini Cooper 1071S	63-64	43,000	32,500	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	40,000	30,000	19,000	13,500	970	82	
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96	
Mini C1 1275S MkII/III	67-71	32,000	22,500	14,000	9500	1275	96	
Mini Moke	64-85	20,000	15,000	8000	4500	998	70	
Mini 1275GT	69-80	11,000	8000	4250	2000	1275	89	
Mini Clubman	70-80	4500	3000	1300	650	1098	82	

AUSTIN-HEALEY		Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND						
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	140,000	110,000	80,000	50,000	2660	109 ▲	
100S	55	650,000	550,000	465,000	400,000	2660	119	
100/6 BN4/6	56-59	50,000	37,500	24,000	13,500	2639	105	
3000 Mkl	59-61	54,000	38,500	25,000	13,000	2912	112	
3000 MkII BN7	61-62	68,000	47,500	32,000	22,000	2912	117	
3000 MkII BT7, BJ7	62-64	57,500	42,000	27,500	15,000	2912	117	
3000 MkIII	64-68	64,000	47,500	30,000	17,500	2912	121	
'Frogey' Sprite Mkl	58-61	21,000	15,000	7000	4000	948	82	
Sprite Mkl/III/IV	61-71	11,000	7000	3000	1250	1275	96	

AUTOBIANCHI		(autobianchi.org)						
Bianchina Trans/Cab	57-68	29,000	21,500	14,500	9750	499	68	

BENTLEY		Bentley Drivers' Club (01295 738886)						
3-litre Tourer	22-25	500,000	300,000	220,000	160,000	2996		
4.5-litre Tourer	27-31	1.2m	800,000	650,000	400,000	4398	92	
6.5 Litre Speed Six	28-30	3.25m	2.75m	1.8m	1m	6597	86	
4.5 Litre 'Blower'	29-31	11m	8m	4.5m	2.85m	4398	98	
8 Litre	29-31	2.5m	1.6m	900,000	500,000	7982	101	
Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	300,000	200,000	100,000	42,500	3669	91	
Derby 4.25 PW	36-39	125,000	87,500	52,500	32,500	4257	96	
Derby 4.25 coachbuilt	36-39	390,000	265,000	120,000	45,000	4257	96	
MkVI 4.3/4.6-litre	46-52	36,000	26,500	15,000	8750	4566	100	
MkVI con	51-52	115,000	82,500	42,500	27,500	4566	100	
R-type saloon	52-55	42,000	30,000	17,500	9500	4566	106	
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	
Coachbuilt con	52-55	160,000	120,000	65,000	37,500	4566	106	
R-type Continental	52-55	950,000	800,000	600,000	500,000	4566	115	
S1/S2 saloon	55-62	39,000	29,000	16,500	8000	4887	101	
S1 Continental Mulliner	55-59	365,000	265,000	180,000	140,000	4887	115	
S1 Cont PW coupé	55-59	375,000	270,000	135,000	100,000	4887	114	
S1 Cont P Ward con	55-59	750,000	540,000	275,000	200,000	4887	114	
S2 Cont Mulliner	59-62	275,000	195,000	120,000	80,000	6230	115	
S2 Park Ward con	59-62	325,000	225,000	135,000	90,000	6230	115	
S2 Flying Spur	59-62	175,000	130,000	75,000	46,500	6230	120	
S3 saloon	62-65	44,000	32,000	18,000	8750	6230	116	
S3 MPW 2dr coupé	62-65	165,000	110,000	75,000	50,000	6230	120	
S3 MPW con	62-65	240,000	165,000	105,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	147,500	110,000	72,000	48,000	6230	118	
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120	
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120	
MPW/Corniche coupé	66-80	42,500	32,500	21,000	10,000	6750	120 ▼	
MPW/Corniche conv	67-85	54,000	42,500	28,500	16,000	6750	118 ▼	
Mulsanne/Eight	80-92	12,500	10,000	5500	2000	6750	119	
Mulsanne Turbo	82-86	14,000	11,000	6000	2400	6750	135	
Turbo R/RL	85-97	16,500	12,500	6500	2500	6750	135	
Continental MPW conv	84-94	72,500	55,000	37,500	22,500	6750	140	
Continental R	91-02	40,000	30,000	22,500	16,500	6750	151 ▼	
Continental T	96-02	65,000	52,000	40,000	32,000	6750	175	
Brooklands	92-98	16,500	13,500	10,000	6500	6750	140	
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	

BERKELEY		Berkeley Enthusiasts' Club (01483 475330)						
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60	

BIZZARRINI		(isobizclub.com)						
5300GT Strada	65-69	600,000	525,000	450,000	375,000	5354	165	

BMW		BMW Car Club (01225 709009)						
328	36-39	700,000	550,000	450,000	375,000	1971	100	

	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
501 V8/502/2.6/3.2	55-63	42,500	28,500	17,000	11,000	2580	100	
503 coupé	56-59	140,000	105,000	75,000	52,500	3168	115	
507	56-59	1.75m	1.4m	1.25m	1m	3168	135	
Isetta 250/300	55-65	18,000	13,000	9000	6000	298	60	
600	58-59	27,500	20,000	15,000	9500	585	65	
2000/ti lux/tii	66-72	9750	6750	3250	1600	1990	105	
1600/1602/1502	66-77	9500	6500	3000	1500	1573	100	
2002/Touring	68-75	13,000	8500	4250	2400	1990	112 ▲	
2002 cabrio/targa	71-74	18,500	14,000	7000	3000	1990	110	
2002tii	71-75	24,000	16,500	8000	4000	1990	120	
2002 turbo	73-74	95,000	70,000	47,500	30,000	1990	130	
2800CS/CSA	69-71	25,000	17,500	10,000	5000	2788	120	
2500/2800/3.0/3.3	69-77	12,000	8000	3500	1750	2494	110	
3.0CS/CSi	71-75	42,500	27,500	18,500	12,500	2985	130	
3.0CSL	72-75	132,500	97,500	60,000	37,500	3003	134	
3.0CSL 'Batmobile'	72-75	250,000	200,000	150,000	100,000	3153	138	
633/628 CSi	76-87	8750	6000	3000	1500	3210	132	
635CSi	78-89	15,500	10,000	4500	2400	3453	140 ▲	
M635CSi	85-89	27,500	20,000	14,000	7500	3453	158	
M1	79-80	330,000	260,000	185,000	150,000	3453	162	
323i (E21)	77-82	7500	5200	2500	1300	2315	126	
320/325 Baur cabrio	81-85	12,000	7500	3500	1750	2495	135 ▲	
5-series (E12)	75-81	10,500	7500	3500	1500	2788	133	
M535i (E12)	80-81	26,000	19,000	11,000	5500	3453	139	
5-series (E28)	81-87	10,000	7000	3000	1250	2788	146	
M535i (E28)	85-87	13,000	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	8500	6000	4941	155	
3-series (E30) conv	86-93	8250	5750	2500	1000	2494	130	
325i Sport (E30)	89-91	10,000	7000	3500	1750	2494	133	
M3 (E30)	86-90	50,000	40,000	26,000	17,500	2302	143	
M3 Evo II (E30)	88	67,500	52,500	35,000	26,000	2302	143 ▼	
Z1	86-91	40,000	26,000	17,000	10,000	2494	140	
840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155	
850CSi	92-96	50,000	40,000	30,000	20,000	5576	155	
M3/Evo (E36)	92-99	19,000	14,000	9500	6000	3201	155	
Z3 4-cyl	96-01	4000	2650	1350	600	1895	127	
Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139	
Z3M Roadster	98-02	19,500	15,000	10,000	6750	3201	155	
Z3M Coupe	98-02	30,000	22,000	13,500	8500	3201	159	
Z8	00-03	135,000	110,000	85,000	65,000	4941	155	
M3 (E46)	01-06	24,000	18,000	11,000	6000	3246	155	
M3 CSL (E46)	03-05	50,000	45,000	41,000	37,000	3246	155	

BOND		Bond Owners' Club (0121 784 4626)						
Minicar MkA-G	48-65	6000	4250	1900	900	250	55	
GT2+2	63-64	6600	4500	1850	850	1147	83	
GT4S	64-70	5100	3750	1750	800	1296	92	
Equipe GT	67-70	7000	5000	1600	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	30,000	20,000	1971	92	
401, 403	49-55	58,500	40,000	24,000	15,000	1971	94	
Arnolt-Bristol	54-61	300,000	235,000	175,000	110,000	1971	109 ▲	
404	54-55	72,500	52,500	35,000	22,000	1971	110	
405 saloon	54-56	50,000	32,500	16,000	10,000	1971	94	
405 con	55	100,000	80,000	45,000	30,000	1971	100	
406	58-61	40,000	27,500	14,000	9000	2216	104	
407, 408, 409	62-69	37,500	26,000	1				

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1000SP/A Union sp	58-65	17,500	12,500	6,500	3,750	980	82	
1000/1000S sal/cpé	58-63	10,000	6,750	3,400	2,000	980	80	
F102 saloon	64-66	3,250	1,950	950	550	1175	84	

DODGE

Viper RT 10/GTS	92-02	38,500	29,000	21,000	16,000	7974	165	
-----------------	-------	--------	--------	--------	--------	------	-----	--

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	86,500	65,000	5801	125	
HK500	59-61	240,000	175,000	125,000	80,000	6286	130	
Facel II	62-64	350,000	275,000	200,000	150,000	6286	132	
Facellia/Facel III	60-64	60,000	46,500	29,000	16,500	1647	114	

FAIRTHORPE

Fairthorpe Sports Car Club (01895 256799)								
Electron Minor	57-73	5,000	3,750	2,250	1,250	948	80	
TX-GT/SS coupé	67-73	4,500	3,250	1,850	750	1998	112	

FERRARI

Ferrari Owners' Club (01485 544500)								
166MM Barchetta	48-50	5m	4m	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	3m	2.5m	2m	1.5m	4101	136	
250 Europa S/II	53-55	1.6m	1.3m	950,000	750,000	2963	126	
410 Superamerica	56-59	3.5m	3m	2.5m	2m	4962	165	
250GT Boano/Ellena	56-59	725,000	600,000	450,000	300,000	2953	157	
250GT Cabrio S1	57-59	4.2m	3.6m	3.2m	3m	2953	155	
250GT Berlinetta Tdf	57-59	5.6m	5.1m	4.5m	n/a	2953	143	
250GT PF coupé	58-62	620,000	500,000	350,000	235,000	2953	145	▲
250 Cal' Spider lwb	58-62	9.5m	7m	5.25m	4m	2953	155	
250 Cal' Spider swb	60-63	12.5m	11.5m	10.5m	n/a	2953	149	
250GT SWB (steel)	60-63	7m	6.5m	6m	5.5m	2953	150	
250GT SWB (alloy)	59-62	7.9m	7.3m	6.5m	6m	2953	155	
250GT Cabrio Se2	60-62	1.35m	1.1m	900,000	750,000	2953	160	
250GTE 2+2	60-63	395,000	330,000	220,000	150,000	2953	140	
250GTO	62-64	42m	37m	n/a	n/a	2953	158	
250LM	64-66	15m	11.5m	10m	n/a	2953	159	▲
250GT Lusso	62-64	1.3m	1.15m	1m	850,000	2953	150	
400 Superamerica cpé	60-64	2.4m	2.0m	1.8m	1.5m	3967	162	
500 Superfast	64-67	2.2m	1.8m	1.35m	1.2m	4962	170	
275GTB (steel)	64-66	1.7m	1.35m	1.1m	925,000	3286	150	
275GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3286	150	
275GTS	64-66	1.5m	1.25m	1.1m	900,000	3286	150	
275GTB/4 (4-cam)	66-68	2.2m	2m	1.85m	1.65m	3286	165	
330GT 2+2	64-67	225,000	175,000	130,000	90,000	3967	150	
330GTc	66-68	450,000	375,000	325,000	290,000	3967	150	
330GTS	66-68	1.8m	1.5m	1.1m	950,000	3967	150	
Dino 206GT	68-69	420,000	375,000	300,000	240,000	1987	145	
Dino 246GT	69-73	270,000	220,000	140,000	92,500	2418	150	
Dino 246GTS	72-74	300,000	250,000	160,000	100,000	2418	150	
365GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152	
365GTC	68-70	525,000	450,000	385,000	325,000	4390	155	▼
365GTB/4 Daytona	68-74	540,000	460,000	400,000	320,000	4390	173	
365GTS/4 Spider	72-73	2m	1.8m	1.6m	n/a	4390	170	
365GTC/4 2+2	70-72	230,000	175,000	140,000	115,000	4390	152	
365GT4 2+2	72-76	62,500	48,000	29,500	18,500	4390	150	
365BB	75-76	350,000	275,000	220,000	165,000	4390	163	
512BB	76-81	240,000	200,000	150,000	120,000	4942	163	
512Bbi	81-85	225,000	185,000	147,500	120,000	4942	168	
308GT4 2+2	73-80	54,000	40,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	135,000	105,000	75,000	50,000	2926	154	
308GTB/GTS	77-80	77,000	60,000	42,000	30,000	2926	155	
308GTBi/GTSi	80-82	60,000	42,500	29,000	20,000	2926	155	
308GTB qv/GTS qv	82-85	67,500	50,000	32,000	22,500	2926	155	
328GTB/GTS	85-88	70,000	54,000	37,000	26,500	3195	163	
400/400i/412i manual	76-89	39,000	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	28,500	18,250	12,000	2926	146	▼
348/Spider	89-94	50,000	40,000	32,500	24,000	3405	170	▼
F355/GTS	94-99	75,000	67,500	50,000	40,000	3496	185	
F355 Spider	95-99	80,000	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	115,000	92,500	64,000	50,000	4943	193	
F512 M	94-96	150,000	120,000	80,000	62,000	4943	194	
456GT	92-98	50,000	37,500	25,000	17,500	5474	184	
456MGT	98-03	55,000	42,000	28,500	21,000	5474	185	
288GTO	84-87	2m	1.7m	1.4m	1.2m	2855	190	▲
F40	88-92	1m	900,000	800,000	n/a	2936	201	
F50	95-97	1.85m	1.5m	1.1m	n/a	4698	202	
550 Maranello	96-02	100,000	85,000	60,000	47,500	5474	199	
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
575M Maranello	02-06	90,000	79,000	66,000	n/a	5748	202	▼
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	21,000	12,500	6,750	767	59	
500/D/F/L/R	57-75	11,500	7,750	3,600	1,750	499	61	
1500S/1600S Osca sp	59-66	42,500	30,000	16,000	10,000	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 1.2/1.4	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 1.4/1.6	66-74	24,000	18,000	10,000	3,500	1608	112	
124 Spider 1.8/2.0	75-81	18,500	13,000	6,000	2,500	1756	108	
124 Spider Abarth	72-75	55,000	40,000	30,000	17,500	1756	118	
Pininfarina Spider	82-85	20,000	15,000	7,500	2,750	1995	104	
Dino Spider 2.0/2.4	67-73	125,000	95,000	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	6,250	4,500	2,250	1,100	3,235	112	▲
130 Coupé	72-76	17,500	12,500	7,000	3,500	3,235	114	
127 Sport 1300	81-83	5,750	3,200	1,600	800	1,301	102	
128 3P coupé	75-78	6,000	4,500	2,000	1,000	1,301	102	
X1/9	77-89	6,750	4,250	2,000	1,000	1,290	100	
Panda 4x4	84-92	4,500	2,750	1,500	850	999	83	
Coupé/Turbo	94-00	4,500	2,900	1,250	400	1,998	149	
Barchetta	95-02	6,500	4,200	2,200	1,000	1,747	118	

FORD

AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mccgb.net)								
Prefect	40-53	6,900	5,000	2,500	1,250	1172	68	
Pilot V8	47-51	15,750	10,500	6,000	3,500	3,622	82	
Anglia/Popular 103E	46-59	6,750	4,750	2,400	1,250	1,172	61	
Anglia 100E/Popular	53-62	5,500	3,500	1,600	800	1,172	71	
Prefect 107E	59-61	6,000	4,500	2,250	1,250	997	73	
Anglia 105E	59-68	7,250	5,250	2,500	1,500	997	74	
Anglia 123E	62-68	9,000	6,600	3,100	2,000	1,197	82	
Consul MkI	50-56	8,000	5,500	2,750	1,350	1,508	73	
Zephyr Six MkI	50-56	12,500	8,000	3,750				

NE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
HUMBER Post-Vintage Humber Car Club (01604 404363)								
Hawk MkI-VI	49-57	7000	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	6750	4250	2000	1000	2267	86	
Snipe	45-48	9500	7500	3000	1400	2731	72	
Snipe/Pman MkI-IV	45-56	9750	7000	3250	1500	4139	91	
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80	
Super Snipe SI-VA	58-67	9000	6250	2400	1200	2651	106	
Imperial	64-67	9250	6250	2500	1300	2965	102	
Sceptre MkI-II	63-67	5000	3600	1750	950	1725	90	
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98	
ISO Iso Bizzarini Club (020 8891 6663)								
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140	
Grifo	63-74	270,000	210,000	150,000	110,000	5359	161	
Grifo 7-litre	69-74	350,000	265,000	175,000	125,000	6998	170	
Lele	70-74	40,000	22,500	15,000	7500	5736	145	
JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)								
SS100 2½-litre	36-39	350,000	250,000	180,000	135,000	2663	94	
SS100 3½-litre	38-39	500,000	400,000	300,000	200,000	3485	104	
1½-litre	45-49	32,000	21,000	12,000	6750	1776	70	
2½-litre	46-51	35,000	25,000	14,000	7500	2663	87	
3½-litre	46-51	47,500	32,000	18,500	10,000	3485	92	
MkV 2½-litre con	49-51	67,500	50,000	28,500	12,000	2663	87	
MkV 3½-litre con	49-51	92,500	68,500	40,000	20,000	3485	92	
XK120 alloy rdstr	49-50	285,000	250,000	200,000	145,000	3442	132	
XK120 roadster	50-54	115,000	85,000	55,000	32,500	3442	122	
XK120 dhc	50-54	110,000	80,000	50,000	30,000	3442	122	▲
XK120 fhc	51-54	87,000	60,000	38,000	25,000	3442	121	
C-type	51-54	3.7m	3.5m	3.3m	2.95m	3442	144	
XK140 roadster	54-57	112,500	82,000	55,000	32,000	3442	126	
XK140 fhc	54-57	80,000	56,500	36,500	25,000	3442	125	
XK140 dhc	54-57	107,500	85,000	55,000	32,000	3442	125	
D-type	54-57	6.3m	5.2m	4.25m	3.75m	3442	160	
XK150 roadster	58-60	120,000	82,500	45,000	27,500	3781	130	
XK150 fhc	57-61	72,500	52,500	34,000	22,500	3781	128	
XK150 dhc	57-61	105,000	68,500	40,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	175,000	135,000	90,000	65,000	3442	130	
XK150S 3.4 fhc	58-60	109,000	85,000	60,000	45,000	3442	129	
XK150S 3.4 dhc	58-60	140,000	105,000	72,000	55,000	3442	130	
XK150S 3.8 roadster	59-60	210,000	170,000	130,000	90,000	3781	136	
XK150S 3.8 fhc	59-60	130,000	95,000	65,000	50,000	3781	132	
XK150S 3.8 dhc	59-60	187,500	140,000	105,000	75,000	3781	130	
XK150SE 3.8 dhc	58-61	130,000	100,000	70,000	50,000	3781	141	
MkVII-MkIX	51-61	37,500	25,000	13,000	6000	3442	105	
MkX/420G	61-70	20,000	14,000	7000	3500	4235	120	
Mk1 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96	
Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	120	
Mk2 3.4	59-67	32,000	21,000	10,000	4250	3442	114	
Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121	
S-type sal	63-68	24,500	16,500	8000	3500	3781	121	
240	67-68	19,500	12,000	6500	3000	2483	105	
340	67-68	23,000	16,000	8000	3650	3442	123	
420	66-68	16,500	12,000	5500	2400	4235	123	
E-type 3.8 rdstr (ff)	61-62	220,000	170,000	108,000	72,500	3781	145	▲
E-type 3.8 cpé (ff)	61-62	160,000	130,000	80,000	55,000	3781	145	▲
E-type 3.8 roadster	62-64	160,000	115,000	75,000	55,000	3781	145	▼
E-type 3.8 coupé	61264	140,000	97,500	57,500	40,000	3781	145	▼
E-type 4.2 S1 rdstr	64-67	180,000	135,000	90,000	60,000	4235	145	▲
E-type 4.2 S1 coupé	64-67	125,000	100,000	60,000	42,500	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	110,000	75,000	45,000	28,500	4235	145	▼
E-type S1½/S2 fhc	67-70	78,500	55,000	32,500	20,000	4235	145	
E-type S1½/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136	
E-type V12 roadster	71-75	95,000	65,000	35,000	22,500	5343	150	
E-type V12 fhc 2+2	71-74	52,500	34,000	18,000	9500	5343	150	
XJ6 2.8 Series 1	68-73	7250	5000	2200	900	2791	117	
XJ6 4.2 Series 1	68-73	12,000	7500	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	7000	3200	1200	5343	146	
XJ6 Coupé	75-78	22,000	13,000	7000	4500	4235	120	
XJ12 Coupé	75-78	26,000	16,000	9000	5000	5343	143	
XJR 3.6/4.0 sal	88-94	10,000	6500	3000	1500	3980	142	
XJ12 (XJ81) sal	93-94	6000	4000	2200	1000	5994	155	
XJR X300 sal	94-97	5000	3650	1800	800	3980	155	
XJ-S manual	75-80	25,000	17,500	8500	4000	5343	154	
XJ-S V12 auto	75-91	10,000	6000	2500	850	5343	150	
XJ-S 3.6	83-89	8000	5000	2200	800	3590	141	
XJ-SC 3.6 cabrio	83-87	12,000	8000	3750	1750	3590	134	▲
XJ-SC V12 cabrio	85-88	14,000	9000	4250	2000	5343	150	▲
XJ-S V12 con	88-91	16,000	11,000	5000	2400	5343	150	
XJS V12	91-96	9000	6000	3200	1600	5994	161	
XJS V12 con	91-96	15,000	10,500	5000	2500	5994	160	

NE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
JENSEN Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)								
541/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 MkI	67-69	52,500	37,500	17,500	8500	6276	140	▲
Interceptor II-III	70-75	45,000	32,500	15,000	7500	6276	140	
FF	67-71	120,000	82,500	60,000	40,000	7212	141	
Interceptor SP	71-73	48,000	35,000	16,500	8000	7212	144	
Interceptor con	74-76	65,000	45,000	26,000	15,000	7212	140	
Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120	
JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)								
Javelin	47-54	10,000	7000	3500	1750	1486	77	
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85	
LAGONDA Lagonda Club (01252 845451)								
2.6/2.9	48-57	57,500	42,500	25,000	15,000	2922	100	
2.6/2.9 con	49-57	90,000	62,500	35,000	22,000	2922	100	
Rapide	61-64	160,000	110,000	70,000	52,500	3995	135	
Saloon SI-III	76-87	67,500	46,000	26,500	18,000	5340	140	
Saloon SIV	87-90	73,000	54,000	35,000	22,500	5340	140	
LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)								
350GT/400GT Inter	64-67	530,000	465,000	395,000	300,000	3497	147	
400GT	67-68	400,000	325,000	265,000	220,000	3929	150	
Miura P400	66-69	950,000	700,000	550,000	460,000	3929	170	
Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172	
Miura SV	71-75	2m	1.7m	1.5m	n/a	3929	175	
Islero	68-70	225,000	175,000	140,000	110,000	3929	160	
Jarama	70-78	120,000	85,000	55,000	40,000	3929	162	
Espada I	68-70	150,000	107,500	60,000	35,000	3929	154	
Espada II/III	71-78	120,000	80,000	50,000	27,500	3929	154	
P250 Urraco	73-74	67,500	40,000	22,500	16,000	2463	148	
P300 Urraco	75-76	80,000	55,000	27,500	20,000	2997	158	
Silhouette	76-77	85,000	60,000	32,500	22,000	2997	160	
Jalpa	82-86	75,000	50,000	30,000	20,000	3485	153	
C'tach LP400 Periscopio	74-76	1.3m	900,000	700,000	550,000	3929	192	
Countach LP400	76-78	425,000	350,000	250,000	175,000	3929	192	
C'tach LP400S	78-82	330,000	275,000	185,000	135,000	3929	164	
Countach 5000	82-90	275,000	225,000	160,000	120,000	5167	179	
Countach 25th Anni	89-90	200,000	160,000	120,000	80,000	5167	179	
Diablo	91-01	140,000	110,000	82,500	65,000	5707	202	
Diablo VT	93-01	150,000	120,000	90,000	70,000	5707	200	
LANCHESTER Daimler & Lanchester Owners' Club (07000 356285)								
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69	
Fourteen	51-54	6500	4750	3000	1500	1968	75	
LANCIA Lancia Motor Club (lanciamotorclub.co.uk)								
Aprilia saloon	37-49	26,500	20,000	11,000	6250	1486	80	
Appia saloon	53-63	11,500	7500	4500	2500	1089	80	
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6500	1754	89	
Aurelia B20GT	53-58	160,000	120,000	82,500	60,000	2451	113	
Aurelia B24 Spider	55-56	1.15m	850,000	675,000	600,000	2451	115	
Aurelia B24 conv	57-58	285,000	250,000	200,000	150,000	2451	108	
Flaminia saloon	57-70	9000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	52,000	36,000	24,000	15,000	2775	112	
Flaminia GT/GTL/3C	59-67	100,000	72,000	50,000	30,000	2775	115	
Flaminia convertible	59-67	125,000	100,000	70,000	45,000	2775	110	
Flaminia Sport Zag	59-67	340,000	260,000	180,000	145,000	2775	130	
Flavia saloon	61-70	6500	4500	2250	1000	1488	105	
Flavia coupé 1.5/1.8	62-68	18,500	14,000	70				

	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
NE DENOTES NEW ENTRY TO PRICE GUIDE								
Quattroporte 4.1/4.7	63-71	57,500	37,500	25,000	14,000	4136	130	
Quattroporte III	79-90	19,500	12,500	6,500	3,500	4930	122	
Mexico	65-72	75,000	55,000	36,000	26,000	4719	150	
Indy	66-74	62,000	50,000	36,000	25,000	4719	156	
Ghibli 4.7	67-70	195,000	140,000	82,500	60,000	4719	155	
Ghibli Spyder	69-71	625,000	520,000	400,000	320,000	4719	154	
Ghibli 4.9 SS	70-73	220,000	165,000	105,000	75,000	4930	172	
Ghibli SS Spyder	71-72	725,000	620,000	475,000	390,000	4930	170	
Bora 4.7/4.9	71-79	150,000	125,000	90,000	65,000	4719	160	
Merak	72-75	46,000	32,000	18,000	10,000	2965	135	
Merak SS	76-83	60,000	42,000	22,000	14,000	2965	147	
Khamsin	74-82	140,000	100,000	65,000	45,000	4930	151	
Kyalami 4.1/4.9	76-83	56,500	46,500	28,500	15,000	4930	150	
Biturbo 220-425	81-88	7500	4750	2250	1000	2491	138	
Biturbo Spyder	84-91	10,000	7000	4000	2000	2491	138	
Ghibli II	94-97	13,500	9500	5200	3000	2790	155	
Quattroporte IV	94-01	11,500	9000	6000	4000	2790	158	
3200GT	98-01	13,000	10,250	7750	5500	3217	180	

MATRA		Matra Enthusiasts' Club (01892 652964)						
Bagheera	73-79	10,500	6750	3000	1250	1442	102	
Murena	80-83	12,000	7500	3500	1500	2155	121	

MAZDA		mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)						
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	5500	3500	1650	650	2292	119	
RX7 S2	86-91	4500	3250	1750	500	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	5500	3750	1750	1000	1597	121	
MX-5	91-97	4000	2750	1250	500	1839	123	

McLAREN								
F1	93-98	12m	10m	8.5m	n/a	6064	240	

MERCEDES-BENZ		M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)						
500K Cabrio A/B/C	34-36	1.4m	1.1m	700,000	425,000	5016	102	
500K Tourer	34-36	1.2m	1m	650,000	375,000	5016	102	
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	2m	1.6m	1m	725,000	5401	101	
540K Cabrio B/C	36-39	1.4m	1.1m	675,000	475,000	5401	100	
540K Special Roadster	36-39	5.35m	4.65m	3m	1.75m	5401	106	
180/190 Ponton sal	53-62	14,500	10,500	5000	2500	1897	87	
219/220S Ponton sal	56-59	16,500	12,500	6250	3500	2195	101	
220S/SE cabrio	56-60	150,000	100,000	50,000	30,000	2195	101	▼
220S/SE coupé	57-60	57,500	40,000	24,000	16,000	2195	101	
300A/B/C/D saloon	51-62	60,000	39,500	22,000	15,000	2996	101	
300 cabrio D	57-62	250,000	175,000	100,000	55,000	2996	100	
300S cab/rdstr	52-55	500,000	350,000	250,000	150,000	2996	112	
300Sc cab/rdstr	55-58	600,000	500,000	375,000	250,000	2996	112	
300Sc coupé	55-58	400,000	325,000	250,000	165,000	2996	112	
300SL Gullwing	54-57	1.05m	900,000	775,000	650,000	2996	145	
300SL roadster	57-63	1m	850,000	700,000	600,000	2996	130	
190SL roadster	55-63	125,000	95,000	57,500	40,000	1897	109	
190/200 Fintail sal	61-68	12,500	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281	100	
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109	
220SEb coupé	61-65	40,000	30,000	20,000	12,500	2195	107	
220SEb cabrio	61-65	80,000	60,000	40,000	25,000	2195	107	
300SE coupé	62-67	60,000	40,000	26,000	16,000	2996	110	
300SE cabrio	62-67	150,000	110,000	62,500	40,000	2996	109	
230SL sports	63-67	82,000	57,500	33,000	21,000	2306	121	
250SL sports	67-68	88,000	62,000	35,000	22,000	2496	121	
280SL sports	67-71	100,000	67,500	38,500	25,000	2778	121	▲
600 saloon	64-81	115,000	80,000	45,000	30,000	6330	120	
250/280S/SE saloon	65-72	13,000	9000	4500	2000	2778	116	
250SEC/280SEC cpé	65-69	45,000	32,000	20,000	13,000	2778	116	
250/280SE cab	65-69	95,000	75,000	37,500	20,000	2778	116	
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778	116	
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	110,000	80,000	47,500	26,500	3499	127	
280SE 3.5 cabrio	69-71	275,000	210,000	150,000	100,000	3499	127	
300SE/SEL saloon	65-69	14,500	9500	4750	2200	2996	115	
280/300SE/SEL 3.5	69-72	18,000	12,000	5750	3000	3499	128	
300SEL 6.3 saloon	67-72	52,000	32,000	16,000	10,000	6329	132	
200/220/230.4 sal	67-76	6750	4250	2000	700	2197	105	
230.6/250/280 sal	67-76	7250	4750	2250	800	2746	125	
250CE/280CE coupé	68-76	13,500	9500	5000	2250	2746	125	
280/350/380/420SL	71-89	25,000	17,500	8000	3250	4196	130	
500/560SL sports	82-89	27,500	18,500	9000	3600	5547	142	
300SL (R107)	85-89	26,500	18,250	8750	3500	2962	124	
350/380/450SLC cpé	71-81	12,500	7750	3400	1250	4520	137	
280S/SE sal	72-80	7000	5500	2600	1000	2746	118	
350/450SE/SEL sal	72-80	10,000	7000	3000	1200	4520	130	
200/230 saloon	75-84	5500	3500	1500	650	2299	114	
250/280E saloon	75-84	6000	4000	1650	700	2746	124	

	Year	Concourse/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
NE DENOTES NEW ENTRY TO PRICE GUIDE								
230/280CE coupé	77-85	11,000	8000	3500	1500	2746	125	
450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8000	6834	140	
300SL-SL320 (R129)	89-01	10,750	7000	3600	2000	2960	142	▼
500SL/SL500 (R129)	89-01	13,000	8000	4000	2500	4973	155	▼
600SL/SL600 (R129)	92-01	20,000	13,500	6500	3500	5987	155	
380/420/500SEC	81-91	13,500	9000	3500	1500	4973	138	
560SEC	86-91	16,000	11,000	4500	1500	5547	151	
300SE-500SE sal	80-91	6500	4250	1600	500	4973	147	
500/560SEL sal	80-91	7500	5000	2000	800	5547	156	
190E sal	82-92	4250	2500	1000	400	1997	119	
190E 2.3/2.5-16	85-93	25,000	17,500	9500	5000	2299	143	
230/300CE	87-93	5750	3750	1400	400	2962	139	
E220, E320 Cabrio	91-97	14,000	9500	4500	2500	3199	142	
500E saloon	92-95	30,000	22,500	12,500	8000	4973	155	
SLK230 Komp'	97-04	4750	2750	1300	700	2295	140	▼
CLK-GTR	98-99	1.8m	1.45m	n/a	n/a	6900	199	
SL55 AMG	02-08	18,000	13,500	10,000	6000	5439	155	
SLR McLaren	03-10	195,000	175,000	145,000	n/a	5439	208	▼

MESSERSCHMITT		Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)						
KR175/200	53-64	26,500	19,000	12,000	7000	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75	

MG		Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)						
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80	
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80	
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80	
VA tourer/dhc	37-39	45,000	32,000	20,000	13,500	1548	81	
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91	
TA/TB/TC	36-49	35,000	26,500	16,500	10,000	1250	78	
TD	49-53	26,000	17,500	11,500	6750	1250	80	
TF1250/1500	53-55	32,500	24,000	15,000	9000	1466	85	
YA/YB	47-53	16,000	11,000	5000	2750	1250	71	
YT con	48-51	30,000	20,000	10,000	5500	1250	71	
Magnette ZA/ZB	53-59	13,500	10,000	4500	2000	1489	82	
MGA Roadster	55-62	32,000	22,500	13,000	8500	1489	98	
MGA Coupé	56-62	24,000	16,500	10,000	6250	1489	98	
MGA Twin Cam Rdstr	58							

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
911S 2.0	66-69	155,000	120,000	80,000	60,000	1991	140	▲
912	65-69	44,000	33,500	24,000	16,500	1582	112	
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	85,000	62,500	36,000	26,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144	
914-4	69-75	20,000	13,000	6500	3750	1795	112	
914-6	69-72	70,000	50,000	33,000	22,500	1991	125	▲
911S 2.4	71-73	165,000	125,000	82,500	60,000	2341	144	
Carrera RSL	72-73	750,000	650,000	500,000	400,000	2687	149	
Carrera RST	72-73	500,000	425,000	350,000	250,000	2687	149	
911 2.7	73-77	40,000	30,000	17,500	11,000	2687	135	
911S 2.7	73-77	47,000	37,500	24,000	16,000	2687	140	
Carrera 2.7MFI	73-77	160,000	120,000	80,000	55,000	2687	148	▼
911 Turbo (930) 3.0	75-77	145,000	117,500	80,000	52,500	2995	156	▼
Carrera 3.0	76-77	75,000	50,000	36,000	25,000	2994	146	
924	76-85	6000	3500	1250	500	1984	126	
924 Turbo	78-83	15,000	10,000	4500	2000	1984	144	
924 Carrera GT	80-81	72,500	55,000	36,000	24,000	1984	150	
924S/Le Mans	85-88	7950	5000	2000	900	2479	136	
928S/S2	77-87	22,000	15,000	8500	3500	4664	155	
928S4	86-95	27,500	17,500	10,000	4000	4957	161	
928GT	89-92	37,500	24,000	15,000	9000	4957	168	
928GTS	91-95	48,500	37,500	22,500	15,000	5396	171	
911 Turbo (930) 3.3	77-90	100,000	67,500	42,500	30,000	3299	160	
911 Turbo Cabrio	86-90	110,000	75,000	46,500	33,000	3299	158	
911SC	77-83	39,000	28,000	19,000	12,500	2994	149	
911SC cabrio	82-83	41,000	31,000	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	45,000	32,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	42,000	29,000	18,000	12,000	3164	155	
Carrera Supersport	84-89	72,500	52,500	32,000	25,000	3164	158	▲
911 Speedster	88-89	112,500	90,000	67,500	48,500	3164	158	
959	87-88	700,000	625,000	525,000	450,000	2994	190	
Carrera Club Sport	87-89	95,000	66,500	47,500	35,000	3164	154	
944	82-87	9500	6750	2750	1200	2479	134	
944 Turbo	85-91	18,500	13,500	6750	3250	2479	157	
944S	86-88	10,000	7000	3750	1400	2479	140	
944S2	88-92	12,500	8000	4000	1750	2990	149	
944S2 Cabrio	89-92	14,000	9000	4500	2350	2990	149	
944 Turbo Cabrio	91-92	27,000	20,000	12,000	7000	2479	150	
911 (964)	89-94	45,000	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	130,000	100,000	60,000	35,000	3299	167	
911 Carrera RS (964)	92-94	190,000	165,000	140,000	110,000	3600	162	
968	92-95	15,000	11,000	7500	4000	2990	150	
968 Club Sport	93-95	28,500	20,000	13,000	7000	2990	154	▼
911 Carrera (993)	94-97	54,000	43,000	30,000	20,000	3600	160	▼
911 Turbo 4 (993)	95-98	125,000	100,000	75,000	50,000	3600	180	
911 Turbo 5 (993)	97-98	250,000	185,000	145,000	120,000	3600	182	▼
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600	171	
911 Carrera RS (993)	94-95	250,000	210,000	175,000	135,000	3746	172	
911RS Clubsport	95-96	300,000	250,000	200,000	160,000	3746	175	
911 GT2 (993)	95-98	950,000	825,000	700,000	3600	187		
Boxster 2.5	96-99	6750	5000	3500	1750	2480	149	
Boxster 2.7	99-04	8000	6000	4000	2000	2687	156	
Boxster 3.2S	99-04	10,000	7500	4650	3100	3179	164	
911 Carrera (996)	97-05	30,000	23,000	12,000	8000	3387	170	
911 GT3 (996)	99-05	74,000	65,000	55,000	44,000	3600	188	
911 Turbo (996)	99-05	52,500	44,000	34,000	24,000	3600	189	▼
911 GT2 (996)	01-05	124,000	112,000	97,500	85,000	3600	198	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)						
Sabre 4/6	61-64	10,000	8000	5500	2500	2553	110
Scimitar SE4/a/b	64-70	10,000	6500	3200	1950	2994	121
Scimitar GTE SE5/5a	68-75	9000	5750	2200	950	2994	123
Scimitar GTE SE6/6a	75-80	6250	4250	1650	650	2792	120
Scimitar GTC	80-85	10,000	7000	3250	1500	2792	119
Scimitar GTE SE6b	80-86	6500	4500	1800	750	2792	122
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140
Scimitar SS1	85-89	3900	2500	1100	450	1596	108
Scimitar SS1 1800Ti	86-89	4500	3000	1500	700	1809	126

RENAULT	Renault Owners' Club (renaultownersclub.com/)						
4CV	47-61	9000	6500	3250	1650	747	65
Dauphine	54-63	6000	4250	2000	1000	845	70
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83
Florie/Caravelle cpé	59-68	10,500	7500	3000	1400	1108	90
Florie/Caravelle con	59-68	13,000	9000	4000	2000	1108	90
R4	62-80	5000	3500	1650	850	1108	72
R8/R10	62-71	4000	2500	1250	600	1108	84
R8S	68-71	6500	5000	2500	1200	1255	90
R8 Gordini	67-70	33,500	28,500	17,500	12,500	1255	108
16GL/DL/TS/TX	65-79	5000	3200	1500	800	1565	105
17TS/Gordini	72-78	7500	5000	2500	1200	1565	110
5 hatch	72-84	3000	2400	1500	400	1289	96
5 hatch	84-96	2500	1250	450	150	1397	109
5 Gordini/Turbo	76-84	9000	6000	2500	1250	1397	116
5 Turbo 2	83-86	70,000	50,000	32,000	22,000	1397	124

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
5GT Turbo	86-91	9500	7000	3250	1650	1397	123	
Clio Williams	94-95	10,750	8250	4000	2000	1998	134	
Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134	

RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)						
RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2500	1496	81
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	4000	2443	91
Roadster RMC	48-50	45,000	30,000	18,000	9000	2443	100
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91
2.6/Pathfinder	53-59	11,500	7500	3000	1500	2443	101
One Point Five	57-65	7250	5000	2500	1250	1489	85
4/68, 4/72	59-69	7250	5000	2400	1100	1622	88
Elf MkI/II 848/998	61-69	8000	5650	2750	1300	998	75
Kestrel 1100/1300	65-69	5500	3650	1750	850	1098	87

ROCHDALE	Rochdale Owners' Club (01364 654419)						
GT	57-61	8750	6000	3000	1250	1172	85
Olympic	60-73	11,000	7500	4250	2750	1489	105

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	2.2m	1.75m	1.4m	1.2m	7428	75	
Silver Ghost	18-25	360,000	285,000	225,000	145,000	7428	78	
Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80	
Phantom II	29-35	325,000	200,000	100,000	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	16,500	9000	6750	119	▼
MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	6750	119	
Camargue	75-86	50,000	40,000	27,500	18,500	6750	115	▼
Silver Spirit/Spur	80-89	12,750	10,000	4500	1500	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	

ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)						
P3 60	48-49	10,000	7500	3750	1650	1595	75
P3 75	48-49	12,500	9500	4500	2000	2103	85
P4 75 'Cyclops'	50-52	17,000	11,000	5000	2200	2103	84
P4 60/75/80	52-62	8750	5250	2250	800	2286	85
P4 90	54-59	11,000	7250	3000	1000	2638	90
P4 105R	57-58	8250	5000	2000	750	2638	91
P4 105S	57-59	10,750	7000	3250	1350	2638	96
P4 95/100/110	60-64	10,000	6500	2650	950	2625	100
P5 3-litre	58-67	9000	6500	3250	1250	2995	113
P5 Coupé	63-67	13,500	10,250	5000	2250	2995	113
PSB 3½-litre	67-73	13,000	10,000	5000	2000	3528	113
PSB 3½-litre Coupé	67-73	20,000	15,000	9000	3500	3528	113
P6 2000/TC	63-69	8000	4500	2000	900	1978	115
P6 2000/2200/TC	70-77	7250	3500	1500	65		

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
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	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77	
1800/2000/Renown	46-54	8500	6000	3000	1600	2088	74	▲
Mayflower	50-53	5000	3400	1600	800	1247	65	
TR2	53-55	36,000	27,500	17,500	10,000	1991	107	
TR3/3A 2.0/2.2	55-61	32,500	23,500	14,000	7500	1991	106	
TR4	61-65	28,500	20,000	11,250	6250	2138	109	
TR4A	64-67	30,000	21,000	12,000	6500	2138	110	
TR5 PI	67-68	44,000	35,000	25,000	17,500	2498	121	
TR6 'CP'	69-73	25,000	17,500	10,000	5500	2498	119	
TR6 'CR'	73-76	22,000	16,000	9000	5000	2498	116	
TR7	75-81	5000	3000	1100	500	1998	110	
TR7 convertible	80-81	6000	4000	1650	650	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,500	9000	5500	2500	3528	130	
Herald/S saloon	59-64	4750	3500	1500	750	1147	76	
Herald coupé	59-64	7250	4750	2200	1100	948	79	
Herald conv	60-61	8500	5400	2500	1250	948	79	
Herald 1200	61-70	4500	3200	1350	650	1147	80	
Herald 1200 conv	61-67	8000	5000	2250	1100	1147	80	
Herald 12/50	63-67	5000	3600	1600	800	1147	84	
Herald 13/60	67-71	4600	3250	1400	700	1296	87	
Herald 13/60 conv	67-71	7500	4750	2200	1000	1296	85	
Vitesse 1600	62-66	7000	4500	2000	950	1596	88	
Vitesse 1600 conv	62-66	8500	6000	2750	1400	1596	91	
Vitesse 2-litre MkI	66-68	7250	4750	2250	1000	1998	95	
Vitesse MkI conv	66-68	8750	6000	2750	1400	1998	95	
Vitesse MkII	68-71	7500	5000	2400	1000	1998	102	
Vitesse MkII conv	68-71	10,000	7000	3250	1650	1998	100	
Spitfire 4	62-65	15,000	10,000	4500	2750	1147	94	
Spitfire Mk2	65-67	14,000	9000	4000	2250	1147	94	
Spitfire Mk3	67-70	12,500	7500	3750	1850	1296	100	
Spitfire MkIV	70-74	7200	4750	2250	950	1296	92	
Spitfire 1500	74-78	7500	5000	2200	900	1493	101	
GT6 MkI/II	66-70	15,500	10,000	4750	2500	1998	109	
GT6 MkIII	70-74	14,000	9500	4250	1850	1998	112	
2000 MkI	63-69	6750	4650	2250	1100	1998	98	
2000/2500 MkII	69-77	6000	4000	1750	900	1998	98	
2.5PI/2500TC	68-77	7000	5000	2500	1200	2498	107	
2500S	75-77	7500	5500	2850	1400	2498	108	
Stag	70-77	18,000	13,000	5500	2000	2997	117	▲
1300/1500 fwd	65-73	3200	2000	850	400	1296	86	
1300TC fwd	65-70	3750	2500	1200	600	1296	93	
Dolomite 1850	72-81	3250	2200	1000	500	1854	100	
Dolomite Sprint	73-81	8500	5500	2750	1350	1998	117	
Acclaim	81-84	1650	1000	500	250	1335	97	

TUCKER (tuckerclub.org)

Torpedo	48	1.4m	1.2m	1m	n/a	5474	120	
---------	----	------	------	----	-----	------	-----	--

TURNER Turner Register (01895 256799)

803/950 Sports	55-59	12,500	9000	5500	2000	948	90	
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,500	12,500	7500	3500	1498	100	

TVR TVR Car Club (01952 822126)

Grantura I-1800S	57-67	34,000	26,500	16,500	10,000	VAR	107	▼
------------------	-------	--------	--------	--------	--------	-----	-----	---

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Griffith 200/400	63-65	67,500	52,500	40,000	30,000	4727	155	
Tuscan V6	69-71	30,000	22,500	15,000	10,000	2994	125	
Vixen S1-4	67-73	27,500	20,000	13,000	9000	1599	107	
1600M	72-77	21,000	15,000	8500	5000	1599	105	
2500M	72-77	19,000	14,000	8000	4500	2498	109	
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121	
3000S convertible	78-79	27,500	19,000	11,000	7500	2994	119	
Tasmin/280i inc 2+2	80-87	6000	4000	2400	1250	2792	128	▲
Tasmin/280i con	81-87	6600	5000	2850	1600	2792	126	▲
Tasmin/350i inc 2+2	83-89	6500	4850	2750	1550	3528	136	▲
V8/350i convertible	83-89	7750	5750	3300	2000	3528	130	▲
390SE	85-88	8250	6500	4400	2400	3905	143	▲
400/420/450SEAC	86-91	15,000	12,000	8500	6000	4441	165	
400/450SE	88-91	11,000	8750	6250	4250	4441	155	▲
S 2.8/2.9	86-92	7250	5000	3250	1600	2922	141	
V8S	91-94	15,000	11,500	7500	4750	3943	150	
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	19,500	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	13,000	10,000	7000	4250	3950	152	
Chimaera 450/500	96-03	15,500	12,500	9000	7000	4988	162	
Cerbera 4.2	96-03	21,000	15,500	10,000	7000	4280	180	
Cerbera 4.5	97-03	26,000	22,500	19,500	16,000	4441	195	▼
Cerbera Speed Six	00-03	20,000	17,500	15,000	11,000	3948	170	
Tuscan Speed Six	99-05	27,500	24,000	20,000	16,500	3996	184	
Tamora	02-06	22,500	19,000	16,000	12,000	3605	160	
T350	02-06	32,000	26,000	21,000	15,000	3605	175	
Sagaris	04-06	72,500	65,000	59,000	n/a	3996	185	

VANDEN PLAS VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS

4-litre Princess	57-68	13,500	10,000	4500	2000	3995	89	
3-litre I/II	59-64	13,000	8500	3750	1600	2912	105	
4-litre R	64-68	13,500	9000	4000	1750	3909	110	
Princess 1100/1300	63-74	5000	3400	1600	750	1275	87	
1500/1.5/1.7	74-80	3500	2000	950	500	1748	90	

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)

Wyvern/Velox L sal	48-51	7500	5000	2250	1000	2275	75	
Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82	
Cresta E	54-57	11,500	8000	3000	1500	2262	84	
Velox/Cresta PA	57-62	13,000	9500	4500	2000	2651	94	
Victor F	57-61	6000	4500	2100	1000	1507	74	
Victor FB	61-64	3650	2650	1200	600	1594	77	
VX4/90 FB	61-64	5800	3700	1750	900	1507	88	
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94	
Victor 101 FC	64-67	3350	2250	1050	525	1594	83	
VX4/90 FC	64-67	5600	3300	1600	850	1594	89	
Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99	
Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95	
VX4/90 FD	69-72	5250	3000	1500	750	1975	98	
Ventora FD	68-72	4400	2600	1250	650	3294	105	
Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100	
VX4/90 FE	73-76	4200	2750	1250	700	2279	104	
Ventora FE	72-76	4000	2400	1100	650	3294	106	
Viva HA	63-66	4300	2850	1250	625	1057	76	
Viva HB	66-70	4200	2750	1200	550	1159	82	
Viva Brabham HB	67-68	5250	3750	1750	750	1159	90	
Viva HB GT	68-70	6750	5000	2250	1000	1975	101	
Viva HC	70-79	4000	2500	1100	500	1256	83	
Firenza/Magnum	72-78	5000	3250	1400	650	VAR	100	
Firenza Droopnoot	74-75	16,500	12,500	6500	3750	2279	119	
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117	
Chevette HSR	79-80	20,500	16,500	11,000	7000	2279	125	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Astra GTE MkI	83-84	8500	6500	3250	2000	1796	110	▲
Astra GTE MkII	84-91	7000	4750	2250	1000	1998	134	▲
VX220	00-05	12,000	8750	6500	4000	2198	137	
VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151	

VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB

Beetle (split)	46-53	25,000	18,500	12,000	7500	1131	66	
Cabrio								