Mercedes Gullwing

'It's graceful yet utterly brutish'

Jag S-type/420

Buying sophistication from £5k

AC Ace rescue mission

Bent and battered racer made perfect

classic cars

LOTUS

ELISE

WHY IT'S BRITAIN'S BEST SPORTS CAR

20TH ANNIVERSARY SPECIAL FEATURE

S1, Exige, S2, 340R and 2-11 unleashed

JULIAN THOMSON EXCLUSIVE

'How I designed the original Elise'

PLUS

10 cars that made Lotus great

On the edge in Stirling Moss's Connaught ALSR

TOM TJAARDA
'My father's Lincoln design influenced the Beetle'

Inside an eccentric private collection, from BMW M3 to Plymouth Superbird

ISSUE 510

LAMBORGHINI 350GT TO 400GT 2+2 DRIVEN





Policies from
£76**



Classic insurance redefined.

Tailor your classic car insurance policy to suit your needs.

To discover the Footman James difference, call our friendly UK team for a quote today.

0333 207 6023

or visit **footmanjames.co.uk**

Footman James

Part of the Towergate Group

Classic benefits included*:

- Salvage retention
- Shows and events
- Spare parts cover (up to a limit of £250)
- European motoring (up to 35 days per trip)

Cover options*:

- Breakdown with options to include European cover and Homestart
- Agreed value
- Driving other classics
- Drive to work
- Track day cover
- Wedding hire cover
- and many more

Specialist rates for club members

feefo ★★★★★ GOLD TRUSTED MERCHANT 2015

FEDERATION TRADE SUPPORTER

Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. ***Premium example based on: 1978 Jaguar Series 2. Value: £3500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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 recorded. FP ADCC203.11.14

WELCOME TO *CLASSIC CARS* DECEMBER 2015 ISSUE



The day that I first drove a Lotus Elise is so vividly etched in my memory that, a dozen years later, I can still feel that game-console steering wheel in my palms and the thinly padded seat through my jeans. Even though it was a much-evolved Series 2, all hard-edged curves bathed in sophisticated deep purple paint, its raw purity remained true to the original launched in 1995. Over the subsequent 20 years it has attracted a bewildering array of specification levels and spawned some thrilling and eccentric derivatives aimed at those buyers who found the standard cars too plush and too sensible.

To celebrate the birthday and continued flourishing of what has become the definitive Lotus – the definitive sports car, even – we put together a group test of the key models to really get under their glassfibre skins. We also spoke to the car's designer Julian Thomson, to get us closer to those heady days when the Elise was taking shape.

If you prefer your classic pleasures at a more comfortable pace, and in more sybaritic style, you might prefer the experience of driving of four variants on Lamborghini's 350 and 400 GT. With their silken, quad-cam V12s and pliant, all-independent suspension they were Ferruccio's uncompromising bid for civilised rapid transit. By almost any tangible, quantifiable or subjective standard the Elise and 350 GT couldn't be further apart. Except in purity of vision and completeness of execution.

In a world built on compromise, it's a joy to find something without. Enjoy the issue.



Phil Bell, editor

TAKE A BOW



TIM ANDREW
'I aimed to keep the sun behind the cars and allow it to flicker through the trees. Careful processing avoided losing the clarity and detail of the shadows.' p48



GEORGE WILLIAMS
'I did the static shots on a special Hasselblad H5D-50 that gives a sharp, quality feel to the images. And it's always special to shoot a Gullwing,' p6



RUSS SMITH
To celebrate the Lotus Elise at 20, Russ assembled a collection of landmark models, and interviewed its designer. 'It was one of those days when no one wanted to go home, p48



ANDREW ROBERTS
His mission: to find a car with an amazing life story. The result: a Peugeot that's seen snow in Latvia, sand dunes in Africa and dust in Venezuela, p84

ENJOY 12 ISSUES OF
Classic Cars
FOR £32.00
SEE PAGE 106 >FREE UK DELIVERY >NEVER MISS AN ISSUE

SUBSCRIBE 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/classic. It's the best way to have the excitement of the classic car world delivered straight to your door every month.



78 An exhilarating blast in one of only two Connaught ALSRs ever made - as raced by Stirling Moss



90 This month's collector sees potent BMWs rubbing shoulders with US muscle cars

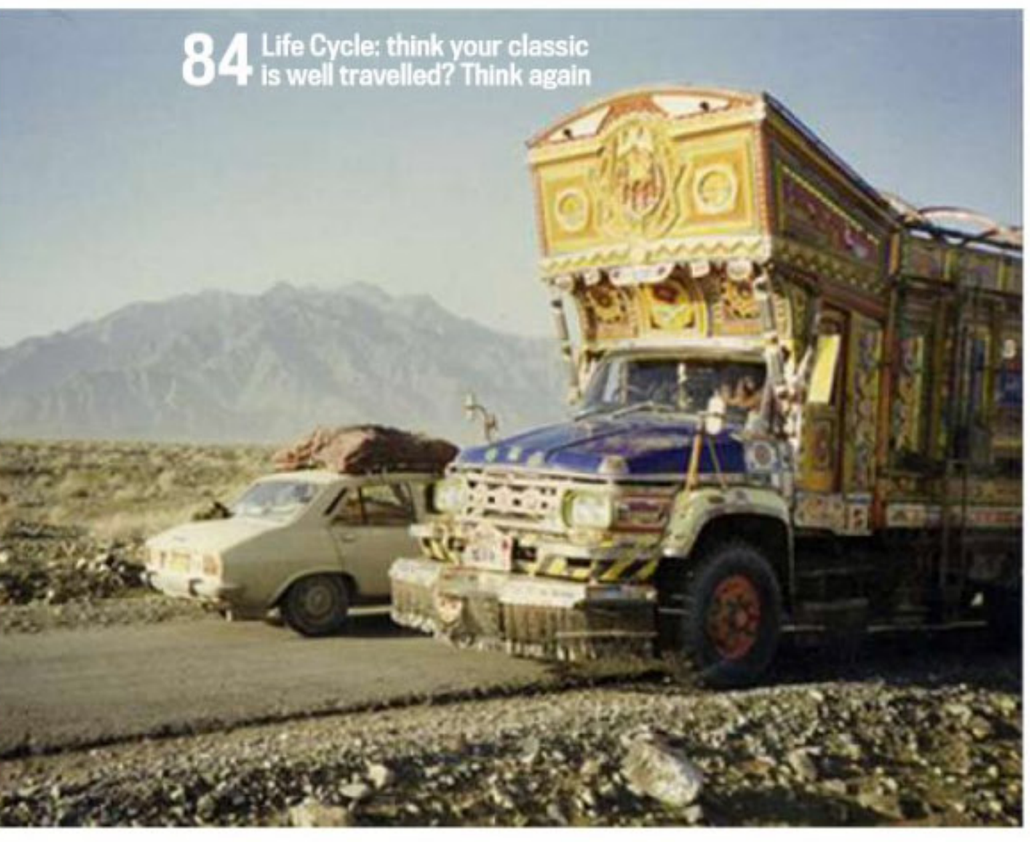


6 We make one reader's dream of driving a Gullwing come true

SPECIALIST HELP Insurance 200 | Services 207 | Clubs 211 **BUYING OR SELLING?** Go to classiccarsforsale.co.uk

‘Only if I provoke it does the back end jump about’ p78





84 Life Cycle: think your classic is well travelled? Think again

CONTENTS

IN THIS ISSUE | DECEMBER 2015 | ISSUE 509

THE MONTH IN CARS

14 **Goodwood Revival** Rare **Ferraris** and **McLarens** headline this year’s crowd-pleaser
17 **Sywell Classic** The **Berkeley** Stirling Moss once track-tested for the BBC goes on show
18 **East Coast Classic** Troubled debut event shines. Early RHD Jaguar **Jaguar XK120** stars
24 **Events planner** The season is far from over, with the Rally of the Tests still to look forward to
109 **Your letters** Emissions shenanigans, Eighties-style; and Warwick Banks puts us right
112 **Next Month** We’ve a packed issue lined up for you – don’t miss next month’s *Classic Cars*

THE INSIDERS

43 **Quentin Willson** discovers that the internet can reveal a lot about a car’s history
45 **Tom Tjaarda** on how his father’s Lincoln Zephyr V12 design influenced the VW Beetle
47 **Simon Kidston** relates the emotional story of how he was finally reunited with his father’s Bugatti

OWNING

70 COVER **Epic Restoration** Epic in time and scale: 1958 **AC Ace** was damaged in a race accident and put into storage. Fifty-four years later it was given a concours restoration and put back on the track
84 COVER **Life Cycle** With more than 300,000 kilometres under its belt, this **Peugeot 504** has seen some often gruelling action as far afield as Africa, South America and India – and it’s still used every day
90 **The Collector** A passion for fast road and homologation cars prompted Elliott Norris to amass a diverse collection including a **BMW CSL**, a **Plymouth Road Runner** and a **Mini Cooper S**
96 COVER **Life In Cars** Rally driver, team manager and BL advisor Brian Culcheth looks back on some of his old steers, including an **Austin-Healey Frogeye Sprite** a **Rover SD1** and **Triumph PI**
115 **Our Cars** Phil ticks a couple of jobs off his **Jaguar E-type** to-do list, Russ gets the roof finished on his **Alfa Spider 2000** and Mike’s **MG Midget 1500** puts in the miles following a marathon restoration

DRIVING

6 **The List** Reader and Mercedes fan John Curry used to own a Pagoda, but has always lusted after the **300 SL Gullwing**. So, after we fixed him up with a drive in the 1954 Frankfurt Motor Show car, did the long-held dream live up to reality?
48 COVER **The Big Test** As the **Lotus Elise** celebrates its 20th birthday, we pit the original **S1** against **340R**, **Exige**, **S2** and **2-Eleven** and interview designer Julian Thomson
62 COVER **Lamborghini 350/400 GT** Lamborghini’s first-ever GT sparked a famous rivalry with Ferrari. We drive every model back to back – together with a rarity that never made it into production
78 COVER **Connaught ALSR/11** A grand prix chassis will always provide matchless road car thrills. We take to the track at Jerez in the rare British racer that was twice campaigned by Stirling Moss

BUYING

26 COVER **Smart Buys** **Quentin Willson** has noticed a spike in values of the **Ferrari 400i** and **412**, and reckons you should keep a close eye on the **MG RV8** and **Citroën Méhari**
30 **Market Watch** **Russ Smith** gives his expert market overview, reflects on the gilt-edged **Lamborghini 400 GT** and is staggered at the prices some **Jaguar E-type S1** projects still fetch
35 **Temptations** Classics up for grabs right now to strike fear into your accountant’s heart
38 **Barn Finds** **Nigel Boothman** on Ava Gardner’s old **Facel Vega HK500**, a **Jaguar XK140SE** that once attacked its owner and a rare commercial survivor discovered on the Falkland Islands
100 COVER **Buying Guide** How to buy the right **Jaguar S-type** and **420** in eight easy steps
111 **Books and Models** New book releases on **Bentley**, **Jaguar** and **Alfa Romeo**, plus a round-up of the latest scale models reviewed by **Sam Dawson**, including a 1:18 racing **Opel Commodore**
122 **Dealer adverts**
123 **Ads on Test** **Aston Martin V8 Volante** **(p123)**, **Fiat 750 Abarth Evocation** **(p124)**, **Saab 900 Turbo 16S Convertible** **(p127)**, **Morris Minor MM** **(p128)**
184 **Advertise your classic for free**
218 **Classic Punts** A reader explains why rescuing a tired **Volvo Amazon 121** just had to be done

SUBSCRIBE For the best-value deals, call today on 01858 438884, visit greatmagazines.co.uk/classics or p104 **CONTACT US** See p218

THE LIST

‘Those doors turn any journey into an occasion’



Jon Curry has always loved the iconic Mercedes 300 SL Gullwing, so we gave him the keys to the glorious 1954 Frankfurt Motor Show car

Words ROSS ALKUREISHI Photography GEORGE F WILLIAMS





‘It’s graceful but still manages to look brutish and powerful’



JON CURRY

Jon recently sold his Mercedes 230 SL Pagoda after 15 years and bought a Daimler Double Six VDP Series 2 so his two youngest children can go with him. His previous classics include a Jaguar Mk2 3.8, Alfa Romeo GT Junior and a Peugeot 205 GTI.

HIS WISHLIST

Bentley Continental R
Mercedes 300 SL Gullwing
Ferrari Dino 246 GT
Jaguar C-type
Aston Martin DB4 Zagato
Alfa Romeo GTA
BMW 3.0 CSL Batmobile
Citroën DS Décapotable
Citroën SM
Lotus Europa

If you’ve ever witnessed a woman excitedly greeting a group of close friends she hasn’t seen in a while you’ll know that you can only really discern every other word – until you reach the point of no return and simply hear ‘la, la, la.’

Well if *Classic Cars* reader Jon Curry’s wife had been standing outside DK Engineering’s Chorleywood premises with us today the scene would seem very familiar. ‘Spaceframe…Uhlenhaut…Panamericana…la, la, la.’ And that’s before the showroom doors have opened.

There are certain words, numbers and designations in the classic car lexicon that carry particular gravitas – and Gullwing is without doubt one of them. ‘Only perhaps GTO or Blower can trump it,’ says Jon just as our expectant frothings are halted by the sight of a door swinging open and our 300 SL Gullwing parked front and centre. ‘That is seriously beautiful,’ says Jon as he walks slowly around it. ‘It’s graceful and almost feminine but still manages to look utterly brutish and powerful.’

Each car in DK’s showroom – most of them are Ferraris – demands attention but our gaze is inextricably drawn back to the 300 Sports Leicht. ‘It more than holds its own, doesn’t it?’ says Jon. ‘Only the Ferrari 250GT Zagato could give it a run for its money.’ I’m a lifelong fan of Italian cars but feel inclined to agree: that strikingly clutter-free body’s combination of strakes and vents is simply mesmerising. Jon meanwhile has stepped forward and is already opening one of *those* doors.





Fuel-injected six delivers an out-of-its-time punch

He forgoes the SL's tilting steering wheel that's designed to ease access but he still slips into the driver's seat with ease. Being rather longer-legged I fall into the car with all the grace of a newborn foal. The cabin of the W194 upon which the road car is based was well fitted out for a racer but this is in a different league. The red leather, chrome-rimmed dials, white steering wheel and upright gearlever with matching knob exude the same intoxicating air of Fifties glamour that so bewitched the Hollywood set in period. 'The dashboard feels very familiar,' says Jon, who used to own a W113 230 SL Pagoda, 'but the view out over that long, curved bonnet really is something else.'

He twists the key and the inline six-cylinder engine fires first time before settling into a refined thrum. The pioneering direct injection system delivers fuel straight into the combustion chambers through injectors mounted on the cylinder walls. The resultant power and torque hikes and immediacy of delivery are impressive but the mechanical system continues to inject fuel even after the engine is switched off, which effectively sluices away lubricating oil. Apparently the problem is exacerbated on short runs so we've been asked to limit the number of times we start the engine. This little idiosyncrasy also means that the 300 SL needs an oil change every 1000 miles. Still, what's that compared to this particular car's £1.25nmillion asking price?

Jon edges the SL out into the courtyard and leaves it to warm up. It gives us time to discuss rear ends – more specifically, swing axles. The Gullwing's handling reputation precedes it so my bedtime reading last night comprised sundry period road tests, all of which advised against steering on the throttle or lifting off suddenly mid-corner. Apparently to do so is to provoke vicious oversteer.

Suitably armed with mutual trust we batten down our respective hatches and prepare for the off. 'It's snug and purposeful in here but still pretty light,' Jon remarks. 'It's surprisingly spacious too – the door skin is some distance from my elbow.' As we move off, the noise from the rear axle comes as a bit of a shock. 'It tricks you into thinking it's more modern than it really is, but it's noisier and more agricultural than I was expecting.'

We feed on to an A-road and start to build speed as Jon works carefully through the ratios. 'There's no risk of missing a gear,' he says. 'Each change slots easily and quickly into place – more like a car less than half its age.' The drivetrain whine is soon forgotten as he presses on and it's clear even from the passenger seat that things are becoming smoother and harder-edged. 'The engine sounded rather like a noisy, squeaky diesel earlier on,' he says. 'But now it's more like a refined wail – it takes on a completely different persona once it gets beyond 3000rpm.'

I sense him tensing up as we approach a junction and the first real test of the anchors. 'I've never driven a car with drum brakes. It's slightly disconcerting that nothing seems to happen when you press on the brake pedal,' he explains. His unease dissipates after another five or six applications. 'You just have to brake harder,' he confirms.

Dashboard was familiar to former Pagoda owner Jon

THE EVOLUTION



1952 300 SL

The original W194 SL had a spaceframe chassis that weighed 50kg, aluminium bodywork and mechanicals derived from the 300-series. The six-cylinder M194 engine made more than 170bhp thanks to reworked inlet and exhaust ports and an increased compression ratio. Its fixed roof body was designed to aid aerodynamic efficiency but Le Mans luggage regulations resulted in the gullwing doors. 300 SLs claimed that year's Le Mans 24-hour race and later the Carrera Panamericana title.



1954 300 SL

Mercedes-Benz developed the W198 300 SL as a road car at the behest of US East Coast distributor Max Hoffman. The spaceframe chassis now had a mostly steel body – save for the alloy doors, bonnet and bootlid, although 29 all-alloy cars were also built. But the switch from carbs to Bosch mechanical fuel injection resulted in 215bhp – more than the race car. It retained the previous all-drum brake set-up but the interior was more lavishly finished and there was a range of final-drives to choose from.



1954 300 SLR

This prototype sports car was based on the W196 Grand Prix car, hence the tubular spaceframe chassis, 3.0-litre version of the GP car's 2.5-litre eight-cylinder engine – mounted at an angle for a lower centre of gravity – and air brake. Stirling Moss and Dennis Jenkinson's SLR stormed to a record win in the 1955 Mille Miglia but that year's Le Mans 24-hour race turned to tragedy when Pierre Levegh's SLR clipped Lance Macklin's Austin-Healey and catapulted into the crowd, killing the driver and 83 spectators.



1957 300 SL ROADSTER

The glamorous W198 Roadster replaced the Gullwing and increased its appeal in the US. The spaceframe chassis was revised to lower the sill height – allowing proper doors and roll-down windows – and strengthened to eliminate scuttle shake. A low-pivot rear axle replaced the Gullwing's tricky high-pivot set-up and a competition camshaft (previously an option) was made standard, resulting in 250bhp. All-disc brakes were offered from 1961.



‘It takes on a completely different persona beyond 3000rpm’

‘It also moves around on the road quite a bit – certainly enough to remind you that it’s more than 60 years old.’

It’s my turn to tense as we approach our first long, sweeping corner but Jon handles the car in a respectful and measured fashion. I relax and watch as he stretches the Gullwing’s legs.

It’s a hot day and after a while it’s clear that it’s getting a bit too balmy in the cabin. There’s no ventilation save for the small quarter lights that provide welcome respite until we hit 60mph – whereupon the wind forces them shut. ‘I’m surprised Mercedes didn’t engineer a catch to keep them open,’ says Jon. We eventually stop at a red traffic light so I pop one of the famous doors up for some blessed fresh air, a procedure I repeat several times before we finally reach our country pub lunch stop.

Jon and I agree that our arrival and subsequent egress in front of the small crowd gathered outside is without doubt our finest ever in a classic car. Over cold drinks and with the SL’s engine still running we give it a thorough once-over, finding several clues to the Gullwing’s competition origins, including the spaceframe chassis visible under the bonnet and the racing petrol filler in the boot.

It’s my turn at the wheel and my drop into the driver’s seat is rather more graceful this time around. Jon’s right about the gearbox – it’s lovely. The ratios engage positively through the long gearlever’s surprisingly short throw and it’s all very composed and dignified at town driving speeds. The soft ride in particular makes it hard to believe that this is a racer for the road.

A national speed limit sign prompts me to lower my right foot and the SL responds instantly. The engine delivers its power with turbine efficiency to a howling soundtrack and suddenly I’m Karl Kling leading fellow Mercedes driver Hermann Lang to a famous 1-2 victory on the 1952 Carrera Panamerica.

The Gullwing’s constant torque delivery must have seemed like witchcraft to those used to waiting for carburettors to come on song. But while Mercedes may have embraced fuel injection it eschewed disc brakes in favour of massive aluminium-finned drums; and yet they’re more than adequate and help to make the car feel at least a generation younger than any period rival.

Heading into a tight corner I stroke the throttle to maintain a constant velocity. There’s a small but terrifying twitch from the rear as a camber change causes one of the wheels to lose traction momentarily but I wait until the twin bonnet bulges are parallel to the road surface before powering down. It’s buttock-clenching stuff – you’d really need a track with big run-offs and no trees to master this elegant brute fully.

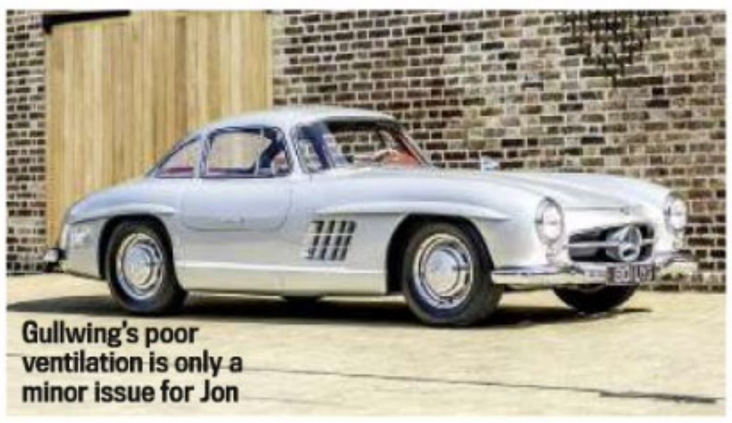
The Gullwing has been running constantly for more than two hours now and I commend it for performing so adroitly – thereby instantly jinxing us. Further down the road three loud bangs issue from the exhaust pipe before we lose power and drift to a halt. Uh-oh. Still – if you’re going to break down in a car, then it may as well be one as cool as this. You can’t say we don’t offer our readers true-to-life classic car experiences.

Nearly an hour stranded at the side of the road demonstrates that the Gullwing has lost none of its power to enthral; we're treated to waves, laughter, anger and gawping in equal measure as onlookers try to work out which of us is the owner. DK's mechanics quickly trace the problem to a grub screw holding the rotor arm in place having somehow worked its way loose. Jon laughs, 'I remember the exact same thing happening to my old Pagoda.'

I return the SL's keys to Jon for the drive back to DK Engineering and he's instantly in the groove, working it hard and revelling in the somehow cultured nature of its completely raw performance.

With the SL safely back at base it's time to reflect on a day that has generated a slew of unforgettable memories. A novel solution to the greenhouse effect. The mother of all pub entrances. Grub screw shenanigans. A roadside sideshow. And of course a spirited drive that will live long in the memory. 'It's a great car with evident motor sport pedigree,' Jon says. 'And yet you could easily imagine setting off on a leisurely continental tour in one. The only drawback I can think of is the lack of ventilation.' He reconsiders. 'But those doors make getting in and out such an event and *any* drive such an occasion. If you're going to buy an SL it has to be a Gullwing.'

Thanks to: *DK Engineering (dkeng.co.uk)*



Gullwing's poor ventilation is only a minor issue for Jon

1954 MERCEDES-BENZ 300SL GULLWING

Engine 2996cc, inline six-cylinder, ohc, Bosch direct fuel injection **Power and torque** 215bhp @ 5800rpm; 203lb ft @ 4600rpm **Transmission** Four-speed manual, rear-wheel drive **Brakes** Drums all round **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: twin-pivot swing axle, coil springs, telescopic dampers **Steering** Recirculating ball **Weight** 2849lb (1295kg) **Performance** Top speed: 145mph; 0-60mph: 8.8sec **Cost new** £2493 **Values** £675k-£1m

WANT A DRIVE?

Classic Cars **will make a dream drive happen for one reader in every issue. All you need to do to be in the reckoning is to send us your list of the ten cars you'd most want to drive, along with a CV of the classic cars you've owned to classic.cars@bauermedia.co.uk. You'll need to be prepared for the possibility of long-distance travel and an early-morning start, but you will enjoy an unforgettable experience.**

PICASSO'S FAVOURITE CAR



Chassis 00009/52, pictured here by David Douglas Duncan, was a 300 SL prototype, a 300 SL roadster prototype and finally a test hack for the 300 SLS race car

The University of Texas at Austin, David Douglas Duncan

THE BLACK TORPEDO

Renowned photojournalist and author David Douglas Duncan clocked up 280,000 miles over 40 years in his treasured Gullwing

Kansas City native David Douglas Duncan reported for *Life* magazine for more than ten years but is best known for his haunting images of war – most notably from World War Two and later Korea and Vietnam – as well as books containing photographs of his friend Pablo Picasso.

In 1955 he composed an evocative photographic series featuring a 300 SL Gullwing and its ghost on the streets of the German town of Sindelfingen, near Stuttgart. The following year Mercedes offered him a Gullwing in return for writing a report on its new300 SL Roadster prototype. He agreed – his subsequent article appeared in *Collier's* magazine – and his Gullwing went on to live a full and glamorous life.

> 'I drove for three or four hours with the doors up and the moon on one side, the sun on the other'

In December 1960 he drove the car, later nicknamed 'Black Torpedo', from his home in southern France to Moscow to complete the photography for his book *The Kremlin*.

On arrival he parked the car near St Basil's Cathedral outside the Kremlin's Spasskaya Tower Gate to see how locals reacted to it. Predictably it was quickly surrounded by an intrigued crowd.

He wrote, 'Three years old and with nearly 70,000 miles on its odometer, the SL had been driven all the way there and would be driven back.' His return journey was made even more epic when he missed the ferry from Leningrad to Germany and had to embark on a 750-mile detour through Finland, along the Arctic Circle and into Sweden.

'It was September, a white Arctic night. I drove for three or four hours with the doors up, and the moon on one side, the sun on the other. Everything was blue,' he later wrote.

On his return, he visited his friend Pablo Picasso in Cannes where they celebrated the trip with fine Russian caviar. The two had become close friends after Duncan spent time photographing him.

Picasso didn't drive a car himself but reputedly loved the Gullwing and was regularly seen in it on the Côte d'Azur with Duncan at the wheel.

In 1977 Duncan drove the SL to Haarlem in Holland where he was due to shoot on the set of the Richard Attenborough film *A Bridge Too Far*, only for it to be stolen.

Several weeks later Duncan was summoned to a meeting with a local mafia boss who returned the car to him polished, with a full tank of petrol and his trench coat cleaned and folded on the rear seat – in return for 12,000 Swiss francs.

Finally in 1996 Duncan presented his beloved and utterly indefatigable Gullwing to Picasso's son Claude after 40 years and an incredible 280,000 miles of loyal and action-packed service.

DK Engineering

38 years

1977 2015



The Finest Ferraris are Maintained, Restored, Acquired & Sold by DK Engineering

At DK Engineering we are acknowledged as one of the most famous Ferrari specialists in the world and one of only a few who provide the complete service. This is only made possible by our in-house complete range of skills and facilities that have been built up over more than 38 years. Few organisations in this industry can equal our ability to accommodate a clients every need.



#0776 - One of just two remaining Fantuzzi bodied Ferrari 196S Dinos, acquired and sold by DK.



Ferrari 857S #0588M Reunited with its Original Motor by DK and Restored to Perfection.



#2119 GT - Rob Walker's 1960 TT winning SWB driven by Stirling Moss.

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

For Acquisition Consultancy contact Jeremy or James Cottingham

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk

Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND

Chorleywood Tube Station - 2 mins.

Heathrow or Luton Airports – 20 mins.

M25 Orbital J18 - 3 mins.

London City Centre 20 miles.

The Ferrari Specialists

www.dke.co.uk

A Cottingham Family Business.

DK Engineering

THE MONTH IN CARS

Rare Ferraris and McLarens thrill at Goodwood, Brit metal lights up Sywell



375MM now back in original livery, which was changed after it flipped in its first race



Thunderbolt by name...it overtook 28 cars en route to victory



500 TR spent more than half a century in hiding

FORD FAIRLANE THUNDERBOLT

Tom Kristensen powering the 2003-built replica from 29th on the grid to first in the St Mary's Trophy was the weekend's highlight. 'NASCAR chairman Bill France wanted to experiment with unibody cars and asked Holman Moody to build one,' said co-driver Henry Mann. 'Fireball Roberts finished second at Daytona in 1964, beating sports prototypes.'

1965 SHELBY COBRA DAYTONA 'CSX 2287'

'It's the first, fastest and lowest Daytona Cobra ever built and the only one made in the US,' said Shelby Club president Randall Richardson. 'It was built by Peter Brock in just 90 days when Shelby found that the roadster was totally inadequate on European tracks. It also hit 185mph as part of 23 land speed records set by Craig Breedlove at Bonneville.'



Italian-built Daytonas are an inch taller and 10mph slower than this US car



1950 EFFYH-NORTON BRYNFAN TYDDYN SPECIAL

Another veteran of the American hillclimb once won by Shelby's Ferrari (see below) contested the Earl of March Trophy for 1948-59 Formula Three cars. 'It started off as a 1949 Effyh-JAP, bought by Pennsylvania State Senator T Newall Wood,' said mechanic Andrew Ford. 'He cut it in half and put a Cooper back end on it to accommodate a Norton motorbike engine.

'The wedge front was added in 1954 to make it more streamlined and predates similar shapes in Formula One by nearly 20 years.

'The Senator did manage to win the hillclimb, but it was one of the last times it was run – there was a fatality in 1956 so it wasn't held again.'



1949 TERIGI-TRIUMPH

'It raced briefly in 1950, then disappeared and was presumed destroyed,' said Gilbert Lenoir of his unique Terigi-Triumph built by French engineer Jean Terigi. 'However, I'm always looking for cars like this so French dealers tend to contact me when they're discovered. I'd only ever seen this car in books before but in 2011 a dealer sent me pictures of it in a dusty garage – as soon as I saw that dolphin-shaped tail I knew what it was.

'The six-speed gearbox was the most difficult thing to rebuild. It appears to be two three-speed gearboxes joined together – perhaps one from a car and one from a truck – plus a Panhard differential. It also has rubber transverse-mounted springs and independent wishbones – in a 1949 car!'



GOODWOOD REVIVAL, SUSSEX

Ferraris crown record Revival

1954 FERRARI 375 MM SPIDER

An exclusive grid of drum-brake Fifties Ferraris contested the Lavant Cup at this year's Goodwood Revival meeting and gave the record 149,000-strong crowd a glimpse of some of the marque's rarest cars in action.

'It was originally an Argentinian car and scored 11 wins and four second places in the 1955 Turismo Carretera Championship with Enrique Saenz Valiente driving,' said owner Thomas Shaughnessy of his 375 MM Spyder. 'It's back to its original colour scheme now – it flipped in its very first race and was repainted.'

Argentinian motor sport historian Gabriel de Meurville says that the Ferrari's performance far outstripped that of the specials that made up most of the grids back then. 'It pulverised the lap record at the Tres Arroyos circuit – a vast triangular track in the desert,' said de Meurville. 'As well as a racing driver Valiente was also a keen pilot and one of the first drivers to use air support – a useful idea when the races covered such large distances and the roads were so bumpy. The only problem was that the plane couldn't actually keep up with his car.'

1956 FERRARI 500 TR

This Testa Rossa made its public debut shortly after emerging from total restoration after 55 years spent in hiding. 'It was raced by Carroll Shelby when new,' said restorer Peter Enson of Ferrari specialist DK Engineering. 'It took its first ever win – and the outright course record – at the Brynfan Tyddyn hillclimb in Pennsylvania. Shelby went on to win his class in both the 1956 and 1957 Nassau Speed Weeks and it came second in the first Cuban Grand Prix in Havana in 1957.

'Its previous owner laid it up in 1960 – it was considered to be nothing more than an old uncompetitive racing car by then – and it stayed in storage until it was rediscovered in 2012. It's taken us three years to fully restore it for its new owner.

'Restoring a racer like this is nothing like restoring a standard car – nothing ever fits properly so everything has to be fabricated,' said Enson of the exhaustive rebuild. 'And not just the bodywork either – the bulkhead on this car had to be recreated as did the oil tanks, and none of the pipes was a standard length. Pretty much everything on the car had to be remade.'

FORMERLY THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY



Showroom

368-370 Kensington High Street, London W14 8NL
sales@bristolcars.co.uk
020 7603 5555
www.bristolcars.co.uk

Service & Parts

Unit 17-19 Shield Drive, Great West Road, Brentford TW8 9EX
services@bristolcars.co.uk / parts@bristolcars.co.uk
020 8560 3300
www.bristolcars.co.uk

Bruce McLaren parade led by the M6 GT in which he commuted to work

GOODWOOD REVIVAL, SUSSEX

McLaren honoured

1969 McLAREN M6 GT

McLaren's 50th anniversary was marked at this year's Goodwood Revival with a track parade of the cars most crucial to the career of founder Bruce McLaren. Perhaps predictably, most were Formula One and Can-Am cars, but there were oddities too.

'It only arrived from the US this morning,' said custodian Rick Hall of the voluptuous M6 GT prototype, Bruce McLaren's first attempt at building a road car. The car went on to lead the parade in honour of 50 years of the marque.

'It's the only example equipped with pop-up headlights,' said Hall. 'Only they aren't electric – you have to lift them up by hand using tiny finger holes set into the leading edge of the pods. McLaren needed to raise the lamp height to get it road-registered in the US, where the company intended to sell road-going supercars. This is something that McLaren wanted to do right from the start before Bruce's untimely death here at Goodwood in June 1970. So in a way it could be regarded as the great-grandfather of the McLaren F1.

'We can only guess as to what direction it might have evolved in – only he knew. It was a very personal project.

'It also has Morris Marina interior door handles – it was adapted from a racer that obviously didn't need locking doors.'



1966 McLAREN M2B

'This was McLaren's very first Grand Prix car, but it's been in bits for 40 years. This is its first time out since the late Sixties,' said Hall of the car he's just reassembled.

'Its features show McLaren was responding to the challenge of Lotus on a tighter budget – it uses a Ford four-cam Indy engine rather than a Cosworth DFV and it's a very early monocoque using an ingenious aluminium-balsa wood sandwich construction called Mallite.

'It came second in the US and Mexican Grands Prix before McLaren tried it out with a Serenissima M166 V8 at Spa, Brands Hatch and Zandvoort, but it proved very unreliable.'

Jackie Stewart drove the ex-Bruce McLaren M5A in the parade



1967 McLAREN-BRM M5A

Jackie Stewart drove the M5A in the parade. 'This was an early experiment for McLaren and used the BRM two-valve V12 engine,' said Hall. It dates from Bruce McLaren's second year as a Formula One constructor and this was a period when he still drove the cars himself. 'It very nearly won the US Grand Prix but in a crazy attempt to save every last bit of weight McLaren removed the alternator and push-started it instead.

'This was fine until he spun off on one of the last laps and couldn't get it started again. He could be obsessive like that, and obviously this was a modification too far.'

Denny Hulme drove the car in the 1968 South African Grand Prix before Swedish privateer Jo Bonnier bought it later that year.



1955 LYCOMING SPECIAL

This flat-twin aero-engined New Zealand-built special made its UK debut with owners Ellen and Ralph Smith. 'Bruce McLaren drove it to fourth place at Wignam,' said Ellen. 'He was competing in New Zealand's five-race Grand Prix championship when his own special broke down just before the race, so this car allowed him to win crucial points. He used it twice in the end but didn't like the brakes. He felt he could have won those races had these been uprated.'

Ralph added, 'Jim Clark also once drove this car in New Zealand on Bruce's invitation. After testing it, all Clark could say about it was that it was an "interesting car – goes like hell!".'

SYWELL CLASSIC, NORTHAMPTONSHIRE

Brits meet Yanks at Sywell

1980 VAN DIEMEN MULTISPORT

Although the Sywell Classic is more focused on a very American combination of airbase drag-racing and warbird aerobatics, it was the British car contingent that proved most surprising.

Mike Bletsoe-Brown brought along his Van Diemen Multisport, a rare car unseen since the demise of the short-lived race series it was built for. 'It was a one-make championship back in the Eighties – 20 of these cars were built for it and it ran for four years before fading away.

'It was designed to be fast and exciting but cheap – prize money from one race win would pay for an entire season's racing, and the cars were based on production Ford components to keep costs down – 1.6-litre engine, gearbox and differential – in a great-handling monocoque.

'We had a lot of fun. I raced against Gerry Marshall and record producer Max Aitken. It hasn't been driven since the Eighties but it had been kept well and didn't need restoration work – just a good clean!'

1967 MARCOS 1500GT

'I found it in Tewin, Lewis Hamilton's home town, and bought it from a guy with 11 TVRs,' said Stuart Apps of his very early wooden-chassis Marcos 1500GT, fresh from restoration. 'It was a mess – the back half had received a bad respray, and the bonnet was incomplete and detached with no headlights. I've had to replace the whole fuel system, all the wiring, add fog and hazard lights and rebuild the wooden chassis in a single garage so narrow I'd bang my elbows on the wall working on it.

'The chassis was actually in good condition. It's made up from more than 300 wooden parts, and it's marine ply – which actually lasts better than the steel they were using at the time. They only really rot in a couple of places – the footwells and the rear radius arm mountings. The original prototype used a combination of spruce and mahogany.'

1956 BERKELEY SE492

This little car was the subject of one of the first examples of televised motoring journalism, as Stirling Moss tested it for a BBC programme when it was new. Moss strapped a cine camera to the tail, rigged a microphone up round his neck, and commented on the car's characteristics during a fast lap of Goodwood.

Moss noted 'excellent acceleration' from its 322cc two-stroke engine, and the car's lightness was demonstrated in the paddock when four men lifted it off the ground by its wheels with Moss still sitting inside it.



Van Diemen Multisport is one of just 20 built



Marcos 1500GT is an early wooden-chassis car



Stirling Moss once strapped a camera to this Berkeley SE492

KOP HILL CLIMB, BUCKINGHAMSHIRE



BLUE BIRD BACK ON KOP

1927 Campbell-Napier 'Blue Bird' recreation

Plenty of new and exciting cars came out for the seventh running of the Kop Hill Climb. Following an airing of the Napier Railton on Saturday, its second time at the climb, came the appearance of the similarly-engined recreation of the 1927 Campbell-Napier Blue Bird II.

Lorne Jacobs recently completed the car and it's been making its first running appearances this year, with a charming instant patina to its finish. Like the original, it uses a 24-litre 12-cylinder 'broad arrow' Napier Lion engine, which puts out somewhere around 500bhp and 1100lb ft – this one was originally the Sea Lion marine version. 'Though it has two fans,' Jacobs said, 'if I get held up on the start line it boils away its six gallons of cooling water in four minutes.' But that didn't stop him entertaining the crowds on explosive runs up the hill, lifting the gas and planting it again to make the 12 open exhaust stubs pop and bang 'because that's what the crowd expects'.



1978 Healey Fiesta

Making its first public appearance since its return to the UK last year was the Healeys' last project – the Healey Fiesta. After the demise of the Jensen Healey, Donald and Geoffrey Healey had dabbled with an Escort RS2000 before being tasked by Ford US to develop a hot version of the Fiesta, but the project faltered as the Fiesta didn't have a long-term future in the US. It was shown in America but Geoffrey Healey was unable to register it there because all the emissions gear had been junked by tuner Broadspeed. Arch Healey collector and restorer Warren Kennedy bought the car after it failed to sell at auction in 2014 following time in the Healey Museum in The Netherlands. He repainted the pinstripes and drove it down to Princes Risborough from Bedfordshire, where it formed part of the Healey display.

THE BOND STREET SALE

Sunday 6 December 2015
New Bond Street, London

Final call for entries

1962/63 FERRARI 250GT SERIES II CABRIOLET
£1,000,000 - 1,200,000

ENQUIRIES
+44 (0) 20 7468 5801
ukcars@bonhams.com





The ex-Billy Cotton
1938 FRAZER NASH-BMW 328 ROADSTER
£550,000 - 650,000



1964 SUNBEAM TIGER LE MANS COUPÉ
£300,000 - 400,000



The first right-hand drive example
1962 AC COBRA ROADSTER
£250,000 - 350,000

Bonhams

bonhams.com/motorcars



EAST COAST CLASSIC, SCARBOROUGH

First ECC gets off to a flier

1978 TALBOT SUNBEAM

Former *Top Gear* presenter Steve Berry's dream of seeing cars race once again at Scarborough's Oliver's Mount circuit suffered an early setback when the inaugural East Coast Classic was cancelled – only to be reinstated months later. Although this depleted entry numbers, there was a good turnout of restored rally and touring cars, including John Mennell's unique Talbot Sunbeam.

'This was one of the last bodyshells supplied by Peugeot-Talbot Sport (PTS),' said Mennell. 'They were just going to use it as a spare, but PTS recognised certain advantages the works Ford Escorts had over them, so it was used as the basis of an experimental car.

'Roy Jarvis's Ralloy company – which also prepared Escorts – did the work. It has a four-link Atlas rear axle as per the Escorts and a 2.0-litre version of the 1600Ti engine from Chrysler's Brazilian factory. Colin Malkin test-drove it, but by the time it was ready Talbot had a better idea – the Sunbeam Lotus – the rally versions of which used Jaguar rear axles.'



1950 JAGUAR XK120

'This is one of the earliest right-hand drive XK120s,' said Bob Exelby of his recently restored Jaguar. 'I bought it in December 2010 but it had been in storage since 1965. The owner had dismantled it for a quick repaint but got sidetracked and the windscreen, bootlid and bonnet were missing. Three years and 3000 hours later, it's ready.

'There are lots of little details that mark this car out as an early example including the lack of side vents and the combined petrol and oil level gauge. Also, Jaguar didn't have a painting rotisserie until 1951, so the underside of all the panels is finished in matt black.'



1953 MORGAN +4

'It's the 1953 London Motor Show car and one of only three interim cowl +4s left,' said Guy Loveridge of his Morgan. 'After negative reaction at the show Peter Morgan redesigned the radiator grille into the more familiar Morgan nose with the more rounded cowl and headlights mounted higher for the US market.

'It was delivered to its first owner in 1954. Pat Kennett then drove it, becoming the only person to win a Grand Prix – the non-championship Angolan race – in a Morgan. I've had it for three years now, although I haven't thrown it at the Lands End Trial yet – this is a shakedown I suppose!'

MONTÉE HISTORIQUE DE LA POMMERAYE



1934 Rosengart LR4

This was the first time up the Pommeraye hillclimb in France for Aline Luneteau-Bru and her 80-year-old Rosengart. The LR4 has Austin Seven lineage and this extremely rare racing version has a 747cc engine and three-speed gearbox and develops about 35bhp. 'It has more power than I'm used to,' said Aline. 'It's very light and surprisingly fast yet very easy to drive.'

Aline and her husband Jacques bought the car ten years ago to add to the collection of historic and classic cars they keep at Château de la Houssaye.



1950 MG YT Tourer

This year's event marked the first public appearance of Jean-Pierre Chiron's newly restored MG YT. It was exported new to Florida and later laid up for many years before being reimported to Belgium where Jean-Pierre found it in 2007. Restoration began in 2009 and was finished to concours standard in 2014. 'The car was stripped back to its bare chassis,' Chiron explained. 'The interior and hood were retrimmed to factory standard and the car resprayed

'It has the TC Midget's 1250cc XPAG engine and gearbox so it was one of the fastest British four-seaters of its day.'



1968 Simca 1200S

Philippe Rethoré bought his Simca from a friend 12 years ago before restoring it and preparing it for classic rallying. He said, 'I did everything myself. It's first classic rally was the Rallye d'Escoublac-la Baule in June and this was its first run up the Pommeraye hill. I'll be competing in the Rallye Saumur Légende in November.'

'It looks Italian but the handling is very French! Its 1204cc twin carburettor engine is capable of 170kmh so the hill today was certainly interesting.'

Barons

Annual Yuletide Classic Auction

Classic- Historic & Sports Cars

Just 5% seller's commission

14 / 15 December 2015

Surrey Hall, Sandown Park, Esher, KT10 9AJ



QUALITY ENTRIES NOW INVITED

ALL CARS IN THE HALL

Enter online at www.barons-auctions.com

or call 08454 306060 (lo-call)

easy Live Auction.com LIVE AUCTIONS

HISTORIC SPORTS CAR CLUB RACE MEETING, BRANDS HATCH, KENT



1973 Dastle MkX

Brands Hatch played host to a wide selection of tightly contested races, from single-seaters to sports cars.

The Classic Formula 3 races saw Andy Langridge's first time out in his Dastle MkX Formula 3 car. The Dastle company was founded by Geoffrey Rumble in the late Fifties. The first car was a 500cc rear-engined F3 car, but throughout the Sixties Dastle became most well known for its short-track racing midgets.

In 1972 Dastle produced two MkIX Formula Three cars, one of which was run by the Hesketh team and driven by James Hunt. 'The MkX was produced a year later, and only this one was ever made,' said Langridge. 'It's in MkXB specification. You can tell because its brakes are outboard – originally they were inboard. It was campaigned by Hesketh and driven by Barrie Maskell during the 1973 season. For 1974 the 1557cc engine was replaced with a 1760cc Lotus twin-cam and Maskell raced it in the Monaco F3 Grand Prix.'



Kvantti MkI

There aren't many drivers who can say that they race a historic car that they designed and built themselves in period, but Finnish driver Pertti Kiiveri certainly could, as his Kvantti made its UK debut.

'I designed the Kvantti in 1970, after the AKK [Finland's motor sport organisation] said Formula Ford would be on the calendar in 1971. We built four cars – one for each team member and one for our first customer, Harri Pivo. 'But then the AKK changed its mind after being lobbied by a Formula Vee firm, and refused to bring Formula Ford to Finland. Then our mechanic, Matti Janko, died. We finished one car for Pivo who raced it in Denmark. Before he went I tested it for 20 minutes, and then didn't see the car again for more than 20 years.

'For me the whole project was a bit of a let-down, tinged with bad memories. I found it again in Sweden in 1995, and I couldn't bring myself to touch it.'

It exchanged hands several times, though it seemed nobody was able to complete the restoration until Kiiveri bought it and finished the job in 2007.



Marcos LM600 will be reunited with its 1995 Le Mans drivers

NEC CLASSIC MOTOR SHOW, BIRMINGHAM

Brough and Marsh tributes

JEM MARSH HONOURED

Tributes will be paid to two of British motor sport's greatest figures at the NEC Classic Motor Show at the Birmingham NEC in November, with iconic cars and special guests.

The Marcos Owners' Club will host a special display to commemorate the career of company co-founder Jem Marsh, who died earlier this year. Le Mans will be a common theme, with the 1966 Mini-Marcos, plus the 1968 Marcos 1800 and 1995 LM600, which will be arriving from Sweden and France respectively.

The origins of the firm will be represented by: Marsh's first racing car, the 1954 Grayford Special; the very first Marcos GT originally exhibited at the 1964 Earls Court Motor Show; and, making its public debut in barn-find condition after decades in hiding, the Marcos Flying Splinter wooden-monocoque racer.

On Saturday November 14 the team that drove the LM600 at Le Mans 20 years ago – Chris Marsh, Cor Euser, Chris Hodgetts and Thomas Erdos – will be reunited with their car, along with Jem's wife Lyn and Philip Hulme, boss of team sponsor Computacenter.

BROUGH BROUGHT TO FORE

The rare and beautiful Brough Superior will be celebrated in a special display by the Railton Owners' Club to mark the model's 80th anniversary. Just 80 were built between 1935 and 1939, using American Hudson chassis and supercharged straight-eight engines, The display will feature one of the earliest cars – a 1935 Drophead Tourer, the restoration of which was finished earlier this year for owner Bob Hutton.

For more information on the show, go to necclassicmotorshow.co.uk.





CIRCUIT DES REMPARTS, ANGÔULEME

JAMAICAN XK140 SE

A Jaguar XK140 SE believed to be the only example exported new to Jamaica has made its Circuit des Remparts debut at Angôuleme.

'It was delivered to Danny Ennevor, reggae promoter and founder of the Jamaica Air Taxi Service, via Daytona Motors,' said owner David Churchill. 'Ennevor was one of the first Jamaicans to introduce motor sport to the island, and achieved a third-place finish in the car at Caymanas Park in 1959.'

'It was already in a semi-derelict state when Hurricane Allen brought a mango tree down on its roof in 1980. I belatedly began the restoration to MSA-approved standard in 2006, and it's been competing since 2011.'



WORLD SPONSOR AND OFFICIAL TIMEKEEPER SINCE 1988 OF THE MILLE MIGLIA RACE.

MILLE MIGLIA

Chopard

EVENTS PLANNER

Big choice of tours, shows & sport to whet your appetite



The world's second oldest Vauxhall is to take part in the London to Brighton Veteran Car Run

THE MONTHS AHEAD

November

October 31-1 Walter Hayes Trophy, Silverstone **hscc.org.uk**
1 London to Brighton Veteran Car Run **veterancarrun.com**
5-8 Rally of the Tests, Great Britain, northern England/southern Scotland **heroevents.eu**
6-7 Rallye d'Automne, La Rochelle, France **rallygo.com**
7 Fireworks Frenzy, Santa Pod, Northamptonshire **santapod.co.uk**
7 Lakeland Trial, Lorton, Cumbria **vscc.co.uk**
10 *Classic Cars* at the Ace, Ace Café, Wembley, London **ace-café-london.com**
13-15 NEC Classic Motor Show, NEC, Birmingham **necclassicmotorshow.com**
21 Prescott Cotswold Trial, Gotherington, Gloucestershire **vscc.co.uk**
22 Andrew Whyte Memorial Lecture, Jaguar factory theatre, Castle Bromwich **jdcmidlands.co.uk, 01676 522037**
27-29 Roger Albert Clark Rally, Sunderland/ Northumbria **rogeralbertclarkrally.org**
27-29 Geelong Revival Motoring Festival, Geelong Waterfront, Victoria, Australia, **geelongrevival.com.au**
28-29 Rallye Saumur Légende, Saumur, France **carthistorique.sitew.com**

December

5 Bicester Heritage Winter Driving Tests, Bicester, Oxfordshire **vscc.co.uk**
5-8 Le Jog reliability trial & classic car tour, Lands End-John O'Groats **heroevents.eu**
7-13 Rally Royale Oman Grand Tour, Oman, **rallyroyale.com**
8 *Classic Cars* at the Ace, Ace Café, Wembley, London **ace-café-london.com**

January

12 *Classic Cars* at the Ace, Ace Café, Wembley, London **ace-café-london.com**
24 Arizona Concours Biltmore Resort, Arizona, USA **arizonaconcours.com**
27-February 3 Rallye Monte Carlo Historique, Monaco **acm.mc**
31-February 3 Rallye Niege et Glace, France **zaniroli.com**

RECOMMENDED



Andrew Whyte Memorial Lecture

November 22 This year's lecture – named after the late motoring author and Jaguar enthusiast – will inevitably have a Jaguar theme, being based in Jaguar's Castle Bromwich home. With input from Jaguar's modern engineering development team and Sixties test driver Norman Dewis OBE (photographed above), expect to hear exclusives. Keynote speaker is motor sport authority Simon Taylor. Tickets are £20 each, with all proceeds going to the NSPCC, Macmillan Cancer Support and the Henry Surtees Foundation. For more information, see jdcmidlands.co.uk.



Geelong Revival

November 28-29 Recreating the glory days of the Geelong Sprint, which went on to become a cornerstone of Australian motor sport, this attracts a fantastic selection of cars and drivers to Victoria. Expect to see everything from V8 dirt-track racers to ex-Bathurst touring cars and even the occasional F1 car. Star drivers are a regular fixture too, the event being a particular favourite of 1980 F1 world champion Alan Jones. Sir Stirling Moss, Win Percy, Mika Hakkinen and Johnny Herbert often attend. It's not just racing; it's a thriving classic car and motorcycle show. Tickets start at AU$15. geelongrevival.com.au.



Photo: HERO/F&R Rastrelli

Rally Of The Tests

November 5-8, Newcastle-Blackpool Le Jog aside, this has the reputation of being the toughest historic rally. This year's event starts in Newcastle, loops north of the border and finishes in Blackpool, taking in many classic routes from the RAC Rallies of the Fifties. Crews are encouraged to enter into the spirit with period dress and modifications, giving it a hint of the Goodwood Revival with added mud and drizzle. Get in touch with the Historic Endurance Rally Organisation to find out the best places to spectate, including the Pennine Fells, Galloway Hills and Fylde Coast – go to heroevents.eu.



INVITING CONSIGNMENTS: ARIZONA, JANUARY 28–29

RM AUCTIONS | Sotheby's

www.rmsothebys.com/arizona

Auction License #L00008641

UK +44 (0) 20 7851 7070 GERMANY +49 (0) 40 441 95 737 CANADA +1 519 352 4575

WILLSON'S SMART BUYS

Quentin on a fetching forgotten Ferrari, the parts-bin MG on the rise and a funky beach buggy from France



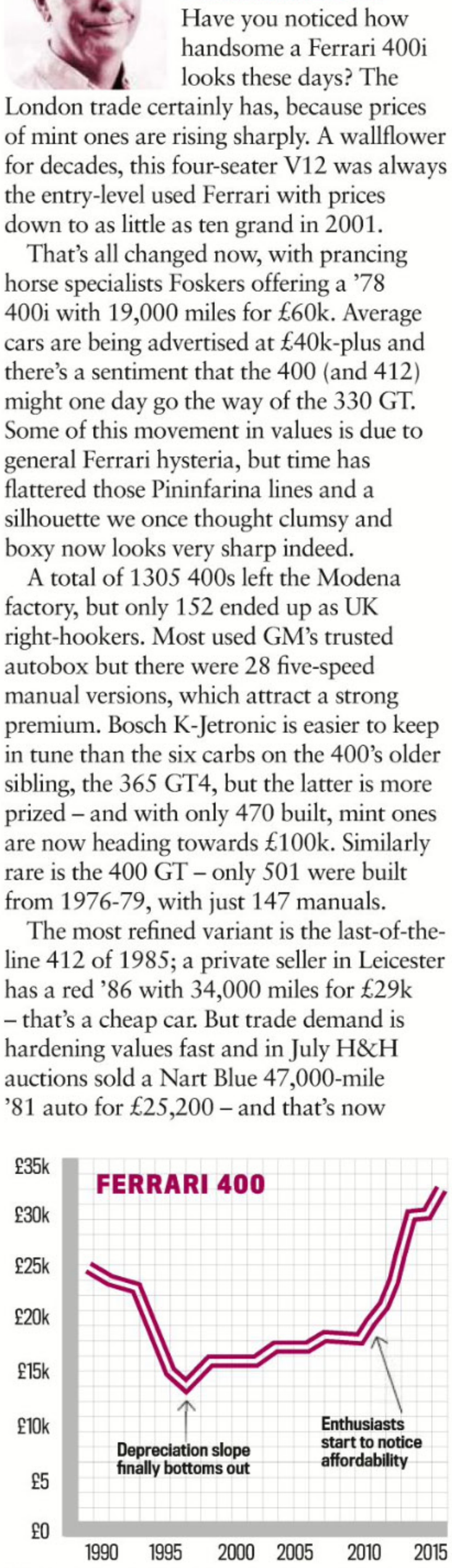
'Low-mileage Ferrari 400/412s could hit £80k'

Have you noticed how handsome a Ferrari 400i looks these days? The London trade certainly has, because prices of mint ones are rising sharply. A wallflower for decades, this four-seater V12 was always the entry-level used Ferrari with prices down to as little as ten grand in 2001.

That's all changed now, with prancing horse specialists Foskers offering a '78 400i with 19,000 miles for £60k. Average cars are being advertised at £40k-plus and there's a sentiment that the 400 (and 412) might one day go the way of the 330 GT. Some of this movement in values is due to general Ferrari hysteria, but time has flattered those Pininfarina lines and a silhouette we once thought clumsy and boxy now looks very sharp indeed.

A total of 1305 400s left the Modena factory, but only 152 ended up as UK right-hookers. Most used GM's trusted autobox but there were 28 five-speed manual versions, which attract a strong premium. Bosch K-Jetronic is easier to keep in tune than the six carbs on the 400's older sibling, the 365 GT4, but the latter is more prized – and with only 470 built, mint ones are now heading towards £100k. Similarly rare is the 400 GT – only 501 were built from 1976-79, with just 147 manuals.

The most refined variant is the last-of-the-line 412 of 1985; a private seller in Leicester has a red '86 with 34,000 miles for £29k – that's a cheap car. But trade demand is hardening values fast and in July H&H auctions sold a Nart Blue 47,000-mile '81 auto for £25,200 – and that's now with a Sheffield dealer priced up at £35,000. But beware; historically, low prices mean many didn't get the maintenance they needed, so don't buy without the usual library of old bills and invoices and be prepared for 10mpg and £3000-£5000 in maintenance every year – these are not cars you can run on a budget. But find a good 400i and there's every reason to expect it to rise in value as we dramatically reassess the market appeal of this slinky and sophisticated V12 stunner. Suddenly the 400i has gained enormous street presence and it's an orphan no more. I think special low-mileage 400 and 412s could hit £80k before long and 365 GT4s will head towards £150,000. You'd better strike now.



400 series defies belief that it would never amount to anything

'Any low-mileage documented MG RV8 at less than £16k is a definite gainer, worth buying'

If MG had launched the MG RV8 a decade earlier, things could have been very, very different. Such an idiosyncratic convertible would have pre-empted the Porsche Boxster, Merc SLK and Mazda MX-5 and might have put Abingdon back on the world stage. But it didn't – and by the time this well-finessed MG arrived in 1992, market expectations had changed dramatically.

Always seen as just a tweedy curiosity, a mere 330 MG RV8s found UK buyers; the remaining 1579 went to British-obsessed (and slightly undiscriminating) Japanese enthusiasts. But MG Rover did a very good job with limited resources and the idea of combining a Heritage MGB shell, Range Rover 3.9 EFi V8 and SD1 gearbox was inspired. Look hard and you'll see Porsche 911 headlamps, Metro mirrors, XJS door handles and Rover 800 column stalks – parts-bin engineering at its most ingenious.

The MG RV8 was quick, too. I tested a launch car for *Top Gear* and saw 60mph in six seconds. The ride was fidgety, gearshift vague and rear end grip distinctly lacking, but I remember being charmed by the noise, urge and the sheer resourcefulness of it all. Mind you, at £26,000 the price was wildly uncompetitive – more than a new BMW 325i convertible, hence the poor UK sales. But these days MG RV8 pricing is interesting. You'll find some advertised at more than that optimistic new list price, yet others nearer £10k – a chasm in values that presents opportunities. One well-known northern dealer has a 1995 UK-supplied car with 45,000 miles on the clock at £30k, but in Surrey there's a private seller also with a '95 but at only £13,995. A repatriated Japanese car, but with a warranted 35,000 miles and history, it's top value.

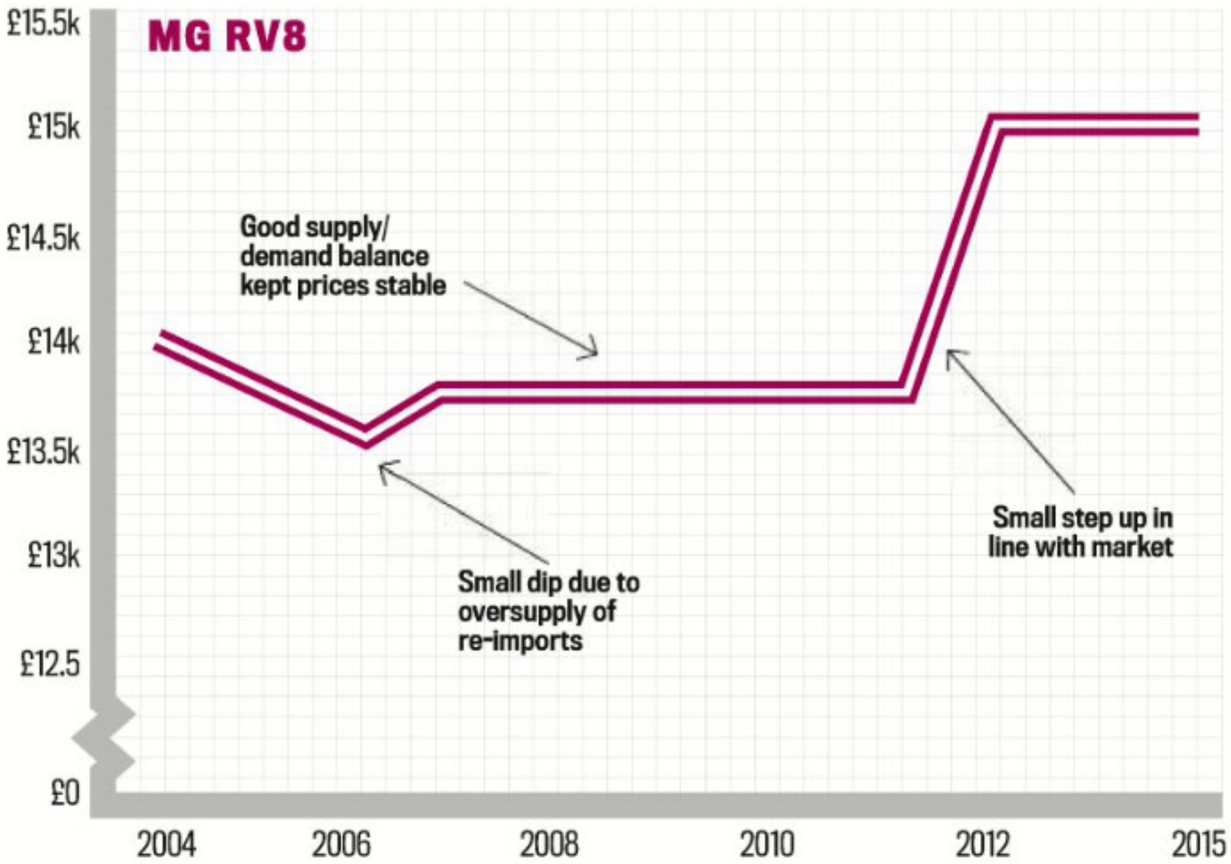
There are ripples of interest now, with the trade starting to buy up decent cars, but there are still lots of private advertisers with fine sub-£20k MG RV8s out there. Don't get too hung up about UK versus Asian examples. If there's a history to back up the mileage and condition is good, a well-bought import will also improve in value over the next few years. Any low-mileage documented MG RV8 at less than £16k is a definite gainer, worth buying now.

'It won't be long before any bright, well-kept Méhari will command ten grand in the UK'

An acquired taste, but an offbeat choice with lots of potential, Citroën's Dyane 6-based Méhari of 1968 was intended as a



The 400i is no longer Ferrari's wallflower. Values are blooming as respect for its Pininfarina styling grows



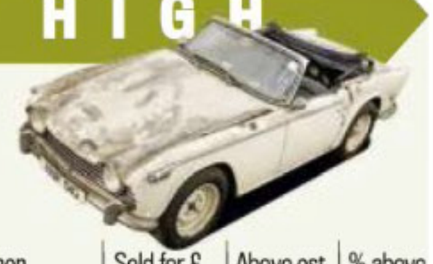
MG RV8

Never cheap, never expensive, the RV8 has been under the radar for years – but that's changing now



MG RV8 prices are belying its parts-bin origins

TRADING HIGH



Rarity helped this Triumph TR5 project reach £18k – mad? A restored one hit nearly £42k

YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1998	**Alfa Romeo GTV V6**	**Historics/Aug 29**	**8288**	**2288**	**38.1**
1990	Alfa Romeo SZ	Historics/Aug 29	29,120	5120	21.3
1958	**Armstrong Siddeley 234**	**Brightwells/Sep 23**	**10,304**	**2304**	**28.8**
1959	Austin-Healey Frogeye Sprite	Brightwells/Sep 23	7840	1840	30.7
1990	**Bentley Continental Convertible**	**Bonhams/Sep 5**	**67,020**	**17,020**	**34.0**
1937	BMW 328 Cabriolet	Bonhams/Sep 12	326,300	56,300	20.9
1971	**BMW 3.0CS**	**Brightwells/Sep 23**	**28,560**	**8560**	**42.8**
1950	Bristol 402 Drophead	Bonhams/Sep 5	104,540	54,540	109.1
1954	**Citroën Light 15**	**Historics/Aug 29**	**12,880**	**2880**	**28.8**
1971	Citroën DS21 Efi	Brightwells/Sep 23	32,480	7480	29.9
1964	**Daimler SP250 Dart**	**Bonhams/Sep 12**	**82,140**	**22,140**	**36.9**
1979	Ferrari 308 GTB	Silverstone/Sep 4	84,375	14,375	20.5
1983	**Ferrari Mondial QV**	**Brightwells/Sep 23**	**25,984**	**7984**	**44.4**
1999	Ferrari 550 Maranello	Silverstone/Sep 4	110,250	35,250	47.0
1965	**Fiat 500**	**RM/Sep 7**	**17,920**	**3920**	**28.0**
1966	Fiat 600 Multipla	Bonhams/Sep 12	22,137	10,137	84.5
1971	**Ford Escort 1300GT**	**Brightwells/Sep 23**	**15,680**	**3680**	**30.7**
1987	Ford Fiesta XR2	Brightwells/Sep 23	6160	1160	23.2
1937	**Horsch 853 Sport Cabriolet**	**Bonhams/Sep 26**	**345,686**	**80,686**	**30.4**
1961	Jaguar E-type 3.8 fhc project	Bonhams/Sep 12	96,700	36,700	61.2
1962	**Jaguar E-type 3.8 fhc**	**Brightwells/Sep 23**	**120,960**	**30,960**	**34.4**
1966	Jaguar E-type S1 4.2 fhc	RM/Sep 7	70,000	25,000	55.6
1995	**Jaguar XJS 4.0 Coupe**	**Brightwells/Sep 23**	**6272**	**2272**	**56.8**
1939	Lagonda LG6 Rapide Drophead	Bonhams/Sep 26	538,363	148,363	38.0
1984	**Lotus Esprit Turbo**	**Historics/Aug 29**	**17,360**	**5360**	**44.7**
1934	Mercedes-Benz 500K Cab C	Bonhams/Sep 5	609,500	109,500	21.9
1937	**Mercedes-Benz 320N Cab A**	**Bonhams/Sep 26**	**357,019**	**117,019**	**48.8**
1934	MG PA/B Le Mans	RM/Sep 7	151,200	31,200	26.0
1965	**MGB Roadster**	**CCA/Aug 29**	**12,100**	**2100**	**21.0**
1958	MG Magnette ZB	Brightwells/Sep 23	18,480	6480	54.0
1974	**MG Midget MkIII**	**Brightwells/Sep 23**	**10,976**	**2976**	**37.2**
1966	Mini Cooper 1275S	Historics/Aug 29	34,720	8720	33.5
1972	**Mini 1000**	**Brightwells/Sep 23**	**5040**	**2040**	**68.0**
1971	NSU Prinz 4	Brightwells/Sep 23	3808	808	26.9
1985	**Opel Monza GSE 3.0**	**Brightwells/Sep 23**	**6048**	**1298**	**27.3**
1969	Porsche 911E Sportomatic	Brightwells/Sep 23	37,520	7520	25.1
1985	**Porsche 911 Carrera 3.2 Convertible**	**Bonhams/Sep 5**	**43,700**	**8700**	**24.9**
1988	Porsche 911 Carrera Sport Targa	Historics/Aug 29	115,360	25,360	28.2
1963	**Rolls-Royce Silver Cloud III**	**Historics/Aug 29**	**18,144**	**4144**	**29.6**
1973	Rolls-Royce Phantom VI Frua Cabriolet	Bonhams/Sep 26	362,686	122,686	51.1
1984	**Rolls-Royce Corniche**	**Bonhams/Sep 5**	**34,500**	**19,500**	**130.0**
1934	Sunbeam 25hp Tourer	Bonhams/Sep 5	43,700	13,700	45.7
1968	**Triumph TR5**	**Historics/Aug 29**	**41,440**	**11,440**	**38.1**
1968	Triumph TR5 project	Bonhams/Sep 5	18,400	10,400	130.0
1972	**Triumph Stag manual**	**Brightwells/Sep 23**	**10,640**	**3640**	**52.0**

TRADING LOW



Not every Zagato shape is adored – and that may explain why this beautifully presented Lancia Flavia struggled to shift

YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1987	**AC Cobra MkIV**	**RM/Sep 7**	**61,600**	**58,400**	**48.7**
1953	Ford Prefect	Bonhams/Sep 5	2070	930	31.0
1964	**Ford Cortina Mkl Super**	**CCA/Aug 29**	**3190**	**1810**	**36.2**
1965	Lancia Flavia Sport Zagato	RM/Sep 7	33,600	11,400	25.3
1984	**Lancia Gamma Coupe**	**Central/Sep 6**	**7150**	**1850**	**20.6**
1968	Mazda Cosmo Sport	Bonhams/Sep 12	51,750	13,250	20.4
1974	**Mercedes-Benz 280 SE saloon**	**Brightwells/Sep 23**	**896**	**1104**	**55.2**
1992	Mercedes-Benz 300 CE	Historics/Aug 29	3640	1360	27.2
1976	**Renault 12 TL**	**Brightwells/Sep 23**	**1120**	**880**	**44.0**
1954	Rolls-Royce Silver Wraith	Bonhams/Sep 5	29,900	10,100	25.3
1963	**Trojan 200 Cabin Cruiser**	**Bonhams/Sep 5**	**10,916**	**4084**	**27.2**

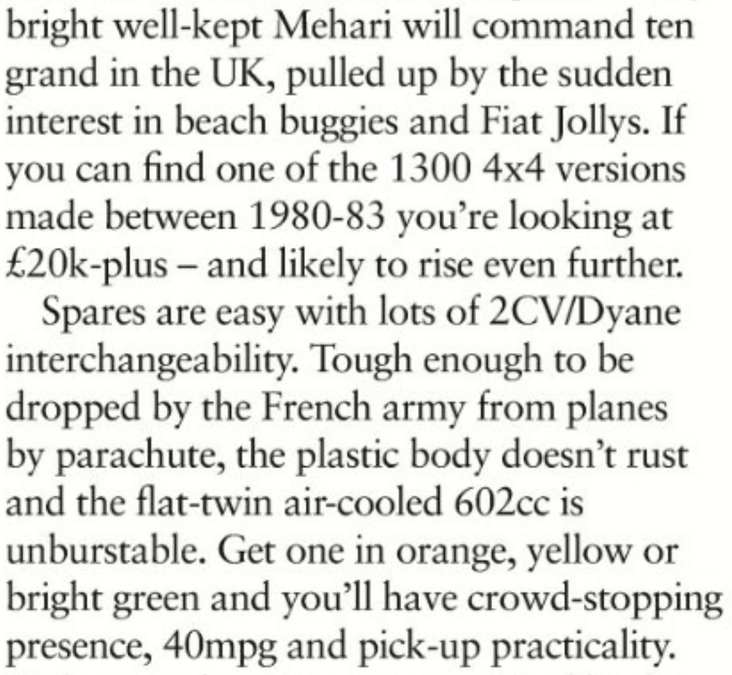


Search out a Mehari before everybody else does

utilitarian carry-all and beach car, but became cult wheels for villa and yacht owners in the South of France. In its 20-year production run 145,000 were made and survival rates are low, but there's a growing market realisation that the Mehari makes a striking and distinctive French classic that (weather permitting) is also huge fun.

The ABS plastic body was pre-coloured in lots of funky period shades, the 2CV mechanicals are laughably simple to fix and with the roof furled and with windscreen folded flat the Mehari has more charm than a Willys Jeep. It's also faster, better handling and easier to restore. Never officially imported into the UK, most are still in France and Holland, but prices are all over the place. One US seller is asking an insane £42,000, while a Portuguese dealer has a couple of decent original specimens for less than £7000. There's also a Dutch dealer with an original 76,000km car for just £6580. I reckon it won't be long before any bright well-kept Mehari will command ten grand in the UK, pulled up by the sudden interest in beach buggies and Fiat Jollys. If you can find one of the 1300 4x4 versions made between 1980-83 you're looking at £20k-plus – and likely to rise even further.

Spares are easy with lots of 2CV/Dyane interchangeability. Tough enough to be dropped by the French army from planes by parachute, the plastic body doesn't rust and the flat-twin air-cooled 602cc is unburstable. Get one in orange, yellow or bright green and you'll have crowd-stopping presence, 40mpg and pick-up practicality. Right now there are opportunities like the solid and running '73 example on German eBay for just €3500. Bring it home, do it up and you could double your money.



No longer cheap but still a good time to buy

CLASSIC ON THE CUSP

Mercedes-Benz AMG GT S

This coupé is already shaping up to be a depreciation-dodging buy



Cost new £110,500 Value now £110,500

Any Mercedes-Benz AMG is a classic in waiting, but for some models greatness is astonishingly instantaneous. Take the SLS – an insane amalgam of hot-rod heave and visual theatre. But the SLS now has a much less rabid successor – the GT S. An aggressively pretty, alloy, magnesium and carbon-fibre coupé with all the sound and fury of the SLS but the poise and dexterity of a ballerina. Don't be fooled by its sober styling – the GT S can dispatch 60mph in 3.8 seconds and run all the way to 193mph. But the GT S's brilliance lies in its staggering refinement.

'The combination of glamour, useability, violence and beauty makes it a future classic'

Controlling 510bhp is always going to be a sweaty battle against physics, gravity, weight and fear, but from the moment you press the starter button you feel totally confident. The super-fast steering and lightweight nose make turn-in on fast corners a delight and even in Race Mode the GT S feels planted and secure – but stupendously fast.

The twin-turbo 4.0-litre V8 cackles with a guttural yelp, the much-improved seven-speed auto does wonderful impersonations of an FI race car, blipping the throttle between downshifts, and the road ahead is dominated by a high baroque bonnet line that reminds you of an E-type Jag. Where the SLS's huge girth could occasionally make it feel like a Steinway piano in corners, the GT S shrinks in size and feels compact and amazingly wieldy. Better than a 5.0-litre F-type Jaguar and more exclusive than a 911 Turbo, the GT S has a sexy high-end allure that has resulted in an 18-month waiting list. In performance terms it ticks every box and then some, but it's the startling combination of glamour, useability, violence and beauty that makes it so hugely desirable and a definite future classic. The passage of time will never dim this car's abilities or appeal, and future decades will still see enthusiasts queueing up to own one, although used examples are unlikely ever to be particularly cheap.

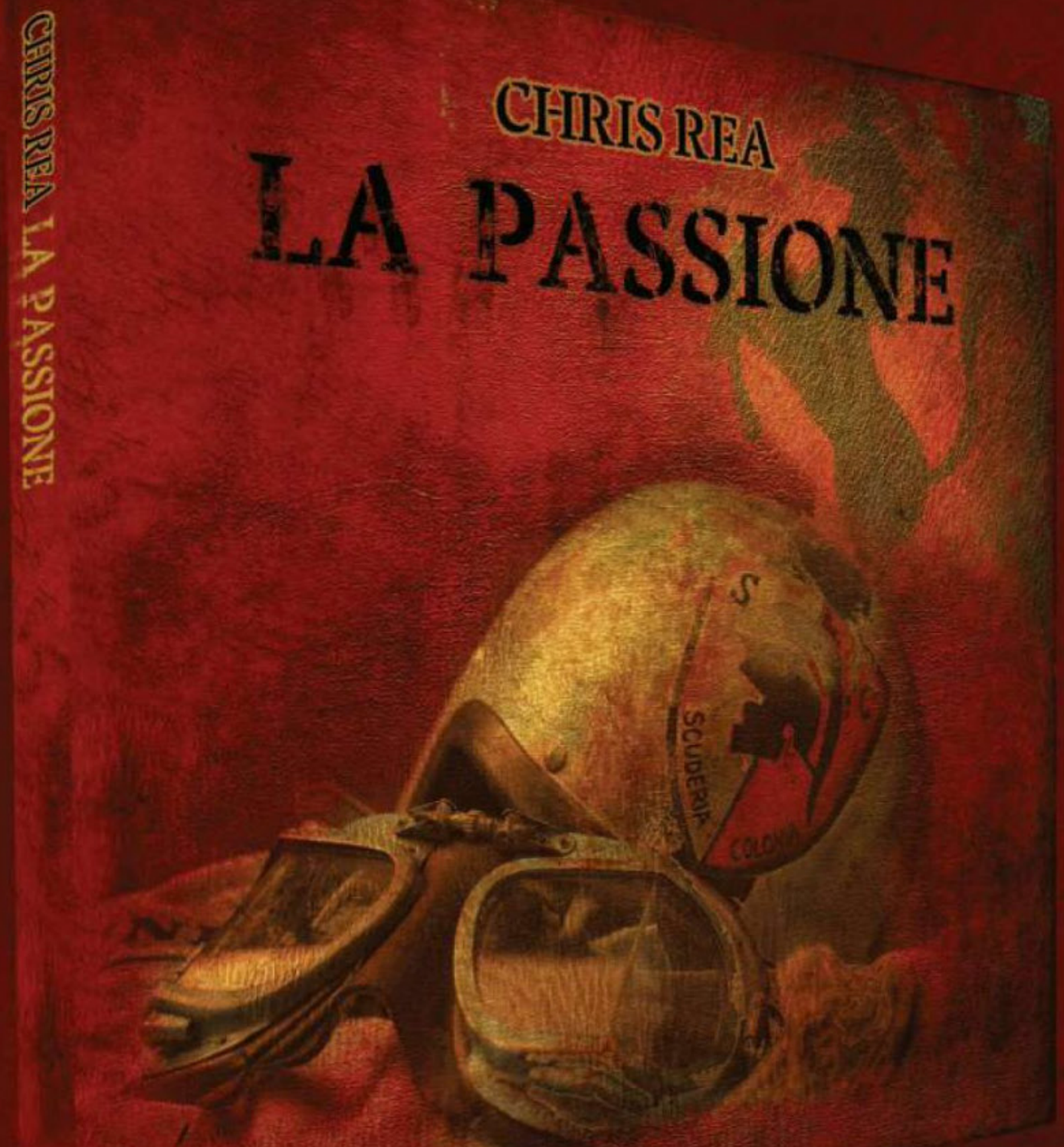
With an eminently reasonable current list price of £110,500, I can see growth possibilities right now. Let's not forget that a 2010 Porsche 911 GT3 has doubled in value in five years, so moderns like the GT S aren't always doomed to depreciate. Low-mileage SLS's are now being priced up at more than their original new cost and the fiercely desirable convertible versions are now POA.

Nobody knows how many GT Ss will leave the factory – but they won't ever be that numerous, so exclusivity is guaranteed. And since there's already a GT3 racing version, a Brabus-tuned incarnation, appearances as an F1 safety car and the inevitable Black Series to come, the GT S mythology will grow and grow. But the GT S's latent growth potential lies in the immutable fact that its simply one of the best handling, fastest and most flattering to drive AMGs ever. Here's the decision: a very nice XK150 roadster or a 193mph Merc GT S. You choose...

MORE QUENTIN WILLSON p43

CHRIS REA

LA PASSIONE



72 PAGE BOOK • 2 CD's • 2 DVD's

INCLUDES NEW TRACKS, PREVIOUSLY UNSEEN FOOTAGE
& IMAGERY FROM WOLFGANG VON TRIPS ARCHIVE
& PAINTINGS BY CHRIS REA.

chrisrea.com

Available Now at amazon.co.uk

MARKET WATCH

Russ Smith is dismayed by the latest 'investment opportunity' to come to his attention, sees a bright future for the Lamborghini 400GT and points you in the direction of a bargain wafter



MARKET MOVES

An upsetting press release landed in my inbox from a company offering crowdfunded classic car investment opportunities. For as little as £100 you could buy a microshare in a classic you'll never see. All the cars will be parked in secure garages.

This is wrong in so many ways. It treats the classics we all dream of like just another asset – wines that are never drunk; the pictures never seen. Smartly buying and selling the odd classic to work your way up to the next level is one thing. But locking them away on the premise that they'll continue to rise in value and turn profits not wheels – no thanks. On the same day a colleague came into the office raving about having seen two Alfa SZs, a Miura and a Citroën SM during the same journey the previous day. That's what classics are about.

LAMBORGHINI 400GT

Even when values were reset after the 1990 boom, Lambo 400GTs have never been cheap. Along with the badge, low build numbers have seen to that – just 244 rolled out of the factory in 1967 and '68.

Then again, for the following 16 years they never got properly expensive either. Values did start to pick up in the wake of the late Noughties Miura and Countach 'bull' market. Then it was like the collectors' world woke up one day and decided the 400GT was special and they all wanted one. Prices doubled, and though they've eased a fraction since, the 400GT still looks a good long-term bet. It's one of those cars that ticks every box.

BENTLEY 'S'/ROLLS-ROYCE SILVER CLOUD

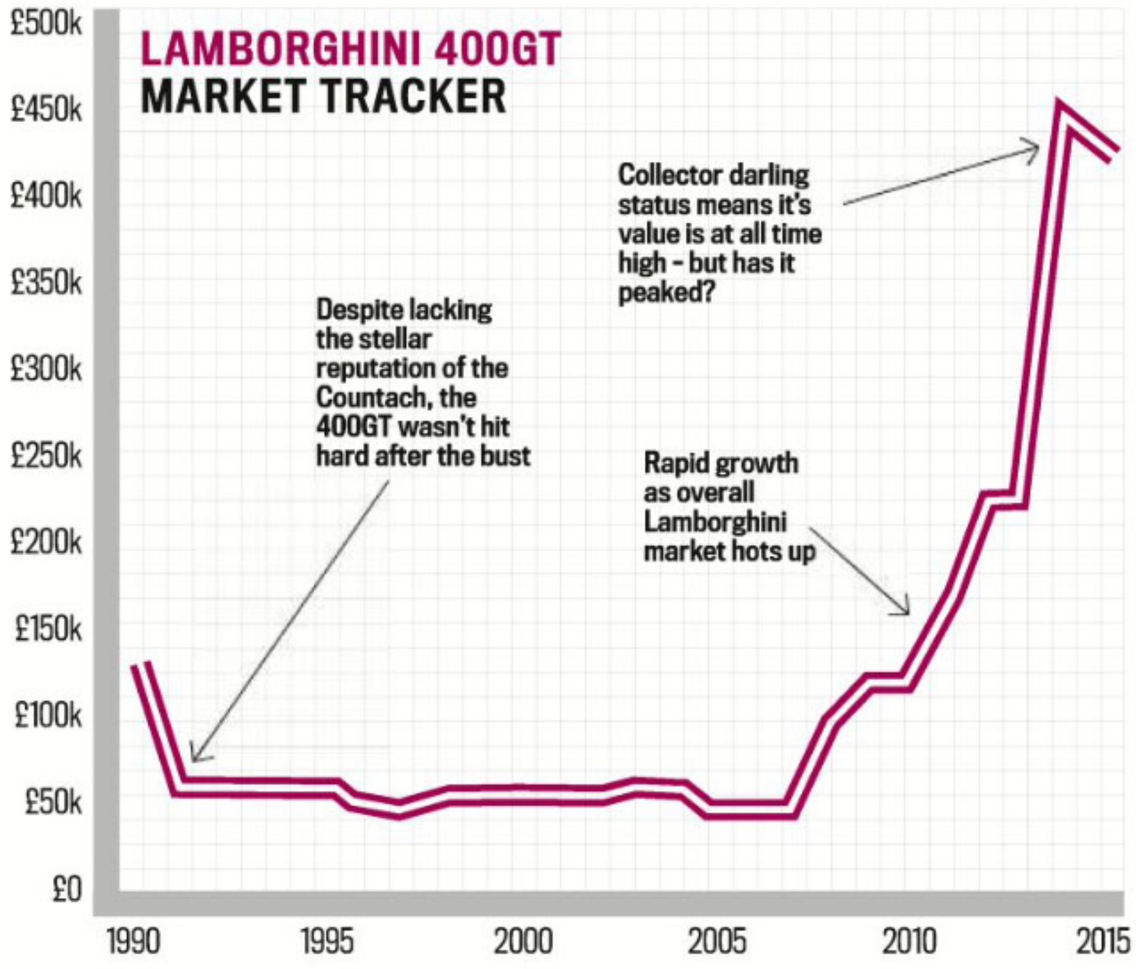
These classy cruisers possess the kind of gravitas that's lacking in their Shadow/T series successors. Which means you need to pay about three times as much for one in equivalent condition. But you'll have a top-quality ride that people won't look for a chauffeur's cap in the front of, and you'll find it easier to sell on when the time comes.

The very best examples tend to be traded through dealers, for higher numbers than those in our table. So head to auctions for good deals on driver-quality cars. They also tend to sell slightly below expectations, so don't be put off by estimates – there are often deals to be had.

It's even-Stevens between the marques at the moment, but we'd expect Bentleys to ease slightly ahead over time.



Though Lamborghini 400GT values have risen, they could still grow



Rarity and oddball style combine to make the 400GT a car with room to rise in values

ANALYSIS BENTLEY 'S'/RR SILVER CLOUD

Dealer prices are much higher than what you see below – head to an auction to grab a bargain



YEAR	MODEL	Which sale	Estimate	Sold for	% diff.
1955	Bentley S1	Bonhams/6.9.14	30,000	35,650	18.8
1956	**Bentley S1**	**H&H/21.6.14**	**22,000**	**19,040**	**-13.5**
1956	Rolls-Royce Silver Cloud I	H&H/12.11.14	26,000	24,920	-4.2
1956	**Rolls-Royce Silver Cloud I**	**H&H/21.6.14**	**22,500**	**22,400**	**-0.4**
1958	Bentley S1 project	Bonhams/5.9.15	13,500	17,825	32.0
1959	**Rolls-Royce Silver Cloud I**	**Silverstone/23.5.15**	**22,500**	**21,375**	**-5.0**
1960	Bentley S2	Historics/7.6.14	20,000	24,640	23.2
1962	**Rolls-Royce Silver Cloud II**	**RM/16.1.14**	**39,875**	**26,928**	**-32.5**
1962	Bentley S2	ACA/13.6.15	21,000	19,625	-6.5
1963	**Bentley S3**	**Historics/30.8.14**	**22,000**	**25,760**	**17.1**
1963	Rolls-Royce Silver Cloud III	Historics/29.8.15	12,000	18,144	51.2
1964	**Bentley S3**	**Coys/11.3.14**	**35,000**	**31,860**	**-9.0**
1964	Bentley S3	Brightwells/23.9.15	23,500	24,640	4.9
1964	**Rolls-Royce Silver Cloud III**	**Coys/18.1.14**	**31,000**	**27,821**	**-10.3**
1964	Rolls-Royce Silver Cloud III	H&H/24.4.14	26,000	25,200	-3.1
1965	**Bentley S3**	**Bonhams/20.6.15**	**35,000**	**34,500**	**-1.4**
1965	Rolls-Royce Silver Cloud III	Silverstone/22.2.15	17,500	24,750	41.4

For thousands of cars for sale visit classiccarsforsale.co.uk

1964 Daimler SP250 Dart ▲ £82,140

BONHAMS, SEPTEMBER 12. If this pukka police issue Dart looks familiar, that's because it's the one that Chris Evans bought from Historics' sale in August 2014 and has since been used for charitable as well as pleasure purposes. Back then the estimate-topping £50,400 Evans paid looked high, but who's laughing now? Even taking away Bonhams' cut that's a tidy return to make up for Evans' big money cars that didn't sell. However, we can't see the new owner making the same profit.



1964 Auto Union 1000 S ▲ £8250

BARONS, SEPTEMBER 15. You simply don't see these cars in the UK – even this one was fresh in from the Netherlands. So it's no surprise that it generated a fair amount of interest at Barons. Technically interesting too, with a 50bhp three-cylinder two-stroke engine and front-wheel drive, so no owner will ever be short of conversation at shows. Pretty hard to value, but Barons got that spot-on because this fine example sold at bang on mid-estimate. So a fair deal all round on a pretty little curio.



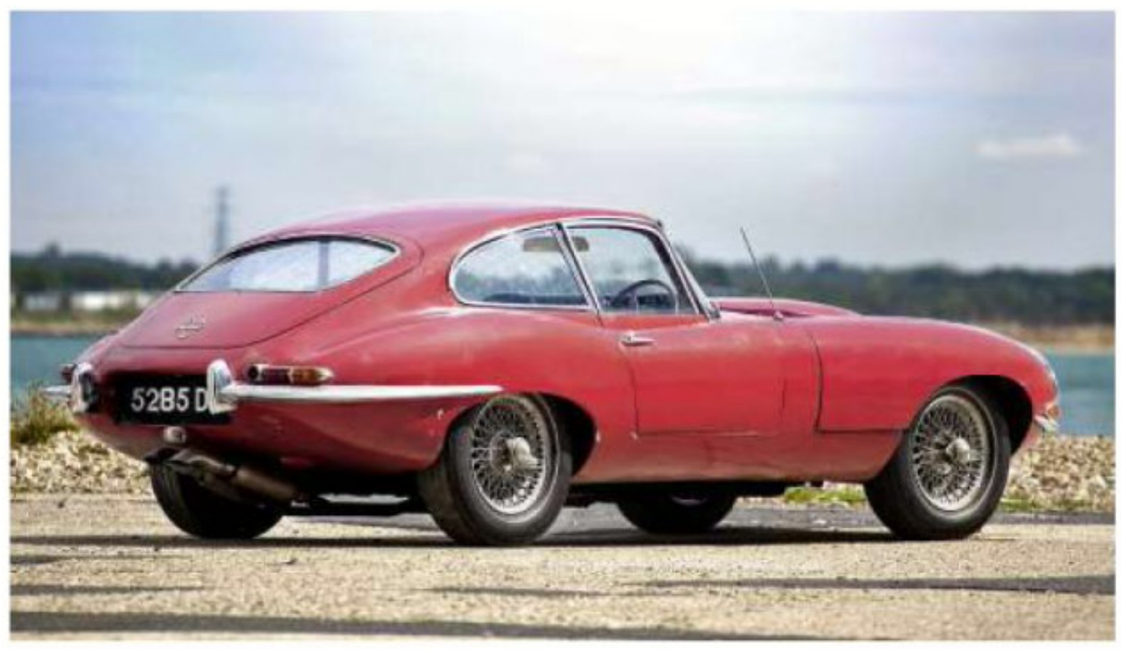
1988 Jaguar XJ-S 3.6 ▲ £15,232

BRIGHTWELLS, SEPTEMBER 23. Yes, that is a significant chunk of change for an XJ-S that is neither an early manual car nor a late Convertible. It could even be a sign that – after about 15 years of being predicted as the next big thing – XJ-S values are finally starting to move up. On the other hand it might also just be a very canny purchase by someone who wants what could be the best example of a 3.6 Coupé available but doesn't want to spend the £40,000 it cost to restore this one 1500 miles ago.



1961 Jaguar E-type 3.8 fhc project ▲ £96,700

BONHAMS, SEPTEMBER 12. This is another of those E-type results that makes you scratch your head and question the thinking behind it. Sure, it's a pretty early right-hand drive flat-floor car, chassis 860083, but it has little history besides being exported to Australia in the Eighties where it was never registered and sat in a barn. Though complete and OK-looking from a distance, it's likely to take tens of thousands to make it worth any more than the price paid – nearly £37k over top estimate.



1971 BMW 3.0 CS ▲ £28,560

BRIGHTWELLS, SEPTEMBER 23. The estimate-busting result here (£15-20K was suggested by Brightwells) might look extravagant, especially as it's 'only' the carb-equipped CS with 20bhp less than the CSi. But this is actually the rare car now, and was presented in very original condition from a private collection. It wasn't hard to believe the unwarranted 42,500 miles showing on the clock, and the buyer must have been convinced. If that can be substantiated, this starts to look a very good buy.



1973 Rolls-Royce Phantom VI Frua Cabrio ▲ £362,686

BONHAMS, SEPTEMBER 26. Billed as one of the largest two-door convertibles built, this Frua-bodied one-off on a Phantom limo chassis was perfect for those who find Camargues conservative. Built for a Swiss count whose coat of arms graces the dash, it was beautifully presented and perfect collector fodder. Several wanted it, and it sold for more than 50 per cent above the £240k top estimate. That's the price of exclusivity.



BMWs dominate at Bonhams auctions

Bonhams' annual Zoute sale in Belgium saw a distinct swing in favour of German products. Seven of the ten cars that failed to sell were Italian, but BMWs and Porsches did well.

Star car was a three-owner 1980 BMW M1 that was highly original and had covered the equivalent of around 40,000 miles. The in-your-face orange paint didn't hurt its case either. The sale price was £344,701, just above the lower end of Bonhams' estimate. However, that estimate always looked daftly optimistic. In reality this result is ten per cent or so above where the market was for these cars, so it looks like M1 values are still climbing fast.

Perhaps even more notable was the estimate-topping £49,364 paid for a 1986 BMW M635 CSi. Another three-owner car, it had spent most of its life in Italy and racked up a mere 75,000km (46,000 miles). Unrestored and in excellent condition, it deserved to do well and this price sets a new benchmark for the model.

Keeping the BMW theme, a 1965 BMW 3200CS Coupé performed well, selling above its low estimate for £38,300. This was despite some of the billed restoration work not being of the highest quality.

Overall, 76 per cent of the 46 cars offered found new homes, which is about average, and the explanation behind all those non-selling Italian cars looks as much like a case of overblown expectations from sellers in a cooling market as anything else.



BMW M1 sold for a strong £344,791 at Bonhams' Zoute sale

ASTON MARTINS TO BE CERTIFIED

Aston Martin has launched an Assured Provenance certification programme – an equivalent to the Ferrari Classiche verification scheme. Aston Martin Works MD Paul Spires said, 'Oficially sanctioned provenance certification scheme is a natural development for the brand.' Cars assessed at Aston Martin Works in Newport Pagnell will undergo a visual and mechanical investigation and be scanned in 3D. Successful cars will be awarded one of four levels of Assured Provenance, ranging from Platinum to Bronze. For more information, see astonmartinworks.com.



IN BRIEF



FOSKERS' NEW VENTURE

The team behind Foskers, the UK's oldest independent Ferrari specialist, has launched Foskers Classics to deal in cars that don't wear the prancing horse badge. Jeff Fosker says, 'I'm frequently offered other fine classics. Recently there have been certain cars I couldn't turn down.' Jeff's daughter Holly (above) will be involved in the day-to-day running of the new company, marking the third generation of the Fosker family to be involved in the classic car business.



CLASSIC INSURANCE PREMIUMS TO RISE

Expect a bigger bill when your classic insurance policy next comes up for renewal. It isn't down to the insurance companies – from November 1 in the UK a rise in Insurance Premium Tax comes into force. This takes a steep jump from 6% to 9.5%, as announced rather quietly in the 2015 Summer Budget. The saving grace from our point of view is that classic car premiums tend to be quite low so you should only be a few pounds out of pocket.



CLASSIC GREETINGS CARDS

Laurence Sayers-Gillan, former MD of Barons Auctions, has now set up Artwords Creative Design and is marketing a range of classic car-themed greetings cards and wall canvasses. He says, 'Men are poorly served when it comes to quality greetings cards. The classic Motorcards range, which stretches to 50 designs, is aimed squarely at petrolheads.' Individual cards are £2.75 each, with options on printed greetings, and there are discounts for bulk orders. See artwordsdesign.co.uk.

THE GRAND AUTUMN SALE

MERCEDES-BENZ WORLD, BROOKLANDS
SATURDAY, 28TH NOVEMBER



1983 FERRARI 308GTSi QUATTROVALVOLE. 33,378 MILES. £65,000-£80,000

FINE ENTRIES ARE INVITED

We welcome classic car consignments to our major Autumn sale at Mercedes-Benz World on Saturday, November 28th. The entry for this sale will be limited to 130 fine motorcars so please be sure to contact us soon to avoid disappointment.

FINE CLASSIC CAR & MOTORCYCLE AUCTIONEERS

Tel: 00 44 (0) 1753 639170 | E-mail: auctions@historics.co.uk | www.historics.co.uk

HISTORICS AT BROOKLANDS

UEFA EUROPA LEAGUE OFFICIAL PARTNER

BE ONE WITH IT

Be one with your tyres, and the road will be one with you.



ventus S1 evo²

Luxury that never compromises safety

With an advanced VAI system that allows drivers to track vehicle alignment and aerodynamic sidewalls that minimise noise and vibration levels, the ventus S1 evo² delivers the promise of performance and enhanced fuel efficiency.

HANKOOK driving emotion

Hankook Tyre UK Ltd, Fawsley Drive, Heartlands Business Park, Daventry, Northamptonshire NN11 8UG
Tel: +44 1327 304 100 Fax: +44 1327 304 110

hankooktyres.co.uk

TEMPTATIONS

Russ Smith scours the auction catalogues and adverts in search of the stand-out cars on offer



1962 ASTON MARTIN DB4 ZAGATO
For sale at RM Sotheby's, New York, Dec 10, rmsothebys.com **Why buy it?** It's ten years since one of these was last offered at auction. This one has period race history in Australia, was restored by RS Williams and Zagato, and has since achieved a class win at Pebble Beach. A real prize. **Price estimate** TBA



1958 TRIUMPH TR3A
For sale with Suffolk Sports Cars, Woodbridge, suffolksportscars.com **Why buy it?** This was a Triumph works demonstrator, show and press car with a fat file of records, photos and articles to prove it. Restored 15,000 miles ago and still in lovely condition. Fitted with power steering for ease of driving. **Price** £34,500



1968 FORD ZEPHYR MkIV 4x4 PROTOTYPE
For sale at Brightwells, Leominster, Nov 25, brightwells.com **Why buy it?** This was the first of the 22 Zephyrs built with Ferguson Formula four-wheel drive and ABS for police evaluation. Now fully restored. **Price estimate** £22,000-£25,000



1963 BMW 700 SPORT COUPÉ
For sale at Historics, November 28, historics.co.uk **Why buy it?** Rare UK car. An older resto in good order, it sits on later alloys but has original wheels. Price estimate £12,500-£15,000



1994 RENAULT CLIO WILLIAMS
For sale at H&H, Donington, handh.co.uk
Why buy it? This is No 22 from the original limited production run of 500. Presented in excellent condition in all departments, this is a rare chance to snap up one of *the* drivers' cars of the Nineties.
Price estimate £8000-£10,000



1938 BENTLEY 4¼-LITRE HIGH VISION COUPÉ
For sale at Bonhams, December 10, bonhams.com/cars
Why buy it? Attractive price for a larger-engined Derby Bentley that carries more than a dollop of art deco in HJ Mulliner's styling. In lovely condition and with all kinds of gadgetry around the roof-mounted 'windows'. **Price estimate** £60,000-£80,000



1978 MINI CLUBMAN ESTATE
For sale at Silverstone Auctions, November 14, silverstoneauctions.com
Why buy it? Said to be the only estate version converted by Mini legends Wood & Pickett, this car has since lived all its life on Jersey with the same owner and covered just 29,000 miles. Superb history file.
Price estimate £10,000-£12,500



1984 LANCIA BETA VOLUMEX COUPE
For sale at Richard Thorne Classic cars, rtcc.co.uk
Why buy it? A rare factory supercharged version of Lancia's under-rated four-seater coupé, it was bodily restored last year by the vendors, and still only shows 30,000 miles from new. Crazy check cloth interior is worth taking a look at.
Price £9995



1979 MERCEDES-BENZ 250
For sale at Classics Central, November 8, classicscentral.co.uk
Why buy it? With its 2.5-litre six-pot, this is one of the more sought-after models from Mercedes' W123 range. This one is in rare Mimosa Yellow, has covered just 82k, and has a rebuilt carburettor and new tyres.
Price estimate £3000-£4000

UPCOMING SALES

October
Fri 30, London. Bonhams' London to Brighton sale, New Bond Street. **bonhams.com/cars**
Fri 30, Dorset. South West Vehicle Auctions' classic sale, Parkstone, Poole. **swva.co.uk**

November
Sun 1, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. **charterhouse-auction.com**
Sat 7, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. **angliacarauctions.co.uk**
Sun 8, Bedfordshire. Classics Central, Bedford Autodrome, Thurleigh. **classicscentral.co.uk**
Sat-Sun 14-15, Birmingham. Silverstone Auctions' Classic Motor Show sale, NEC. **silverstoneauctions.com**
Wed 18, Leicestershire. H&H Classics, Donington Park, Castle Donington. **handh.co.uk**
Sat 21, Cumbria. Borderway Classic Car Auctions, Rosehill, Carlisle. **borderwayclassiccars.com**
Wed 25, Herefordshire. Brightwells, Easters Court, Leominster. **brightwells.com**
Sat 28, Surrey. Historics at Brooklands, Brooklands Museum, Weybridge. **historics.co.uk**

December
Sat 5, Warwickshire. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. **classiccarauctions**
Sun 6, London. Bonhams, New Bond Street. **bonhams.com/cars**
Wed 9, Worcestershire. H&H Classics, Chateau Impney. **handh.co.uk**
Thu 10, London. Bonhams sale, RAF Hendon. **bonhams.com/cars**



JAGUAR

HERITAGE

KEEP IT IN THE FAMILY.

BRING YOUR CLASSIC JAGUAR TO OUR HERITAGE WORKSHOP.

When it comes to preserving the spirit and condition of your classic Jaguar, it makes sense to bring it back home to the Jaguar Heritage Workshop at Browns Lane, Coventry – the birthplace of the Jaguar E-type.

After all, who else can service, rejuvenate or restore your car better than the masters who created it? And because we're family we'll collect and deliver your vehicle to anywhere in the UK.

To find out more call 0203 601 1255 or email heritage@jaguar.com

JAGUAR.CO.UK/HERITAGEWORKSHOP

THE ART OF PERFORMANCE

JAGUAR

Terms and Conditions apply.

BARN FINDS

Nigel Boothman finds Ava Gardner's old Facel Vega and a Morris Minor Million that spent 20 years in hiding

STAR FIND



FACEL VEGA HK500 Thick black paint and a life spent in California have preserved the notoriously rot-prone HK500 extremely well. This ex-Ava Gardner car was originally metallic grey with a red interior



Complete interior retains painted metal dashboard



Matching numbers suggest the HK500 is all original



6.2-litre V8 has seen little action since the late Eighties

Facel Vega HK500

This HK500 was probably delivered to Ava Gardner's California home on December 11, 1959 while she was living in San Sebastian in Spain following her divorce from Frank Sinatra two years before. When new, it was metallic grey with a red interior but later changed to black with black.

The car remained in California, where a Mr John Holbert of Burbank, just over the Hollywood Hills from Gardner's then home in Nichols Canyon, bought it in 1987. It seems to have had very little use after this time, remaining remarkably original and escaping the galloping corrosion usually suffered by many other Facel Vegas that ended up in cooler, wetter climates.

On returning to Europe in 2012 the car passed through the hands of a Dutch dealer and was subsequently moved on to restoration specialist Spellbound Cars of Farnham in Surrey, which expected to find a buyer willing to embark on a full restoration relatively easily. After a few promising early enquiries came to nothing the company consigned the car for sale at Coys' Frankfurt Motor Show auction on September 26, where it eventually sold for €90,000 (£66,307).

Spellbound Cars' Martin Gadd believes the car would make a much easier restoration project than most HK500s. He said, 'I believe the heavy coat of paint and the fact that it appears to have spent most of its life in California have combined to keep the car pretty sound considering its age. The engine is original and we kept finding the correct body number stamped into various parts and body panels. We never actually ran it and so it remains in largely untouched condition. I'm very surprised it wasn't snapped up sooner.'

WORTH RESTORING

1959 FACEL VEGA HK500
Restoration estimate: £120,000

The most costly and difficult part of restoring one of these hand-built luxury GTs is reinstating corroded floors, sills and outer panels. If this car really has dodged that particular bullet for the most part, it represents a gigantic saving in time and money during the restoration.

A return to original paint and trim colours seems prudent, and with so much specialist attention required to finish any Facel Vega to a suitably dazzling standard, even an apparently sound car could run up a six-figure bill.

This is probably the most desirable of Gardner's Facel Vegas, and with its well-established celebrity provenance and sought-after specification (disc brakes, left-hand drive, automatic gearbox, power steering) it is a surprise it hasn't already found a wealthy sponsor on the continent. When finished, it could set a new high-water mark for FV values... is £350k possible?

Images courtesy of RM Auctions. Photos by Darin Schnabel



JAGUAR XK140 SE Injured a previous owner when removed from its garage



Jaguar's tan interior is non-original and missing the radio and some trim



C-type cylinder head means the SE's 3.4-litre engine is good for 210bhp



RILEY NINE KESTREL Riley's hammer price was £7300 but new owner is unlikely to recoup his restoration costs



MORRIS MINOR MILLION Vivid-looking rare survivor languished in a garage for over 20 years

Brightwells' Jaguar XK140 SE and Riley Nine Kestrel

A 1955 Jaguar XK140 repatriated from America during the first classic car boom has come to light after spending 23 years in the back of a Wolverhampton garage. It was interred in 1989, but lifted out with a crane in 2012 after extensions to the owner's hardware shop blocked access to the garage. Unfortunately for the owner, the cradle used to lift the car fell off the transporter and broke his leg. Three years on, the leg has healed but the owner decided to sell up and let someone else tackle the restoration.

The car is a left-hand drive US market model and was originally Pastel Blue with a red interior. The colour change inside and out may be undesirable but there are several points in the car's favour.

For one it is a rare, genuine SE (also known as MC on the US market) with a manual overdrive gearbox. The Special Equipment package also included a C-type cylinder head and twin exhausts which between them liberated 210bhp from the 3.4-litre XK engine. The engine is original, but the radio and other small pieces of interior trim have been stolen. Brightwells offered the car on September 23 and it sold for £22,400.

The same sale featured another stalled restoration project in the form of a 1933 Riley Nine Kestrel. It was bought for £40 by the vendor's father in the late Sixties from a small ad in *Motor Sport* magazine, and the missing wings were to be replaced by spares that were coincidentally advertised in the same issue. The wings remain with the car, as does its most recent MoT certificate which dates from 1966.

Riley Kestrels are deservedly popular, although the cost of a complete restoration is unlikely to ever be recovered in this case. The £7300 hammer price means the new owner will need to be a skilled car restorer.

Morris Minor Million

Small auction houses often turn up fascinating finds when estate clearances or property sales call for the disposal of old cars, but they don't often unearth anything as rare and unusual as a Morris Minor Million. Just 350 of these distinctive lilac-painted special editions were made in December 1960 to mark the Minor's incredible seven-figure production record. Of those, 320 were right-hand drive, just enough to supply one to every BMC dealer from Jersey to Shetland.

About 65 are known to survive, together with this latest discovery. It hid in a garage in Whitley Bay, Tyne and Wear, for more than 20 years but was extracted and sold by local auction company Featonby's. Auctioneer Darren Riach said, 'The local council asked us to sell it without reserve after the man leasing the garage passed away. Happily it went to a genuine Minor Million enthusiast who already



FORD THAMES ET6 Late Forties lorry has survived the harsh Falklands climate remarkably well, though it looks like the cab has fared rather better than the flatbed



SEAT 800 Just 18,000 of these tiny four-doors were ever made



RENAULT JUVAQUATRE Delivery days are long behind it



Renault's metal looks surprisingly sound

owns another example and intends to restore this one. He came all the way up from Devon for it!'

SEAT 800/Renault Juvaquatre

Reader Stuart Goldenberg sent us some thoroughly atmospheric photos he took at a reclamation yard outside Palafrugell in the province of Girona, Catalunya. We think the small saloon is a SEAT 800, the Spanish-built version of Fiat's 600 that outlived its Italian counterpart by nine years. Its different model number denotes the fact that it has four doors and a slightly longer body rather than any increase in engine size. SEAT made nearly 800,000 600s but only 18,000 800s, making this example a rare car in a country that has very little classic car heritage of its own.

Stuart also spotted a small van that was well hidden by rusty wrought iron but still just about identifiable as a Renault Juvaquatre Fourgonnette. If it's one of the few pre-war survivors, it is more properly known as a Camionnette. Power – what little there was – came from either a 1.0-litre side-valve engine or a 747cc overhead valve motor from the 4CV saloon.

Ford Thames ET6

We don't think we've ever had a contribution from the Falkland Islands before, so it's good to see this handsome shot of a rusting commercial on a remote farm on East Falkland. It was photographed by Yve White-Smith while she was there on a fact-finding trip for her work with Falkland's care services. She says it's one of the few vehicles on the islands that isn't a Land Rover.

We think it's a Ford Thames ET6 with a cab by Briggs Motor Bodies and probably the flathead V8 engine from a Ford Pilot saloon, though Ford also offered a 3.6-litre OHV petrol straight-six and a Perkins diesel. The model was introduced in 1949 and replaced eight years later by the Ford Thames Trader. With such a famously harsh climate to endure, this Falklands-registered Ford lorry has done extremely well to last as well as it has.

BARN FINDS
IN ASSOCIATION WITH Chopard



Send us your stories and photos of barn finds and restoration dreams to classic.cars@bauermedia.co.uk – we'll pay £100 for the Star Find.

WIN A CAR & CAR INSURANCE!*
Book before 31 Oct 2015

The
UK'S BIGGEST & BEST
• CLASSIC MOTOR SHOW •

BIRMINGHAM, NEC, 13-15 NOVEMBER 2015

SHARE YOUR PASSION FOR CARS



OVER 1,800 STUNNING CLASSIC CARS

★ 250 CAR CLUBS ★ CELEBRITY GUESTS ★ WHEELER DEALERS LIVE STAGE

★ THE UK'S BIGGEST INDOOR AUTOJUMBLE & TRADER VILLAGE

★ CLASSIC CARS FOR SALE ★ MEGUIAR'S CLUB SHOWCASE ★ SILVERSTONE AUCTIONS

★ NEW! GRAHAM HILL TRIBUTE BY MOTOR SPORT ★ PRIDE OF OWNERSHIP

★ RESTORATION THEATRE ★ CLASSIC BIKES ★ DREAM RIDES

BOOK IN ADVANCE AND SAVE £££'S

QUOTE: CMS15CC CALL 0871 230 1088**

VISIT WWW.NECCLASSICMOTORSHOW.COM

MOTORBIKE SHOW

Headline Sponsor LANCASTER INSURANCE

Offical Show Partners Meguiar's · SILVERSTONE AUCTIONS · Discovery CHANNEL · Smooth Radio 97-108 YOUR RELAXING MUSIC MIX · Organised by CLARION EVENTS

*Book before Saturday 31st October 2015 at midnight and you will automatically be entered into our free prize draw to win a car & £300 giveaway towards car insurance courtesy of Lancaster Insurance. Full Ts & Cs visit www.necclassicmotorshow.com/ticket-packages ** Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

FERRARI PARTS SPECIALIST

SUPERFORMANCE

CELEBRATING
32 YEARS

THE POWER TO DELIVER

UNIT G1 RD PARK
STEPHENSON CLOSE
HODDESDON
HERTFORDSHIRE
EN11 0BW
CALL +44(0)1992445300
FAX +44(0)1992441866
ADMIN@SUPERFORMANCE.CO.UK

WWW.SUPERFORMANCE.CO.UK



QUENTIN WILLSON

A few minutes on the web can give you the upper hand when negotiating to buy a classic



With a hobby that's shrouded by the mists of time, it always pays to do a little research before you buy. Tapping a registration number into an internet search engine can often tell you infinitely more than any seller's description or the windy flatulence of auction catalogues.

Take the Jensen CV8 I was looking at the other day. A bottle green '64 MkII with tan hide and 43,000 miles, it looked tempting but the dealer's website was frustratingly light on detail. I punched the current registration number, 301 HUC, into the web and 20 years of its past magically unravelled in an instant. I learnt about a £40,000 restoration in the Nineties, a ten-year stint in an Austrian museum, a registration number change, three different auction sales and how its value has more than tripled in 12 years. Fascinating intelligence if you are poised to buy.

BNF 85B (its original number) first appears on the internet in 2003 at a Bonhams auction in Harrogate where it sold for £9200. That's where a 1999 chassis-up resto and new engine are mentioned. It resurfaced in 2013 after its museum stint when Coys knocked it down to a new owner for £18,000. Justin Banks then advertised the car for £25k. But a year later it made another auction appearance, this time at Historics at Brooklands where it sold for £16,250. In 2014 there was another change of ownership, a change of registration number and sundry magazine and website adverts – where it still resides – in which it is priced at £38,000. I know I'm sounding anal here but this level of detail is very useful.

Without moving off my sofa and with just a few keystrokes I'm in a far better position to negotiate with the seller and

> 'Tapping a registration number into a search engine can tell you more than any seller's description'

have lots of information that very probably isn't in the history file. More importantly, I know about that £40k resto, the reason why it was off the road for a decade and the fact that £20k has been added to the last known selling price in two years.

If you're really keen you can also use the web and the DVLA's history check service to see if a car you once owned, or are trying to track down, still exists or is on the road. I entered the registration number of a '64 Sunbeam Alpine – 506 XYD – I had in the Seventies and was hugely surprised to find it still on the DVLA system. Surprised and also a little concerned because I still have a picture of it on my office wall with a decimated front end after it was written off by a rampaging dump truck.

Flushed with success, I tapped in TOC 645H – another past folly, this one a Daimler V8 250 – and that car hasn't just survived, it's taxed and still driving around. If I were misty-eyed enough to want to buy it back, all I'd have to do is reach out to the Daimler and Lanchester Owners' Club and they'd probably pass on my details to the current owner.

As a final test, I searched for an NSU Ro80 I owned in the Eighties – KAY 607N – and blow me, several mentions came up including photos of a restoration in the Nineties, details of a new rotary engine and an auction sale at Brightwells this year.

Old car buffs may be deeply traditional but here's a clear case where digital modernity can lend us all a helping hand.



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.



A few minutes on the internet revealed this CV8's detailed history dating back over 20 years

CHRISTMAS
MISSION ACCOMPLISHED



"Good service.
Delivery on time.
Great discounted price."

feefo
The Global Feedback Engine

ORDER A MAGAZINE SUBSCRIPTION FOR YOUR LOVED ONES NOW.

- The perfect Christmas gift that lasts all year
- Best price guaranteed
- E-card with every order
- Print and digital packages available
- Instant digital access across multiple digital devices

FOR QUICK AND EASY ONLINE ORDERING
VISIT WWW.GREATMAGAZINES.CO.UK/XMASMISSION
OR CALL 01858 438884 & QUOTE ELF1

*Save on average 40% – this relates to the average saving across all print subscriptions from the 12th October to 30th December 2015. Offer available until 30th December 2015 and to the UK only. Cost from landlines for 01 numbers per minute are (approximately) 2p to 10p. Cost from mobiles are 10p to 40p per minute (approximately). 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 are open 8:30am – 9pm Mon – Fri; 10am – 4pm Sat. Your subscription will start with the next available issue, unless you specify otherwise. For full terms and conditions, please visit greatmagazines.co.uk/terms.

TOM TJAARDA

How Tom's father helped to shape Lincoln's radical V12 Zephyr... and the VW Beetle



My father, John, was born in Holland's northern Friesland region. After completing his degree in aeronautical engineering in London he had a stint as a flight instructor for the Royal Dutch Air Force, worked with Fokker in 1920 and, briefly, Spyker. He then returned to Fokker, which sent him to the US to promote its innovative tri-motor transport plane.

But other objectives soon occupied his mind. He loved automobiles and was soon on his own designing special car bodies for Hollywood movie stars. He went on to work with Duesenberg then moved to the east coast with the Brewster coachbuilding company. While designing these classic beauties he dreamed of developing a radical new car with the engine located in the rear.

However, the real innovative part of his design was the use of a self-supporting unit-body-type structure, thus eliminating the old separate chassis configuration. His idea was not a truss-type concept with cloth or metal panels covering the structure, as used on the Lancia Lambda, but a true monocoque with the body panels acting as stressed elements. It wasn't easy to calculate the thicknesses and shapes for such a structure because there was no mathematical model available so he used what he called 'guessomatics'.

For many years his dream lived only on paper. He ended up in Detroit and worked under Harley Earl in General Motors' Art and Color department, but Ford lured him away to work at the Briggs Manufacturing Company. This was his chance. He worked closely with Edsel Ford, who was very open-minded and progressive. Soon after, a radical prototype emerged from Briggs that was so different and so unusual that it was shown at the 1934 Chicago World's Fair billed only as a design study. It had an

> 'It wasn't easy to calculate the thicknesses and shapes so my father used what he called *guessomatics*'

engine attached to the main structure with just four bolts and a unit-body structure in which every metal body panel had a calculated function. The aerodynamic design resulted in a form that was distinctly more aeronautical than automotive.

It would go on to become the original concept for the Lincoln Zephyr, but a few things had to be done first: the V12 engine was moved to the front and because Edsel Ford didn't like the prototype's 'sheep nose' he asked my father to collaborate with Ford's design head, Eugene 'Bob' Gregorie, to produce what became the familiar Ford front grille treatment used for many years.

Gregorie was a very talented stylist and my father always told me that he really saved the car's future. Thus the innovative new Lincoln Zephyr was born.

But there is another interesting, yet little known part of this story. The German government sent Ferdinand Porsche to the US in 1934 on a goodwill tour and officials asked Briggs to show him its radical new prototype. My father knew that Porsche was a very clever engineer who could collect ideas and make them even better, but his protests were in vain. Porsche was shown the prototype and his Volkswagen design came out four years later, bearing an alarming similarity to the Briggs prototype.

So this radical prototype that my father designed back in 1932 went on to influence the design of two extremely famous automobiles from two different continents – a true universal prototype.



Tom's remarkable career designing cars has included spells with Ghia, Pininfarina, Italdesign, Ford and Fiat, adding up to a 79-car CV.



Photo from the Henry Ford Collection

The 1934 Briggs prototype became the original concept for the Lincoln Zephyr – and influenced Ferdinand Porsche's design of the Volkswagen

LUXURY FOR LIFE

Baufritz is passionate about creating a luxurious living environment that's designed just for you. All our homes use an abundance of high quality, natural materials that are completely free of toxins, creating a harmonious atmosphere that looks beautiful, protects the environment and makes you feel good.

The Pioneer of eco-homes

BAUFRITZ
Der Ökohaus-Pionier seit 1896



www.baufritz-cc.co.uk

Find out more about Baufritz and contact our UK office:
enquiries@baufritz-cc.co.uk | 01223 235632

SIMON KIDSTON

After many decades and several owners, Simon gets to own his father's Bugatti



It started with a yellowed photo in a Thirties Roneo metal desk in my father's study. 'Would you mind if I had a quick look at some of your old car stuff?' There it was, sitting proudly in a driveway I recognised instantly from childhood, a smart two-door convertible with the familiar horseshoe radiator I'd heard so much about. What had happened to it? A neatly typed letter on headed paper dated 20th August 1955 provided a clue, 'Dear Commander Kidston, Please find enclosed my cheque for £900 as payment for your Bugatti. As you will see from the notepaper I am a garage proprietor, and I hope to have the pleasure of driving this car for many years... Yours truly, H. Bowman.'

More than three decades had passed, and who knew how many owners the car might have had since, assuming it had survived at all, much less its custodians. But it was worth a letter – which promised a lot more intrigue than attending that afternoon's university lecture. 'Dear Mr Bowman...'

And guess what? 'Dear Mr Kidston, Many thanks for your letter to my father who sadly passed away last year. We still have the Bugatti, which was the first car I drove, at midnight on my 17th birthday. I suppose your main feeling must be regret that your father sold the car, but you should not be too hard on him. Nobody knew how such cars would have appreciated, and they are not without their faults.'

We stayed in touch, meeting in person a couple of years later, but I never managed to see the Bug, which had been off the road for years. Then an unexpected letter arrived a decade later from one of the world's most respected collectors, 'Dear Simon, I have recently acquired a car which I believe is connected to your family...' He was gracious enough to show it to me in person several years later, and even allowed me to drive it. By now my father had departed for that great racetrack in the sky and I wondered whether he would have been proud or baffled – or both – by this brief reunion, but it felt very special.

> 'The Bugatti became almost a standing joke between the collector – it had become one of his favourite cars'

The Bugatti became almost a standing joke between the collector and I, and it had become one of his favourite driving cars. Persuading him to part with it seemed an insurmountable task until a casual coffee one day on his way through Geneva airport. 'Simon, I guess if you could find me a really good xxx, I might consider a trade.' As it happened, there was an xxx in my garage.

Holyrood Palace, home to Her Majesty The Queen in Scotland, is a magical, mysterious place, full of brooding and history, and today it plays host to the Royal Concours of Elegance. Event patron HRH Prince Michael of Kent greets entrants from around the globe as they glide through the gates in an eclectic array of the last century's greatest four-wheeled wonders – Ferrari 250 GTO, Delahaye 165 Figoni roadster, Mercedes 60HP racer... As my turn approaches, I'm just about to start the engine when I remember something. I reach into my pocket to retrieve a tarnished key which had been sitting in an old desk for 60 years. I've never been sure what it's for but I'm about to find out. Push it into the ignition, whirr, and the sudden roar of the supercharged straight-eight is perhaps the sweetest sound I've ever heard.



Simon Kidston is a classic car consultant, concours judge and event presenter. His own classics include a Lamborghini Miura SV and Porsche 911 RS 2.7.



HRH Prince Michael of Kent gets the lowdown on Simon's Bugatti


TYP 340
RE04 LEX

Clockwise from far right - Exige S1, Elise S2, Elise S1, 340R, 2-Eleven

LET THERE BE LIGHT

Lotus created the greatest British sports car 20 years ago. We drive the key models to celebrate

Words RUSS SMITH
Photography TIM ANDREW



If you love driving, the Elise has all you need, and no more



K-series cylinder head gasket failure can be cured by Freelander-spec upgrades



You could almost hear the collective sigh of relief when the Elise was launched 20 years ago. Lotus was back to doing what it did best – innovative engineering to get the best out of not much. The M100 Elan may have been an interesting diversion, but there's only so much fun you can have with front-wheel drive, and at more than a tonne it was – whisper it – a bit lardy for a Lotus. The Elan-aping MX-5 weighed significantly less, something that didn't pass unnoticed at Hethel.

Lotus's original Elise concept has since spawned countless variations and spin-offs on the same basic platform, so what better way to celebrate its 20th birthday than to gather together five of the best to remind ourselves about what makes these cars so special?

Welcome to the party.

ELISE S1

Forget about practicality, luggage space and equipment levels – the Elise is all about the driving experience. In that way it evokes the spirit of the Seven, but in a stylish and modern way that doesn't look like it was designed and built in a shed. Few would describe the Elise as beautiful; it sits somewhere between pretty and dramatic, a muscular blend of fighter jet scoops and curves. But like many classics people get passionate about, it does have a proper face, with eyes, nostrils and a mouth. That passion is deserved – from the moment you fire the engine up and grip the tiny steering wheel to climbing out journey's end, the whole Elise experience is as enlightening as it is enthralling.

But first you have to get in, which is much easier done with the basic skull-cap soft-top out of the way. Then you only have the high, wide sill to deal with. The seat itself is basic, with fore and aft adjustment only, and only fully supportive for those of average width; I'm still a few fried breakfasts away from being able to touch both side bolsters at the same time.

Zipping off the line with indecent haste, it's hard to believe there's just 118bhp pushing you along, but that's the first benefit of that industry-defying 723kg weight, closely followed by light and direct steering, an ability to change direction in the blink of an eye and a stream of uncorrupted data constantly fed back to your fingertips. It helps with slowing down too – the almost Citröen-like short-travel pedal is mightily effective, if a little wooden and disconcerting when you first press it. Even the oft-criticised cable-operated gearshift is pretty slick in this car, the clutch action light and progressive.

If I've any criticism at all, it's that the engine note lacks a bit of magic. But that's the Rover K-series for you – however admirable you find its all-alloy lightness, a gruff, workmanlike bark is about as good as it gets in the vocal department when what you really want is an Italian-style raspy, snarly soundtrack. That said, an Elise usually keeps you so focused on all your driving inputs and feedback that you tend not to notice trivialities like engine notes.



‘It’s hard to believe there’s only 118bhp, and there’s a constant stream of uncorrupted data fed back to your fingertips’

The key thing to avoid when buying any Elise is a damaged or corroded chassis. A new tub costs £12,000, so inspect it carefully underneath, especially around the upper front wishbone mounts – though repairs can be done here if caught early enough. Also look for lumpiness in the stuck-down floormats.

The Elise has a K-series engine, so broaching the subject of cylinder head gasket failure is inevitable. Many will have been replaced by now and the problem tends to stay away if the work is done with the uprated Freelander-specification gaskets and bolts. Cars with properly replaced gaskets are the best ones to buy – if not, budget at least £700 to have the job done.

You can still pick up a driveable Elise S1 for as little as £7000, but expect cosmetic issues, high mileage and plenty of potential for unplanned future expenses. This may be fine for keen DIYers, but otherwise it’s best to spend at least £2000-£3000 more on a cared-for example with average miles and good history.

This is one of those rare automotive gems that will always have you plotting the twistiest route from A to B, and brightens your darkest moods with its inherent playfulness. In fact the only elephant in the room when the car was new was the sneaking suspicion that the chassis could surely handle more power. As it happens, Lotus agreed and went on to launch various increasingly potent performance versions such as the Sport 135 and 111S over the years in addition to the other cars in this feature. Expect to pay a premium of anything between 10 and 25 per cent for these, depending on rarity, power and desirability.

OWNING A LOTUS ELISE S1



‘This is my first Lotus – I’ve only owned it for five weeks,’ says John Thompson. ‘I’ve wanted one for a long time and having got married recently decided to get it now before kids arrive. I really wanted an Exige S1 but that was too much of a financial stretch, so I settled on an early Elise. I love the pure driving experience – no power steering or power brakes. It’s really involving even at legal speeds. My father has a 997 Porsche 911 GT3 and that’s like driving a VW Golf at the sort of speeds you can actually use it at in the real world. Where’s the fun in that?

‘I found it hard to track down a really nice one in one of the bright colours I wanted. Along with Lamborghini, Lotus is one of the few marques that can get away with eye-searing shades so it really has to be done.

‘Mine has only done 34,000 miles from new, and the previous owner only added 300 miles in the last 18 months of his ownership. This was one of the main reasons why he was selling – it just wasn’t getting used. But it certainly is now and so far with no problems.’

1996 LOTUS ELISE S1

Engine 1796cc, K-series inline-four, dohc, MEMS fuel injection **Power and torque** 118bhp @ 5500rpm; 122lb ft @ 3000rpm **Transmission** Five-speed manual transaxle, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by double wishbones, coil-over springs/dampers, anti-roll bar. Rear: independent by double wishbones, coil-over springs/dampers **Brakes** 282mm cross-drilled and vented discs front and rear **Weight** 723kg (1594lb) **Performance** Top speed: 124mph; 0-60mph: 5.5sec **Fuel consumption** 38mpg **Cost new** £18,950 **Current values** £7500-£12,500



'Everything feels light and direct. The steering is quicker and beefier than the Elise's and the performance is simply electrifying'

EXIGE S1

Demand quickly grew for a more weatherproof version of the Elise, so Lotus created the fully roofed Sport Elise, of which 25 were built for a one-make race series in 1999. However, the car proved so popular with racers that production eventually ran to more than 60 cars. The Exige is in effect the roadgoing version of that car, built for the 2000 Geneva Show and sold as a built-to-order production model for a Porsche Boxster-rivalling £29,995. All have the strut-mounted rear wing and roof scoop that shout race-bred seriousness. As standard, the Exige used the same 177bhp Rover K-series engine as the 340R featured over the page, though most buyers paid another £900 for the 190bhp VHPD (Very High Performance Derivative) option with sports exhaust.

Like the Exige into whose driver's seat I've just posted myself, in fact. That's a fair description of how it feels to squeeze in between the low roof and high sill – an activity for which you don't want to be carrying too many excess pounds or inches. At least there's plenty of room once you're inside and four-point-harnessed into the surprisingly comfortable optional Motorsport seat.

And it does help to be held firmly in place because the Exige drives like an escaped racecar. Everything feels so light and direct – it has a different steering rack to the Elise so it feels quicker and beefier and the wheel darts and dances in your hands. Performance is nothing short of electrifying – there's so little weight that vicious acceleration is a mere foot-tap away at seemingly any speed and in any gear. The engine is loud under load, but the roof makes it a lot less intrusive than it is in the open-air 340R. In the dry the Exige feels completely unstickable in corners, generating seriously racy amounts of g-force and willing, even daring you to push it hard. Thankfully it has brakes to match. I'd been warned about the pedal, which has so little travel that it feels like I'm stepping on a stone. But the resultant eye-popping retardation is faultless.

Exige prices are roughly double those of an S1 Elise and there's a lot less choice. Currently those converted to Honda power are priced similar to original K-series cars, but that's unlikely to last because the value of originality will increase with age. Make the same checks as you would on the Elise, but it's even more important to check the condition of the chassis undertray. Many Exiges will have seen trackday action and it's not unusual for them to spin off at speed and damage the underside.

Hard use can also exacerbate the steering rack wear to which these cars are prone – even the slightest play in the system suggests that a replacement rack is on the horizon, so if you notice it during the test-drive you should budget for the £400-£500 cost of having a reconditioned rack fitted.

The Exige S1 was on sale for less than two years but Lotus still managed to shift 583 examples between 2000 and 2001. It took a holiday before reappearing in 2004 as the Toyota-powered S2. But those in the know say the pure original is best. The intense driving experience and low production numbers mean it looks set to become a proper collectors' piece.

Enjoy one now before they all get mothballed.





K-series musters 190bhp in VHPD spec with the optional sports exhaust



Getting in and out of an Exige is undignified but the cabin is surprisingly spacious



OWNING A LOTUS EXIGE



'Finding a decent Exige is murder,' says James Melhuish. 'A lot went to Japan and Europe when the Euro was strong and quite a few of them have been retrofitted with Honda engines. It's becoming quite a common conversion with all Elises and it is a good engine. But I wanted an unmodified car and one with the higher-output VHPD K-series engine and optional Motorsport seats and safety harnesses.

'I think originality will become more important with these cars as time passes. Finding one at the right price proved to be quite a challenge – it took me two years, on and off, mainly because there never seemed to be more than one or two for sale at any given time.

'Before the Exige I had two standard Elises, plus a 111S and a Sport 160, a car I particularly regret selling. The Exige was simply the obvious next step up.

In the six months I've owned it it has needed nothing doing to it. Having all that extra push – 192bhp compared to the Elise's 118bhp – in a car that weighs less than 800kg is fantastic. I doubt I'll ever sell it.'

2001 LOTUS EXIGE S1

Engine 1796cc K-series inline-four, dohc, multipoint fuel injection
Power and torque 190bhp @ 7800rpm; 126lb ft @ 5000rpm
Transmission Five-speed manual transaxle, rear-wheel drive
Steering Rack and pinion **Suspension** Front: independent by double wishbones, coil-over springs/dampers, anti-roll bar. Rear: independent by double wishbones, coil-over springs/dampers **Brakes** 282mm cross-drilled and vented discs front and rear **Weight** 785kg (1731lb) **Performance** Top speed: 136mph; 0-60mph: 4.9sec **Fuel consumption** 26mpg **Cost new** £29,995 **Current values** £15,000-£22,500



‘Supercar-quick acceleration and general hyperactivity mean it’s almost impossible to drive a 340R slowly’

340R When the Elise was conceived the design team originally wanted a car with no roof or doors; something like a four-wheeled motorbike. With the Elise launched and selling well they got the chance to play with that concept using the Elise’s basic tub. The result was the 340R, named for its 340bhp per tonne target power-to-weight ratio and the ‘R’ as a nod to the racing Elan 26R from the Sixties. Fittingly, Lotus built just 340 examples. In the end, a 177bhp version of the K-series 1.8 VVC engine mustered just 262bhp per tonne, but that was better than the Elise so no one complained.

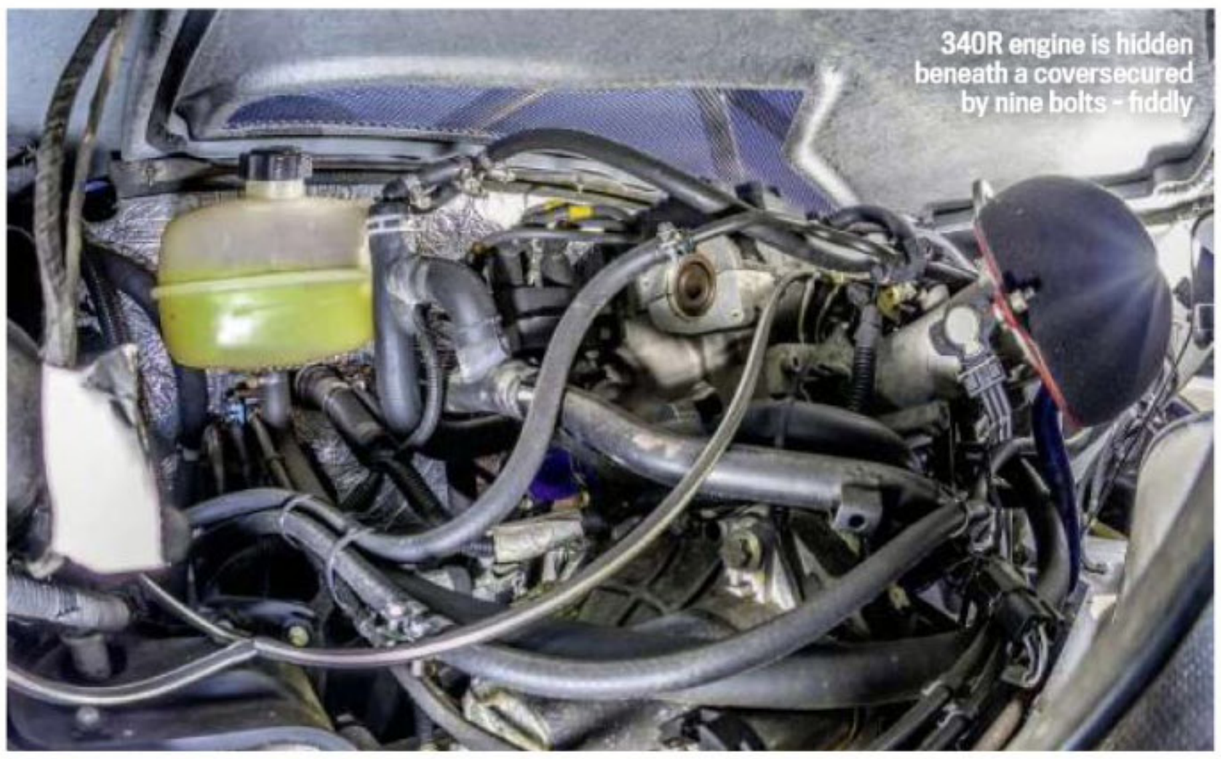
What’s not to like? The 340R is a stripped to bare bones driver’s delight reminiscent of the Lotus Seven, right down to the separate cycle wings covering the tyres, but which looks about a century newer. At least it has a windscreen, swiftly added after the design team drove a screenless prototype at speed.

There’s no elegant way of getting in or out of a 340R – simply swing your legs over the side one at a time and sit down. The dashboard looks like the wing strut from a stunt plane with two gauges perched on it. There are five control buttons and a few LED warning lights set into a slim aluminium pillar ahead of the gearlever. And that’s about it – delightful minimalism. The roll cage and steeply angled rear spoiler fill the rear-view mirror, so you have to rely on the tiny door mirrors. But since there’s unlikely to be anything behind you (supercar-quick acceleration and general hyperactivity see to that) unless you’re stuck in traffic, this isn’t a particularly huge problem.

It’s almost impossible to drive a 340R slowly. I’d never really got suede-covered steering wheel rims before now but the 340R’s wriggles like a soapy eel so you really need the extra grip the suede provides. It’s very noisy in here – the engine is barely more enclosed than the driver, the exhaust a few unobstructed feet way, so it really snarls under power. The close-ratio gearbox’s shift doesn’t feel as slick as the Elise’s, but this is probably just because the cables on this car need adjusting – it’s just an accepted Elise thing and a standard part of the service schedule.

Wearing its workings on the outside means the 340R is easy to check for faults and damage. You can even peer into the engine bay either side of the rear numberplate, which is just as well because just checking the oil and water entails removing the engine cover which is held in place by nine Allen bolts. This car’s owner claims that changing the timing belt is a body-off job, too, so good specialist Lotus service history is a must. The complex design encourages less scrupulous owners to keep regular maintenance to a minimum so study the history carefully and factor in when the next belt change is due – every four years or 36,000 miles, whichever is sooner.

Prices are broadly similar to those of the Exige. The 340R’s rarity and bonkers character are balanced by the Exige’s greater usability – any trip past the end of the road in a 340R requires regular Met Office updates. Those prices can creep higher, though, as the 340R’s very nature means that most are low-milers. And it’s hard to haggle much because they don’t come up for sale very often.



340R engine is hidden beneath a coversecured by nine bolts - fiddly



340's roofless cabin takes minimalism to a whole new level

OWNING A LOTUS 340R



'This was the last 340R to leave the factory,' says Robin Sherwood. 'Lotus kept it as a development car but never used it. When it finally sold the car in 2004 the model's certificate of conformity had expired so Lotus had to apply for individual type approval to get it road-registered.

'I bought it by accident at auction three years ago. I do a lot of business with Silverstone Auctions and this was a final lot at one of its sales – I'd gone to buy another car but had been outbid. This one wasn't getting any bids so I offered £20,000 to get things started, expecting it to go much higher. When no one else joined in it was hammered to me.

'So far it has largely behaved itself, but there are still only 2700 miles on the clock. The exception is the original battery, which is now defunct – and you have to take the body off to replace it, which is an eight-hour job. For now I'm using a small race battery – I'll get the original replaced when the cambelts are done because you have to take the body off for that too!'

2000 LOTUS 340R

Engine 1796cc K-series inline-four, dohc, multipoint fuel injection **Power and torque** 177bhp @ 7800rpm; 127lb ft @ 6750rpm **Transmission** Five-speed manual transaxle, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by double wishbones, coil-over springs/dampers, anti-roll bar. Rear: independent by double wishbones, coil-over springs/dampers **Brakes** Front: 282mm cross-drilled and vented discs. Rear: 245mm cross-drilled and vented discs **Weight** 675kg (1488lb) **Performance** Top speed: 132mph; 0-60mph: 4.6sec **Fuel consumption** 28mpg **Cost new** £35,000 **Current values** £16,000-£25,000



DESIGNER - JULIAN THOMSON

'We designed the chassis to look gorgeous'

Jaguar's current Director of Advanced Design, Julian Thomson, was the man who designed the original Lotus Elise. He says, 'We tried to do a car with integrity that would shout Lotus. The Elan M100 was a disappointment. It didn't really resemble a Lotus in spirit or layout – it was just a backlash against the Mazda MX-5.

'The retro look was quite in fashion then. We had the Plymouth Prowler, and Volkswagen's new Beetle concept had just been shown. The Elise pays homage to earlier Lotuses like the 23 and Europa, the side scoop was Dino-inspired, and the proportions – equal front and rear – owes much to mid-engined cars from the Sixties and Seventies like the Ford GT40 and Lamborghini Miura. It was meant to have no rear glass or rollbar cover, but we had to add them to prevent exhaust fumes from entering the cabin. I still have the original design model – which was much purer looking – in my office.

'The 340R was a funny one. We'd got a bad rap in the press over something so we went on the offensive and challenged *Autocar* to design a car with us. To be honest they didn't have that much input, but the 340R was the result. Richard Rackham and I had designed the chassis to look gorgeous on its own, so the 340R worked visually without many panels on it.

'I was a bit annoyed when the Elise S2 came out just a year after I left Lotus. I had kept in touch with good friends at Lotus and went on a skiing holiday with lead designer Steve Crijns. When he said they'd redone the Elise my immediate response was, "Already? Bloody hell, that was short-lived!" But I think it's good. We would have liked to make all the changes they did, such as the new lamps, nicer seats and better interior. But they did have a massively bigger budget to work with – at least 20-30 times more than we had for the original S1.

'I bought the last S1 from the factory but didn't keep it long. Driving it always brought back painful memories of what I'd been through and all the design changes – the rear spoiler, larger rear wheelarches.

'But I'm thinking about buying myself another Elise now – an S1 of course. It's rarer and has more character.'



Production Elise's proportions and Dino-style side scoops are already present in this early design sketch, but a divisive rear spoiler was to come later



ELISE S2

It was no surprise that the Elise was facelifted, but just how quickly it happened took many aback. Lotus announced the S2 would be launched in November 2000 after a little over four years of S1 production. Instantly recognisable by, among other things, its fingernail-shaped headlamps, the S2 is also 60mm wider though somehow it looks more. More pronounced vents and grilles and slash-cut lines add up to a more modern design that's perhaps less derivative (the Dino side scoops have gone) but probably wouldn't have been so readily accepted had the S1 not paved the way with all of its retro cues.

Where the Elise S2 does go against the Lotus grain is on the scales – it's almost 20 per cent heavier than the S1, yet the entry-level Toyota-engined Elise S shown here has just 13.6 per cent (16bhp) more power and barely any more mid-range torque.

The S2 was released with the same Rover K-series units as the S1, but in January 2004 the 111R was launched with a 1.8-litre VVTLi Toyota Celica twin-cam engine. Then following Rover's demise during 2005 and 2006, the rest of the K-series engines were gradually phased out and replaced by Toyota units.

The result is a car that drives like an S1 but with added refinement. It feels less nervous and edgy, if also less adrenaline-pumping, but is the one you'd probably choose to use every day. It's still crazily driver-focused compared to most other small sports cars, but in today's rarefied company it comes across – rather unfairly – as the sensible chap with the pension plan and cardigan.

You feel the extra weight in everything the car does but it doesn't detract much from the experience. In fact many will probably prefer it, especially on longer journeys, because it's a bit quieter in here – perhaps some of the S2's extra weight went on additional sound-deadening materials?

The slicker and more mechanical-shifting six-speed Toyota gearbox fitted to later S2s like this 2008 Elise S is a big plus. The brakes are just as effective, but improved pedal travel makes it easier to modulate the force applied. If nothing else, that feels more reassuring – though there was no hint of brake lock-up in any of the earlier cars.

Many S2s were sold with an optional hardtop that adds greatly to the car's year-round usability. Just bear in mind that it is held in place by nine bolts and cannot be stowed anywhere in the car.

What makes the S2 particularly attractive to buyers at the moment is the fact that it's the only car here whose values are still actually falling. This is because it's still new enough and plentiful enough to be regarded by the market as just another used sports car. The other cars here bottomed out early and have started to climb again, so if you buy an S2 at the right time – and that time can't be far off – you simply can't lose.

Early K-series cars currently kick off at around £9000, with better cars commanding upwards of £11,000. The cheapest of the later Toyota-engined S2s come in at around £14,000, but as with the original S1 the many and varied performance derivatives tend to command higher prices.

It's still crazily driver-focused, but in this company it comes across as the sensible chap with the cardigan'



Slightly more cossetting Elise S2 is the best bet for daily driver duties



S2 initially retained the S1's K-series engine but used to 1.8-litre Toyota power in 2004

OWNING A LOTUS ELISE S (S2)



Paul Bishop has owned his Elise S2 for around two years. 'I previously had a black S1 that I bought from a motoring journalist in Surrey. But I don't think black really suits them, so this time I was determined to get a lairy colour. I really wanted an Exige in this colour and spent quite some time looking for the right car. Then this came up for sale. It had low mileage and had clearly been well looked after. I asked about it on the excellent seloc.org Lotus forum and discovered that it was a well-known car. This is always reassuring because it means there's much less chance of buying a load of problems.

'I've had it for two years now and use it as a weekend car. It gets plenty of exercise but I try to keep the mileage down. In that time I've had no problems at all – it's been as good as gold. I carry out an oil/filter change every year, which costs less than £100, and change the air filter and brake fluid every two years for the same sort of money.

'Luckily, it doesn't eat through consumables like brakes and tyres – unless you take it on track a lot.'

2008 LOTUS ELISE S (S2)

Engine 1796cc Toyota inline-four, dohc, multi-point fuel injection **Power and torque** 134bhp @ 6200rpm; 127lb ft @ 4200rpm **Transmission** Five-speed manual transaxle, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by double wishbones, coil-over springs/dampers, anti-roll bar. Rear: independent by double wishbones, coil-over springs/dampers **Brakes** 282mm cross-drilled and vented discs front and rear, servo assistance, ABS **Weight** 860kg (1894lb) **Performance** Top speed: 127mph; 0-60mph: 5.8sec **Fuel consumption** 37mpg **Cost new** £27,450 **Current values** £11,000-£32,000

10 CARS THAT MADE LOTUS GREAT



SEVEN

This must be one of the longest-lived cars of all time. Versions are still being built today, 58 years after launch. It's basic, but makes everyone feel like a racing driver behind the wheel.



ELEVEN

The Eleven was powered by various Coventry Climax engines and really put Lotus on the racing sports car map in the late Fifties. A remarkable (for a racer) 260 were built in two years. They notched up any number of 1100cc class wins and even managed to come seventh at Le Mans.

ELITE

Ever pushing the engineering envelope in search of lightness, Colin Chapman built the Elite as a glassfibre monocoque, with steel restricted to the front subframe and screen aperture reinforcement. Its accidental beauty was a result of it being made as aerodynamic as possible.





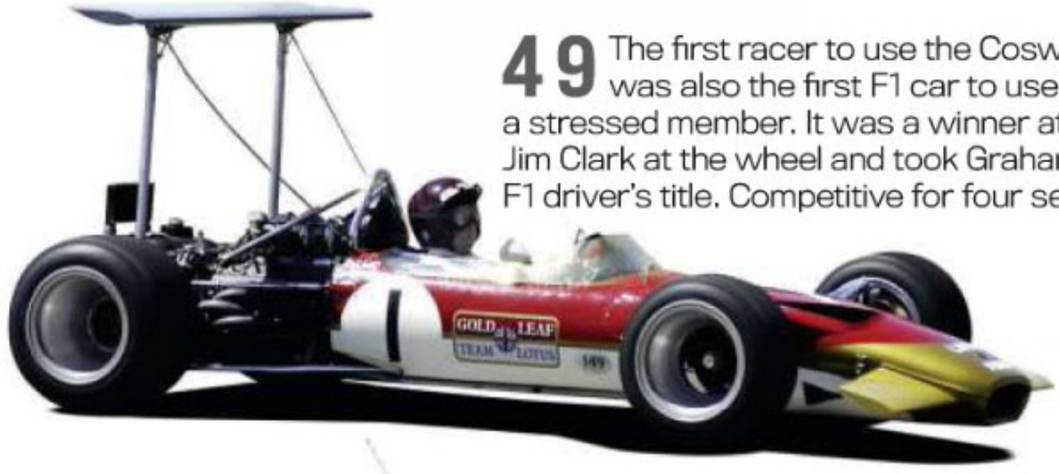
ELAN

The clever backbone chassis originally designed to test the running gear turned out to be the perfect solution. It made the Elan easy to build and didn't compromise weight or handling. With around 12,500 of all types made, it made Lotus look like a serious manufacturer.



CORTINA

Squeezing the Elan's twin-cam engine under the Cortina's bonnet was easy because it had been based on a Ford unit in the first place. The result was saloon car gold (or white and green) both on and off the track. Their three-wheeling antics remain a major attraction at historic race meetings.



49 The first racer to use the Cosworth DFV V8 was also the first F1 car to use the engine as a stressed member. It was a winner at Zandvoort with Jim Clark at the wheel and took Graham Hill to the 1968 F1 driver's title. Competitive for four seasons.



72 With its distinctive wedge profile and John Player Special black and gold livery, this was the model car almost every boy had in the Seventies. The 72 clocked up 20 wins in 75 races and brought Lotus two Driver and three Constructor world championships.



ESPRIT

Boosted by the image of Roger Moore's James Bond driving one out of the sea in *The Spy Who Loved Me*, the Esprit took Lotus into supercar territory. Later turbo properly fuelled the fire, making it a worthy challenger to the likes of Porsche and Ferrari.



CARLTON

Developed with Opel Germany, but with all the exciting stuff done by Lotus, the twin-turbocharged 377bhp result could hit 176mph and was crowned the world's fastest saloon. It also sent the *Daily Mail* into a frenzy of indignation – perfect publicity for the Norfolk bad boy.

ELISE

A magnificent return to form. Engineering innovations included a stiff, lightweight chassis made from bonded and riveted aluminium extrusions and a revvy K-series mid-mounted engine to power it. The spirit of the Seven built to modern quality standards.





Driving a 2-Eleven without a helmet is like playing Russian Roulette with thrown-up grit and insects



Most are road-legal, but 2-Eleven is a stripped-out trackday toy first and foremost



Over 250bhp in a 670kg car delivers vicious acceleration

2-ELEVEN Lotus would have you believe that this car was named in honour of its Eleven sports-racer, built 50 years previously. It's more fun to speculate that the engineers behind it were actually devotees of the movie *This Is Spinal Tap* and that this is the Elise concept turned up 2-Eleven. It makes even less sense as a road car than the 340R because it was conceived as a trackday toy, but most buyers still opted to pay the extra £1200 to have it built in road-legal form – handy for getting to and from venues without the tedious business of towing it on a trailer.

Once again there's no door, and only a vestigial hint of a windscreen which, even at 5ft 7in, I find myself peering over. But first I have to navigate body sides that are wider and higher than a 340R's. In deference to the two-tone seat leather, this involves first dropping a towel on to the seat, gripping the roll cage with my left hand and swinging my right foot over the side to stand on the towel. I follow with my left foot then turn and wriggle into place, tucking the towel behind the seat for later. Then I replace the quick-release steering wheel, removal of which constitutes locking the car when it's parked.

A sticker on the bulkhead – there's no dashboard as such – warns, 'Use of shatterproof eye protection and head protection recommended at all times'. Health and Safety monitors at it again. Well, plastic-lensed glasses and a baseball cap ought to have that covered, or so I think. Four-point harness latched, it's time to see if this car lives up to its 'Honey, I Shrunk the Can-Am' looks.

At first it merely feels ridiculously quick. Then on a long straight I press the pedal some more, the revs rise above the level below which supercharger input is electronically limited and it takes off like a bullet. No 1.8-litre car should be able to accelerate with this level of ferocity. There's only just time between grabbing gears to cram my levitating cap back on my head and grimace against the waves of grit and insects that are funnelled between the front wings and roll over the lip of the screen before peppering my face. Maybe this is why the 2-Eleven's owner, Alex Redfern, turned up today wearing a full-face crash helmet…

Thankfully the brakes are as stunning as the manic engine. They're so good, in fact, that I stop a woefully misjudged 20 metres short of the first junction I encounter. Then there's the grip, which seems limitless. You can take all sorts of liberties with your chosen line and power application in this car and it just goes round any corner it encounters, generating nausea-inducing g-forces in the process. There really is no rational reason for this car to exist. But I'm so, so glad that it does.

Buying one often amounts to little more than paying the asking price. They're mechanically robust and most have covered low mileages, so when one comes up it's inevitably within a narrow and established price band. Check for damage to the underside in case someone has been brave enough to venture beyond its considerable limits on a wet track. But, other than that, you're largely bartering on the level of stonechip damage and how soon it'll need a set of tyres. Which will cost you the thick end of £800…



'Unmodified Elise and Exige S1s are already starting to creep up in value'

OWNING A LOTUS 2-ELEVEN



'This is number 16, one of the first 25 2-Elevens hand-built by Lotus Motorsport, so I think it rattles a bit more than the later production cars,' says Alex Redfern. 'It's the fourth Elise-based Lotus I've owned and I've made money on each of them.

You can't use it every day – I currently have a standard Elise as my daily driver – but you can buy one now, sell it next year and probably not lose anything.

'I've had the 2-Eleven for two-and-a-half years now and it's been very low maintenance, despite the spirited use it gets. It is very prone to stonechip damage, though. I had to have the roll cage repainted a while back – thankfully the paintshop was able to mask off the rest of the car and do it in situ – but it's quite chipped again already. It's quite disturbing when you hear stones pinging off it and think, "That could have been my head".

'Some of the vinyl stripes will need to be replaced soon, but that's only a couple of hundred pounds.'

2007 LOTUS 2-ELEVEN

Engine 1796cc Toyota inline-four, dohc, Eaton M62 supercharger, sequential fuel injection, air-to-air intercooler **Power and torque** 252bhp @ 8000rpm; 179lb ft @ 7000rpm **Transmission** Six-speed manual transaxle, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by unequal-length wishbones, adjustable coil-over springs/dampers, anti-roll bar. Rear: independent by unequal-length wishbones, adjustable coil-over springs/dampers **Brakes** 288mm cross-drilled and vented discs front and rear, servo assistance, ABS **Weight** 670kg (1477lb) **Performance** Top speed: 150mph; 0-60mph: 3.8sec **Fuel consumption** 31mpg **Cost new** £39,995 **Current values** £30,000-£35,000

VERDICT

The Elise and all of its derivatives are cars you buy simply because you love driving. They heighten and purify the experience in a way that many claim was lost decades ago – at least at legal speeds. So the good news is that you can take any one of these cars out on a quiet B-road and plaster a ruddy great grin across your face without once breaking the speed limit. That it also appears you can get your money back later is just a handy side benefit that might just tip you into talking the plunge. Possibly for the first time in history, the act of buying a Lotus can be justified as the sensible thing to do.

Earlier and rarer has to be the way to go. Unmodified Elise and Exige S1s are already starting to creep up in value and 340R values never really dropped much in the first place.

The raw edginess and purity of the original design probably gets the nod as the one I'd want to own, preferably in a really mad colour. However, the devil on my shoulder keeps telling me about the Exige's extra power, ability and fixed roof. So maybe that's the one – at least for as long as I'm still able to get in and out of it.

But for now I just want to do another couple of laps of our test track in the 2-Eleven, this time wearing a crash helmet. Why? Just because.

Twenty years on, it's clear that the Elise did more than save Lotus, it reivented how good a sports car could be. The best way to celebrate, surely, is simply to drive one.

1965 your 50 years 2015 insurer

What you should expect from your classic car insurer

A business you can trust
Independent and family owned since 1965

Speak to the same person everytime
Your own personal client manager

All the features & benefits
You would expect from a classic car policy



CLASSIC CAR INSURANCE
Heritage
Since 1965
RUN FOR ENTHUSIASTS BY ENTHUSIASTS

To speak to your personal client manager call now on

0121 248 9207

www.heritagecarinsurance.co.uk

Heritage Classic Car Insurance, part of Norton Insurance is authorised & regulated by the Financial Conduct Authority.

LAMBORGHINI 350-400 GT 2+2

From left: Lamborghini 400 GT 2+2,
350 GT, 350 GT Inter, 400 GT Spider

QUEST FOR PERFECTION

In its mission to become the best GT, Lamborghini's first car enjoyed rapid but subtle evolution. We take the wheel for a journey through time

Words ROB SCORAH Photography GEORGE F WILLIAMS



Just 23 350 GT Inters (left) were built - the 400 Spider was a one-off conversion

The barn door slides back and one by one they roll out into the courtyard, their deep metallic colours flashing in the sun. They purr around one another like big cats, their low-slung, torpedo-like forms easily and deftly manoeuvred by their drivers. Their engines rev with a swishy, sibilant sigh. Are they some rare coachbuilt run of Ferrari 250s? No, these are Lamborghini's earliest models – the 350 and the 400 series.

In looking at these four cars, you need to reject totally the modern idea of the sensationalist, centre-stage, look-at-me hypercar 'Lambo', and consider Ferruccio's own words: 'I want to make a GT car without faults, not a technical bombshell; very normal, very conventional – but a perfect car.' These were, and remain, machines for the well-heeled connoisseurs of fine grand tourers – men of wealth, taste and discretion. Men who passed over a Rolex and wore a Vacheron Constantin or Patek Philippe. They were thoroughly modern in their execution but retained a restraint in their still-daring lines.

If you were a child in the Sixties with a yellow Matchbox Miura or much later in college with a poster of a white bespoilered Countach on your bedsit wall, then the crest of the gold charging bull on a black shield is most likely the symbol of sensationalism. Fantastical designs and concepts; machines with little regard for practicality and a distinct disdain for the mundane. I don't think I realised quite how much I'd been indoctrinated. As a kid, I too had the Matchbox Miura – pointed out to me in a toy shop by my cousin in hushed tones and with wide eyes; a *Lamborghini*. Later on, I'd drive it and Lamborghini's other bespoilered beasts in various forms, experiencing their mechanical sensuality, heavily mannered personalities and concept car-contrived idiosyncrasies. If I hadn't known them, then perhaps standing with these four far more restrained though still quietly sensational creations wouldn't be quite such a shock to the system.

I've seen the 350 and 400 before here and there, usually on a show stand, solitary and magnificent, albeit usually dismissed with comments about quirky styling and only a few having been built, blah, blah, blah. But to have them rolling out of a garage in front of me in a small German town, it's as if I'm only just seeing them – really *seeing* them – for the first time.

They're a reflection of Ferruccio Lamborghini's determination to outdo Enzo Ferrari. He delivered his simple philosophy in a 1963 interview with *Road & Track*, saying, 'It is very simple. In the past, I have bought some of the most

'Are they pretty? No. Do they have rugged aggression? Of course not. But their lines are cohesive and multi-faceted. I'm not seeing ordinary'


Lamborghini lost £400 on every car sold


350 GT's engine provided 241lb ft of shove


Console switches provide an air of aircraft-style cool


Some 350 Inters were specified with the 400's 3.9-litre engine


Spider feels as composed as its covered cousins, despite losing its roof


This 400 GT Spider was converted by Lamborghini - another was done by an unnamed bodyshop

famous gran turismo cars and in each of these machines I have found some faults. Too hot, or uncomfortable or not sufficiently fast, or not perfectly finished. Now I want to make a GT without faults. Not a technical bombshell – very normal, very conventional, but a perfect car.'

Looking at these four, from the earliest gold 1964 350 GT to the late, light-blue 400 GT, I'm not sure I would have used the word conventional.

Are they pretty? No. Do they have a competition-derived rugged aggression? Of course not. But their lines are cohesive and multi-faceted, this latter emphasised by the sunlight playing on the complex interweaving of planes and curves as I walk down the line of cars. The swell of the wing; a blade edge to its top crease seen only in certain lights, the folding, curvilinear belt line, emerging mid-door, coiling around the indicator side repeater, then doubling back to disappear under the front bumper. Certainly no line or surface area can be taken for granted. I'm not seeing ordinary.

I open the long driver's door of the silver-grey 350 GT. It opens wide and allows for easy, elegant access so I slide on to a broad leather seat in an airy cabin.

Nothing too revolutionary so far – a big, gently angled, three-spoked, wood-rimmed steering wheel and large tacho and speedo in front. There are ancillary dials above the centre console and the usual chrome-plated ashtray with its hand-engraved lid. Could I almost be in a Ferrari 250 GT Lusso? The feel and finish of these Lamborghini cabins is more complete. Not necessarily any more sybaritic, just better-quality trim with slightly more ergonomic concession to the driver. The handbrake is still in a really daft place, though – behind and below your right knee. However, with these Lamborghinis I feel someone cares that I might actually want to drive my wife or girlfriend to the South of France in it.

Lamborghini's initial design brief to former Bertone stylist Franco Scaglione probably came with a lot of referential baggage. The tractor tycoon was himself a serial gran turismo owner and the 1963 350 GTV prototype showed many and varied influences – there's a sort of Alfa Romeo BAT meets Chevrolet Corvette



'THEY ARE SO EXOTIC'

Owner Dietmar Götz (above) is an avid collector with an almost unquenchable thirst for the best Lamborghini has to offer. 'It began with the later cars,' he explains. 'At first I had a Diablo, then a Countach. I admired their drama and sensational performance. But I would take them to shows and I would see these other cars – quite different, very elegant – and I would say, what on earth are *those*?'

'I fell in love with the early cars; the lines, the exhaust note, the smell of the leather. They are so exotic – each one is almost a one-off.

'Mechanically, they aren't any more difficult to maintain than the newer models – it's all pretty straightforward. Although, that said, I'm always on the lookout for spares and parts at the major shows such as Paris, Maastricht and Essen.

'However, the bodywork is another matter altogether; it seems you can't get anything for these cars any more. It all needs to be made from scratch.'

In a 1981 interview test driver Bob Wallace claimed that the 350 GT was the best car Lamborghini had ever made

Stingray meets the Frog Prince kind of vibe going on with it.

Luckily, this was toned down and brought to a more cohesive whole in these Touring-bodied production models. There's still that swelling up of the greenhouse from the relatively flat deck of the body, but they are very Lusso-like in profile – the long nose, steeply raked windscreen and those impossibly delicate-looking rear pillars. But these cars don't drive like a 250 Lusso – or a Corvette, for that matter. Here again, all those Miura-and-beyond Lamborghini preconceptions are blown away. It starts with that sound again, no thunder barrelling through the exhaust pipes or guttural snarl on the downchanges. This engine is muted, breathy, sometimes almost sighing in its tone. And above all, silky – a quality that pervades the whole machine.

I'd come to the 350/400 ready for a kind of Miura-in-a-250-bodyshell experience, expecting to be sitting with my knees almost as high as my shoulders, kicking the throttle with the side of my foot when braking to knock the revs back up and turning into sharp hairpins with a flexing twist from the shoulders.

Then I realise that I'm more comfortable than I ought to be. For a start, I fit. Don't get me wrong; I'm quite happy to cross continents in a Ferrari 250 or 275, but this is just… nicer. I'm sitting low, legs out, but knees not so bent. The gearlever is a comfortable distance away from the wheel, a casual drop of the hand from the rim. The shift is short, best taken with a moment's pause, and the clutch moderately weighted and swift in the uptake.

This ease of use reflects Feruccio's annoyance with his Ferrari GT and the confrontation between himself and *Il Commendatore* at the factory.

Whatever was said in their meeting or inferred by Enzo's denial of a proper audience with the tractor builder, Lamborghini came away determined to build a car better than the Maranello product. His resolve was further strengthened when his own technicians took his Ferrari apart to solve its problems (broken clutch? Lamborghini wasn't the gentlest of drivers himself). They found proprietary parts such as a Borg & Beck clutch and would no doubt have discovered that, despite its racing successes, Ferrari was conservative to say the least in its technologies with live axles, cart springs and single overhead-camshaft engines. Other manufacturers such as Jaguar were surging ahead. Lamborghini would do likewise.

Switching between models, I can't decide if there's more precision in the gold 350's ZF gearbox than there is in the 400's later Lamborghini-built unit, or whether these are discrepancies across individual examples rather than models. These were hand-built machines that have seen a lot of adjustment and restoration over the years.

Styling differences between the models are subtle and only really noticeable when the cars are parked next to each other. First and last iterations have no bumper overriders, for instance. And where the early 350 has a single recessed oval headlamp on each side, the later 400 has twin circular lights finished off by flush-fitting chrome caps. About 350 GTs that had been finished by the coachbuilders were badged as such, but were fitted with the 3.9-litre engine.

The early car also features more delicate details. A shallower lip to the belt line and less depth to the wheelarch below. A fuel filler cap, originally sat on the rear deck,



Be prepared to accept your passenger's taste in music if you choose a 350 GT

'Second is good enough for 60mph – probably 80mph if you're really in a hurry – while third sees the swift onset of three-figure speeds'

was moved up into a thicker rear window pillar. The window itself was also smaller on these cars. But what is typical of all is their power delivery, steering and handling.

Again, it's their inherent smoothness that characterises these cars. A short push on the accelerator pedal and the engine is immediately climbing beyond 2000rpm and on towards its strongest torque band. Indeed, *Autocar* reported that the 350 GT had the greatest range of torque of any car they'd ever tested. With the throttle between one and two thirds open, held in the intermediate gears, I've always got the car on its toes, the weight pushed aft, poised for its next manoeuvre. Second gear is easily good enough for 60mph – 80mph if you're really in a hurry – while third sees the swift onset of three-figure speeds.

Of course, as the needles rise, so the engine and exhaust notes become a little more insistent, but you can still comfortably listen to the radio in this car, even when hammering along an Alpine mountain pass. In the Miura, you'd need Jimi Hendrix at the very least to cut through the loud clamouring and banging behind your head. And where the tone of a Miura morphs into a rising howl, it seems like the 350/400's voice has been deliberately muted. Indeed it was – Lamborghini's young new chief engineer Gian Paulo Dallara, future technical director Paolo Stanzani and test-driver Bob Wallace were tasked with refining the car. Considering this engine's initial character, that was no mean feat.

Lamborghini turned to ex-Ferrari engineer Giotto Bizzarrini to design the 350's all-new V12. The Tuscan-born former Ferrari engineer came recommended by Modena coachbuilders Neri and Bonacini.

Since Lamborghini stipulated an output of 350bhp, Bizzarrini chose a capacity of 3.5 litres, 100bhp per litre being the readily achievable sports racing output of the time. The block would have 77mm bores separated by centre spacings of 95mm. The motor's eventual 60° V configuration is in stark contrast to Maserati's 78°. The production 350 GT was further honed by Wallace and Dallara, and Neri and Bonacini built it. And what a job they did.

The prototype GTV, with carburettors on top and a dry sump oiling system, developed its peak power (358bhp) at 9800rpm and 240lb ft torque at 6000rpm. Bizzarrini reckoned that it was good for 400bhp with 40mm carbs – at a screaming 11,000rpm. Caught as I momentarily am behind a truck on a hill, such a car would have bucked and snorted like an Arab stallion while I tap-danced the pedals and juggled the power to keep it entertained.

In this 350 GT, I can drop a gear with the flick of the wrist, slow, hover and push past with little more than a flex of my ankle. With the needle on the tachometer showing 4000rpm, the silver-grey Lamborghini sweeps effortlessly uphill through a series of shallow curves.

Dallara had to do a fair bit of adjustment to compression, top end and intake/exhaust

Just 247 Lamborghini 400 GTs were built - most of them 2+2s like this example

'Touring produced only two of these 350 drop-tops. It must genuinely have been a true "what was *that*?" car in its day'

pipework to bring the power to a more urbane 270bhp at 6500rpm and 240lb ft of torque at a usefully lower 4000rpm. These tweaks helped quieten the engine too.

The exhaust routing led to a convoluted steering linkage. The ZF worm-and-nut system has no assistance and lacks much in the way of castor return, but it's surprisingly responsive considering the number of joints it must have. It's fairly heavy at lower speeds but once the 350 and 400 GTs hit their stride the action is light, precise and fluid. It seems as if these cars need only the slightest turn of the wheel to bring them through the curves, arms moving gently from the elbows without any sign of strain across the chest. And they're not as vague around the straight-ahead position as many of their contemporaries.

All of this is underpinned by fully independent suspension, so there's no rear-wheel tramp. Ferrari live axles usually step out in a predictable way and the handling is surefooted, but this set-up feels more planted, less wooden. Under power the nose pushes out at first but, given more shove, the tail will gradually lean on its haunch and the car naturally oversteer.

Performance and agility don't vary much between the two-seat and two-plus-two platforms. Although more powerful, the 320bhp 400, which was launched in 1966, is also heavier and four inches longer. Still, all are lighter than a modern VW Golf. The bigger engine (bore increase to 82mm, capacity to 3929cc) was also dropped into 23 350s. The so-called 'Inter' is represented here by the silver-grey car with the maroon leather interior. It's hard to pick a winner out of the closed cars, though the Inter's colour combination is to die for. Of course, there's another alternative here that we haven't mentioned yet – the Spider.

Ferrari has the temerity to call its 250 Spider rare, but Touring produced only two Lamborghini 350 drop-tops. It must have been a true 'what was *that*?' car in its day. Sadly, Lamborghini himself wasn't keen and considered it less robust than the fixed-heads. As a result, series production never went ahead. But that wasn't the end of the story for open-air Lamborghini motoring.

The factory converted a 400 – the black car here – and another was later converted by an unnamed European bodyshop. It's a shame that no variant got full drop-top production because the open car adds another dimension to the experience.

With no roof to insulate me from the outside world or overpower feedback from the engine, I enjoy a fine balance between car and countryside. The wind flicks gently around the slanted windscreen but there is no real buffeting. The burr of the V12 mingles with the rush of air past the doors. There are no rattles and, like the closed cars, the feeling is one of a poised swiftness. But there's something about the Spider – perhaps the melding of that understated





400 GT 2+2's Lamborghini -built gearbox is all-synchromesh



400 GT's V12 quad-cam makes 320bhp



Mr Lamborghini felt drop-top versions weren't robust enough for full production

power with such a stylish convertible's casual nonchalance – that makes it seem almost the perfect GT roadster.

By comparison a Ferrari 250 Spider feels older, a Mercedes 300 SL Roadster heavier and a 275 NART Spider more guttural. The bull feels just right – the car Goldilocks would have chosen. You can almost imagine her driving it along the Pacific Coast Highway (after selling her dramatic escape story in downtown Hollywood), the wind briskly tousling her golden hair.

It's not that the Sant'Agata cars, and the Spider in particular, are softer than the Maranello machines – they simply instil a different driving style. There's still that mechanical hedonism, but it's somehow slightly abstinent. The dynamics of both car and driver have a paradoxically subdued fierceness about them.

So it isn't a question of 'which is better?' that would drive me to choose one of these front-engined Lambos over a Ferrari or Maserati, so much as 'what sort of mood am I in?' or 'what is my style?' If I were taking Mitzi to Megève, or even mother to Morrisons, I would definitely take the 350 Inter or Spider. If I were on my own, then I would probably shift towards the Ferraris for their added grittiness, chuckability and the ability to arouse a more boisterous driving style. That's not to say that I would get there any quicker, though.

And looks? Well, for me, not much matches the sultry sexiness of a Ferrari 250 GT Lusso or 275 GTB short-nose. But that's two models out of at least five produced at a time when Lamborghini essentially built just one model. And there are some truly duck-faced, horn-rim spectacled/quad-headlight own goals to be found in Ferrari's history, so pipe down, Prancing Horse fans.

As for the Lamborghini, I think the 350 Spider or more especially a coupé in the right colour (yes, that 350 Inter again) is a truly arresting sculpture.

So, for the record…

Yes, I think Ferruccio Lamborghini fulfilled his brief and built a better GT and a better engine – at that time – than Ferrari. The sad thing is that its character and sophistication were overshadowed, not by its Prancing Horse rivals, but by the tangential transformation of Lamborghini itself and the less-than subtle high-performance chimeras that followed.

These early front-engined GTs are every bit as enthralling and capable as almost any car produced around the same time. Whether you are a Ferrari enthusiast, a newer Lamborghini fan, or a Jaguar *aficionado*, you should seek out one of these rare beasts and drive it. You might quite easily become a devotee.

LAMBORGHINI 350/400

Engine 3497/3929cc V12, dohc per bank, six Weber 40DCOE carburettors **Power and torque** 270bhp/320bhp @ 6500rpm, 239lb ft/276lb ft @ 4000rpm **Transmission** ZF five-speed manual or Lamborghini five-speed manual, rear-wheel drive **Steering** ZF worm and nut **Suspension** Front and rear: independent, unequal-length wishbones, coil spring-damper units, anti-roll bars **Brakes** Girling discs all round **Weight** 1450kg (3197 lb) for 350GT, and 1240 kg/2734lb for 400 **Length** 14ft 8in (4500mm) **Width** 5ft 3in (1630mm) **Performance** Top Speed: 156mph/155mph; 0-60mph: 6.4sec/6.6sec **Fuel consumption** 14mpg **Cost new** £6444 (1967 400 GT) **Current values** £320,000-£650,000

1958 AC ACE

A team more used to restoring classic Ferraris was faced with a massive challenge that involved straightening the chassis, fitting a new nose and rebuilding a hard-raced engine

EPIC RESTORATIONS

‘It had been thumped – there was an obvious bend in the chassis’

This unusually original AC Ace racer suffered major damage when it was just five years old, testing the restorers’ skills on its journey back to race fitness

Words NIGEL BOOTHMAN Photography LAURENS PARSONS



This AC Ace may possess the kind of beauty that causes people to walk slowly round it, whistling with admiration, but when David Cottingham (pictured left) bought it in 2012 it showed signs of having had a hard life. 'It was pretty rough, with no paint, weathered aluminium bodywork and a huge long-range race tank in the boot,' he recalls. 'But the body looked original and we thought we could probably save a lot of it. We soon unearthed a few clues as to why it had been taken off the road when it was only five years old.

'We found an even bigger clue when we finally took the body off the chassis.'

It's thought to have been raced from new in 1958 by Miami-based Pan Am pilot Tom Keyes. Thomas Kneebone, who bought the car from Keyes two years later, worked it even harder, campaigning it all over the US, but most notably at Daytona and Indianapolis with the Sports Car Club of America and United States Automobile Club. It's thought he also raced it in Havana and Nassau.

By 1963, however, something had clearly happened to the car. It was partly dismantled and then sold, after which it disappeared for more than 50 years. David is most readily associated with Ferraris through his DK Engineering company, but owned an Ace in the late Sixties and was looking for something to replace his racing BMW 328.



Lots of sad, weathered metal in stripped cockpit



Ace's body is hand-formed aluminium over steel tubes



Too pretty to be a racer? Carl Neville made it as good

DISASSEMBLY AND ASSESSMENT

'I measured the length, pitch and size of every bolt I had to cut'



The job of stripping what hadn't already been removed from the car fell mostly to Sam Borrell (pictured left). 'It was a rolling shell when it arrived,' he says. 'But then another big crate turned up containing the engine, interior, gearbox and hundreds of other bits. I spent a lot of time cataloguing everything so we'd have an easier time ordering new parts.'

Borrell then removed all the parts from the car that would need to be tested before they could be allowed back on. These mainly comprised structural items such as hubs and wishbones that were sent away to be crack-tested by X-ray, a process in which faults are revealed by an ultraviolet dye.

'I measured the length, pitch and size of every seized bolt I had to cut through and then added all this information to the car's box-file, together with the crack-test results and invoices for any replacement fixings required,' he says.

Sam also found scraps of original red leather trim that were still intact and not unfaded, which made life easier when it came to choosing the leather for the re-trim.

Borrell knew, however, that some Ace parts are no longer available. 'The handbrake mechanism needed to be rescued intact, but the tunnel to which it was fixed was corroded. I had the choice of either damaging the handbrake or sacrificing some of the aluminium and cutting the handbrake out in one go. I went for the latter. The worst job of all was drilling out rivets and then unwrapping the aluminium footwell boxes from their supporting tubes. It was really awkward but we wanted to save as much as possible.'



Ace as it arrived at DK, with its engineless nose sky-high and gaffer tape holding the panels in place



'Mouth' and headlights are the only major non-original body parts - but amazingly a Fifties new-old-stock nose was found



as it can possibly be, so it's up to David Cottingham to stay out of trouble on track



Clips removed and braced with wood



Rear clip rubbed down after minor damage repairs



Aluminium body panels are 'relatively easy' to lift off supporting tubes



Paper templates mark first stage of recreating corroded sill-to-B-pillar section

BODYWORK

'In the old days we'd have cut the body off and thrown it away'



David Cottingham had a secret weapon when it came to repairing and preserving the Ace's bodywork. Carl Neville (left) worked at AC in the Seventies and again in the Nineties and has since started his own business, CANkraft. His first job was to remove the body. 'It's an enjoyable and relatively easy task,' he says. 'The aluminium is wrapped around its supporting tubes at the scuttle, A- and B-post, the back of the cockpit and so on. I coated these areas with black soot from a yellow oxyacetylene flame then turned the flame blue and hot to flash it off again. This is enough to anneal the aluminium so it's soft enough to unwrap.'

Replacement is usually the only solution if aluminium is too battered and corroded to work with but Carl's painstaking approach raised the bar in terms of what could and couldn't be saved. However, there was no saving the car's sickly front-end metal.

'There was irreparable damage to the very front of the car, but as luck would have it I had a near-perfect spare nose that I'd saved during my time at AC,' he says.

The only problem was a scar in the wing, specifically in the catwalk. This long section between the bonnet and wing crest is so-called because of the hip-swinging movement needed when creating it on an English wheel. Carl managed to replace the trench of rough-looking weld with a bit of flat aluminium and then carefully joined it to the replacement nose section. He uses a technique he calls 'gas and hammer' when welding aluminium, which involves joining together two tightly butted pieces of metal without using welding rod or wire to fill and join. Easy to say but incredibly hard to do, because it involves a twisting in-and-out motion with the torch to simultaneously melt the material enough to be blown together by the flame, but not so much that it drips on to the floor.

'In the old days we would simply have cut the body off and lobbed the whole lot into a skip,' says Neville. 'But with this car it was all about retaining integrity. David's car is a truly original Ace in the full sense of the word, not a re-bodied recreation.'

EXPERT TIP

'When drilling out rivets to remove aluminum panelling, remember that the drill will try to slip off and make a much larger hole because the rivets are far harder than the surrounding metal. A bit of care here is absolutely vital – if the holes are right, it all goes back on to the frame much more easily.'

‘It made 165bhp at the flywheel – impressive for a 1936 design’



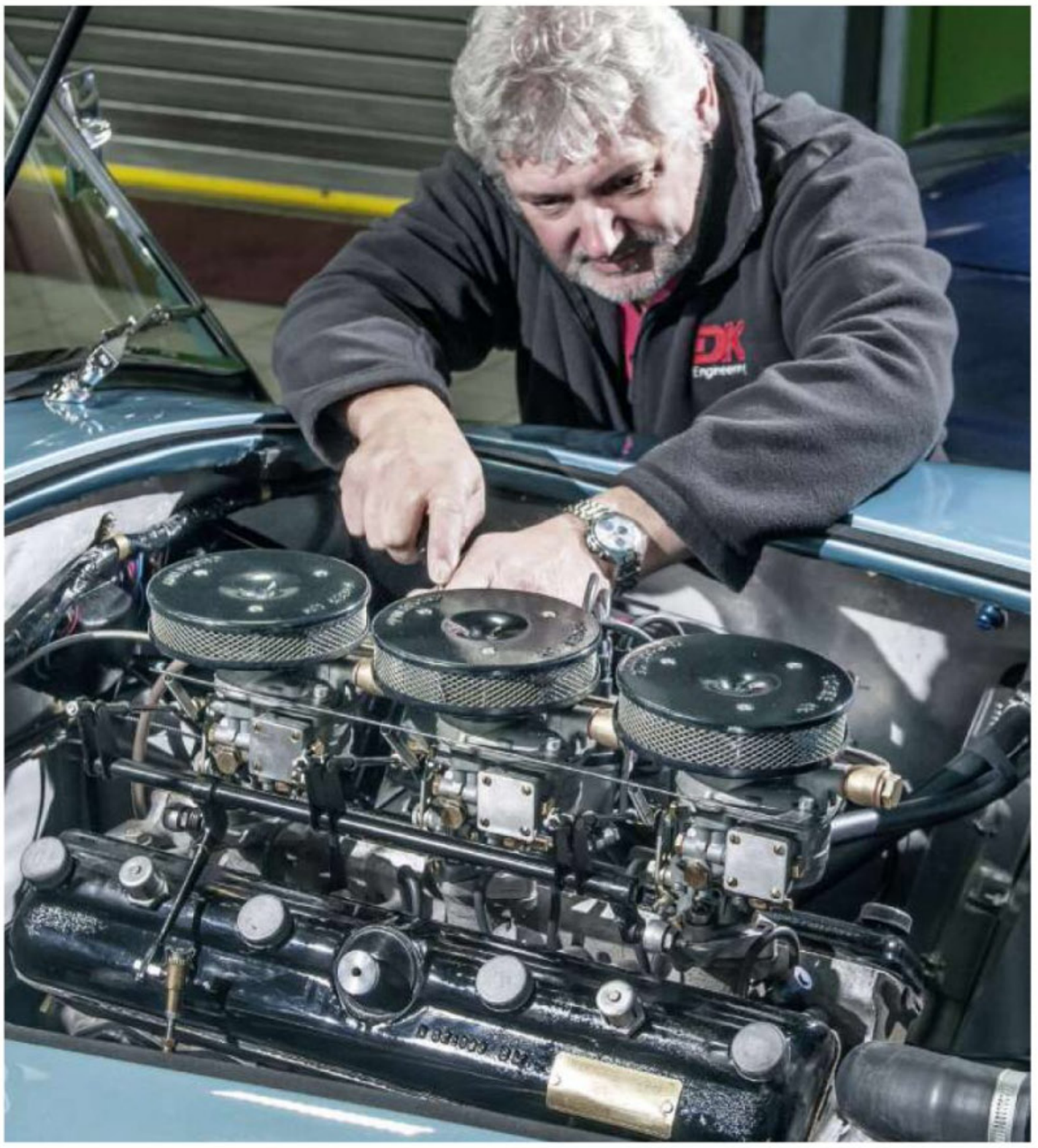
The Bristol engine is basically an Anglicised pre-war BMW engine that, ironically, shares much with the 2.0-litre unit in David Cottingham’s 328 but with Whitworth threads instead of metric. DK inspected the partly dismantled unit but left the stripdown to a sub-contracted engine specialist. There was no point in trying to re-use the crankshaft, rods or pistons after hundreds of hard racing miles followed by more than 50 years in storage, but at least the original block and cylinder head casting could be retained.

‘Tuning the Bristol engine calls for some subtlety,’ says DK engine specialist Steve Cox (pictured above), who has some experience of building high-performance Bristol and BMW units. ‘I didn’t want to enlarge the ports – it’s better to leave them standard to keep the torque output high and concentrate instead on gas-flowing the cylinder head. The rest of the power comes from the camshaft and compression ratio. We’re running 10.2:1 on this car. With a final set-up on our rolling road to perfect the jetting in the three down-draught Solex carburettors it made 165bhp at the flywheel – very impressive for a 2.0-litre engine design that dates back to 1936.’

One possible reason for the AC’s curiously brief five-year racing career materialised when the body was removed from the chassis. ‘It had been thumped,’ says David Cottingham. ‘There was an obvious bend in the chassis. You didn’t need to measure it – you could clearly see one tube sitting higher than the other. It looks like the car was tidied up with the body still in place but it probably no longer drove straight, which might explain why it was taken to pieces and stored.’

AC specialist Nigel Winchester has a chassis jig designed specifically for this car so DK sent it off to be straightened, a process that Cottingham says required a considerable amount of pressure before the chassis could be properly realigned.

While the chassis was with Nigel Winchester, Cottingham requested extra fillets to be welded to the tubes so the car could be retrofitted with a more elegant design of rollover hoop than the original.



Steve Cox tuned the Bristol straight six for more power without sacrificing torque



As found: five years of thrashing, 50 years of dust





Ace chassis looks complex but it’s just two big tubes with suspension towers and a body frame



Much painstaking hand-finishing with ultra-fine filler before painting could begin



Aluminium cladding all had to be renewed



The blue looks almost turquoise in wet first coat



Race-safe details blend well with Ace's tasteful cockpit and dash



Once dry, paint settled to its correct hue

BUILD-UP

'There was no paint left on the Ace to take a sample from'



With the straightened chassis shotblasted it was ready for painting before the slow process of trial-fitting restored suspension and steering components could begin. The full race-standard rebuild would be repeated later with all-new fixings once the body was back on the car, so at this point old fixings were re-used where possible. With the suspension and steering in place, Stuart Castle (pictured) loaded the chassis up with heavy steel box section to simulate the weight of the engine and gearbox. Once the car's loaded ride height had been established, the chassis was returned to Carl Neville to have the body refitted.

Neville turned his attention to the bonnet, bootlid and doors once the body's main front and rear sections were finished. These are made on a tubular steel frame around which a strip of aluminium is wrapped and riveted. This strip is left with a lip on the outside edge that in turn gives the main aluminium panel something to wrap over. These strips are called cladding, and it all needed to be renewed.

'The panel fit is totally dependent on the cladding,' says Neville. 'I offered it up on the frame, marked it out with offset clips and trimmed it until I had a 3⁄16in gap all the way round. When the cladding is wrapped with the 18 gauge panel, the gaps tighten evenly.'

Refitting the body involved offering up and removing the complete front and rear halves, known as clips, to get them to align before wrapping the rear edge of the front clip over the scuttle top and A-posts. The rear clip wraps into the back of the cockpit.

'It needed the standard fix of letting in new B-post and sill sections, which I fabricated from my full set of body jigs,' says Neville.

CANkraft's Wayne Wilson applied the AC's Austin Princess Blue paint. It's the metallic colour the car wore when new but there was no code for it and no paint left on the Ace to sample. The solution was to take a sample from another Ace in the same colour. This turned out to be match for a Ferrari 275 GTB that DK had in the workshop, so Wilson took the paint code from that.

EXPERT TIP

'The Ace's rear wishbones' outer pins can be replaced with sturdier items from an early Cobra, giving a tighter feel and greater durability for racing.'



Even race numbers are discreet - cars can be competitive, correct and beautiful

THE RESULTS

'It jumped out of gear and allowed the engine to over-rev'



The freshly painted Ace returned to DK towards the end of 2014 at which point Adrian King (left) began the task of turning it from a rolling shell into a racer.

On setting up the Ace's suspension, King says, 'We found quite a few cracks and had to replace all the wishbones. Also, the transverse leaf spring flattens and pushes the top of the front wheels out by up to 1.5° when the suspension compresses in a corner – just what you don't want. A shorter spring meant we could dial in 2° of negative camber.'

Safety and race scrutineering call for a plumbed-in fire extinguisher and battery cut-off and these are operated by discreet wire loop-pulls. There's a sturdy braided wire towing eye and LED rain light. The four-point Willans harness is fitted using two original belt mountings and two on the roll hoop.

David raced the car for the first time at Silverstone in April, but the gearbox jumped out of gear in a later race and the engine over-revved. This may have stretched the cylinder head studs so Steve Cox replaced the head gasket and made an adaptor to allow the awkward stud nuts under the rocker shafts to be torqued down correctly. DK has since rebuilt the gearbox.

The Ace is now experiencing a second lease of life on road and track, and being enjoyed and admired – but driven hard – once more.

Thanks To: *David Cottingham and everyone at DK Engineering (dkeng.co.uk) and CANkraft (c_nevil@yahoo.co.uk)*

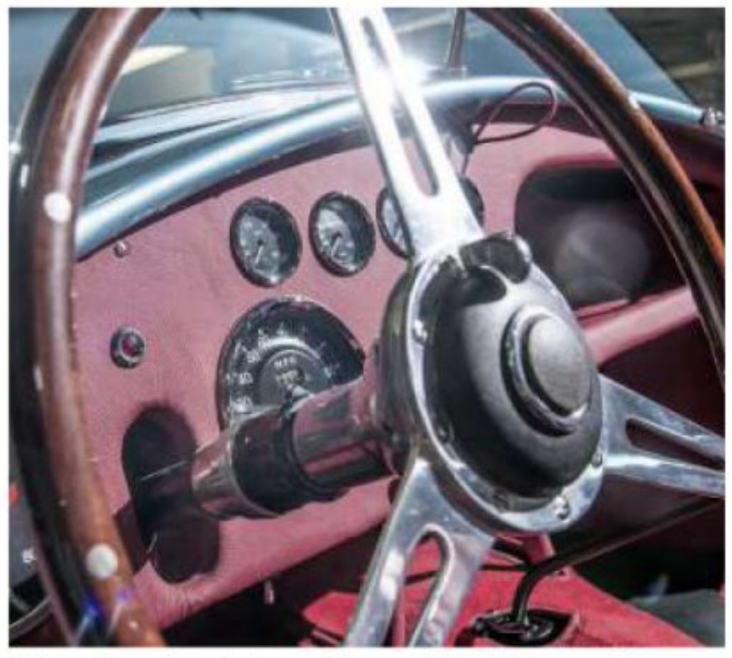


Rejuvenated Ace has now completed half a dozen races and is getting better and better



Bristol six is the best Ace engine





Adjustable column helps achieve perfect driving position

NEXT MONTH

There wasn't really any doubt that this Lotus Europa needed restoring – the mid-engined coupé's body was in three pieces when it arrived in the workshop. Not that you'd know it now...



Insurance for a lifetime...

Your Classic Cars | Your Everyday Cars | Your Bikes | Your House | Your Business | Your Everything

Let Stewart Miller & Peter James provide for all your insurance needs.

Then you can rest easy.

Stewart Miller Insurance founded 40 years ago, has been built on the finest traditions of expertise and personal service, ensuring we can advise you on the best cover for all your Commercial, Personal and Household requirements.

Peter James Insurance is the UK's leading Specialist Vehicle and Multi Vehicle Insurance Broker. After 40 years of serving the classic vehicle movement, we know precisely how to provide complete protection for all your precious vehicles.

"Take my advice and talk to the experts today about all your insurance needs and your next quotation."

Sir Stirling Moss OBE



STEWART MILLER INSURANCE

Two Leading Names - One Market Leader

PETER JAMES INSURANCE

Commercial, Personal & Household

0121 422 2282

www.stewartmillerinsurance.co.uk

Specialist Vehicle & Multi Vehicle

0121 506 6040

www.peterjamesinsurance.co.uk

SM_PJInsure stewartmiller&peterjamesinsurance

Stewart Miller Insurance is the trading name of Stewart Miller McCulloch and Co Limited;
Peter James Insurance is the trading name of Peter D James Limited;
both are authorised and regulated by the Financial Conduct Authority.



’NAUGHT TO 60 (AND BEYOND)

Connaught built just two ALSR sports racers based on its grand prix chassis. We drive the Stirling Moss and John Coombs car

Words IVAN OSTROFF Photography LAURENS PARSONS

This Connaught, chassis number ALSR/11, is the kind of Fifties two-seater sports racer that would be driven to the track by its owner – and, if it wasn't bent in the heat of battle, driven home again. I'm getting into that feeling, having dumped my helmet and race suit in favour of more appropriate garb – a sleeveless pullover and bow tie. Thankfully, I'm at a track where such retro behaviour isn't frowned upon – the Circuito de Jerez in southern Spain, a place that's reassuringly jobsworth-free.

It's also quiet and empty – until I press the starter and the Lea-Francis-derived 1.5-litre inline four fires immediately, snarling into urgent life. With the tachometer needle pointing a smidge south of 2000rpm, the exhaust note settles into a deep rasp, battering my ears. The Connaught's seating position has my legs lying along the floor, straight out in front of me. As I dip the clutch, slip it into first and head out on to the track it occurs to me that, for a racer, this is an exceptionally comfortable car.

Accelerating up through the gearbox, the exhaust bellows a deep, tearing snarl – and although the engine gives just over 100bhp, it feels smooth, torquey and not in the least cammy. I'd been told the power drops off at 5500rpm and the rev limit is usually 6000rpm – the engine's been taken to 6500rpm on a rolling road, just to make sure – so I limit myself to a respectable 5000rpm.

After the first couple of corners it's obvious that the car has been set up superbly and there's grip to spare. As I get braver I realise I can carry much more mid-corner speed than I initially thought possible. Clearly, the Connaught's 105bhp has little trouble propelling 640kg (1410lb). After a couple of laps I also realise it's pointless flogging the engine at high revs – the 1500cc four has 101lb ft of torque, which I can exploit by using top gear for much of the time.

No matter how much I try to provoke ALSR/11 it persists with its viceless manners. The steering is light and direct and comes with plenty of feedback – I throw it into a couple of corners in an attempt to unsettle the rear end, but it refuses to frighten me and always allows me to get it sorted without undue palpitations. To be honest, there is probably too much grip – today's historic tyres are much stickier than their forebears and certainly the Connaught would have felt different in the Fifties. Only if I provoke it at slow speeds and intentionally unsettle it over the rumble strips does the back end jump about. But it is never violent.

Having really got the hang of it, I'm heading into a tight left so I heel-and-toe down into third gear, go in deep – turning in as late as I dare – then boot it just before the apex. ALSR/11 drifts out through the corner, totally balanced. As a Fifties sports racer, drifting is in the Connaught's DNA – to avoid the front end washing out I simply throw it in on the power and enjoy the delightful satisfaction of a perfect drift. I could drive this car all day long.

But that particular area of pleasure is the realm of current custodian Paul Griffin. Aside from campaigning this unique car, he also enjoys driving it on public roads – and with that in mind, ALSR/11 has been built to be easy to drive rather than set up as an uncompromising weapon for a modern professional racing driver.

Historic racing car specialist InRacing was tasked by Paul to set the car up to his personal preference. To provide enough range for two-hour races such as Portimão in the Algarve, InRacing fabricated and fitted two fuel tanks. It's been done ingeniously – the rearmost tank can be removed and covered with a smart finishing panel so, if the car is used for the Tour Auto or a similar event, Griffin has some useable space for luggage. Moving the fire extinguisher system to the rear of the vehicle ensures there's enough room for the passenger, while the roll-over bar is designed to be easily removed for the car's outings on public roads.

It's a long way from how the car would have been set up in its racing heyday, when Connaught epitomised the small independent British sports/racing car manufacturer, producing exceptionally well-made cars against a backdrop of financial stricture. Connaughts were built by Continental Autos, a sports car sales and repair business in Surrey set up shortly after the end of World War 2 by two former RAF pilots – perfectionist design engineer Rodney Clarke and works manager Mike Oliver, the 'engine man' of the team. The name Connaught is derived from an amalgam of Continental and Autos.

'I turn in as late as I dare, then boot it just before the apex. It drifts through the corner, totally balanced'

The A-Type Connaught was made for Formula Two in 1952 and 1953. The following year F2 went into decline when F1 regulations were amended to allow 2.5-litre cars. So Connaught was left with some F2 A-type chassis, and Clark decided to make use of these by producing the 1.5-litre ALSR (A-Type Long-chassis Sports Racer), a 1484cc sports car that would be eligible for the smaller engine classes.

Clarke built just two cars, ALSR/11 and ALSR/12. Both were two-seaters, identical to the Connaught Grand Prix car apart from an extended rear section. The chassis frames were basically a pair of 3¾-inch 16-gauge steel tubes converging towards the rear.

The front crossmember was a box section, which ingeniously also served as the oil tank. The independent front suspension featured unequal-length wishbones and torsion bars, while at the rear there was a de Dion tube behind the differential and parallel radius rods extending back from the outer ends of the tube. Even the magnesium alloy wheels with integral hub and Al-Fin finned brake drums were retained. The body contours were the result of wind tunnel work at Connaught and a canny eye being kept on Aston Martin's curvaceous DB3S sports racer. The A-Type's engines were also used, although detuned from 165bhp in fuel-injected mode) down to 105bhp in the interest of long-distance reliability.

The Lea-Francis-derived inline four-cylinder dry-sumped engine had two valves per cylinder opened by pushrods. Rockers were operated by two high-lift camshafts, chain-driven from the front of the crankshaft. Although originally fitted with four Amal carburettors in period, today ALSR/11 runs two Weber 40 DCOEs.

The car was originally delivered to – and campaigned by – John Coombs in 1954. But the car was over-engineered and after driving the A-Type single-seater, which was about two hundredweight (224lb) lighter and 30 per cent more powerful than the ALSR, the new two-seater sports car must have felt rather pedestrian to Coombs. He

AS RACED BY MOSS

Stirling Moss raced the Connaught ALSR twice while it was owned by Peter Bell – and won his class both times. Even though he felt the car was rather big and heavy, it wasn't underpowered within the 1500cc class.

In October 1954 he raced it in the Coupe du Salon at Montlhéry. Unfortunately, the Connaught suffered an engine misfire at the top end of the rev range caused by the poor-quality French fuel it was forced to run on. Nevertheless, Moss started well and spent most of the race leading his class. At one point he was passed by a class-rival OSCA, but managed to get past it again and held it at bay until the end of the race.

On August 27, 1955 Moss raced the Connaught in the *Daily Herald* Trophy race at Oulton Park, winning his class yet again and also achieving a highly commendable seventh. Today Sir Stirling doesn't have strong memories of the ALSR, but in his book *Stirling Moss My Cars, My Career*, written with Doug Nye, he confirms that the Connaught ALSR/11 'was a nice-handling, good-looking car, but really rather big and certainly expensive for its class'.

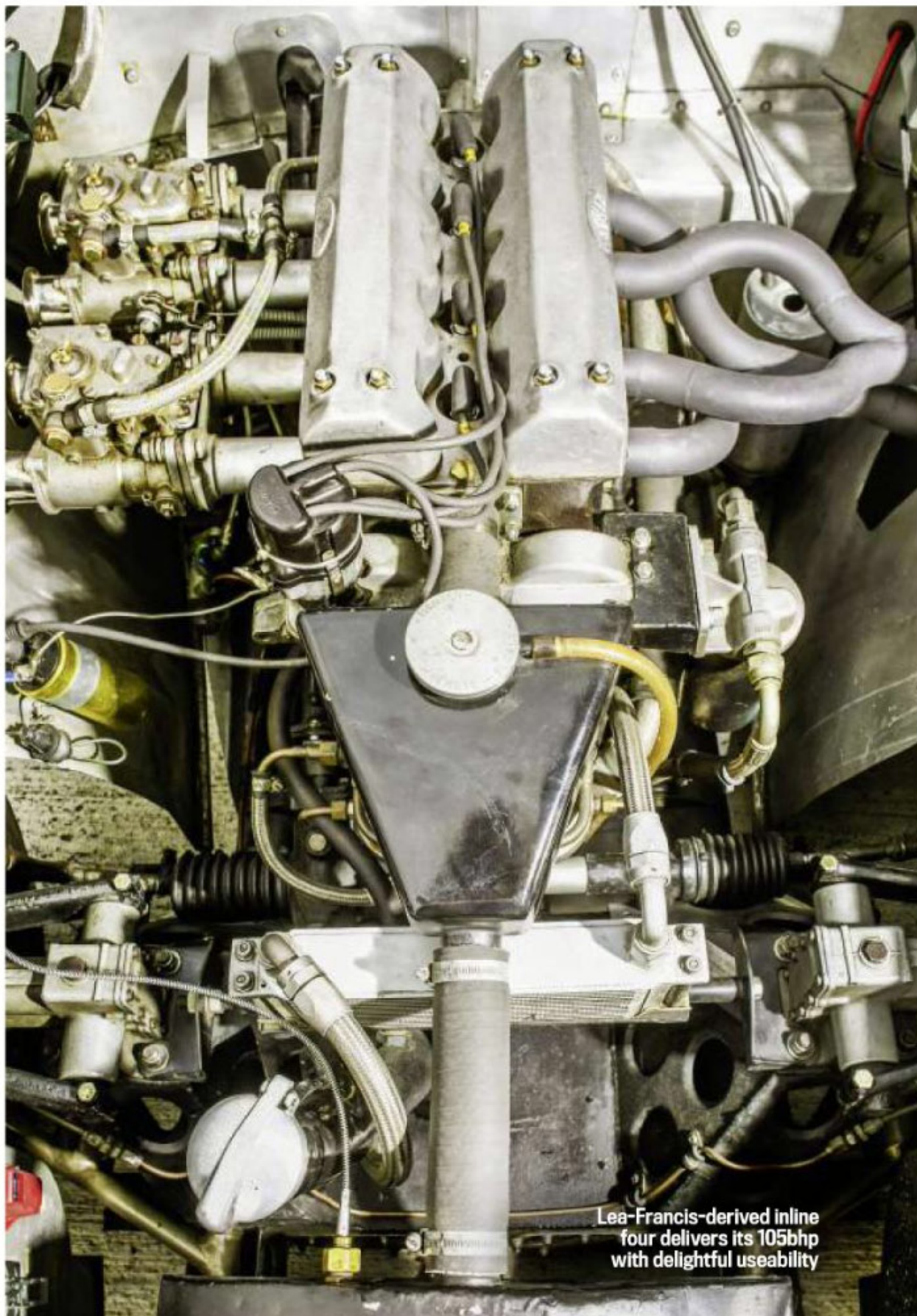
Connaught ALSR combines comfort with speed. Yes, really



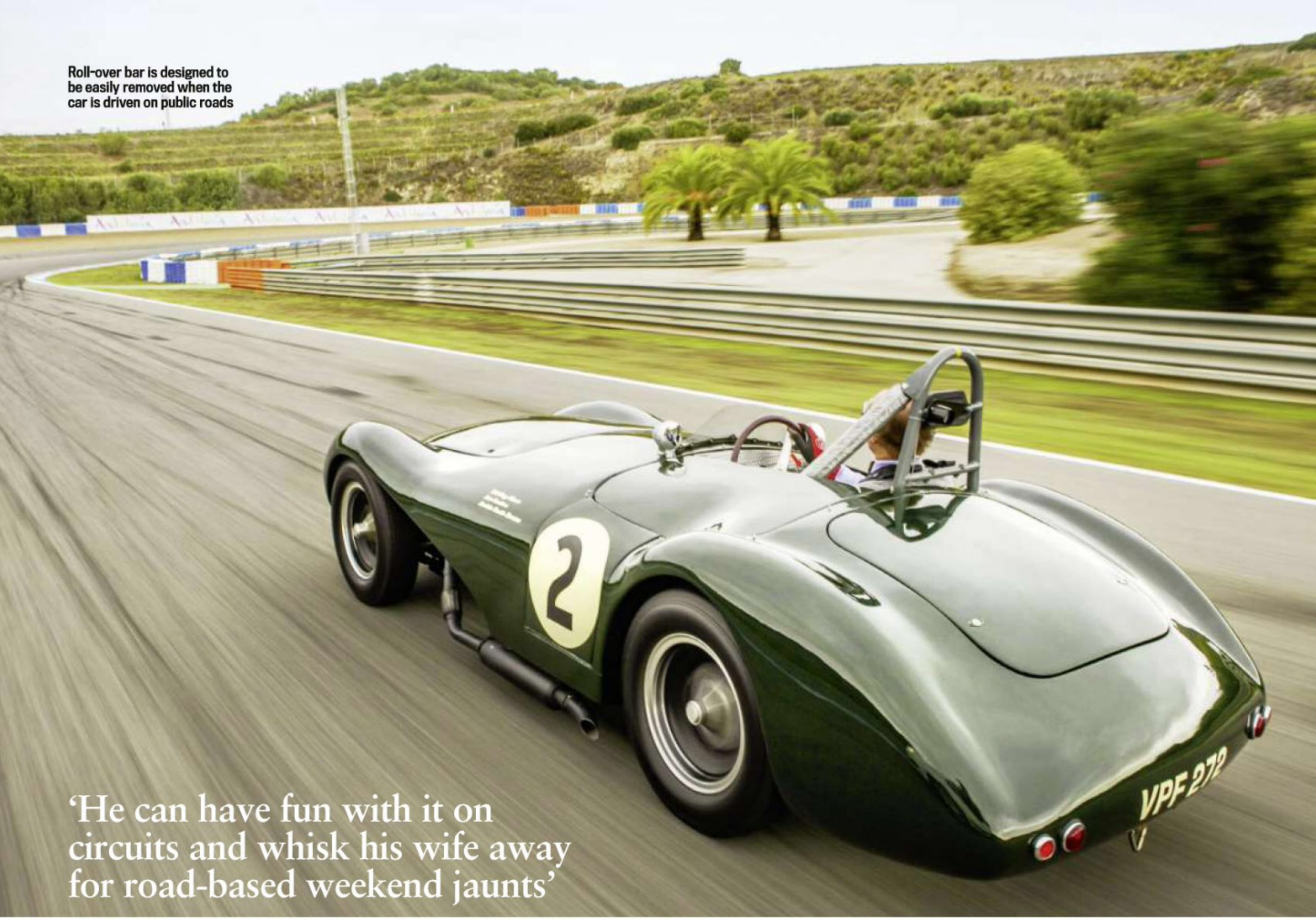
No frills here. Period-looking dashboard is a recreation by InRacing



Twin Weber 40 DCOEs have replaced original quartet of Amals



Lea-Francis-derived inline four delivers its 105bhp with delightful useability



was not impressed and sold it within a few months. Its next owner, Peter Bell, entered it in two races – the first in September 1954, driven by Tony Marsh, and the next in October. The following month Stirling Moss raced it for him at Montlhéry and brought the car home first in class.

In 1955, after acquiring a glassfibre body, ALSR/11 was even more successful in the hands of Les Leston, who clearly had the knack of getting the very best out of the Connaught. He took eight first places at circuits including Goodwood, Brands Hatch and Silverstone, three seconds, four thirds and a fifth. No surprise, then, that Leston rated it as one of the best cars he had ever driven.

In that August’s Goodwood Nine Hours event he was partnered by Archie Scott-Brown. They finished sixth overall and first in class and were beaten only by two works Aston Martin DB3Ss, two works Jaguar D-types and an HWM Jaguar – all much bigger, more powerful cars. Less than a week later Stirling Moss drove ALSR/11 once more at the Oulton Park International Tourist Trophy meeting and won his class.

The second chassis, ALSR/12, which had been completed halfway through the 1954 season, was second in the Empire Trophy race at Oulton Park in the hands of Kenneth McAlpine. Early the next year it was re-bodied and given a different nose and tail fins in preparation for Le Mans. However, on September 17, 1955 it was destroyed in a crash in the Ulster TT at Dundrod that killed its driver, Bill Smith.

As a result Connaught pulled out of motor sport. Following the withdrawal Peter Bell, owner of ALSR/11, stopped campaigning the car, which then passed through various hands.

By 1971 ALSR/11’s body had deteriorated to the extent that David Johnson, who owned it at that time, commissioned completely new aluminium bodywork. Then, in the late Seventies, Gerry Walton took ownership and set about rebuilding it with the intention of returning it to where it belonged – the racetrack.

Under Paul Griffin’s ownership the car was given to InRacing with a brief to give it a thorough check from stem to stern and a complete respray.

A new floor was also fitted along with the removable rollover bar. A fresh, period-looking dashboard was painstakingly created by hand in engine-turned aluminium and the gearbox was removed and thoroughly checked over – it still runs its original ratios, although a more suitable longer-ratio differential is fitted when the car runs in the Le Mans Classic.

When InRacing first worked on the car the brakes felt solid. Now, although the finned drums on all four wheels work well enough, there’s still not a colossal amount of pedal movement. Having said that, the car stops well enough, with a complete lack of brake fade.

The way Paul Griffin has had ALSR/11 set up may result in the car being a tiny bit slower on track, but the pay-off is a greater flexibility that allows him to enjoy it far more overall. He can have fun with it on circuit-based events, but can also whisk his wife away in it for the occasional road-based weekend jaunt.

Whether or not he wears a sleeveless pullover and bow-tie when driving it, though, I forgot to ask…

Thanks to: *InRacing, inracing.co.uk*
Circuito de Jerez, Spain, circuitodejerez.com

1954 CONNAUGHT ALSR/11

Engine 1484cc inline four-cylinder, two Weber 40 DCOE carburettors
Power and torque 105bhp @ 6200rpm; 101lb ft @ 4900rpm
Transmission Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: double wishbone with torsion bar, anti-roll bar, Armstrong lever-arm dampers. Rear: de Dion tube with torsion bars, Armstrong lever-arm dampers **Brakes** Drums **Tyres** Dunlop Racing 550x15
Length 3.9m **Width** 1.45m **Weight** 640kg (1410lb) **Performance** Top speed: 110mph **Value now** £350,000

THREE CASTLES

WELSH CLASSIC TRIAL & WELSH HERITAGE TRIAL

1ST - 4TH JUNE 2016



SEE NORTH WALES IN SPLENDOUR. ENTRIES ARE NOW INVITED.

WWW.THREE-CASTLES.CO.UK +44(0)20 8255 4860

CLASSIC RALLYING AT ITS BEST IN A LANDSCAPE OF MEDIEVAL CASTLES, MOUNTAINS AND MYTH. REFINED AGAIN FOR ITS FOURTEENTH YEAR. THE OPTIONAL SHORT PROLOGUE ROUTE INTRODUCES THREE DAYS OF ENJOYABLE AND FRIENDLY COMPETITION FOR BOTH CLASSIC AND HERITAGE ENTRANTS.

THREE CASTLES
WELSH CLASSIC TRIAL

THREE CASTLES
WELSH HERITAGE TRIAL

EVENT PARTNERS

Cadw · Cyfoeth Naturiol Cymru Natural Resources Wales · Cyngor Gwynedd · Cyngor Sir Ynys Môn Isle of Anglesey County Council · Conwy · Mostyn Estates Limited · International Power · Metcut & Co., Ltd. · Brantz Rallymeters · GRH Food Company Ltd · Penderyn Single Malt Welsh Whisky


A253 WEV

THE LIFE STORY OF A PEUGEOT 504 GR

Anthony Goodwin's 504 has crossed deserts, cruised down the Nile, driven across South America and accompanied him all over the world in its 32-year life

Words ANDREW ROBERTS Photography ALEX TAPLEY

1982 504 snapped up for £3865



When Anthony Goodwin ordered a new Peugeot 504 GR in 1983, his chief consideration was not the reaction of his neighbours or creating a stir in suburbia, but its suitability to his 'semi-diplomatic' posting with the European Commission in North Africa.

So its first outing in his ownership wouldn't be a brisk spin to the local golf course, but a road trip from Paris to Jordan. This was the first of many epic journeys that Anthony and his car would undertake – and some 186,000 miles, 30 nations and five continents later it's still in daily use.

The 504 was getting near the end of its production life in 1983 (though it was built in Nigeria until 2006), but Anthony chose it over the newer 505, which was launched in 1979, partly because of its famous durability but mainly because he'd previously owned a 504 GL. The sale was arranged by the United Automobiles Trading Company of Amman and Peugeot's Sodexa export office in Paris at a cost of 44,377FF (£3865), including a 'diplomatic discount' of 2118FF (£184). Anthony collected his 'Spécification Jordanie' 504 at the Nanterre factory on November 29. 'The GR had fewer extras than the GL but sounded beautiful,' he recalls.

A couple of days later Anthony and his new car were battling the 'Centovalli' route to Locarno. He says, 'I was grateful I was negotiating those twisty narrow Swiss mountain roads at night – I couldn't get distracted by the sheer drops just inches away. When I reached Skopje in the former Yugoslavia the 504 had a skirt of ice extending halfway from its underside to the road and the wheelarches were packed with congealed blocks of frozen snow.'

These were not ideal conditions to be stranded in any car, however new, so



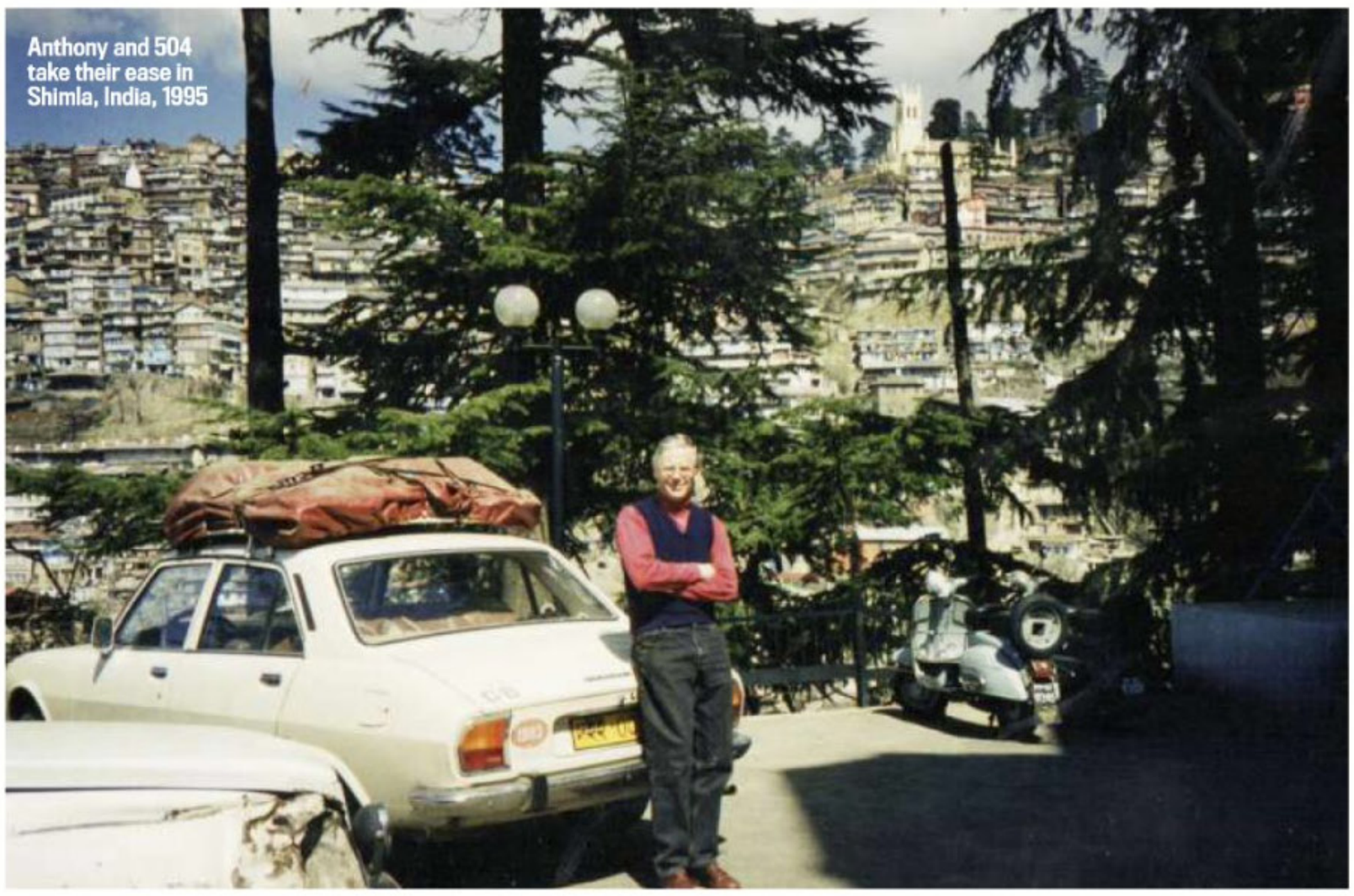
Peugeot 504 wears its patina with pride after 186,000 miles and 30 nations



A short break in Bulgaria; the 504 is only a few days old


Mount Ararat - 'the engine compartment was filled with icicles'


Resting at a Turkish café after an epic journey in 1982


Anthony and 504 take their ease in Shimla, India, 1995


Elephant vs Peugeot, Uttar Pradesh

Anthony was less than delighted to find himself trapped for 19 hours on a snow-bound motorway between Macedonia and Greece. He can even remember what supplies he had to stave off hunger during the long wait. 'Four chestnuts, some sugar, half a loaf of stale bread, an orange, tins of corned beef and mixed vegetables and a bar of Swiss chocolate.' It turned out that the delay was due to a suspected rock fall near Thessaloniki so Anthony changed his route and cut through Bulgaria and Turkey to reach the ferry to Jordan.

In August the following year Anthony drove the Peugeot back to the UK. 'It was the only car among the huge trucks on the ferry to Latakia in Syria,' he says. 'Once I got it home I arranged to have it fitted with Davia air-conditioning in preparation for my next posting in Lagos.'

Anthony's Peugeot arrived in Nigeria in early 1985. It took on daily driver duties immediately and things settled down for a couple of years. Then, in October 1987, he began preparations for a journey that would test the 504's reputation for durability to the limit – Lagos to London via the Sahara. Modifications were minimal at best – a local scrapyard provided sand rails made from an old army tank, a sump guard and a home-made roof rack – but Anthony reckoned the 504 was ready for its 4275-mile trip.

Across the border into Niger the 504 immediately had to cope with temperatures in excess of 40°C. 'Shortly after I left the mining town of Arlit I met a motorcyclist out of the mists, Lawrence of Arabia-style,' says Anthony. 'He turned out to be a French student named Jean-Francois, and we decided to travel together.' Ahead lay a route across 190 miles of sand that was identifiable only by a number of strategically placed oil drums. 'It was fairly treacherous,' says Anthony. 'At one point the Peugeot sank into a foot of sand and I quickly discovered that lowering tyre pressures to 15psi was essential for desert motoring. We regularly passed a number of burnt-out hulks, including quite a few 504s, which wasn't very reassuring!'

At the Algerian border Anthony offered a lift to a lorry driver named Mohammed. 'His truck had broken down and he needed to get to Tamanrasset, about 125 miles away,' he says. 'At first I was worried that he would just create extra weight but he proved invaluable as a co-driver and guide.'

It was on one stretch of this odyssey that the Peugeot faced its worst conditions yet. 'The roads were only partly surfaced and often broken up,' says Anthony. 'Many were rock-strewn stream beds and shifting sand dunes'. Even a car as tough as the Peugeot couldn't put up with this level of punishment for long. 'En route both the front shock absorber bottom pins fell out. The suspension was just hanging from the chassis so it handled like an ocean liner in a heavy swell.'

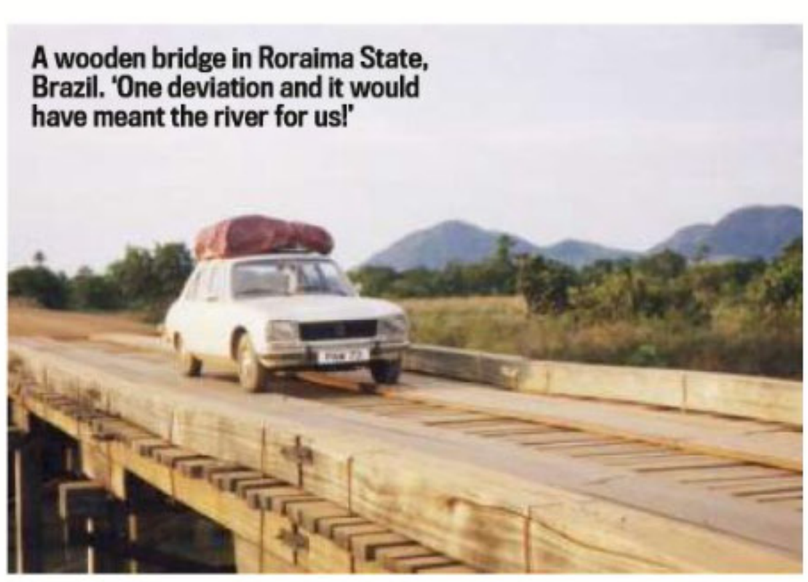
At one point they encountered a hill so steep that the only way they could hope to tackle it was to remove every single item of



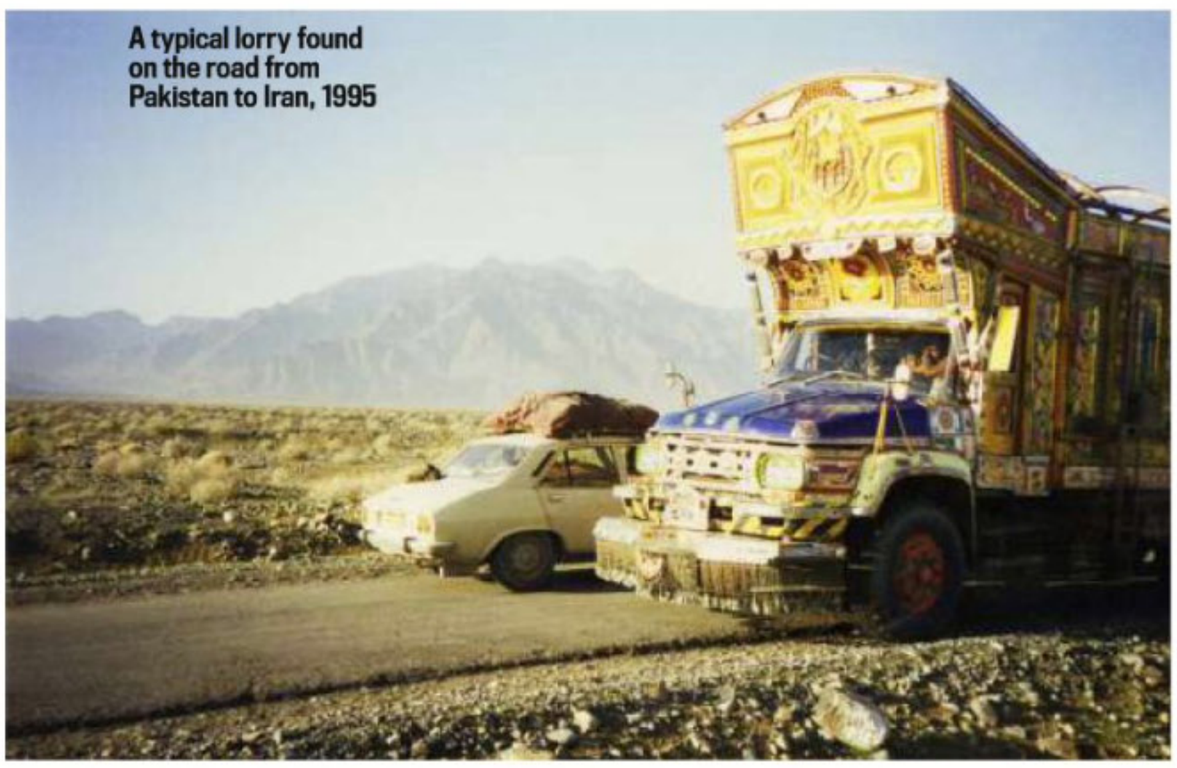
Much better than yet another KFC sign: on the Niger/Algerian border in October 1997



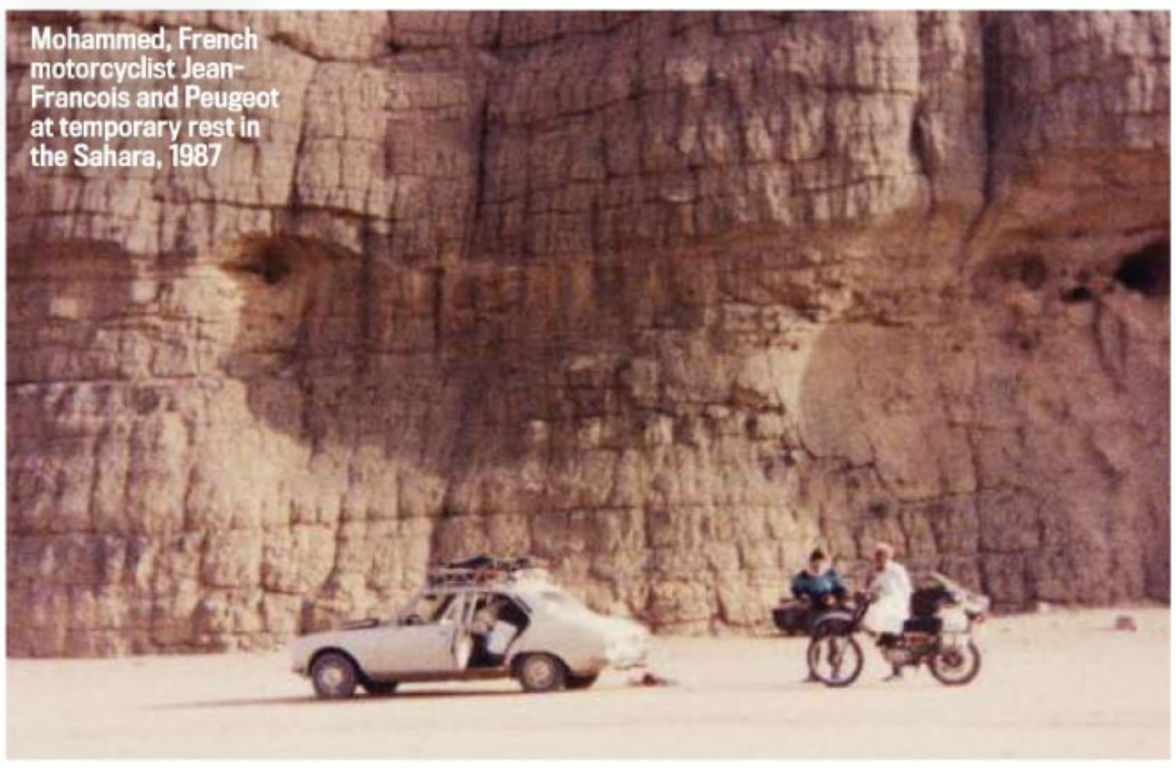
The Peugeot in Jordan, 1984



A wooden bridge in Roraima State, Brazil. 'One deviation and it would have meant the river for us!'



A typical lorry found on the road from Pakistan to Iran, 1995



Mohammed, French motorcyclist Jean-Francois and Peugeot at temporary rest in the Sahara, 1987

luggage. 'The Peugeot subsequently became so stuck that it looked like rescue would be impossible,' says Anthony. 'But then, miraculously, an army Jeep turned up and managed to pull us out.'

Anthony finally managed to get the 504 attended to in the town of Ain Salah in central Nigeria, though the repairs weren't exactly to factory standards. 'I had the shock absorbers replaced with two pieces of rubber,' he chuckles. 'By the time we neared the Tunisian border we'd clocked more than 600 miles a day.'

By March 1988 Anthony was stationed in Trinidad where he remained until 1991, when he took up a new posting. Naturally the Peugeot went with him and again settled into relatively quiet daily duties, albeit with minimal preparation.

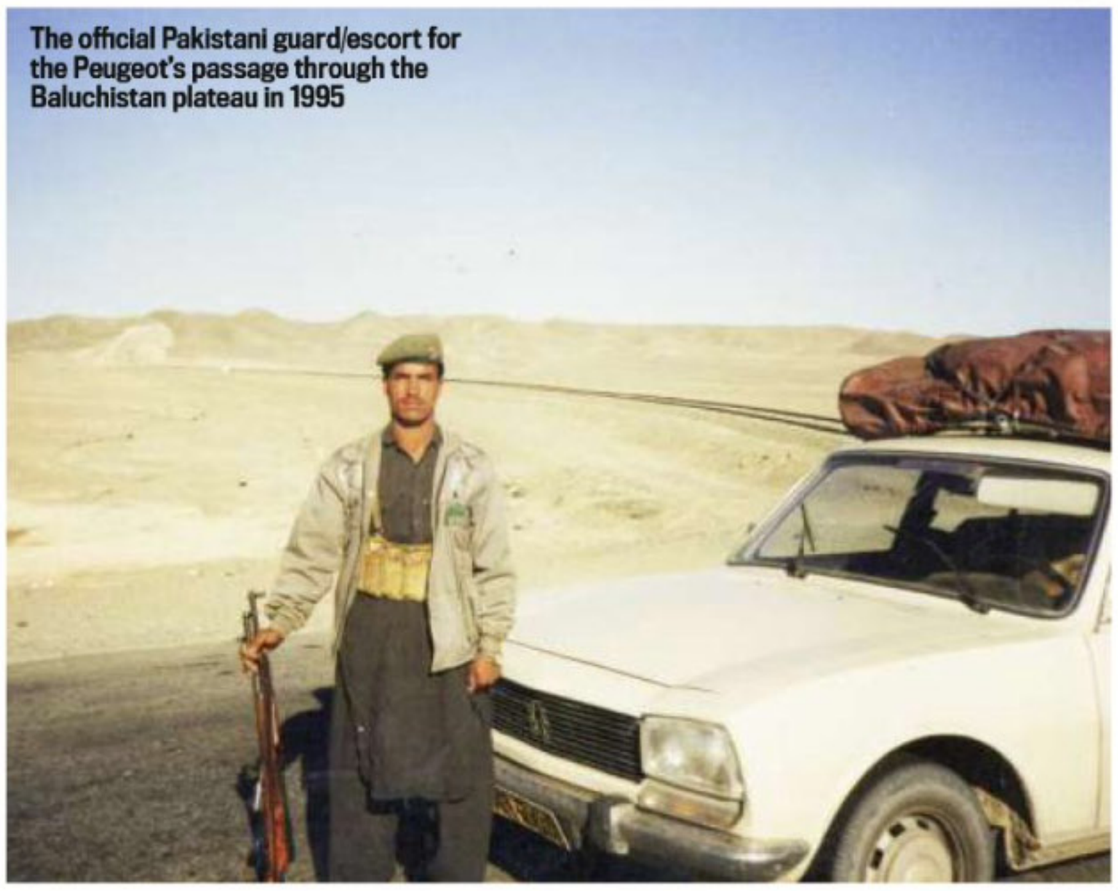
The tranquility didn't last long, and by October 1991 the 504 was ready to join Anthony on his new posting in Dhaka, Bangladesh. The trip began in Port of Spain in Trinidad and encompassed Brazil and Venezuela, adding 6000 miles to the 504's odometer. 'I'd already "done" the Sahara so why not the rainforests?' says Anthony. 'There was no direct shipping route between Trinidad and Venezuela because relations between the two countries were not that cordial, so the 504 was transported as deck cargo on a ship carrying lavatory paper.'

He then drove from Puerto Cabello in Venezuela to the capital city of Caracas and reached the Brazilian border two days later. That evening he reached Boa Vista. He says, 'The locals warned me that if I attempted to negotiate the road to Manaus, the most populous city in the Amazonian rainforest, without a guide or escort, my tyres would be shot out by bandits.' But this deterred neither car nor owner and soon Anthony was crossing the first of 40 bridges he would eventually have to tackle. 'They were literally two rickety planks loosely attached to a wooden frame', he says. 'Then, after traversing sand tracks, the Peugeot's rear exhaust fell off, so the 370-mile trek through the Amazonian jungle and across the Equator was a noisy experience!'

Another factor that made the driving conditions slightly more challenging was the weather. Says Anthony, 'I chose October for this trip because I was advised that it never rains during that month. In fact there such a heavy downpour that there was a real risk of the car sliding down a mud bank.'

Inevitably, the remaining bits of exhaust still attached to the car fell off shortly after, so Anthony was relieved to reach the city of Manaus ahead of a six-day cruise down the Amazon. He says, 'The Peugeot was lashed to the deck of a double-platform barge, leaving me and my son Nick to sleep in hammocks. On arrival in Brasilia Anthony gave the 504 a thorough going-over and was surprised to find that the only damage it had sustained, apart from the exhaust, was a minor oil leak and a puncture.

Anthony got the 504 shipped to the Bangladeshi port of Chittagong, via Sri Lanka, and arrived in Dhaka in January



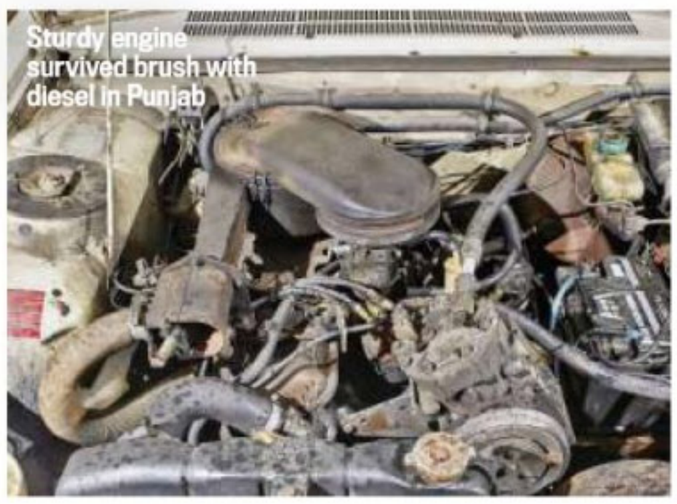
The official Pakistani guard/escort for the Peugeot's passage through the Baluchistan plateau in 1995



The 504 in the UK with Anthony's previous GL saloon



Driver Mohammed, just after the 504 crossed the Niger/ Algerian border, October 1997



Sturdy engine survived brush with diesel in Punjab



Our man Andrew (right) prepares to give the Peugeot its sternest test – Hertfordshire at rush hour

1995. Anthony made several forays into India that year. He says, 'Lorry drivers there follow their own rules. After being forced off of the road by oncoming trucks, the Peugeot's alternator bolt snapped. I thought I'd have to drive through the night without headlights but a local mechanic fixed it – five hours of labour was 150 rupees (£3).'

By now the Peugeot had reached an age when it should have been pensioned off and replaced by a newer car, but instead Anthony was busy preparing it for its longest trip – Dhaka to Bishop's Stortford.

It took Anthony three months to get back to the UK, meeting the Pantan Frontier Force at the India-Pakistan border. He says, 'They were over six-feet tall and incredibly impressive in appearance. The security ranger insisted on sniffing my water bottles – he thought they contained gin. The chief of the Quetta police arranged a military escort named Khan to accompany me across the desert of the Buchistan region and I had to rely on black market fuel. I thought I could relax when I found a modern-looking petrol station in the Punjab region because the computerised pumps were more advanced than those in the UK at that time. Sadly the attendant filled the tank with six litres of diesel!' Fortunately, the Peugeot seemed to suffer no ill effects.

Once in Iran Anthony decided against travelling directly from Taftan on the Pakistan/Iranian border to Tehran. He says, 'At that time it wasn't a safe route so I went through the granite hills of Zahedan instead. The roads were superlative'.

In Turkey he had the unforgettable experience of opening the radiator only to discover solid ice – using boiling water plus his entire stock of anti-freeze meant that the 504 eventually started, and with no audible signs of a cracked engine block.

After more than 7900 miles and 32 days, the 504 finally reached the sedate roads of the Home Counties. Today the 504 divides its time between England, France and Brussels and Anthony still drives it every day. That's all the excuse I need to get behind the wheel. Any car that survived an encounter with an elephant in Uttar Pradesh – 'I felt it prudent to conclude that it had right of way,' says Anthony – and journeys across deserts, tundra and mountain passes could surely cope with Hertfordshire.

The unassisted steering initially feels incredibly heavy compared to the Ti that I once drove for *Classic Cars*, but the crisp gearchange and smooth ride are every bit as good as I remember. That it feels more than ready to cover another 186,000 miles is testament to Anthony's maintenance and the sheer brilliance of Peugeot's engineering.

But it's not just Anthony and I who love the Peugeot, as his dad found out. 'My late father was passing the Dead Sea when a Bedouin gentlemen stopped him and asked, "Will you sell me your car and your wife – I will give you 10 camels in exchange!"

Thanks To: *Ian Kirkwood of Club Peugeot UK – clubpeugeotuk.org*

LAP63

by Ludovic A. Parayre







*LAP63 is pleased to announce the completion of a superb restoration of this desirable **1970 Mercedes-Benz 280SL.***
Our car (supplied with factory hardtop) has amazing ownership history, and is offered in original factory Arabian Grey with Red Leather, accompanied by a detailed photographic dossier of her restoration.
A rare opportunity to own a highly collectable example of this iconic Mercedes.

We carry an array of fine and distinctive classic cars in stock and are always looking for unique and interesting cars.

Please see our website or call for further details:

+44 (0) 20 3589 6666 *www.lap63.co.uk* *lap@ludovicparayre.com*

Clockwise from top left: BMW M635 CSi, BMW M3 Evo II, BMW 2002, Plymouth Superbird, Plymouth Roadrunner, BMW 3.0 CSL

THE COLLECTOR

‘I DROVE TO THE DOCKS AT 4.30AM TO WATCH THE PLYMOUTH BEING UNLOADED’

Muscle cars, pillarless coupés and classic Brits rub shoulders in Elliott Norris’ ever-expanding garage

Words MIKE RENAUT Photography MATT RICHARDSON

'If there is a theme to my collection I suppose it's fast road and homologation cars,' says Elliott Norris. 'Each does at least 500 miles a year and gets run up to temperature once a month. I'm not really a car club person because they seem to attract people who are only interested in whether the parts are the correct colour. And besides, I'd rather be out driving them than sitting in a field and looking at them.

'It's great sitting here on a summer evening with a beer in my hand, trying to kid myself that these cars are investments, but every one has been bought with a passion for driving in mind.

'If there was a zombie apocalypse and I could only save one it would be the Plymouth Road Runner, although my wife Kiri would probably insist I save the Noble or the Porsche!'

1988 BMW M3 Evo II

The pugnacious Evo is Elliott's most recent acquisition. He says, 'I remember BMW works driver Steve Soper once saying that while most Formula 1 drivers want to race for Ferrari, most touring car drivers want to race for BMW. I've always felt that performance BMWs are undervalued as standard cars – owners always seem to want to change them when they usually came out of the factory more or less perfect. This one's no different – it has an aftermarket airbox and stereo, both of which I'll be returning to factory original.

'I'd never owned modern BMWs until I bought a couple of classics. It took me six months to find this one. The previous owner had it for ten years and it was cheap enough that I could afford to fix it up when I bought it in early 2015. It's done 125,000 miles but had an engine rebuild at 100,000 – they suffer if they're not regularly used so I avoided low-mileage examples.

'The M3 isn't fast by modern standards but feels very balanced. Of all the cars I've ever wanted, an Evo was the one I felt was really missing from the collection.'

1987 BMW M635 CSi

'The M is absolutely mint,' says Elliott. 'I bought it from a friend in 2014. He'd owned it for more than 15 years and I spent most of that time trying to persuade him to sell it to me. I love it because the engine is effectively the same one used in the M1 and I've always wanted one of those.

'For me it's the ultimate Grand Tourer – it's big and comfortable and has so much class. The gear ratios are spot on so it feels quicker than my M3 and it sounds lovely.'

Opening the boot reveals what at first appears to be a traditional doctor's bag. 'It's the Touring Pack,' Elliott explains. 'BMW supplied each car with maps, a first aid kit and all sorts of things you might need when crossing continents. The Alpina wheels are a period addition that I feel really suit the car. Better still, tyres for these wheels are a lot cheaper than on the original metrics.

'Every one of my cars offers a different driving experience – compared to this, driving the Mercedes feels like meditating!'

1973 BMW 3.0 CSL

Elliott's CSL is one of 500 UK market cars equipped with the City Pack. 'BMW upgraded the specification for its UK cars by adding things mainland European models didn't have such as electric windows and glass rather than plastic rear side windows,' he says. 'I bought it because I adore the pillarless styling and shark nose front. The first owner had it for 30 years and I'm its third keeper. I looked at four other CSLs that had all been restored but this original car drove better than any of them; everything felt tighter.

'If there's a downside to this one it's that the trim is so fragile – I'm always having to pick up the chrome door cappings that somehow work themselves loose. It was retrimmed in the Eighties but the colour-matched piping will have to come out at some point. Driving it is wonderful – it just flows. I love the long gearlever throw and tyre chirp under acceleration. It's softly sprung but encourages enthusiastic driving.'

1970 Plymouth Superbird

Elliott's German coupés may exude class and elegance but sometimes brute force gets the job done just as well. And there's plenty of that in evidence with the car parked in front of the BMWs – the Plymouth is clearly a favourite. 'I always wanted a Plymouth Superbird,' he says. 'When I designed my garage the plans were drawn up against the Mercedes 220SEb, which was my biggest car at the time. Then I bought the Superbird and had to extend the building by 18 inches just so the 'Bird would fit.

'It took me two years to track it down in Charlotte, North Carolina. I bought it sight unseen as a fully restored car and drove to the docks at 4.30am to watch the ship come in and see the container being opened. Then I spent a couple of hours polishing it.

'I think the Road Runner (more on that later) is better-looking but the Superbird is great to drive. You can feel the aerodynamics of the spoiler start to work above 65mph – the rear grip improves noticeably. It has a 440ci big block V8 and an automatic gearbox. I'd love a Hemi four-speed but they're rare and cost a fortune. One of the best moments was meeting Richard Petty at Goodwood recently and having him sign a photo of the car.'

1969 Plymouth Road Runner

The aforementioned Road Runner may lack a massive rear wing, but it's still one of the loudest cars in the collection. 'It brings out the inner hillbilly in me,' he laughs. 'It's the car I wanted when I was 11 years old. It did have a 383ci V8 but now it has a 550bhp



Elliott bought this BMW 2002 as an unfinished project in 2013, already fitted with a Honda S2000 engine. He's spent well over the cost of a new M3 finishing it

HELPING TO KEEP THEM RUNNING

Elliott likes to keep every one of his cars able to drive 100 miles or more with a moment's notice so all are kept MoTed and ready to go. 'The Americans occasionally cause trouble at MoT time,' he says. 'The Road Runner always passed it's MoT until last year where I couldn't get it to pass due to the rear indicators. In the end I had to have orange LED repeaters made to hide behind the original glass.' He does minor servicing himself, while bigger jobs are undertaken by Chris Hamilton at Hamilton Race Engines (hamiltonraceengines.co.uk). The American cars are also looked after by Bennicks Motors in Bradfield St. George (01284 386766).

BMW CSL is may be smooth but it brings out the inner hooner, according to Elliott.

The Road Runner's paint is almost as loud as our Mike's shirt

The Plymouth Superbird's 18ft length meant the garage had to be adapted to fit it

Elliott's wife favours the Porsche 911 GT3 or Noble M12 GTO

Elliott takes a hands-on approach to his collection

Touring car hero inspired his BMW M3 Evo II choice



Plymouth Road Runner is the car Elliott dreamed of as a child



Jaguar Mk2 3.8 bristles with period Coombs-style upgrades



No restoration planned for this very original Mercedes 220SE



Mini Cooper S had to be completely rebuilt

440ci big block with Keith Black pistons and 727 Torqueflite 'box. It runs 13-second quarter miles but I think we can get it into the 12s. I love that it was originally designed as a cheap car built for kids to go fast; it even has a horn that goes "Meep Meep" like the cartoon character.

'It was a muddy green when I found it. It's now House of Kolor Lymetime Green. It took 18 months to do, just in time for my wedding. Who doesn't want a car that leaves the church in a cloud of tyre smoke?'

1964 Mercedes-Benz 220SEb

We walk next door to the adjoining garage and find another German machine. 'You can probably tell from the BMWs that I'm a huge fan of pillarless coupés. This Mercedes has 48,000 original miles on the odometer and has never been restored. It still has all the original manuals, booklets and tool roll.

'I'm the third owner. It was dry-stored for 18 years and stayed in the same family. I hated having to replace the HT leads to get it through its last MoT because they were the originals fitted at the factory.

'I've had it since 2006; I'd seen a few restored examples but many were clearly poor low-budget restorations designed to sell on for a quick profit.

'When I saw this one it looked right, smelled right and drove beautifully. The paint is scruffy but I don't want to do any restoration work on such an original car. I love that I can park it up for months and it still starts first time.'

1963 Jaguar Mk2

Elliott's Jaguar clearly embodies his penchant for fast cars with a racing pedigree. It has the 3.8-litre engine and a manual overdrive gearbox. 'It was a standard car restored with Coombs-style upgrades minus the bonnet louvres and a few other details. It feels great on the road and is as sporty as the CSL. But it's also the sort of car you'd take to a nice restaurant.

'The Jag wasn't something I actively went looking for. It's definitely the most delicate car in the collection – it's prone to flooding – and I do sometimes wonder if it doesn't quite fit in with the other cars. But then I just look at it and imagine driving around like a *Sweeney* villain!'

1967 Mini Cooper S

At the opposite end of the building is a small garage housing boxes of parts and the only front-wheel drive car in Elliott's collection. He explains, 'I went to an auction to buy a BMW 2002 Turbo but got outbid. I had to come home with something and this Cooper was the last lot of the day! The body was rough but I thought it could be a great little car and a step towards getting a pre-1966 Cooper S with FIA papers. I have a real hankering to race a classic Mini.

'I drove it straight to RJM Body Repairs and they tried to re-use or maintain as many original parts as possible. It behaved impeccably all the time it was there but broke down on the way home – just 20 minutes after leaving the paint shop.

'Chris Hamilton from Hamilton Race Engines then stripped it down – and it was bad news. It wasn't the original engine and had been rebuilt very badly in the past.

'Now it's been bored out to 1380cc and has a fast road camshaft and Stage Two cylinder head. It's putting out about 115bhp. It's ineligible for racing in the U2TC or Masters so I'm just going to enjoy it as a fun road car. But if I ever get a pre-'66 Cooper S and start racing it, the '67 will be my transport of choice for driving to and from the track – just like James Hunt!'

So what's next for the Norris collection? 'I regret not buying the 1973 Porsche 911 RS I was offered,' he says. 'But I'm more than happy with the collection right now.' Then he pauses and considers before adding, 'As for the future I think the collection should include a leftfield choice such as a hot rod or a leadsled Mercury custom. Then there's the BMW M1 I've always had a thing for. And I really fancy a BMW 507.'

Somehow we think Elliott might be extending his garage again before too long.

Thanks to: *Hamilton Race Engines (hamiltonraceengines.co.uk), Bennicks Motors (01284 386766)*

ALL THE CARS

1963 Jaguar Mk2 3.8
1964 Mercedes-Benz 220SE
1967 Mini Cooper S (1380cc)
1969 Plymouth Road Runner
1970 Plymouth Superbird
1973 BMW 2002 (Honda S2000-engined)
1973 BMW 3.0 CSL
1987 BMW M635 CSi
1988 BMW E30 M3 Evo II
1992 Land Rover 110
2004 Noble M12 GTO 3R
2009 Porsche GT3 RS
2011 Caterham Supersport

NEXT MONTH

We're off to South Africa to see a collector's Mercedes Gullwing, 600, Adenauer and more.

EVERY PART FOR every PORSCHE

DESIGN 911
Centre for Porsche

- Lighting & rubber seals
- Service parts
- Air cooled engine parts
- Wheel & tyres
- Repair & restoration parts
- Gearbox & drive train parts
- Suspension & exhaust
- Parts department
- Worldwide shipping

Call our Sales Team on
+44 (0) 20 8500 8811

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com



WAYS TO BUY



IN PERSON | PHONE | MOBILE SHOP | WWW | E-MAIL

DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911SC 1982 Targa 3.0L
Manual Gearbox, LHD, in a very rare Dove Grey (special factory paint colour 99V9) with Black interor.



Porsche 911 1976 Coupe 2.7L
Manual Gearbox, LHD, Minerva Blue (304-9-3) with Black Interior.



Porsche 911S 1975 Targa 3.0L
5-Speed Manual Gearbox, LHD, Silver with Black & Red Interior.



Porsche 911 1974 Coupe 2.7L
Manual Gearbox, LHD, Ice Green Metallic with Black interior.



Porsche 912 1968 Soft Window
Manual Gearbox, LHD, Irish Green with Black interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

Official UK Distributor - Dansk
Dansk

51 TALLON ROAD • BRENTWOOD • ESSEX • CM13 1TG

MY LIFE IN CARS

‘I bought it from a lady in Golders Green for £525’

Brian Culcheth competed in more than 112 international rallies, including the 1970 World Cup and 1978 British Open. Here he tells us about the cars that shaped his life

Words MIKE TAYLOR Photography ALEX TAPLEY



I read car magazines avidly as a youngster,’ says Brian Culcheth. ‘I remember seeing a photograph of Paddy Hopkirk, driving for the Standard-Triumph works team, up on three wheels in a Triumph TR3 on the Stelvio Pass. The TR3 was my dream car at the time and I remember thinking, “How could he *treat* a car like that?” It wasn’t until I started rallying myself that I understood.’

Born in 1938 in North London, Culcheth’s first driving experience was at the wheel of his father’s more prosaic Austin A50, a car in which he later passed his driving test. Shortly after, an article in a local newspaper prompted him to contact the Harrow Car Club. ‘I called the club secretary Les Needham and went along to a noggin ’n’ natter evening at a local pub,’ he says. ‘It was there that I met Peter Browning, who became manager of BMC’s competitions department in 1967.

‘Peter kept a close eye on me as my career blossomed, but I had no car in those early days so I had to act as navigator for fellow club members. Needless to say, getting my own car was a priority!’

AUSTIN-HEALEY ‘FROGEYE’ SPRITE MkI

‘By 1960 I was working as a junior car salesman at an Austin-Healey showroom in Earls Court,’ he says. ‘One day I spotted an advert for a 1959 Frogeye Sprite with John Sprinzel uprated brakes and suspension and a tuned 55bhp engine – up from 43bhp. I bought it from a lady in Golders Green for £525 and began working for Sprinzel himself soon after. This is what first got me into rallying.

‘I later swapped the standard bonnet for a much lighter Sprinzel glassfibre Sebring type and replaced the original 948cc engine with a 1098cc unit the following year. Its greater torque was much better suited to rallying.

‘I entered my first international rally – the Tulip – with *Motoring News* rally correspondent and future professional co-driver John Davenport in 1963. We came third in class, which wasn’t bad considering we hadn’t done a recce beforehand.

‘In those days my only income was from my day job as a car salesman so there was considerable impetus for me to do well on rallies and earn extra cash.

‘I also managed to pick up occasional sponsorship from companies such as Dunlop and Castrol.’

MINI COOPER S No 1

‘I’d originally planned to trade in the Sprite for a full Sebring Austin-Healey with aluminium bodywork. I even had the registration number 7 HLY to go with it. However, the 1071cc Mini Cooper S was





Brian with the ex-works Mini Cooper S he owns





Brian and his Austin-Healey Sprite at Glen Docherty in April 1962



Brian drove this works Triumph Dolomite many times – but he never got a chance to own it



A Scottish trip in the Rover SD1 that Brian bought in 1977



Lyndon Mills, sales director of Triumph Cars, with Brian's personal Triumph 2.5 PI



1963 Tulip was Brian's first international rally – here he is at the Nürburgring in the Sprite

launched in April 1963 so I sold the Healey for £800 and bought one of those instead.

'My jubilation was short-lived – the 1071cc Cooper S was replaced by the more powerful 1275cc version a few months later. I was a little peeved that no one had warned me that the more powerful version was just around the corner.

'Rallying the Mini signalled the start of my links with Stuart Turner, manager at BMC's Competitions Department. He helped me enormously by paying the occasional entry fee and supplying me with parts. All the while I was lucky enough to have my own company car.

'My first international event in the Mini was the 1964 Tulip Rally and I finished first in class. It was also almost my last international event with the car; I once let John Sprinzel borrow it and he almost managed to write it off!

'It soon became clear that the 1071cc engine was uncompetitive so Stuart Turner helped out once again by giving me a 1275cc engine. I paid a mechanic to do the swap and competed in seven international rallies in it. Then Stuart suggested I swap it for a 970cc because the smaller engine would incur less-severe stage penalties. I entered the 1966 Geneva Rally with this new engine and won my class, although I hit a deer and finished well down the field. I also came fifth in the Polish Rally later that year but by then the Mini was feeling very tired and had to be almost totally rebuilt. I sold it in early 1967.'

MINI COOPER S No 2

'Lord Stokes closed the Competitions Department at Abingdon in 1970. Peter Browning, by then competitions manager, offered me the choice of an ex-works Mini Cooper S for £750 or an Austin-Healey 3000 for £1500. I opted for the Mini, URX 550G, mainly because I'd already driven it in the 1969 Tour de France.

'In the Tour de France I managed to finish second in class and fifth overall despite the fact that the big ends failed two thirds of the way through the event.

'By this point I was using the car every day and its prominent rally decals and drivers' names writ large on the front wings made it something of a draw for the local constabulary. I kept it for 12 months before selling it on to seasoned rally driver Andrew Cowan, who resprayed it white and entered it into the 1971 Monte Carlo Rally.'

TRIUMPH 2.5 PI

'In 1970 I drove a Triumph 2.5 PI in the 16,000-mile World Cup Rally and finished second. The car was later destroyed but I was sufficiently impressed to buy one at a slightly reduced price from British Leyland the following year to use as my private car. It had modified suspension and Paddy Hopkirk alloy wheels shod with Dunlop SP Sport tyres.

'It could do 115mph flat-out and cruised easily at 100mph in overdrive fourth gear, which came in handy on one summer holiday when I drove it all the way to Rome. It was in its element driving over the Dolomites – which seems ironic given the car that eventually replaced it.

The standard PIs were great cars but often criticised for being troublesome. This was usually caused by the spark plugs coking up if the car wasn't driven hard enough. The simple answer was to floor it – after a while the problem would disappear!

'I ran my own Castrol Motorsport team with BL-entered 2.5 PIs in 1971 and 1972



URX 550G just after he bought it in 1970





Brian reminisces with writer Mike about the Austin-Healey 3000 that got away



The Austin-Healey that was very nearly his - fears over running costs meant Brian chose to buy a Mini instead

and discovered that they were much better on forest stages than Minis, which spent most of their time bottoming out.

'It's a shame BL didn't develop the Triumph 2.5 PI further for major rallying but by then BL had a mountain of issues just maintaining production. I remember once talking to Triumph's newly appointed MD, Bill Davis, when the phone rang and he had to rush off to deal with yet another industrial action crisis.'

DOLOMITE SPRINT

'I replaced my old 2.5 PI with a Triumph Dolomite Sprint in late 1973, which featured in the June 1975 issue of *Car* magazine in a group test with an Alfa Romeo Alfetta 1750 and Saab 99 EMS.

'It proved to be fast but fragile. At the time, my long-standing co-driver Johnstone Syer and I both owned houses in Scotland so I was driving the car up there regularly. Then one day the engine suddenly let go. I sold it in early 1975 – shortly before its magazine appearance.

'The works Sprints always seemed flawed to me. The bodies were welded to increase strength but this made them very heavy. Also, the steering racks were easily damaged on forest stages and seized up.

'In 1974 BL's public relations supremo Mike Greasley suggested I borrow the Dolomite's smaller brother, the Toledo. It was rear-wheel drive and brilliant fun. I remember suggesting that it would be a great car if BL gave it the Dolomite Sprint engine but they weren't interested.'

ROVER SD1 3500

'British Leyland had a more positive attitude toward motor sport by the mid-Seventies and I was given a gold Rover SD1 3500 under contract for a couple of years.

'I liked it so much that I bought my own – a blue 3500 example on Minilite alloy wheels – in early 1977. Its V8 engine had loads of torque and would pull easily from 1500rpm in fifth gear.

'One day we were returning home from a trip to Ireland and as we approached the M1 it began to snow. We made it as far as Brackley but couldn't get up this one hill because the wheels were spinning so much. At the finish I engaged first gear, jumped out and helped my wife to push it until it found some grip. Then we jumped back in and drove it home. It was a great car but never seemed as solid on the road as the period Mercedes S-Class or BMW 7 Series.

'Around this time I'd joined BL's New Car Development Panel. One of my suggestions was to put the SD1's V8 engine into the Triumph Stag and fit it with a targa-type hardtop because the canvas soft top was so difficult to attach to the windscreen. Another idea I had was to fit the Marina Coupé with a Dolomite Sprint engine, but that never got off the ground either.'

THE ONE THAT GOT AWAY

Sitting in the cramped cockpit of a works Austin-Healey 3000 at this year's MGLive! Brian remembers, 'I once did some testing with this car.

'The mechanics struggled to balance the carburettors and adjust the distributor but it was just awesome to drive – like a Sprite but with much more power.

'Peter Browning offered me the chance to buy it, but I thought the triple Weber carburettors would have made it too costly to run. Pity.'

Thanks to: *Brian Culcheth and Bill Price*



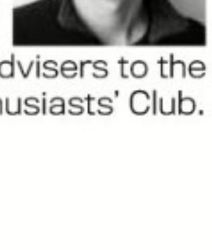
8 STEPS TO BUYING THE BEST

JAGUAR S-TYPE &

With Mk2 pace and MkX sophistication a well-bought S-type or 420 is a wise buy

Words MALCOLM McKAY Photography TOM WOOD

OUR EXPERTS



Robert Hughes turned his lifelong passion for classic Jaguar saloons into a successful business in 1983 trading in exceptional, low-mileage cars. He owns the 25,000-mile S-type 3.8S manual in our photos and a low-mileage 3.4, but says that if he could only own one of them, it would be his 3.8S.



Glen Henderson mans the phones at Norman Motors, which grew out of boss Ken Norman's repair business started in the Sixties. It is now one of the UK's leading suppliers of Jaguar parts, particularly favoured by owners for its stocks of original factory parts.



Peter Bell has worked with father Ken, who was at Coombs in the Sixties, since 1997. They specialise in servicing and restoring Jaguars from the Fifties through to the Seventies. Both of them serve as technical advisers to the Jaguar Enthusiasts' Club.

Today, the S-type and 420 feel smooth, comfortable and surprisingly modern to drive. They're also noticeably faster than contemporary rivals, more stylish and more practical yet despite all of that they're still better value than the equivalent Mk2, with good examples starting at £15k.

The Jaguar S-type was originally conceived as a car to bridge the yawning gap between the budget-orientated Mk2 and the big, luxury MkX. The range-topper's independent rear suspension had proved such a hit in the E-type that buyers fully expected it to replace the Mk2's ageing cart-sprung axle. But it was expensive and ate into boot space. So Jaguar retained the Mk2 as its bargain saloon and began work instead on a new car with independent rear suspension but in a smaller and cheaper package than the MkX.

In designing the S-type, Sir William Lyons tweaked the Mk2's frontal appearance, upped the luxury (including a much better heater), raised the roofline to improve rear headroom and added a new MkX-style rear end to reinstate boot space.

Rear suspension aside, the S-type is mechanically identical to the Mk2 (though it never had its 2.4-litre engine) if not as classically pretty. At its launch in 1963 the S-type 3.4 cost £112 more than a £1556 Mk2 3.8 and the 3.8 a further £90. But this was still £260 less than a MkX, so it was conspicuously good value for money.

Its intended replacement was launched in 1966. The 420 is identical to the S-type from the windscreen back but has a 4.2-litre engine and restyled front similar to the MkX. Tellingly, it failed to dent demand for the S-type and the two continued side by side until the XJ6 was launched in 1968.

Now considered the finest pre-XJ6 Jaguar saloon, the 420's short production run means it is also one of the rarest. It was later offered as the rarer-still Sovereign, the first Daimler to be powered by a Jaguar engine.

For thousands of cars for sale visit classiccarsforsale.co.uk

'It's a cracking car that costs just £400 per year to run'

420

1. Bodywork

The S-type and 420 have suffered relatively low values for years and because the front and rear wings differ markedly from the Mk2's they are much more expensive. As such these cars are prone to issues caused by poor repairs done on the cheap. Take along a photo of an original car to any car you view and compare the two. Does the front wheelarch line look right and does it flow into the sill as it should? What about the rear wheelarch and valance? Many have been bodged over the years, so look closely.

If possible, get the car on to a lift and check the whole of the underside for corrosion. Pay particular attention to the front valance, crossmember and 'crow's feet' behind it, but there are plenty of other notorious rot-spots to examine including the chassis legs above the front subframe, the sills, jacking points (and the box sections above them), rear trailing arm mounts and the entire floorpan. Check the area where the sills join the wings and the front and rear wings themselves. Note that 420 front wings are no longer available and are often repaired with cheap pattern XJ6 repair panels, which have a different line above the headlights. A new S-type wing costs £2640.

2. Interior

The condition of any S-type or 420 interior is a potential deal-breaker. All trim can be replaced or refurbished, but you cannot beat original leather for feel. Leather has been stretched much thinner since the Nineties so even high-quality 'aged' hides feel softer than when new. Wood can be restored, but the result often looks too shiny compared to the original.

3. Engine

A Jaguar engine rebuild is relatively straightforward but likely to be costly. Listen for bottom-end knocks and rumbles and rattly timing chains. Flat performance



Good original leather is best; retrims cost £8-9k



S-type wings are £2600 and 420's no longer made, so body condition is critical



can indicate worn camshafts caused by oil starvation. Check for leaks – a few drips are inevitable but curing anything significant, especially from the back of the sump, is usually an engine-out job. Bank on at least £1000 for this – more if a new clutch is needed or the gearbox requires attention.

The basic automatic choke can cause cold start/running issues so make sure a prospective purchase hasn't been warmed through prior to your visit. Often, 420s are fitted with a later XJ6 engine, which improves performance but tends to be frowned upon by marque enthusiasts for its notoriously flawed long cylinder head stud design. These run through the water galleries so corrode over time and are then prone to snapping when undone.

The cooling system is critical. Check for leaks and signs of overheating. Cylinder head gasket issues are evidenced by mayonnaise-like deposits on the oil filler cap underside and you should always ask when the radiator was last recored or replaced. They rarely last beyond 10 years if silt is allowed through from the engine block.

4. Gearbox

The Borg Warner three-speed automatic suits these cars' comfortable, relaxed nature even if its change feels a bit clunky. The problem is that the rear-axle ratio is low and makes motorway cruising tiresome. You can change it, but only as part of a full overhaul that will likely cost up to £2000.

Both manual gearboxes (initially Moss then Jaguar's own) are strong but check for worn synchros and layshaft noise (which lessens when you dip the clutch with the car in neutral). If the clutch pedal bites at the top of its travel, budget at least £500 to get it replaced because it's an engine-out job.



3.8s are worth the most, but 3.4 is almost as quick

5. Brakes

The brakes should be light and effective but are often let down by tired servos, partially-seized calipers or oil leaking on to the rear inboard discs and pads. S-type brakes are

MEET THE OWNERS

'It's a sort of prototype XJ6 with better steering'



Patrick Moynihan, Warwickshire

Patrick's 1967 Daimler Sovereign has been in his family since his father bought it in 1968.

'The car passed to me in 1981 and it took me five years to rebuild it. The lower bodywork was rotten, the engine seized and every pipe and hose was rotten. The battery had split and acid had eaten through the bulkhead and floor. I dismantled everything and either replaced or repaired it.

'It now has adjustable Koni shock absorbers and a stainless steel exhaust. Rob Beere rebuilt the engine with a big-valve straight-port cylinder head and reprofiled camshafts.

'A Harvey-Bailey handling kit with thicker front and rear anti-roll bars and uprated front springs improved the handling, and a ZF four-speed automatic gearbox means at 70mph it's pulling just 2200rpm. It costs about £400 a year to run.'



Matthew Nice, Suffolk

Matthew's grandfather bought an S-type 3.8 automatic in 1969 and put 68,000 miles on it before he passed away in 1977.

'I was heartbroken at the thought of it being sold, so my mum persuaded her brothers to let me keep the car. By 1997 I'd eventually amassed enough funds to start doing bits and pieces to it but felt like I wasn't really getting anywhere. So I stripped it back to bare metal and repaired the few areas that needed attention before getting it resprayed.

'When it was finally finished in 2008 we realised that we'd ended up with a concours car, which wasn't really the intention though it still only costs about £200 a year to run.

'Restoring any S-type is a monumental task that takes a lot of time and money to do properly. But the result is such a cracking car that it really is worth all the effort.'



Malcolm McKay, Buckinghamshire

'My manual overdrive 420 was my staff car on *Classic Cars* back in December 1996,' says Malcolm. 'I loved it so much that I took it with me when I went freelance a couple of years later and it's been with me ever since.

'I treated it to an engine rebuild and body tidy-up early on; and while it's starting to fray a little again, the engine is as strong as ever.

'I see it as a sort of prototype XJ6, but without the over-light steering. I love the way I can throw it around, tow a caravan or car transporter trailer with it, leave it in the barn for six months and then fire it up and cross continents in it.

'It's smooth, comfortable, decently fast and so easy to drive with its power steering, servo-assisted brakes and independent rear suspension. And the overdrive gearbox means it's an extremely relaxed cruiser too.'

For thousands of cars for sale visit classiccarsforsale.co.uk



unique so are often replaced with cheaper and more readily available Mk2 parts. They work fine but are unpopular among sticklers for originality. The handbrake is a known weak point so make sure it can hold the car on an incline.

6. Steering

This is one area where the S-type and 420 bettered the Mk2. The S-type's optional Burman power steering gives more feel but the 420's optional Marles Varamatic is even better and was standard on the last S-types in January 1968.

Unassisted steering is a bit slow but shouldn't feel excessively heavy, even at parking speeds. If it is, the balljoints probably need to be replaced. Beware excessive play, as a worn steering box is the most likely cause and tricky to rebuild. Budget at least £500 for a car fitted with power-assisted steering, closer to £250 for one without.

7. Suspension

Both cars use the Mk2's front suspension but it was all new at the rear. Jaguar made extensive use of rubber bushes in the suspension and subframes, which contributed enormously to their refinement but don't last for ever. Replacement, especially of rear subframe mountings, is labour-intensive and can run to £2000.

8. Chrome

These cars practically drip with chrome and the heavy bumpers are particularly substantial so getting it all refurbished in one go is an involved job. Bank on at least £6000 for this work.

WHICH ONE?

S-type 3.4

Introduced in October 1963 and discontinued in August 1968, the S-type 3.4 should not be discounted because of its slightly smaller engine. Marque specialist Robert Hughes owns manual overdrive versions of both and defies anyone to distinguish between them from the driver's seat. Jaguar replaced the three-synchro Moss gearbox with its own four-synchro transmission (and a bigger brake servo) in October 1964. In September 1967 runout S-types were down-specified with a cheaper interior featuring Ambla seats in place of the original leather and dummy horn grilles instead of foglights. 9928 were built. Restoration projects go for less than £5000, £10,000 buys a running car with an MoT but likely in need of work, £15,000 a tidy example with minor issues and £25,000 a fully sorted car.

S-type 3.8

The 3.8 was launched in October 1963 and discontinued less than five years later. It was always the leading S-type, with 15,065 built. It's only fractionally slower than a Mk2 3.8 or 420 so prices are slightly above those of the 3.4 though an ultra-low-mileage overdrive 3.8 can fetch anywhere between £30,000 and £35,000.

420

Short-lived 420 launched in August 1966 and was discontinued when the XJ6 appeared in 1968. Many feel the 420's styling is more balanced than the S-type's and contemporary buyers clearly agreed, with 10,236 built, 65 per cent of which were automatics. Improvements over the S-type included a crossflow radiator, alternator, optional Marles Varamatic power-assisted steering, viscous-coupled fan and padded dash surround and door tops. The automatic axle ratio was lowered from 3.31 to 3.54 for 1968, by which time the costly limited-slip differential had been deleted. Ribbed cam covers came in August 1968. Prices are lower, mainly because the 420 looks so different to the Mk2. Restoration projects are around £1000, while £5k-£6k buys a runner with an MoT in need of work – £15k should net a decent if not perfect example. Really good cars are closer to £20,000 with an exceptional low-mileage car with manual transmission peaking at £25,000.

IMPROVING

Low gearing, especially on some automatics, is the only significant weakness. You can fit a higher axle ratio, convert to a four-speed automatic gearbox with overdrive top or fit a five-speed manual gearbox with overdrive fifth. The catch is that the trim, pedal and master cylinder modifications mean that such a conversion can easily top £5000.

There are plenty of engine upgrades available, including larger or triple carburettors, full balancing, increased compression ratios, bigger valves, hotter camshafts and improved air filters.

Power steering can be retrofitted to non-assisted cars and S-type brakes upgraded to 420 spec with larger Coopercraft or Zeus calipers. The handbrake can be improved with modern linkages. Polyurethane bushes are popular for tightening up the suspension, although this does compromise ride quality.

SPECIFICATIONS

1963-69 Jaguar S-type/420
Engine 3442/3781/4235cc dohc six-cylinder, twin SU carburettors
Power and torque 210bhp @ 5500rpm to 245bhp @ 5500rpm; 216lb ft @ 3000rpm to 283lb ft @ 3750rpm
Transmission Four-speed manual with optional overdrive or optional Borg Warner three-speed automatic, rear-wheel drive
Steering Recirculating ball, optional PAS
Suspension Front: independent, wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, lower links, halfshafts, radius arms, twin coil springs, twin telescopic dampers
Brakes Servo-assisted discs front and rear
Length 4.8m (15ft 8in)
Weight 1654-1668kg (3647-3678lb)
Performance Top speed: 112-125mph; 0-60mph: 9.2-11.0sec
Fuel consumption 14-22mpg
Cost new £1641-£2064 (1967)

NEED TO KNOW

Engine rebuild £4500-£6000
Gearbox rebuild Auto/manual £1000-£1500
Bodyshell rebuild £10,000-£20,000
Full retrim £8000-£9000
Full re-chrome £6000
Front/rear suspension rebush including subframes £2000
Full brakes rebuild £1000

Who can help?
CMC classic-motor-cars.co.uk 01746 765804
Ken & Peter Bell 01483 852276
M&C Wilkinson mandcwilkinson.com 01777 818061
Martin Robey martinrobey.com 024 7638 6903
Norman Motors Ltd normanmotorsltd.com 020 7431 0940
Robert Hughes roberthughes.co.uk 07836 237047
SNG Barratt sngbarratt.com 01746 765432
WatJag derek-watson.co.uk 01629 640081

CAR FOR SALE



1966 S-type 3.8. Four previous owners. Recent restoration. Extensive history file, including original production certificate and all old MoTs, tax discs and invoices. Factory-fitted Webasto sunroof. Original interior in excellent condition. £25,000.

ClassicCarsForSale.co.uk
BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

ENJOY A YEAR OF Classic Cars

OFFER 1 PRINT EDITION



SAVE 41%

UK Direct Debit - £32
UK credit/debit card - £37
Overseas starts from £55

OFFER 2 DIGITAL



SAVE 42%

UK Direct Debit - £31
UK credit/debit card - £34
Overseas - £34

ORDER ONLINE OR ON THE PHONE QUOTING ELF1

WWW.GREATMAGAZINES.CO.UK/CLASSICCARS

FROM JUST £32.00

SAVE UP TO* 66%

OFFER 3 PRINT & DIGITAL



12 ISSUES FOR JUST ~~£54~~ £32

SAVE 66%

UK Direct Debit - £37
UK credit/debit card - £42
Overseas - £60



Terms and conditions: Mnimum term 12 issues. After your first 12 issues your subscription will continue at this offer price every 12 issues thereafter unless you are notified otherwise. You will not receive a renewal reminder and the Direct Debit payments will continue to be taken unless you tell us otherwise. Offer closes December 30, 2015. This offer cannot be used in conjunction with any other offer. Cost from landlines for 01 numbers are approx 2p to 10p per min; from mobiles approx 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 438 828 for further details. Calls may be monitored or recorded for training purposes. ***66% saving when you choose the package option.**

01858 438 884

OVERSEAS READERS CALL +44 1858 438 828

MODERN CLASSICS

DRIVING, BUYING & ENJOYING HERO CARS OF THE '80S, '90S & '00S

NEW! ONLY £2.99

Lotus Elise S1
Amazing value to buy – get in now!

DB9 for £50K
Why to choose one over a Ferrari or Lamborghini

M6 v 928 S4 v 560 SEC
Smash the piggybank and buy a 'bahnstormer

10 FUTURE ICONS

Great to drive, fun to own, better than money in the bank!



CITROËN ACTIVA
50 left – why you should care

SUPER TOURERS
BTCC specials –which to buy, which to ignore

WHY MUCK SELLS
Barn-find Cosworth triples auction estimate

NEW MAGAZINE
LAUNCH PRICE
£2.99

CLASSICS FOR SALE INSIDE

Great cars, brilliant drives and expert buying tips.
Modern Classics is the brand new magazine for fans who love hero cars from the '80s, '90s & '00s.

ON SALE ON 23 SEPTEMBER

Available from WHSmith and all good newsagents or at
www.greatmagazines.co.uk/modernclassics

WIN

A SHOPPING SPREE AT Machine Mart®



Imagine being able to walk into your local Machine Mart superstore and load up your basket with everything you ever wanted, without worrying about the bill. A new professional tool chest with tools, a set of welding equipment and safety gear, a top-of the-range engine starter or air compressor, a six-speed metal lathe – the choice is yours.

That's what **FIVE** lucky winners will be enjoying in this £4000 Machine Mart competition. To enter, simply visit **www.winaworkshop.co.uk** and answer one simple question. Your details will then be entered into a prize draw to win a shopping spree at the Machine Mart store of your choice. It really is as good as it sounds!

Clarke®

1st prize	£1500 of Clarke tools
2nd prize	£1000 of Clarke tools
3rd prize	£750 of Clarke tools
4th prize	£500 of Clarke tools
5th prize	£250 of Clarke tools

Entry for the competition closes on **October 30, 2015** and the winners' names will be announced after that date.

In the meantime, why not order a copy of the Machine Mart Autumn/Winter catalogue, featuring more than 1100 new products and price cuts, including a brand-new range of Clarke starter/chargers, engine stands, petrol-driven pressure washers and telescopic bottle jacks. You can order a copy by visiting **www.machinemart.co.uk** or by calling **0844 880 1265**, or you can simply pick up a copy at your local Machine Mart store.

For full terms and conditions, please go to the competition website.

To have a chance to win a shopping spree at Machine Mart simply enter your details at

www.winaworkshop.co.uk



About Machine Mart

Machine Mart is the UK's biggest specialist supplier of automotive tools, equipment and machinery. Established 35 years ago, it now has a growing network of 65 superstores nationwide, with thousands of tools and items of machinery from the world's most respected manufacturers on display. The company prides itself on providing quality products at the most competitive prices, as well as giving unrivalled customer service, technical know-how and after-sales support. Produced twice a year, the Machine Mart catalogue is an essential resource for professional and DIY mechanics alike. Products can be purchased with confidence and ease either in-store, online at www.machinemart.co.uk or via mail order on 0844 880 1265.

COTSWOLD
CLASSIC CAR RESTORATIONS







Restoring the world's most iconic classic cars back to perfection, in the heart of the Cotswolds
+44(0)1793 752 195
www.cotswoldclassiccarrestorations.co.uk

Revotec
Automotive Cooling Specialist

The Ultimate Cooling Kit For Your Classic Car



Why choose a Revotec Cooling Kit?
All our kits feature 3 major elements:



A Revotec Variable Temperature Fan controller. Variable from 70-120°C, with an instant response & No leaking.



A High Power COMEX Fan which is: Waterproof to level IP68, Bearinged, Balanced and rated to operate 24hours.



A set of Laser cut, vehicle specific Brackets and all necessary fittings for a professional installation.

Come and visit us at the
NEC Classic Motor Show 2015
Birmingham
November 13th - 15th
Stand 2-789

LANCASTER INSURANCE CLASSIC MOTOR SHOW THE NEC BIRMINGHAM 2015

Tailormade kits for an ever increasing range of popular classics, Universal Fans, Controllers and Fittings

Revotec Ltd | Tel: 01491 824424 | Fax: 01491 833711 | www.revotec.com

For thousands of cars for sale visit classiccarsforsale.co.uk

YOUR LETTERS

STAR LETTER WINS £100

WRITE TO
classic.cars@bauermedia.co.uk or
Classic Cars, Media House, Lynch Wood, Peterborough, PE2 6EA, UK

STAR LETTER

Emissions admissions

Anyone old enough to remember the sight of Steve Ovett lying by the side of the track during the 1984 Los Angeles Olympics will doubtless recall the terrible smog that blighted California.

To address this the state introduced emissions laws that played havoc with the supercar industry. Ferrari fitted fuel injection to the 512BB and 308 GTB, which which made them slower and less powerful. Aston Martin had a bigger problem with the Tadek Marek-designed 5.3-litre V8 first used in 1969. The EEC then joined in and the problems became pressing.

In the Eighties Aston Martin had no money, as usual. Fitting fuel injection to the standard V8 dropped power to 240bhp, which was unacceptable for the Vantage. So Aston Martin approached the issue with Wallace and Gromit-style ingenuity.

Lift the bonnet of a late V8 and you'll often see an engine-driven compressor that forces air down a tube into the exhaust to dilute the fumes. Because the emissions test was measured in parts per million, the car was able to pass. It's the equivalent of passing a police breathalyser by using a garage airline to dilute your breath. Nevertheless, the cars passed and were driven off by many happy owners.

John Gilligan

Rover P5 convertible

I can confirm the rumours about the Rover P5 convertible sitting somewhere in Switzerland (The List, October 2015) simply because we've owned the car since the mid-Seventies.

It's the only known car converted by Graber and was shown at the 1963 Geneva motor show. We've decided to restore it and I think it will take just one more year of work before it's back on the road.

Claudio Schenk



Graber P5 is alive and well in Switzerland

Last of the Breed

The Aston Martin Monoposto story (Last of the Breed, October 2015) reminded me of when I lived in Mirfield, West Yorkshire where Mr Uberg, whom you mention, had a dental practice. I remember seeing the car at local shows and classic vehicle parades, presumably being driven by Mr Smith in his immaculate white overalls. I also remember it being red, which seems at odds with the photo on page 87 showing a green car with a damaged body as found in 2001.

Antony Rawson



Tim Bristow's 1969 Silver Shadow shows off its new BB Bango paint job

Past and present

I grew up in the UK and was a real daddy's girl who preferred spending time with him and his 1964 Ford Capri to baking with mum. We spent most Saturday mornings scouring scrapyards and fiddling with the car. I had the special task of polishing the badges and always took special pride in it.

There are still few things that give me more joy than taking off the hood, donning a scarf and hitting the open road on a Saturday morning with my husband in his 1974 British Racing Green Triumph Spitfire. His passion for classic cars reminds me so much of my childhood but it's also a treat to see him poring over his collection of *Classic Cars* magazines. It amazes me that he can find any given article about any car at any time in the hundreds of copies but can never find a bag of sugar in the pantry!

Thanks so much for providing him with so many years of reading pleasure as well as reference material for so many projects. I would much rather have him in the garage than off for hours on end on the golf course.

Anna Kruger

Art car Rolls-Royce Silver Shadow

You may be interested in my 1969 Rolls-Royce Silver Shadow, painted a few weeks ago by pop artist BB Bango. It's roadworthy, based on the Isle of Wight and used on a regular basis.

Tim Bristow

Two-tone Renault

How nice to have an article on the almost forgotten Renault Dauphine (Buying Guide, October 2015 issue). It brought back memories of my Uncle Stanley, a loveable rogue and sometime salesman for a Renault dealership. He would arrive in a different car every time we saw him, including 4s, 8s, 16s, Dauphines and the occasional Gordini. He liked nothing better than to offload his rather more suspect trade-ins on to my unsuspecting parents.

One such was a blue Dauphine, which was the height of style at the time. Sadly, it had a prolific appetite for rust and tended to spin at the slightest touch of the brakes on a wet corner or roundabout.

It did however have a redeeming feature: switching quickly between the town and country horns made it sound very much like a French police car, which greatly amused me at the time!

It certainly trumped the Standard Super 10 owned by my sister's then boyfriend. He rigged up a makeshift siren operated by a string under the dashboard. Quite illegal – you couldn't get away with it today!

David Krieger

Corrected

In my interview (My Life in Cars, October 2015) you've mixed up the 1000km race at the Nürburgring with the 6 Hour European Championship held at the same track. I drove Paddy McNally's E-type in the former and the Mini 970S in the latter.

Tatty Turner was tuned by Alan Smith, not Pat Ferguson and was so-named because it appeared at Mallory in unpainted form when new.

Cecil Booth didn't buy XMX 4; he and his daughter still have the ex-Culpan Frazer-Nash High Speed that finished 3rd at Le Mans in 1949. I raced against it many times.

Warwick Banks

Wrong 6 Series

The photo in the November issue's Classic on the Cusp is the current F12/13 6 series BMW, not the E63/64 I think you intended.

Justin Tomlinson

CLASSIC & VINTAGE CARS & MOTORCYCLES

Brightwells is firmly established as one of the top classic vehicle auctioneers in the UK.

Brightwells
CLASSIC VEHICLES
Established 1846

Our next Auction:

Wednesday 25th November at 12 noon

For more details and to view the catalogue, visit **brightwells.com**

2016 AUCTION CALENDAR:
2 March • 11 May • 13 July
21 September • 23 November

Consigning early achieves the best results…
For a free no obligation appraisal,
please contact: Tel: 01568 611122
or Email: classiccars@brightwells.com



1962 Jaguar E-Type S1 3.8 Coupe Sold £118,800



1930 Invicta 4.5-Litre A-Type FHC
Sold £107,800



1933 Morgan Super Sports
Sold £26,400



1958 Mercedes-Benz 190SL Roadster
Sold £77,000



1937 Frazer Nash TT Rep
Sold £236,500

Superb lighting upgrades

Discreet Classic Car DRL'S







Being visible can be a problem in classic cars. Our high power LED bulbs offer an efficient solution.

Dismal dash?

Hopeless headlights?

We have solutions for all 12v car lighting problems.

Money-back guarantee

0121 773 7000

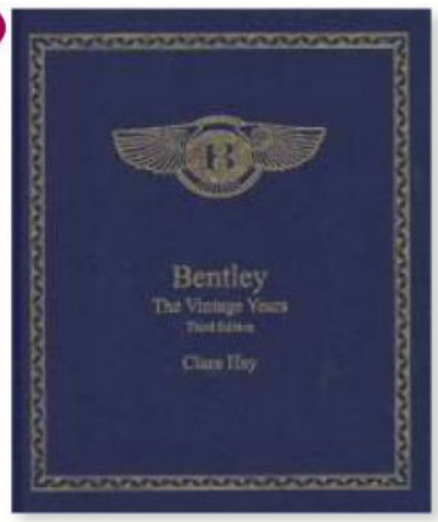
www.bettercarlighting.co.uk

enquiries@bettercarlighting.co.uk

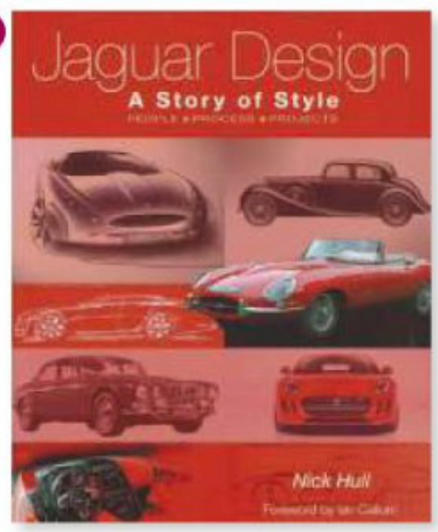
BOOKS & MODELS

Sam Dawson rates this month's most engaging releases

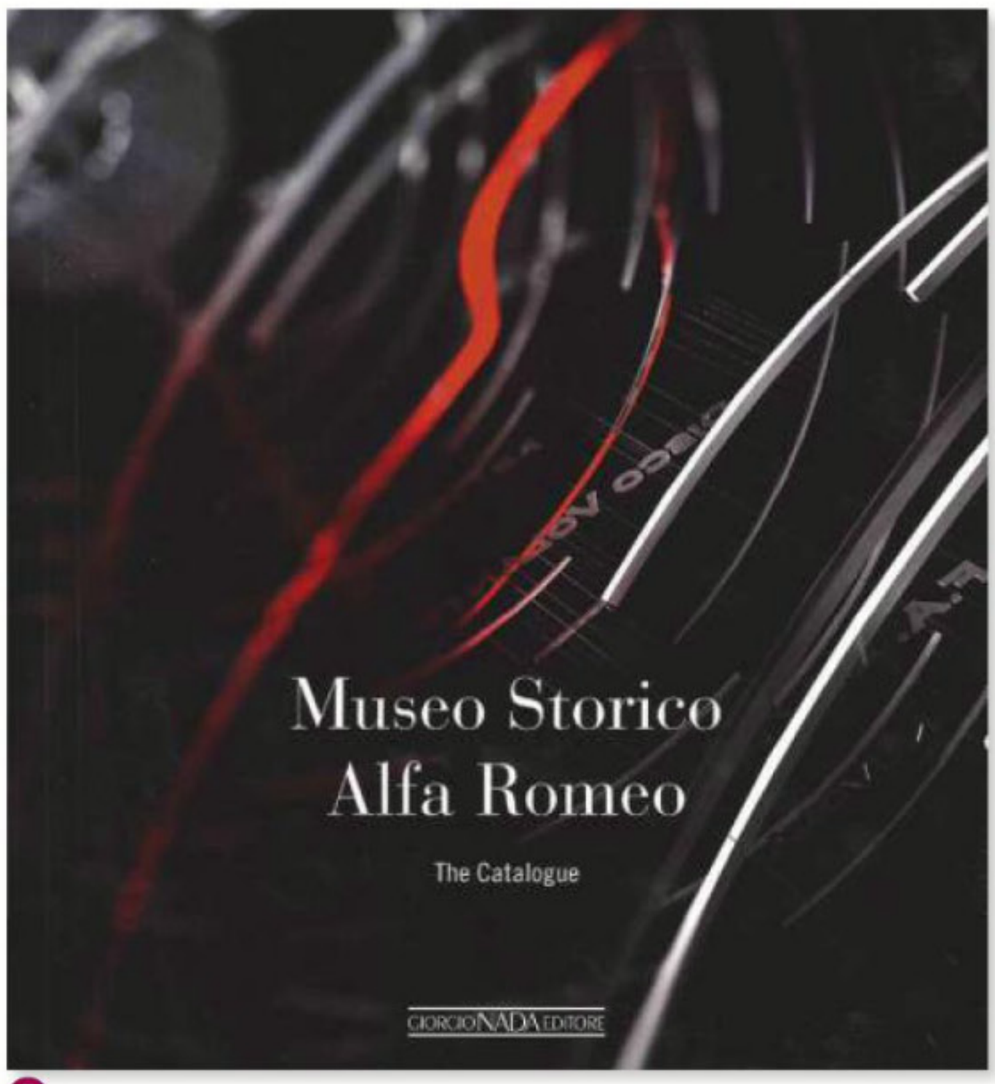
GREAT STORIES



1



2



3

1. Bentley The Vintage Years, Third Edition

By Clare Hay, £400, Number One Press, ISBN 978 0535 82747

You get a bittersweet, almost melancholy feeling from Clare Hay's definitive three-volume tome on pre-war Bentley, akin to reading accounts of extinct animals or seeing photographs of lost historical sites. Hay has, with unparalleled thoroughness and by sourcing period photographs, compiled everything currently available on every vintage Bentley chassis.

She reveals a world dominated by aftermarket coachbuilders dotted around the country, each chassis telling stories of bizarre saloons, glorious art-deco tourers, doctors' coupés, one-off racers and even pickup trucks. Technical information is similarly exhaustive.

They might seem expensive at £400, but these volumes contain a marque history far richer than a glance at many faux-weathered 'Le Mans' cars would have you believe. If you love Bentley, you owe it to yourself to read these books.

2. Jaguar Design: A Story Of Style

By Nick Hull, £90, porterpress.co.uk, ISBN 978 1 907085 29 1

In a world awash with Jaguar histories, Nick Hull's book is refreshingly unique, because he delivers a history of Jaguar as a design house with a pedigree to rival anything from Turin, rather than retreading heavily-worn ground about Le Mans racers and the XK engine.

Beginning with the idea of Swallow Sports as a coachbuilder, Hull traces 'the Lyons line' and separates each era according to predominant design themes and chief stylists, including Malcolm Sayer, Geoff Lawson and Ian Callum.

The book is full of previously unseen photographs and cars that never made it. Four-door E-type saloons, mid-engined Seventies supercars, an XJ-S proposal that looked more like a Maserati Ghibli, and even Eighties plans for an XJ12-based one-box MPV – it all adds up to a new tranche of history that even Jaguar aficionados with libraries full of 'definitive works' will probably be missing.

3. Museo Storico Alfa Romeo

By Lorenzo Ardizio, £60, giorgionadaeditore.it, ISBN 978 88 7911 635 0

This book is a marque history that effectively ends with the 155 in 1993, but also serves as a reminder that there are positive changes afoot at Alfa Romeo. It has been released to coincide with the re-opening of the Arese facility, both as a factory to build the new Giulia saloon and the location of the glorious Museo Storico.

The book is split into two sections, beginning with Alfa's origins as a Darracq outpost and the formation of the racing team, through to Fifties rationalisation. The bulk of the book, backed up by excellent studio photography, examines each exhibit in the Museo, be it a racer, production model or prototype, explaining its special significance in the wider story of Alfa and the reasons for its inclusion.

There are more in-depth model histories out there but as an overview with an optimistic forward-looking feel, Ardizio's sumptuous 224-pager is excellent.

MORE READS

Travels with a Jaguar

By Amos Ball & Christoph Meier-Siem, £POA from jaguartravels.com

The extraordinary story of a history-changing American family, told via travelogue as they toured Europe in their Jaguar Mk VII in 1954. Only 500 copies.

Early Automobiles – A History in Advertising Line Art

By Jim Harter, £18.36, wingspress.com

The confusing origins of the American car industry, and the history of early car advertising, all in one engrossing book. Great value too, if a bit dated.

Classic Mini Specials and Moke

By Keith Mainland, £25, crowood.com

An in-depth look at the Mini's second life after Issigonis had finished with it. Nothing that hasn't seen before, but worth a look for Mini aficionados.

Aston Martin Manual 1921-1958

By Dudley Coram, £95, amoc.org

Reprint of the definitive owners' document, the closest you'll get to a Haynes manual for pre-DB4 Astons.

MODELS



1:18-scale Steinmetz Opel Commodore

£189.99, minichamps.de

This solid-feeling model demonstrates the large-scale potential of resin. Nothing opens but the faithful interior shows how close these touring cars were to production models, with fake wood panelling pleasingly clashing with the roll cage. Panel gaps are consistent, but the windows are stuck on rather than integrated into the doors.



1:43-scale Pegaso Z-102

£68.99, neoscalemodels.com

Scale Pegasos are rare, but Neo's resin reproduces the Touring-bodied car with close attention paid to its bonnet vents and taillights. It's a pity, then, that the separately-applied chrome bodges one of its most distinctive features – namely the elegant intersection of rear three-quarter windows and rear screen – and the basic pressed detail behind the grille looks odd.



1:43-scale Austin Seven

£14.99, oxforddiecast.co.uk

This charming microscopic Austin might betray its low price with a few overly-chunky suspension details, but it's the way Oxford's modellers have shown willing that impresses most. There's a lightness of touch to the spindly wheel spokes and gold double-coachlining, and even the chassis members are reproduced underneath. Extremely impressive given the price.



1:43-scale Daimler SP250

£24.99, oxforddiecast.co.uk

Top marks for the subject, although certain details are ill-fitting, including the sidescreens (although you could reasonably say that of the real thing). Numberplates are oversized too, although crucially the unusual shape cannot be faulted. It's also good to see that Oxford has managed to avoid the perennial budget-1:43 problem of overly-shallow panel gaps.

Mini Cooper S
Reader set free in Lake District



Porsche 924
Snap up a Stuttgart steal



Fairlane Thunderbolt
We test the Goodwood sensation



NEXT MONTH

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

50TH ANNIVERSARY SPECIAL

JENSEN INTERCEPTOR
WE CELEBRATE THE BRIT BRUISER AT 50



PLUS

TRIUMPH GT6 Liberated after 30 years in a haystack
FROM MERC 600 TO SLS Inside a South African hoard
RENAULT 5 TURBO Trans-Europe buying adventure

Contents may change

JANUARY ISSUE ON SALE NOVEMBER 25

UKHS.tv

THE BEST TOOLS & GARAGE EQUIPMENT* WITH MAJOR SAVINGS™

TOP BRANDS Wolf® SEALEY JUST A CLICK AWAY

SKY BLASTER® POWER CLEAN WHERE YOU'VE NEVER REACHED BEFORE

So much more than a conventional power washer - It's a total outdoor cleaning system.



COMPLETE WITH:

SKY REACHER LANCE

Great for cleaning the roof of a conservatory, cleaning on top of a van or caravan, cleaning and clearing guttering, cleaning 1st floor and awkward to reach windows, even cleaning lichen from roof tops - in fact the Sky Blaster is the safe and easy way to tackle your high level cleaning with your feet firmly on the ground. For everyday uses, you get a lance with extender plus a vario attachment, a turbo attachment, an angled nozzle, a window and car cleaning brush plus a foam sprayer. Quick 'click & connect' accessories make it easy to change from a brush to a jet or from a vario lance to a foam sprayer. **PLUS** you get the amazing 4M long **SKY REACHER™ lance giving you a huge 6 metre reach.**

HURRY £30 OFF

NORMALLY £129.99

SAVE £30

QUOTE PROMO CODE: SKY30

Now £99.99
P&P: £6.98
ORDER: 104322

ADD THIS PATIO & DECK CLEANER to your Sky Blaster order.

FOR JUST £19.99
ORDER: 104587

Wolf® 9.5CFM, 2.5HP COMPRESSOR KIT



- Fully automatic
- 115psi • Twin air outlets • Air outlet pressure regulator
- Choice of 24L or 50L air receiver • Offer includes 13 pc air tool kit comprising -Professional Syphon feed spray gun, tyre inflator, blowgun, paraffin gun, 7 pc inflator set, 5M length of hose with Q/R fittings.

Order Code:	Model:	List:	Our Price:	Del:
101775	Sioux 25	£312.98	**£109.99**	£9.98
101918	Sioux 50	£442.98	**£154.99**	£11.99

Wolf® 14 CFM DAKOTA 3HP, 150PSI



- Fully automatic
- MWP- 150psi • 3HP 240V Motor • Twin cylinder pump • Quiet belt drive • 90L air receiver • Twin air outlets • Air outlet pressure regulator

PORTABLE 90L AIR RECEIVER

SAVE £490 OFF LIST PRICE
ONLY £239.99
P&P: £19.99
ORDER:100128

Wolf® 14 CFM DAKOTA 3HP, 150PSI



- Fully automatic
- 150psi • 3HP 240V Motor • Twin cylinder pump • Quiet belt drive • 150L air receiver • Twin air outlets • Air outlet pressure regulator

LARGE 150L AIR RECEIVER

SAVE £450 OFF LIST PRICE
ONLY £369.99
P&P: £24.98
ORDER:100235

Wolf BLASTER MAX 2 MASSIVE 165BAR 2200 WATT POWER WASHER



- Max pump pressure: 165BAR • Motor: 2,200 watts (3.0HP) • Built in detergent container • Comes with high pressure lance, Vario nozzle, Turbo nozzle, Angled nozzle (for cleaning under cars and gutters), Car brush and Patio cleaner Water flow rate: 5.5 litres/min • Automatic stop / start • 15Kg

SAVE £179 OFF LIST PRICE
ONLY £99.98
P&P: £9.98
ORDER:104977

Wolf® MIG 140 PRO



- Turbo fan cooled • 30 amps-135 amps welding current • 6 selectable power settings • Smooth DC output current • Non live torch • Operates from a 230v • Complete with lots of accessories.

SAVE £290 OFF LIST PRICE
ONLY £199.99
P&P: £9.98
ORDER:104471

Wolf® COMBAT TOOL



The powerful 260watt Wolf Combat Tool is supplied with a large range of accessories • A semi circular wood cutting blade • A delta sanding backing pad • 20 assorted grit size delta sanding sheets • A 34mm wood cutting end cutter A narrow 20mm wood cutting end cutter • A very narrow 10mm wood cutting end cutter • A stainless steel stepped scraper blade • PLUS: A DIAMOND TIPPED semi circular cutting blade. **GREAT VALUE**

SAVE £60 OFF LIST PRICE
ONLY £29.99
P&P: £3.98
ORDER: 106126

Wolf® 3 TON TROLLEY JACKS

4 X4 TROLLEY JACK Min Ht.150mm Max Ht.530mm Weight 20Kg Dims 680 x 290 x185mm

QUICK LIFT GARAGE JACK Min Ht.150mm Max Ht.510mm Weight 37.2Kg Dims 685 x 346 x180mm



ONLY £59.99
P&P: £9.98
ORDER: 100108

ONLY £89.99
P&P: £9.98
ORDER: 100392

Wolf® DIGITAL INVERTER GENERATORS

LIGHTWEIGHT & QUIET RUNNING 4 STROKE ENGINES

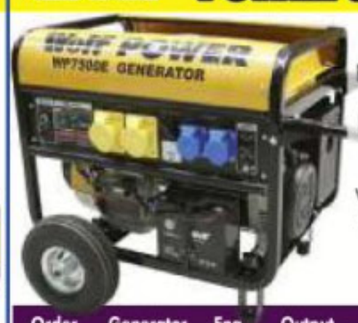
1 FINGER PICK UP



Very stable voltage & frequency - ideal for sensitive electronics such as TV's, computers, etc. • Overload protection • Low oil alert • Fuel efficient with idle control • Output voltage: 230v + 12v battery charging. Noise only 58dBA @ 7M

	WPG950	WPG1200
	800w - Max 700w Cont. Weighs only 9.5Kg	1200w - Max 1000w Cont. Weighs only 15Kg
	ONLY £169.99 P&P: £9.98 ORDER: 104238	ONLY £269.99 P&P: £9.98 ORDER: 104239

Wolf® POWER GENERATORS



Top quality, high performing generators for site use and standby power. Fitted with Wolf 4 stroke petrol engines. Single voltage and dual voltage available. Electric start models shown with * in table. Full spares & service backup.

Order Code	Generator Model	Eng. HP	Output Voltage	Watts (Max)	Our Price:	Del
102664	WP2500LR	6.5	240V	2500	**£199.99**	£14.99
104846	WP3500OLR	6.5	240/110V	3200	**£239.99**	£19.99
100220	WP3500E†	6.5	240/110V	3200	**£299.99**	£19.99
100359	WP5000P	11	240V	5000	**£389.99**	£24.98
100221	WP7500E†	15	250/110V	7000	**£479.99**	£24.98

† denotes electric start

Wolf® TOOL STORAGE



CHECK IT OUT
26", 36" and 42" ranges of professional tool storage, together with a full range of garage equipment on our website at fiercely competitive prices.

HANDYMAN TOOL STORAGE SET With detachable top box



Dims 400x280x802mm (LxDxH) Wt. 8.7Kg

ONLY £49.99
P&P: £6.98 / ORDER: 104956

ENTHUSIAST TOOL STORAGE SET With detachable top box



Dims 455x280x910mm (LxDxH) Wt. 11.9Kg

ONLY £59.99
P&P: £6.98 / ORDER: 104957

Wolf® 200 BAR PETROL POWER WASHER



- Wolf 6.5HP OHV Engine • Max. Pressure: 200 BAR • Low oil level shut down • Thermal relief valve • Strong Steel Frame • 8 litres / min flow rate • Heavy Duty Lance with 4 Quick Fit Nozzles & Chemical Nozzle • 6 M High Pressure Hose • 8" all terrain wheels • 37Kg

ADD THIS 15M High pressure extension hose
Order Code: 106162 - £39.99

ONLY £229.99
P&P: £19.99
ORDER: 102598

BUY FROM US 24 HRS 7 DAYS A WEEK

LOW DELIVERY COST TO NORTHERN IRELAND

www.ukhs.tv / 0330 123 0001

Calls to this number are charged at your normal geographic rate & this number will be included in any discount/free call packages as part of your mobile/landline contract.

payments powered by WorldPay · DELTA · MasterCard · PayPal · Maestro · VISA

4 EASY WAYS TO BUY: ONLINE • PHONE • BY POST • CALL & COLLECT. Please make cheques payable to 'UK Home Shopping Ltd' UKHS House, Prospect Close, Kirkby In Ashfield, Notts, NG17 7LF. All P&P prices quoted are for most parts of the UK mainland only. Areas such as offshore destinations including Northern Ireland will incur surcharges. P&P pricing can be confirmed by our sales helpline. If paying by cheque, please allow 21 days for delivery. Full after sales support. Whilst stocks last. Delivery 3 - 5 days unless otherwise stated. 12 Months warranty. Savings quoted refer to a saving from published list prices, or catalogue prices, or previously advertised prices. Prices include VAT. *in our opinion. Offers valid while stocks last or until 30th November 2015.

"We went to the cemetery and the first grave was one of our soldiers. It broke me up."

Ernie Prior
Resident of The Royal Star & Garter Homes

Monte Cassino was one of the Second World War's toughest and bloodiest battles in Western Europe. When ex-trooper Ernie Prior returned there to visit the Allied cemetery, the first grave he came across was a soldier from his regiment. The memories are still vivid in his mind all these years later.

Today, Ernie needs specialist nursing and therapeutic care so that he can remain independent and enjoy life. However, as a charity The Royal Star & Garter Homes can only continue to care for Ernie with your help.



At this time of Remembrance show your support for Ernie and others like him by making a donation to The Royal Star & Garter Homes.

Call **020 8481 7676** (Quoting **RM15**)
Text **support** to **70004** to donate £3
Visit **www.starandgarter.org/ernie**

give with confidence

Registered Charity No. 210119
The Royal Star & Garter Homes
15 Castle Mews, Hampton, Middlesex, TW12 2NP

Texts cost £3 plus network charge. The Royal Star & Garter Homes receives 100% of your donation. Obtain bill payer's permission. Customer care 020 8481 7676. Charity No 210119.

The Royal Star & Garter Homes
Caring for the nation's military family since 1916



With over 30 Years of providing award winning restoration work, to revive some of the finest examples of classic motoring history. Clark & Carter are a family run business with traditional methods of restoring and maintaining classic cars with the utmost care and highest quality.

• Restoration • Coachwork • Servicing • Trim • Complete Ash frame and repairs • Panel fabrication and repairs
• Modern and traditional paint finishes • Parts • Wood polishing and veneering • Mechanical and component re-builds

Visit us online or contact us for details of our professional services

Clark & Carter Restorations Ltd

International award winning specialists in Rolls-Royce, Bentley and Porsche

Shardloes Workshops, Church Road, Cressing, Braintree, Essex CM77 8PN

Rolls-Royce Bentley Specialists Association

01376 584 392 info@clarkandcarter.co.uk
01376 584 773 www.clarkandcarter.co.uk

For thousands of cars for sale visit classiccarsforsale.co.uk

OUR CARS

What we've been up to with our classic cars this month...

None of the problems stopped Phil enjoying drives to Salon Privé...

Phil faces up to the winter joblist

THE STORY SO FAR



1962 Jaguar E-type Series 1 FHC
Owned by Phil Bell
phil.bell@bauermedia.co.uk
Time owned Five years
Miles since last report 953
Latest costs £120
Previously Refitted a rear hub in time for Le Mans

This has been a typically busy summer for the E-type, with memorable cross-country drives to the Silverstone Classic, Salon Privé, Kop Hill Climb and more.

It's meant learning to live with a few niggles rather than disable the car during the best of our driving weather, but with winter looming it's time to plan for the next stint of garage action.

One of those faults is a clunk from one of the propshaft universal joints whenever I come on or off the power. What escalates the problem from irritating to annoying is the fact that in order to change it I will have to remove the rear axle assembly, complete with suspension, brakes and subframe. For the third time in the five years I've owned the car. That's because the propshaft runs in an enclosed tunnel, trapped by the gearbox flange at one end and the differential flange at the other.

So I decided to pay Jaguar Enthusiasts Club tech advisor and independent specialist Ken Jenkins a visit up in Worksop to see if the differential whine could be cured while I had everything apart. After a good road test he reckoned the noise wasn't that bad and that the chances of making it silent weren't great. Even Jaguar struggled with that when they were new, apparently.

While I was there he drained and refilled the differential with a more modern limited-slip differential 90 oil than I'd been using, and changed the gearbox oil for Millers 40 Pistonease, which he thought would help the synchromesh.

He also noticed an extra clunk from the rear drivetrain, and found a worn outer universal joint on the rear axle. And one of the rear wheelbearings – the one that I didn't replace earlier this year – has insufficient play.

Diagnosing the cause of no engine oil pressure reading was another job on my list, but Ken offered to fit a replacement sender there and then. As I left his workshop and headed south, my head crammed with advice and overflowing with the winter tasks ahead, at least I had the reassurance of 50psi oil pressure staring back at me from the dashboard.



...and Kop Hill Climb while the sun shone



Ken Jenkins found more faults for Phil to deal with over winter



Russ's hood-stretching technique: innovative and effective in a cool climate

Inside for a long stretch

THE STORY SO FAR



1972 Alfa Romeo Spider 2000
Owned by Russ Smith
russ.smith@gmx.com
Time owned 4½ years
Miles this month 214 **Costs** £5.93
Previously New exhaust system fitted

Sometime last year I bought a good secondhand hood and frame for the Spider, as that seemed like a better option than repairing the existing frame and getting a new hood. And it would have been, if the top's material hadn't shrunk in storage so the latches didn't reach the header rail. Apparently the correct way to store a soft-top is in the raised position.

Anyway, while I moved house and generally prevaricated, I simply used the car with the top down. But as the end of this summer approached – a summer I missed the best of while fixing the Alfa's blown cylinder head gasket – I figured it was time to get on with the job in hand.

Various solutions had been offered on the alfabb.com forum, but most involved living somewhere hot and humid (South Carolina rather than south Lincolnshire) where you can soak the hood on a hot day and stretch it. So I came up with a more temperate and less muscle-dependent idea. Just under six quid bought me a set of four ratcheting tie-down straps. I hooked these between each end of the hood's header rail, by the latches, and the other ends to large hooks I'd screwed into the garage doorposts.

A heater was fired up in the garage and I soaked the hood material using a hand-sprayer bottle that used to contain glass cleaner. Then I spent the best part of a week steadily tightening the ratchets while simultaneously ensuring that the top stayed wet enough to be pliable.

This technique didn't provide the whole solution, however; it transpired that the screen surround was further forward on the passenger side than the driver's side, retained there by an incorrectly aligned door window frame. So I adjusted that and used a spare ratchet strap to carefully pull the screen frame back into line, praying that the screen didn't crack in the process.

Luckily it didn't and I was finally able to latch the hood up. And it stayed in that position for a couple of weeks while I used the car in all weathers to get both mohair and metal used to their new positions. That seemed to work. The few faint ripples in the material smoothed themselves out – and when I finally dared to unlatch the top, it raised and latched right up again. Phew!

It seems some of you have already contacted Vintage Sports Car Services about the Penrite NLGI 00 Semi Fluid Grease I reported on using in my leaky steering box two issues back. I can now report that this seems to be staying in the steering box, unlike the recommended EP90 oil, and the steering has been greatly improved over how it had been; my Spider now feels like all the other Seventies 105 series Alfas I've driven. So I'm convinced and will be sticking with it.


Window frame had to be adjusted to fit

In need of a chippy – and a welder too

THE STORY SO FAR



1973 Range Rover
Owned by Charlie Magee
classic.cars@bauermedia.co.uk
Time owned One year
Miles this month 1000 **Costs** £400
Previously Tried to ignore rampant underbody corrosion by scouring eBay for a period overdrive

It feels like I've only just got the Range Rover back from EH Douglas, who fitted a reconditioned Fairey overdrive, and the summer is fast becoming a memory. All those planned country drives and trips to the seaside haven't happened. In fact whatever free time I've had with the Range Rover has consisted of filling it full of all sorts of garden rubbish and becoming regulars at our local refuse centre. The number of tip-runs must now be well into double figures.

After the last one, during which the Range Rover was packed to the rafters with a dismantled garden shed and its numerous inhabitants, I felt I was becoming a little insensitive to the car's needs – and mine too. I decided I had to make time for some R'n'R in the Range Rover and plumped for an afternoon at the beach and some fish and chips to celebrate.

Some of the Range Rover's eight-legged lodgers came too. Mrs T's fish and chips tasted pretty good when eaten from our perch on the tailgate and the run gave us a chance to see the full effect of those extra gears.

The transmission tunnel is now sporting more levers than the average railway signal box, while cruising is generally more relaxing but definitely not quieter. I didn't have much expectation of hearing the radio at motorway speeds, but normal conversation is just about possible (it's certainly possible to hear a small person in the back shouting 'spider!') The coastal run also gave me a chance to see if, like our numerous trips to the tip, double-figure fuel economy might be a possibility. I think not, as with the extra top gear the temptation now is to synchronise our speed with other cars and not the trucks.

The next job on the agenda – after fumigating the whole thing to rid it of any other creatures that may be lurking – is to attend to the perennial corrosion problem. New sills – a whole new can of worms. Oh, I forgot to mention the worms...


Now this is our kind of tailgating

Machine Mart®

24075

WHERE QUALITY COSTS LESS



NOW 65 SUPERSTORES NATIONWIDE

Clarke HEAVY DUTY INSTANT GARAGES
UP TO 24' (7.3M) LONG



ZIP CLOSE DOOR



LENGTH UP TO 24'
MODEL SHOWN CIG1220 (20'x12'3")

Great for use as a garage, workshop or storage area

NEW
ACCESSORY: ROLLUP DOOR KIT PROVIDING EASY ACCESS USING SIMPLE PULLEY SYSTEM £17.99 INC.VAT

- Extra tough, triple-layer, waterproof cover
- Fully UV treated for long-term protection
- Heavy-duty, powder-coated steel tubing
- Ratchet tightening to ensure drum-tight cover
- Includes ground anchoring system

FROM ONLY £219.00 EXC.VAT £262.80 INC.VAT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

Clarke INSTANT SHELTERS/WORKSHOPS







Great for use as a garage, workshop or storage area.

- Extra tough, triple-layered, waterproof polyethylene cover
- Fully UV treated for long-term protection
- Heavy-duty, powder-coated steel tubing to protect against peeling, rust, chipping and corrosion
- Ratchet tightening and web strap components ensure drum-tight cover
- Bright white interior provides enhanced illumination
- Includes anchoring system

FROM ONLY £149.98 EXC.VAT £179.98 INC.VAT

MODEL	SIZE (LXWXH)	EX VAT	INC VAT
CIS88	2.4 x 2.4 x 2.4M	£149.98	£179.98
CIS612	3.7 x 1.8 x 2.4M	£169.98	£203.98
CIS1212	3.7 x 3.7 x 2.6M	£209.98	£251.98

4 EASY WAYS TO BUY...

IN-STORE 65 SUPERSTORES
MAIL ORDER 0115 956 5555
ONLINE machinemart.co.uk
CLICK & COLLECT

WINTER IS COMING - BEAT THE CORROSION!
BLAST WATER OFF YOUR CAR IN SECONDS.



From £99



4HP* BLASTER
5 year warranty

USA MADE

1.3HP* SIDEKICK
2 year warranty

Fight rust with Blaster Dryers. Quickly and safely blast moisture out of every nook and cranny leaving your classic streak free. Completely safe for all paint and chrome finishes. * Peak HP.



CLASSIC CAR XMAS SPECIAL!
FREE CARRIAGE on Blaster, Sidekick & Master Blaster orders!*
* To UK mainland. For Highlands & Islands add £6. Valid until 30/11/15. Use coupon code "CLCAR15" to redeem discount.

240 volts. CE approved.
Video and full spec on website.
+44 (0)20 8502 7034 E&OE

**Shown with optional dolly.

VISA PayPal

BUY ONLINE WWW.CARDRYERS.CO.UK

Visit us at NEC Motor Show in Hall 2



PARKING LIFTS

NEXT GENERATION SMART DESIGN.
WIDEST RANGE OF MODELS
INCLUDING BESPOKE UNITS.
CALL FOR PROFESSIONAL ADVICE.

OUR PARKING LIFTS OFFER UNRIVALLED SOLUTIONS TO ALL YOUR PARKING NEEDS BOTH HOME & COMMERICAL.

PARKING LIFTS
SHARED POST OFFERS SPACE SAVING DESIGN. THE BEST SOLUTION FOR TIGHT PARKING SITUATIONS.

STRONGMAN TOOLS LTD EST. 1991

01926 298800
www.sm-t.co.uk
sales@sm-t.co.uk
/STRONGMANTOOLS @STRONGMANTOOLS

Innovation & Excellence



Solo run in the countryside on this year's Drive It Day made up for previous hassles

Problem child finally comes of age

THE STORY SO FAR



1977 MG Midget 1500
Owned by Mike Le Caplain
mike.lecaplain@bauermedia.co.uk
Time owned 12 years
Miles this month None
Costs None
Previously Lots of bodywork, lots of driving

As excuses for buying a classic car go, chucking someone else's brand-new Morgan Plus 8 round a test track with more exuberance than talent is arguably a pretty good one. And it's fair to say that those 30 glorious minutes had quite an effect on me – not long after I found myself handing over a large wad of money to a complete stranger in return for my first ever classic car, specifically a 1977 MG Midget 1500 with lumpen rear wheelarches and an occasionally truculent starter motor.

It's probably just as well I didn't know what else PCB 120S had in store for me during those early years because getting to where we are today has been a long journey. Extensive spells of inactivity before I bought it (the MoT paper trail suggests its annual test was pretty much all the use it got for years) meant I spent what felt like years chasing various issues, and its poor hot running and starting in particular. A rather arcane combination of a new carburettor heat shield, reconditioned radiator, electric fan, red-top rotor arm, electric fuel pump, NGK spark plugs, and Aldon Ignitor electronic ignition finally cured it.

It has since repaid my ministrations by lunching its head gasket on the way home from MG Live! in 2012, its Bendix drive during last year's Lavenham Press Tour, its hood on the way to its NEC show debut in 2013 and its exhaust on the way home from same. It also spent the last three months of 2011 in intensive care being divested of much rotten bodywork and plated-over chassis box sections.

It's not finished, of course. The bonnet's double-skinned leading edge is as pitted as the day I bought it and the NEC's cruel and unforgiving lights revealed that the bonnet itself is painted a subtly different shade of Vermillion to the rest of the car.

But at least now I can just drive it. MG purists may sniff at the Triumph engine but I rather like its torquey nature. And while I suspect polyurethane bushes would tighten the handling a little it's still an exhilarating car to chuck into corners; the original tippy-toes suspension was lowered years ago.

And if the rate at which Midget 1500s are currently being shorn of their Federal-spec plastic bumpers is anything to go by, mine will probably be rarer than a Ferrari 375 America before long.

Meantime, I have a few months in which to prepare the car for what I hope will be its longest trip yet in my ownership – next year's Le Mans Classic.



Ready for the off at last year's Lavenham Press Tour



Poorly Midget goes under the knife in winter 2011

Machine Mart®

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS



Clarke ENGINEERS HEAVY DUTY STEEL WORKBENCHES



FROM ONLY £149.98 EXC.VAT £179.98 INC.VAT

- Sturdy lower shelf
- Durable powder coated finish

Shown fitted with optional 3 drawer unit ONLY £84.99 Ex.VAT £101.99 Inc.VAT

INCLUDES SINGLE LOCKABLE DRAWER

MODEL	DIMS WXDXH (MM)	EXC.VAT	INC.VAT
CWB1000B	1000x650x880	£149.98	£179.98
CWB1500B	1500x650x880	£199.98	£239.98
CWB2000B	2000x650x880	£259.98	£311.98

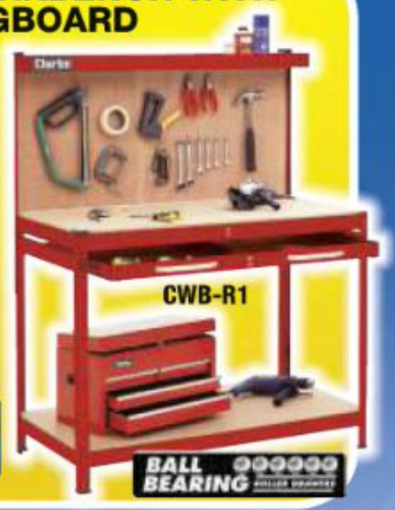
Clarke WORKBENCH WITH PEGBOARD

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

Available in Red or Galvanised Finish

- Dimensions (WxDxH) - 1150 x 560 x 1440 mm
- Pegboard back wall with 30 hooks supplied

£59.98 EXC.VAT £71.98 INC.VAT



Clarke PREMIUM CHESTS/CABINETS

① £99.98 EXC.VAT £119.98 INC.VAT

BALL BEARING ROLLER DRAWERS

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

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS



MODEL	DESCRIPTION	DIMS WXDXH(MM)	EXC.VAT	INC.VAT
CLB600	6 Dr chest	660x305x365	£78.99	£94.79
① CLB900	9 Dr chest	660x305x475	£99.98	£119.98
CLB200	2 Dr step up	672x310x195	£49.98	£59.98
CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
② CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

② £199.98 EXC.VAT £239.98 INC.VAT

MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS



Clarke

- Superb quality & value for automotive workshops

NOW INCLUDES BALL BEARING ROLLER DRAWERS



FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION



④ £64.99 EXC.VAT £77.99 INC.VAT

③ £49.98 EXC.VAT £59.98 INC.VAT

PROTECTIVE TOP MAT

⑤ £169.98 EXC.VAT £203.98 INC.VAT

MODEL	DESCRIPTION	DIMS WXDXH(MM)	EXC.VAT	INC.VAT
MECHANICS RANGE				
① CTC600B	6 Dr chest	600x260x340	£52.99	£63.59
CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
② CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.99
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
PROFESSIONAL RANGE				
③ CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
④ CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
⑤ CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

RUBBER GRIP SIDE HANDLES

GAS STRUTS Hold lid open

① £269.98 EXC.VAT £323.98 INC.VAT

EXTRA DEEP DRAWERS

ALSO BLUE / YELLOW / BLACK & GOLD



EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE



② £459.00 EXC.VAT £550.80 INC.VAT

EXTRA LARGE DRAWER PULLS



1.5M TALL

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



* Except on CBB231B & CBB230B

MODEL	SIZE	DESCRIPTION	DIMS WxDxH(mm)	EXC.VAT	INC.VAT
CBB306BG	36"	6 Dr Chest	910 x 305 x 47	£169.98	£203.98
CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
① CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
② CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80

② £119.98 EXC.VAT £143.98 INC.VAT

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

HEAVY DUTY & PROFESSIONAL

THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction

MAX. WEIGHT LOADING 500KG EVENLY DISTRIBUTED



RUBBER GRIP SIDE HANDLES

EXTRA LARGE DRAWER PULLS

⑤ £249.98 EXC.VAT £299.98 INC.VAT



FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

BLUE

YELLOW

BLACK & GOLD

MODEL	DESCRIPTION	DIMS WXDXH(MM)	EXC.VAT	INC.VAT
① CBB206B	6 Dr Chest	710x328x365	£99.98	£119.98
② CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
③ CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
④ CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
⑤ CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98



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

Clarke HD PLUS TOOL CHESTS/CABINETS

③ £179.98 EXC.VAT £215.98 INC.VAT



LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

BALL BEARING ROLLER DRAWERS





LARGE 37" CABINET

MODEL	DESCRIPTION	DIMS. LXWXH MM	EXC.VAT	INC.VAT
① CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
② CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
③ CBB309DF	9 Dr chest	975x370x420	£179.98	£215.98
④ CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80

NEW



23975

Clarke HEAVY DUTY BOLTLESS SHELVING

Boltless, quick and easy assembly (only a mallet is required)

- Tough steel frame
- Adjustable height shelves
- 5 easy wipe clean laminate board shelves
- (W)1220 x (D)460 x (H)1830

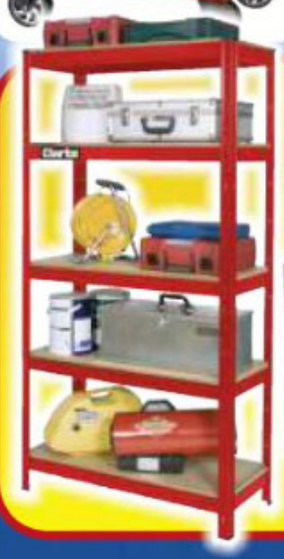
ONLY £79.98 EXC.VAT £95.98 INC.VAT

CORNER UNIT



BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH



ROLLED EDGE UPRIGHTS GIVE:

- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

Clarke BOLTLESS SHELVING

- Simple, fast assembly in minutes using only a hammer

ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT



FROM £29.98 EXC.VAT £35.98 INC.VAT

150 KG PER SHELF (evenly distributed) Strong 9mm fibreboard shelves

350 KG PER SHELF (evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

SAVE 10%

WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST £17.99 INC.VAT

CHOICE OF 5 COLOURS

RED, BLUE, BLACK, SILVER & GALVANISED STEEL

MODEL SHELF DIMS	WxDxH(mm)	EXC.VAT	INC.VAT
150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98

ALL SIZES/SPECIFICATIONS ARE APPROXIMATE

SEE NEXT PAGE FOR MORE!

Machine Mart®

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS



ALUMINIUM RACING JACKS



FROM ONLY £84.99 EX.VAT £101.99 INC.VAT

BEST SELLER

* steel chassis

• Quick lift • Non-marking nylon wheels • Rubber contact pad - helps protect vehicle undersides

MODEL	EXC.VAT	INC.VAT
1.25 tonne	£84.99	£101.99
2 tonne	£149.98	£179.98
2.5 tonne*	£139.98	£167.98

LOW ENTRY ONLY 85MM

Clarke RACING

airmaster TURBO AIR COMPRESSORS



8/250 Superb range ideal for DIY, hobby & semi-professional use

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

BIG 2HP 7.5CFM

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
Tiger 8/250	2Hp	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2Hp	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5Hp	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2Hp	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5Hp	9.5	50ltr	£149.98	£179.98

Clarke 2 TONNE TROLLEY JACKS



FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

CTJ2001G

MODEL	TYPE	EXC.VAT	INC.VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY	£24.99	£29.99
CTJ2250LP *	Low Profile	£39.98	£47.98
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ2GLC	Pro Long High Lift	£169.98	£203.98

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke 3 TONNE JACKS



FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

QUICK LIFT

JACKS ALSO IN STOCK UP TO 5 TONNE

CTJ3000G

MODEL	TYPE	SADDLE HEIGHT MIN-MAX MM	EXC. VAT	INC. VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ3QLG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	145-520	£84.99	£101.99

Clarke 5 PIECE AIR TOOL KIT



KIT1100

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

• Gravity Fed Spray Gun • Air Wash Gun • Tyre Inflator • Air Blow Gun • 5 Metre Air Recoil Hose

Also available 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun Only £14.99 EX VAT £17.99 INC VAT

Clarke INDUSTRIAL AIR COMPRESSORS



FROM ONLY £369.98 EX.VAT £443.98 INC.VAT

Offers the durability & reliability demanded by professionals.

• Cast iron pumps on SEV11C, SE16 and SE19 • Twin cylinder pumps (except SE11) • Motor overload protection • Petrol models available

UK BUILT H/DUTY

MODEL	CFM	MOTOR (HP)	RCVR (LTR)	EXC.VAT	INC.VAT
SEV11C*	9	2	100	£369.98	£443.98
SE16C100*	14	3	100	£399.00	£478.80
SE16C150÷	14	3	150	*£429.00	£514.80
SE16C200÷	14	3	200	‡£499.00	£598.80
SE18‡	18	4	200	^£549.00	£658.80
SE26^	23	5.5	200	▲£679.00	£814.80
SE29+◊†	28	2x3	270	£969.00	£1162.80
SE36^•	30	7.5	270	£979.00	£1174.80
SE37+◊†	36	2x4	270	£1099.00	£1318.80
SE46#^	40	10	270	▼£1449.00	£1738.80

*230V Supply +Run From 30 Amp Supply ‡Run From 40 Amp Supply ^400V 3 Phase •Supplied With Direct On-Line Starter ◊Supplied With Sequential Direct On-Line Starter †V-Twin #Supplied With Pre-Wired Star Delta Starter

*was £526.80 inc.VAT ‡was £622.80 inc.VAT ^was £682.80 inc.VAT ▲was £826.80 inc.VAT ▼was £1798.80 inc.VAT

Clarke JET9000 JETSTAR PRESSURE WASHERS



• JET8000 & 9000 include hose reel • Detergent applicator for extra cleaning power

FROM ONLY £54.99 EX.VAT £65.99 INC.VAT

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1750	1600w	1522psi	£54.99	£65.99
JS1900	2000w	1957psi	£79.98	£95.98
Jet8000	2400w	2610psi	£139.98	£167.98
Jet9000	2600w	2900psi	£159.98	£191.98

Clarke AXLE STANDS



• Ratchet action for quick height adjustment • Sold in pairs

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

3 TON & 6 TON MODELS

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke CAR RAMPS



• Lift cars safely and quickly • Tough angled steel construction

FROM ONLY £26.99 EX.VAT £32.39 INC.VAT PER PAIR

UK MADE

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000KG	£26.99	£32.39
CRW25	2500KG	£36.99	£44.39

Clarke HIGH FREQUENCY BATTERY CHARGERS



HFBC12/24

• Energy efficient inverter, protects battery from high current damage • Microprocessor provides appropriate charging rate • Variable current output for quick, medium or trickle charge

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

NEW RANGE

MODEL	MAX CHARGE	MAX BATTERY	EXC.VAT	INC.VAT
HFBC12	6 Amps	100Ah	£39.98	£47.98
HFBC12/24	20 Amps	200Ah	£69.98	£83.98

Clarke HYDRAULIC PRESSES



PROFESSIONAL QUALITY Built for tough daily use in automotive/industrial workshops • All models include gauge

MODEL	EXC.VAT	INC.VAT
4 ton bench‡	£129.98	£155.98
10 ton bench*	£189.98	£227.98
12 ton floor*	£239.98	£287.98
20 ton floor*	£399.00	£478.80
50 ton floor‡#	£1598.00	£1917.60

was £1978.80 inc.VAT

* Available with/without 7 pce pin, bracket & pressing plate ‡Without kit

FROM ONLY £129.98 EX.VAT £155.98 INC.VAT

Clarke HYDRAULIC BOTTLE JACKS



FROM ONLY £7.99 EX.VAT £9.59 INC.VAT

‡ NEW Telescopic Range

MODEL	EXC.VAT	INC.VAT	MODEL	EXC.VAT	INC.VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	10 tonne‡	£69.98	£83.98
5 tonne‡	£49.98	£59.98	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke BC520N BATTERY CHARGERS/ENGINE STARTERS



FROM ONLY £47.99 EX.VAT £57.59 INC.VAT

• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL	MAX AMPS CHARGE/BOOST	EXC.VAT	INC.VAT
BC100N	15/100	£47.99	£57.59
BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E*	35/400	£119.98	£143.98
BC205N NEW	30/200	£169.98	£203.98
BC520N‡	50/510	£179.98	£215.98
BC430N NEW	60/400	£369.00	£442.80

*was £155.98 inc.VAT ‡was £227.98 inc.VAT

Clarke 3HP V TWIN AIR COMPRESSORS



FROM ONLY £219.98 EX.VAT £263.98 INC.VAT

• Suitable for powering all common air tools & spray equipment

TIGER 16/510

MODEL	AIR RECEIVER	AIR DISPLACEMENT	EXC. VAT	INC. VAT
Tiger 16/510	50 litre	14.5 cfm	£219.98	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.98	£323.98

Clarke X-PRO AIR TOOLS CAT131



CAT127

HUGE CHOICE IN-STORE/ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.59
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3"Cut Off Tool & 1/4" Die Grinder	£47.99	£57.59
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke AUTOMOTIVE WHEEL DOLLY SET



AWD1

BIG 3" CASTORS

£44.99 EX.VAT £53.99 INC.VAT PER PAIR

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke CAR CREEPERS



• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY £21.99 EX.VAT £26.39 INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CMC36	Car creeper	£21.99	£26.39
CMC45	With adjustable headrest	£28.99	£34.79
CMC50	Folding car creeper	£44.99	£53.99

Clarke PRO 7" SANDER/ POLISHER



£69.98 EX.VAT £83.98 INC.VAT

CP185

• Pro sander polisher, Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

Clarke DIGITAL VERNIER CALIPERS



• Dual scale calibration in 0.01mm & 0.0005" units • Locking screw feature for batch measurements • Supplied in a case

Also in-stock CM265 300mm Digital Calliper only £36.99 EXC.VAT £44.39 INC.VAT

FROM ONLY £16.99 EX.VAT £20.39 INC.VAT

CM145

Clarke 3-IN-1 SHEET METAL MACHINES



FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

• Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

MODEL	BED WIDTH	EX VAT	INC VAT
SBR305	305mm	£179.98	£215.98
SBR610	610mm	£359.00	£430.80

Clarke ARC ACTIVATED HEADSHIELDS



CWH6 £39.98 EX.VAT £47.98 INC.VAT

CWH7 £44.99 EX.VAT £53.99 INC.VAT

CWH8 £44.99 EX.VAT £53.99 INC.VAT

• Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

NEW

Clarke NO GAS/GAS MIG WELDERS



• Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas with optional accessories

FROM ONLY £109.98 EX.VAT £131.98 INC.VAT

MIG145 *no gas only

‡ was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152‡	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke ANTI FATIGUE FOAM FLOORING



• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling • Each tile is 610x610mm & includes detachable, yellow borders

£19.98 EX.VAT £23.98 INC.VAT FOR 6 TILES

Clarke LOAD LEVELLER



• Max load capacity - 500Kg • Fine screw adjustment for precise leveling

£29.98 EX.VAT £35.98 INC.VAT

CLL500

INCLUDES CHAINS AND HOOKS

Clarke NO GAS/GAS MIG WELDERS



• Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY £169.98 EX.VAT £203.98 INC.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke ARC WELDERS



FROM ONLY £49.98 EX.VAT £59.98 INC.VAT

For home user, automotive and industrial applications.

SEE THE FULL RANGE ONLINE & IN-STORE

#Turbo fan cooled

‡ was £107.98 inc.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£49.98	£59.98
EA165	65-160	£64.99	£77.99
115N	30-110	£64.99	£77.99
EA200‡	60-200	£87.99	£105.59
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

Clarke ANGLE GRINDERS



FROM ONLY £22.99 EX.VAT £27.99 INC.VAT

CAG800B

NEW

INC. DISC & HANDLE

MODEL	DISC (MM)	MOTOR	EXC.VAT	INC.VAT
CAG800B NEW	115	800w	£22.99	£27.99
CON1050B NEW	115	1050w	£27.99	£33.59
B&D CD115	115	710w	£29.98	£35.98
CAG2350B NEW	230	2350w	£49.98	£51.59

Clarke MIG WELDERS



Quality machines from Britain's leading supplier

See online for included accessories

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo‡	30-170	£399.00	£478.80
205TE Turbo#	30-185	£429.00	£514.80

‡ was £490.80 inc.VAT # was £539.98 inc.VAT

Clarke 24V CORDLESS IMPACT WRENCH



CIR220 ONLY £89.98 EX.VAT £107.98 INC.VAT

CIR220

• Inc. 17, 19, 21 & 23mm chrome vanadium sockets • 2x 24v Ni-Cd Batteries & 1 hour fast charger

HEAVY DUTY

OTHER MODELS	MAX TORQUE	EXC.VAT	INC.VAT
Corded CEW1000	450Nm	£56.99	£68.39
Cordless CIR450C NEW	450Nm	£119.98	£143.98

Clarke ENGINE CRANES



FROM ONLY £149.98 EX.VAT £179.98 INC.VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CFC500F	1/2 ton folding	£149.98	£179.98
CFC100	1 ton folding	£154.99	£185.99
CFC1000LR	1 ton long reach	£199.98	£239.98

Fully tested to proof load

Folding and fixed frames available

Robust, rugged construction • Overload safety valve

CFC100

Clarke PACKAGE DEAL TOOL CHEST AND TOOLS



CHT624

SAVE OVER £61 OFF OUR NORMAL PRICE

ALL THIS ONLY £259.98 EX.VAT £311.98 INC.VAT

329 HAND TOOLS

• This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet • Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M



£849.00 EX.VAT £1018.80 INC.VAT

FULL RANGE OF ACCESSORIES IN STOCK

• 430mm between centres • Compound slide with 4 way tool post • Power fed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE:

CL430 - As above but without the Mill/Drill head £699.00 exc.VAT £838.80 inc.VAT

24155LH

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance
- Integral work light
- 910 includes air compressor
- Long life battery

BEST SELLER

FROM ONLY £52.99 EX.VAT £63.59 INC.VAT



MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£52.99	£63.59
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£114.99	£137.99
12/24	1000A@12v 500A@24v	2000A@12v 1000A@24v	£129.98	£155.98

EXTRA LONG 1m LEADS

HEAVY DUTY 17KG



FOR OVER 15,000 PRODUCTS INCLUDING NEW Xtra

SPECIALIST TOOLS & MACHINERY visit machinemart.co.uk

NEW 500 PAGE CATALOGUE

Over 1100 PRICE CUTS & NEW PRODUCTS



GET YOUR FREE COPY NOW!
- IN-STORE
- ONLINE
- PHONE

0844 880 1265

Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

- Ideal for use as a garage/workshop
- Extra tough triple layer weatherproof fabric
- Heavy duty powder coated steel tubing
- Ratchet tight tensioning



ZIP CLOSE DOOR

FROM ONLY £219.00 EX.VAT £262.80 INC.VAT



IDEAL ALL-WEATHER PROTECTION

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

LENGTH UP TO 24'

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT



PRO12C

MODEL	DESC	EXC.VAT	INC.VAT
PRO12C/ 14C/18C	1.2mm, 1.4mm, 1.8mm	£19.98	£23.98
PGF14‡	Pro, Gravity	£24.99	£29.99
SP14/18C	1.4mm/ 1.8mm	£27.99	£33.59
HVLP	AP15, 2.2mm	£27.99	£33.59

‡ was £32.39 inc.VAT

Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195

FROM ONLY £199.00 EX.VAT £238.80 INC.VAT

GREAT FOR REMOTE LOCATIONS CAN DRAW OWN WATER

Honda & Diesel engine models available



NEW RANGE

MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£199.00	£238.80
Tiger2600	170/2465	4	£259.98	£311.98
Tiger3000	200/2900	6.5	£329.98	£395.98
PLS195	186/2698	6.5	£399.00	£478.80
PLS265	260/3770	13	£599.00	£718.80

Clarke PARTS WASHERS

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

PARTS WASHER FLUID FROM £4.99 EX.VAT £5.99 INC .VAT



MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£144.99	£173.99
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke ENGINE DIAGNOSTICS

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT



MODEL	EXC.VAT	INC.VAT
EOBD Fault Code Reader	£39.98	£47.98
Engine EOBD/OBD2 Fault code reader	£54.99	£65.99
Engine Diagnostic & EOBD/OBD 2 Fault Code Reader	£99.98	£119.98

Clarke INVERTER GENERATORS



IG1000

£229.98 EX.VAT £275.98 INC.VAT

IG2200

£389.98 EX.VAT £467.98 INC.VAT

Produces pure sine wave & stable power, essential for computers & sensitive equipment
- Max output: IG1000, 1000w Max output: IG2200, 2200w
- 4 stroke engine
- Super quiet running (only 64dBA at 7M 1/4 load)
- Low oil shut down

Clarke TAP & DIE SETS

FROM ONLY £14.99 EX.VAT £17.99 INC.VAT



- High quality tungsten steel
- Supplied in metal storage case (except 16pce)

TYPE	EXC.VAT	INC.VAT
16pce Metric	£14.99	£17.99
24pce UNC/UNF/NPT	£19.98	£23.98
28pce# Metric	£23.99	£28.79
33pce# Metric/UNF/BSP	£31.99	£38.39
32pce Metric	£41.99	£50.39

#28pce Best Budget Buy, 33pce Recommended: practical CLASSICS

Clarke MECHANICS MOBILE SEAT

- Strong steel frame
- 4 strong rubber wheeled castors with easy swivel ball bearings
- Oil resistant padded vinyl seat.
- Integral storage tray

£15.99 EX.VAT £19.19 INC.VAT



Clarke PRESSURISED SANDBLASTERS

- Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

FROM ONLY £139.98 EX.VAT £167.98 INC.VAT



CPSB100

MODEL	TANK VOLUME	FLOW RATE REQ.	EX. VAT	INC.VAT
CPSB100	32 litre	6-19 cfm	£139.98	£167.98
CPSB200	63 litre	12-20 cfm	£169.98	£203.98

Clarke GARAGE MATTING

PRICE CUT £24.99 EX.VAT £29.99 INC.VAT WAS £35.98 inc.VAT

- Premium hard wearing poly vinyl - reduces impact and vibration damage
- Simply rolls out onto floor
- Chequer plate design
- Easy clean
- Dims (WxH): 2400 x1200mm (8'x4')



CSDPGM-S

Clarke DRILL PRESSES



CDP5EB

ONLY £59.98 EX.VAT £71.98 INC.VAT



CDS3

DRILL STANDS

ONLY £19.98 EX.VAT £23.98 INC.VAT

Drill not included

Clarke GENERATORS

Honda engine models available

FROM ONLY £89.98 EX.VAT £107.98 INC.VAT



CHECK FRAME TYPE WHEN ORDERING

MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	-	£89.98	£107.98
G1200	1.1	-	£149.98	£179.98
FG2500	2.4	6.5	£189.98	£227.98
FG3005	2.8	7	£239.98	£287.98
FG3050	3	8	£369.00	£442.80
FG4050ES	4.5	11	£479.00	£574.80
FG5100ES	5.5	13	£569.00	£682.80

Clarke STRUT SPRING COMPRESSOR

- Foot operated hydraulic powered
- Adjustable for springs up to 350mm dia. & 254mm in length
- Yoke travel: 340mm
- Weight 31.5kg

1000 KG

SSC1000

£99.98 EX.VAT £119.98 INC.VAT



Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

PROPANE GAS FIRED

PRICE CUT NOW FROM £64.99 EX.VAT £77.99 INC.VAT WAS £83.98 inc.VAT



*stainless steel #Dual Volt 110V/230V

MODEL	MAX OUTPUT KW	EXC. VAT	WAS INC.VAT	NOW INC.VAT
Little Devil II	10.3	£64.99	£83.98	£77.99
Little Devil SSII*	10.3	£79.98	—	£95.98
Devil 650	15	£74.99	£107.98	£89.99
Devil 660 SS*	15	£109.98	—	£131.98
Devil 850	12.4 –31	£129.98	£167.98	£155.98
Devil 860SS*#	31	£149.98	—	£179.98
Devil 1850#	26.9 – 58	£299.98	—	£359.98
Devil 3000#	35.8 – 82	£339.98	—	£407.98
Devil 4000	70–131	£399.98	—	£479.98
Devil 3150#	46 – 100	£469.98	—	£563.98

Clarke BENCH GRINDERS & STANDS

- Stands come complete with bolt mountings and feet anchor holes

6" & 8" AVAILABLE WITH LIGHT

STAND AVAILABLE FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

FROM ONLY £29.98 EX.VAT £35.98 INC.VAT



CBG8W features 8" whetstone & 6"drystone. # With sanding belt

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£29.98	£35.98
CBG6RZ	PRO	150mm	£39.98	£47.98
CBG6RSC	HD	150mm	£49.98	£59.98
CBG6SB#	PRO	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£54.99	£65.99
CBG8W (wet)	HD	150/200mm	£55.99	£67.19

Clarke POLISHING KITS

- Kit Inc: Tapered spindle, Coloured mop for initial cleaning, pure cotton mop for high polish finish & polishing compound

4" £19.98 Ex VAT £23.98 Inc VAT
6" £24.99 Ex VAT £29.99 Inc VAT
8" £29.98 Ex VAT £35.98 Inc VAT



FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

Clarke ELECTRIC POWER HOISTS

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

- Includes remote control
- 230v motor

INCLUDES REMOTE CONTROL



MODEL	CABLE	MAX LOAD (KG)	LIFT HEIGHT	EXC.VAT	INC.VAT
CH2500B	Single	125	12M	£79.98	£95.98
	Double	250	6M		
CH4000B	Single	200	12M	£99.98	£119.98
	Double	400	6M		

CAR TRANSPORTER LASHING

£16.99 EX.VAT £20.39 INC.VAT

5000KG CAPACITY



Clarke SOCKET SETS

Top quality chrome vanadium steel.
- 18 Sockets 8-32mm
- Reversible ratchet
- Comfort grip handle

ONLY £22.99 EX.VAT £27.59 INC.VAT

LIFETIME GUARANTEE

PRO155



HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

ONLY £69.98 EX.VAT £83.98 INC.VAT



PRO234 62 PIECE 1/2"&1/4" SOCKET & BIT SET

Clarke ENGINE STANDS

NEW RANGE

FROM ONLY £49.98 EX.VAT £59.98 INC.VAT

- Rotates through 360°
- Fully tested to proof load

*Folds for storage



MODEL		CAPACITY	EXC.VAT	INC.VAT
CES340	NEW	340kg	£49.98	£59.98
CES500A		227kg	£54.99	£65.99
CES450	NEW	450kg	£69.98	£83.98
CES750A		340kg	£79.98	£95.98
CES560	NEW	560kg	£84.99	£101.99
CES680F*	NEW	680kg	£119.98	£143.98

Clarke DIESEL/PARAFFIN HEATERS

Ideal for fast efficient heating
- Extra-long run fuel tanks – up to 53 litres
- Variable heat output with thermostat control

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT



XR80

MODEL	MAX OUTPUT	EXC.VAT	INC.VAT
XR60	14.7kW	£179.98	£215.98
XR80	20.5kW	£229.98	£275.98
XR110	29.3kW	£279.98	£335.98
XR160	46.9kW	£329.98	£395.98
XR210	61.5kW	£369.98	£443.98

VAC KING WET & DRY VACUUM CLEANERS

- Compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

FROM ONLY £47.99 EX.VAT £57.59 INC.VAT

* SS = Stainless Steel



MODEL	MOTOR	CAPACITY WET/DRY	EXC. VAT	INC. VAT
CVAC20P	1250W	16/12ltr	£47.99	£57.59
CVAC20SS*	1400W	16/12ltr	£59.98	£71.98
CVAC25SS*	1400W	19/17ltr	£64.99	£77.99
CVAC30SS*	1400W	24/21ltr	£86.99	£104.39

Clarke BODY REPAIR KITS

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT



CS10BRK

- Fast snap connector attachments for quick & easy assembly
- Hydraulic pump, ram & hose with various tubes, pieces & connectors
- Includes metal case

* Fast action pump

MODEL	CAPACITY	EXC.VAT	INC.VAT
CS4BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

1/2" TORQUE WRENCH - CHT141

- 5" Extension bar
- 1/2" - 3/8" adaptor
- 28-210 Nm

only £19.98 EX VAT £23.98 INC VAT



VISIT YOUR LOCAL SUPERSTORE

OPEN MON-FRI 8.30-6.00, SAT 8.30-5.30, SUN 10.00-4.00

BARNSLEY Pontefract Rd, Barnsley, S71 1EZ	01226 732297	**EXETER** 16 Trusham Rd. EX2 8QG	01392 256 744
B'HAM GREAT BARR 4 Birmingham Rd.	0121 358 7977	**GATESHEAD** 50 Lobley Hill Rd. NE8 4YJ	0191 493 2520
B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills	0121 7713433	**GLASGOW** 280 Gt Western Rd. G4 9EJ	0141 332 9231
BOLTON 1 Thynne St. BL3 6BD	01204 365799	**GLOUCESTER** 221A Barton St. GL1 4HY	01452 417 948
BRADFORD 105-107 Manningham Lane. BD1 3BN	01274 390962	**GRIMSBY ELLIS WAY,** DN32 9BD	01472 354435
BRIGHTON 123 Lewes Rd, BN2 3QB	01273 915999	**HULL** 8-10 Holderness Rd. HU9 1EG	01482 223161
BRISTOL 1-3 Church Rd, Lawrence Hill. BS5 9JJ	0117 935 1060	**ILFORD** 746-748 Eastern Ave. IG2 7HU	0208 518 4286
BURTON UPON TRENT 12a Lichfield St. DE14 3QZ	01283 564 708	**IPSWICH** Unit 1 Ipswich Trade Centre, Commercial Road	01473 221253
CAMBRIDGE 181-183 Histon Road, Cambridge. CB4 3HL	01223 322675	**LEEDS** 227-229 Kirkstall Rd. LS4 2AS	0113 231 0400
CARDIFF 44-46 City Rd. CF24 3DN	029 2046 5424	**LEICESTER** 69 Melton Rd. LE4 6PN	0116 261 0688
CARLISLE 85 London Rd. CA1 2LG	01228 591666	**LINCOLN** Unit 5. The Pelham Centre. LN5 8HG	01522 543 036
CHELTENHAM 84 Fairview Road. GL52 2EH	01242 514 402	**LIVERPOOL** 80-88 London Rd. L3 5NF	0151 709 4484
CHESTER 43-45 St. James Street. CH1 3EY	01244 311258	**LONDON CATFORD** 289/291 Southend Lane SE6 3RS	0208 695 5684
COLCHESTER 4 North Station Rd. CO1 1RE	01206 762831	**LONDON** 6 Kendal Parade, Edmonton N18	020 8803 0861
COVENTRY Bishop St. CV1 1HT	024 7622 4227	**LONDON** 503-507 Lea Bridge Rd. Leyton, E10	020 8558 8284
CROYDON 423-427 Brighton Rd, Sth Croydon	020 8763 0640	**LONDON** 100 The Highway, Docklands	020 7488 2129
DARLINGTON 214 Northgate. DL1 1RB	01325 380 841	**LUTON** Unit 1, 326 Dunstable Rd, Luton LU4 8JS	01582 728 063
DEAL (KENT) 182-186 High St. CT14 6BQ	01304 373 434	**MAIDSTONE** 57 Upper Stone St. ME15 6HE	01622 769 572
DERBY Derwent St. DE1 2ED	01332 290 931	**MANCHESTER ALTRINCHAM** 71 Manchester Rd. Altrincham	0161 9412 666
DONCASTER Wheatley Hall Road	01302 245 999	**MANCHESTER CENTRAL** 209 Bury New Road M8 8DU	0161 241 1851
DUNDEE 24-26 Trades Lane. DD1 3ET	01382 225 140	**MANCHESTER OPENSHAW** Unit 5, Tower Mill, Ashton Old Rd	0161 223 8376
EDINBURGH 163-171 Piersfield Terrace	0131 659 5919	**MANSFIELD** 169 Chesterfield Rd. South	01623 622160
		MIDDLESBROUGH Mandale Triangle, Thornaby	01642 677881
		NORWICH 282a Heigham St. NR2 4LZ	01603 766402
		NOTTINGHAM 211 Lower Parliament St.	0115 956 1811
		PETERBOROUGH 417 Lincoln Rd. Millfield	01733 311770
		PLYMOUTH 58-64 Embankment Rd. PL4 9HY	01752 254050
		POOLE 137-139 Bournemouth Rd. Parkstone	01202 717913
		PORTSMOUTH 277-283 Copnor Rd. Copnor	023 9265 4777
		PRESTON 53 Blackpool Rd. PR2 6BU	01772 703263
		SHEFFIELD 453 London Rd. Heeley. S2 4HJ	0114 258 0831
		SIDCUP 13 Blackfen Parade, Blackfen Rd	0208 3042069
		SOUTHAMPTON 516-518 Portswood Rd.	023 8055 7788
		SOUTHEND 1139-1141 London Rd. Leigh on Sea	01702 483 742
		STOKE-ON-TRENT 382-396 Waterloo Rd. Hanley	01782 287321
		SUNDERLAND 13-15 Ryhope Rd. Grangetown	0191 510 8773
		SWANSEA 7 Samlet Rd. Llansamlet. SA7 9AG	01792 792969
		SWINDON 21 Victoria Rd. SN1 3AW	01793 491717
		TWICKENHAM 83-85 Heath Rd.TW1 4AW	020 8892 9117
		WARRINGTON Unit 3, Hawley's Trade Pk.	01925 630 937
		WIGAN 2 Harrison Street, WN5 9AU	01942 323 785
		WOLVERHAMPTON Parkfield Rd. Bilston	01902 494186
		WORCESTER 48a Upper Tything. WR1 1JZ	01905 723451

OPEN 7 DAYS

4 EASY WAYS TO BUY...

IN-STORE 65 SUPERSTORES

ONLINE www.machinemart.co.uk

MAIL ORDER 0115 956 5555

CLICK & COLLECT

Calls to the catalogue request number above (0844 880 1265) cost 7p per minute plus your telephone company's network access charge
For security reasons, calls may be monitored. All prices correct at time of going to press. We reserve the right to change products and prices at any time. All offers subject to availability, E&OE.



SALES · SERVICE · PARTS · RESTORATION

1958 ASTON MARTIN DB MKIII • **£260,000**

A WONDERFULLY ORIGINAL AND VERY CAPABLE FAST ROAD CAR
WITH SUPERB HISTORY.



1961 DB4 SERIES III SALOON RESTORATION PROJECT, SPECIFICATION? UP TO YOU • **£POA**



1967 DB6 RALLY CONVERSION, NO EXPENSE SPARED ON THIS CAR • **£260,000**



1982 V8 VANTAGE VOLANTE TO PRINCE OF WALES SPECIFICATION • **£240,000**



1979 V8 VOLANTE 7.0L RSW CONVERSION, BEAUTIFUL CAR • **£199,000**



1956 JAGUAR XK140 ROADSTER (OTS), VERY RARE ORIGINAL RHD, FULLY RESTORED • **£195,000**



1995 VANTAGE V550, BEAUTIFUL EXAMPLE WITH LOW MILEAGE AND FULL SERVICE HISTORY • **£POA**



1986 V8 VOLANTE EFI AUTO, JUST 3 PRIVATE OWNERS AND COMPREHENSIVE HISTORY • **£145,000**



1955 LANCIA AURELIA B20 GT COUPE, NARDI MODIFICATIONS AND BEAUTIFUL CONDITION • **£120,000**



1935 LAGONDA RAPIER, 'THE BEST SMALL CAR IN THE WORLD!' SUPERB CONDITION • **£55,000**

Desmond J. Smail

36 East Street, Olney
Bucks MK46 4AP

T +44 (0)1234 240 636
E sales@djsmail.co.uk
W djsmail.co.uk

In partnership with

ASTON SALES KENSINGTON

ASTON SERVICE LONDON

Please join us on





Only minor defects mar an otherwise high-quality and well aged interior



Mighty 5.3-litre quad cam V8 fires first time and pulls strongly – it's nicely detailed too

1986 Aston Martin V8 Volante £145,000

Careful maintenance means this Aston runs very well, and soon its paint will be as good too, says Richard Gunn

GIVEN HOW MANY ASTON MARTINS have been repainted silver thanks to the Bond effect, it's a surprising pleasure to find that this car has gone the other way. Originally silver with grey leather and a burgundy hood, in 1995 it was repainted Cheviot Red to match its hood.

Before and since, the car has had scrupulous mechanical maintenance. There's a full service history that even extends to several pages chronicling the story of the car almost from one week to the next, including regular servicing regardless of mileage, sometimes with just a few hundred miles between each one. The automatic transmission was overhauled on August 8, 1996 after it had given problems, with the differential receiving similar treatment not long afterwards.

Twenty years down the line that repaint is now past its best. There are a few scratches under the nearside front wing grille and down the driver's door trailing edge. The front wing edge ahead of the driver's door also has a slight ding, and there are stonechips around the nose and bonnet. The vendor has noted these issues and intends to rectify them before sale.

The red power hood is in good condition and operates correctly and quickly. Aside from the odd bit of tarnishing, all the chrome has survived well. Tyres are Avon Turbosteel 235/70VR 15s and because they're so fat, they've done a good job of protecting the alloys – the nearside ones are free from any kerb scuffing, although the offside ones exhibit a few marks. The offside front tyre is a little low on tread, but the other three have plenty.

The engine is well detailed and free from significant grime, with all fluids at correct levels and healthy in colour. However, the soundproofing material on the underside of the bonnet is coming adrift in some areas.

Inside there's a light patina to the seats, with small nicks in the passenger one. The wood has fared well, albeit with some wear on the centre console. When moving the gear selector, the trim lifts up. The leather handbrake gaiter is a little threadbare. Otherwise, the interior looks good.

The car starts easily and runs well straight from cold, with a smooth and steady idle. When it's up to speed there's no hesitation from the engine and it's instantly responsive to kickdown. When driven more sedately its gearchanges are hardly noticeable and the quickly reactive brakes work well.

Oil pressure registers a healthy 80psi when warm and cruising. The tonneau clips on top of the dashboard reflect in the windscreen, something that we found rather distracting on the test-drive.

With the paint faults addressed this will be an appealing buy.

CHOOSE YOUR ASTON V8

- The Aston Martin DBS, designed by William Towns, is launched in 1967. It is intended to use Aston's new V8 engine, but because that isn't ready yet the DB6's six-cylinder engine is fitted. The DBS V8 eventually materialises in 1970 with around 325bhp from its mechanically fuel-injected 5340cc unit.
- After David Brown sells Aston Martin in 1972 the DBS V8 evolves into the AM V8 (Series 2) with a restyled nose. The following year the troublesome Bosch fuel injection is replaced by quad Weber carburettors for the Series 3. For 1977 there's more power (380bhp) from the V8 Vantage.
- 1978 sees the debut of the 'Oscar India' Series 4 V8s, featuring wood trim inside, a small rear spoiler and blanked off bonnet power bulge. This is also the year the convertible Volante versions appear.
- Fuel injection returns in January 1986, this time a Weber/Marelli system. These Series 5 vehicles are built until 1989.

SPECIFICATION

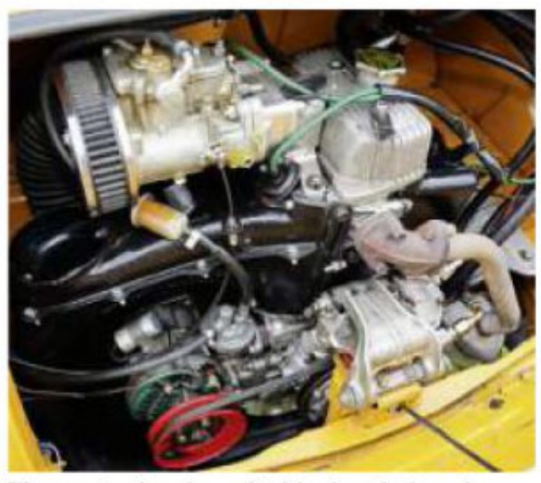
1986 Aston Martin V8 Volante
Price £145,000
Contact Desmond J Smail, Olney, Buckinghamshire (01234 240636, djsmail.co.uk)
Engine 5340cc V8, QOHC
Power 350bhp @ 5000rpm
Torque 400lb ft @ 3000rpm
Performance Top speed: 145mph
0-60mph: 8.2sec
Fuel consumption: 16mpg
Length: 4674mm **Width:** 1829mm

HAGERTY CLASSIC CAR INSURANCE **QUOTE £1422**
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 0333 323 1138

ClassicCarsForSale.co.uk
BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE




Stainless steel Abarth-branded gearknob is the highlight of a fantastic-condition interior


The engine has been highly detailed, and though noisy it's wonderfully zesty

1969 Fiat 750 Abarth evocation £13,995

What started as a humble Fiat 500L is now more potent thanks to its Abarth-style upgrades, says Richard Gunn

THIS FIAT TAKES A little explaining. It started life as a 500L in 1969, but from new had a Nardi 652cc engine conversion. It remained with the family who originally bought it – the Haynes behind Haynes Continental Motors Fiat dealership in Oxford – until August 2012 when it was acquired by a marque enthusiast. As part of a £14,000 restoration he added Abarth-style upgrades but went even further, increasing engine capacity to 747cc and fitting a Weber 40DCOE carburettor and full synchromesh four-speed gearbox.

An extensive history file has a photo record of what was done, with receipts for a front disc conversion and fresh exterior brightwork. The attention to detail extends to Fiat Abarth 750 branding on the bottoms of the doors.

The recent restoration means the car is in fine condition – the Positano Yellow paint is generally excellent save for a small crack at the top of the front offside wheelarch. The underneath is painted rather than undersealed. There's no rust to be found and most of the brightwork is shiny and unmarked. Some original fitments do show signs of their age – the window weatherstrips are a little frayed and there's some tarnishing on the headlamps.

The Abarth replica alloys have a few small scratches on their centres but are otherwise in fine order. Runway Enduro 145/80 R12 tyres are fitted all around, with plenty of life left. The rollback roof is in good order. Opening the front boot reveals a nice-looking luggage compartment. Some paint bubbling under the brake reservoir needs attention, but it's not serious. At the other end, the alloy engine has been nicely detailed and is largely free of grime.

The basic interior is dominated by shiny black plastic and vinyl. The only major departure from the 500 norm is a rev counter neatly installed in the centre glovebox, plus a stainless steel Abarth-branded gearknob.

Apply some choke, pull the starter and the engine fires readily into life. We were warned that its starter motor could be a bit sticky and this proved the case when we tried to start the car later on. Rocking this lightweight car in second gear soon unmeshed things, but this will need sorting out. There was also an issue with the accelerator pedal sticking down, traced to a rudimentary cable-controlled 'cruise control' under the dash. These issues will be rectified before sale.

Otherwise the car drove well with very direct steering, lightweight and easy gearchanges and good brakes thanks to a Ricambio drilled front disc brake conversion. It's not a refined car to drive – the engine is too noisy and thrashy for that – but is nippy, fun and full of character.

CHOOSE YOUR 500

- The Fiat Nuova 500 supersedes the Topolino in 1957, with a 479cc engine of 13bhp. It is upgraded in 1960 into the 500D (499cc and 17bhp). Joining this is the K estate version, known as the Giardiniera. Its van offshoot is the Furgoncino.
- Racing specialist Abarth gets its hands on the 500 and creates the tuned 595 and 695 variants from 1963. The 500F Berlina arrives in 1965, with its doors hinged from the front rather than the rear, along with altered lights and interior and a half-length fabric roof.
- A little more luxury is afforded by the 500L (Lusso) of 1968. It incorporates an improved interior (the dashboard was redesigned) plus other minor touches to try to make the car look more modern. The L also sports an extra chrome nudge bar over the base-specification F model. The F is taken downmarket with simplified exterior trim.
- With the end nigh for the baby Fiat, the 500R appears during 1972, employing the 594cc engine of the Fiat 126. It lasts until 1975.

SPECIFICATION

1969 Fiat 500L/750 Abarth replica
Price £13,995
Contact KGF Classic Cars, Peterborough (01733 425140, kgfclassiccars.co.uk)
Engine 747cc horizontally-opposed twin, ohv
Power 38bhp @ 5200rpm (est)
Torque N/A
Performance Top speed: 85mph (est)
0-60mph: 23sec (est)
Fuel consumption: 33mpg
Length: 2946mm **Width:** 1321mm

HAGERTY CLASSIC CAR INSURANCE **QUOTE £168**
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 0333 323 1138

ClassicCarsForSale.co.uk
BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

For thousands of cars for sale visit classiccarsforsale.co.uk

BEAULIEU GARAGE

Include a visit to the National Motor Museum just 2 minutes away



1964 PEUGEOT 404 CABRIOLET £45,000

This very rare Pininfarina bodied 404 with the fuel injected engine came to the UK from Sweden. Finished in Glacier white with black interior and black cloth hood. This fabulous four seat Grand Tourer is no slouch on the open roads and is a true delight to drive. Not only rare but beautiful.



1937 MG SA DHC BY TICKFORD £85,000

Restored by the marques leading restorer Peter Ratcliffe at a cost of some £56,000. 7000 miles later it is a real testament to the quality of the restoration that it is still has superb paint, the chrome is sparkling and the trim work is still gorgeous. Finished in Coffee and Cream with oatmeal leather and dark Chocolate-brown mohair hood. A rare chance to acquire one of MG's finest.



1962 MGA MKII ROADSTER £27,500

This is an older restoration that we sold to the current owner 10 years ago. During his ownership the gearbox has been rebuilt and a new stainless steel exhaust system has been fitted. Finished in Chariot red with red leather interior and fitted with chrome wire wheels and luggage rack.



1965 MERCEDES 220SE CABRIOLET £59,500

The 220SE was only built between 1961-1965 making it one of the smallest productions of the W111 series. This particular car is even rarer in that it is an original RHD manual version. Finished in Garnet red with black leather upholstery and black soft top.
Ideal for long distance cruising and carrying 4 people in absolute comfort and luxury.



1958 MGA 1500 ROADSTER £39,995

This is an outstanding example of one of our favourite sportscars. The quality of the restoration is one of the highest we have ever seen whilst the engine bay is a testament to the care and attention and of course man hours that has been put into achieving such a stunning car. Finished in Glacier Blue with grey leather interior and fitted with enamel wire wheels.



1966 AUSTIN HEALEY 3000 MK3 PHASE2 BJ8 £59,995

This original right hand drive car has been the subject of a ground up restoration by its owner over a period of some time, all documented with invoices and photograph's. Finished in OEW with black leather interior and fitted with a black mohair soft top, 72 spoke chrome wire wheels. The car presents very well and the engine bay is nicely detailed.



1964 MGB ROADSTER £22,500

This early pull handle example has been restored to a high standard and displays excellent panel fit and door gaps, an extensive photographic record indicates the level of work carried out in addition to the invoices of around £21,000. Finished in Factory black with red leather with black piping interior and fitted with wire wheels.



1973 TRIUMPH SPITFIRE MKIV £17,500

The attention to detail on this car reflects the quality of the restoration and the huge amount of money that has been spent. Finished in Sapphire blue with contrasting light blue interior, fitted with wire wheels and overdrive. Truly stunning example of this affordable classic.



1958 MGA ROADSTER MODIFIED TO 1950cc £28,500

A body off chassis up restoration was carried out in the 1990's, in 2009 the owner had Octarine build him a 1950cc fast road engine with many upgraded ancillaries mated to a 5 speed gearbox with high first gear. The suspension, brakes, radiator have all been upgraded along with the fitment of 72 spoke wire wheels fitted with Michelin XAS tyres. Finished in its Orient red with black leather interior.

OTHER CARS FOR SALE

1971 VW T181 4 SEATER OPEN WAGEN £14,995
1957 MGA 1500 ROADSTER £34,995
1961 HEALEY SPRITE SPEEDBOAT STUNNING £15,000

WANTED

WE ARE KEEN TO ACQUIRE SIMILAR CARS FOR EITHER OUTRIGHT PURCHASE OR ON A SALE or RETURN ARRANGEMENT.

Telephone: 01590 612 999
Mobile: 07836 642 279
www.beaulieugarage.co.uk
Email: sales@beaulieugarage.co.uk
Beaulieu, Hampshire, England SO42 7YE

HURST PARK Classic Cars

A family business founded in 1938

We will be exhibiting a selection of cars for sale at The National Classic Motor Show, NEC, 13th, 14th & 15th November, Hall 3.



MERCEDES-BENZ 280SL 1970: Classic White with Black hide interior. Black hard-top and wheels trims. Manual gearbox. This is an original RHD Pagoda, exceptionally rare and desirable as a manual. It has been extensively renovated and is a beauty to behold **£95,000**



JAGUAR XK 140 DROPHEAD COUPE 19543: Navy Blue with Beige interior. Black mohair soft-top. Chromium wire wheels. Manual gearbox. CooperCraft front brake disc conversion. An original USA supplied LHD car which has recently returned to the UK and been converted to RHD. Driving very well and in good useable condition whilst offering scope for some upgrades and general improvements to the interior trim. Very good value at... **£89,995**



JAGUAR XJ8 4.0Ltr SOVEREIGN 2000: Seafrost with Warm Charcoal hide interior piped in Nimbus Grey. 16" Lunar alloy wheels. One owner. 14,000 miles only from new. Sovereign 4 Ltr specification to include Burr Walnut veneers, chrome radiator grill and rear lights **£10,995**



JAGUAR XJ12L 1974: British Racing Green with Olive Green hide interior. Three owners. 26,000 miles only from new. Full history. Air conditioning and other usual refinements. A well known show car back in the 1980's, little used since..... **£19,995**



ALVIS TF 21 COUPE 1966: Opalescent Maroon with Beige hide interior. Silver wire wheels. 5-speed ZF gearbox/P.A.S. An unusual opportunity to acquire an example of the legendary triple-carb. TF 21, the last Alvis production model. Previously supplied by ourselves..... **£39,995**



ROARING FORTIES RF40 2008: This is a stunning Australian representation of Ford's all time classic GT40. Metallic blue with black hide interior. This is not for the faint hearted. It has a 5.8Ltr Roush built Ford engine generating 463 HP, mated to a six speed Audi A8 manual gearbox. It is, thankfully, air conditioned. The build has been given much consideration and is well documented. 2,000 have been covered since construction. DVLA SVA/IVA Certificate. Please enquire for further details.....**£74,995**

ALVIS TE 21 DROPHEAD COUPE 1964: Opalescent Dark Blue with Grey hide interior. Navy Blue mohair soft-top and hood bag. Chromium wire wheels. Automatic/P.A.S. Correct wood-rimed steering wheel. Fully restored many years ago by Red Triangle Auto Services. One of only 95 examples of this classic British four-seater open tourer **£89,995**

AC ACE BRISTOL 1958 LHD: Opalescent Light Green with Green hide interior. Silver wire wheels. An original Bristol engined ACE delivered new to Canada, where it was raced until the mid 1960s. One Canadian owner from 1972 until it returned to the UK in 2014, whereupon it has received a total restoration at AC Heritage Brooklands.

BENTLEY CONTINENTAL FLYING SPUR 2007: Diamond black with Beluga hide, Birds Eye Maple. 20" seven spoke alloy wheels. One owner. 17,000 miles only from new. Jack Barclay supplied and serviced with a long list of optional features, detailed on our web-site.....**£44,995**

JAGUAR XJ8 3.2 Ltr EXECUTIVE 2001: Pacific Blue with Ivory hide interior. Starburst alloy wheels. One lady owner. 41,000 miles only from new. Air conditioning and other usual Executive refinements. Reg. no. S18 VAL available at modest extra cost **£8,995**

LANCHESTER LIGHT SIX DELUX SALOON 1935: Black with Maroon hide interior. Black wire wheels. Mulliner bodywork. Straight 6 1.4 Ltr engine with pre-select gearbox. Sliding sunroof. Red radiator grill veins and pin-striping. Lovely throughout **£13,995**

Hurst Park Automobiles Ltd

www.hurstpark.co.uk Tel: +44 (0) 1372 468487 enquiries@hurstpark.co.uk

For thousands of cars for sale visit classiccarsforsale.co.uk




Original leather interior is very good given the near-100,000 mileage



Turbocharged engine starts instantly and pulls cleanly from surprisingly low revs

1987 Saab 900 Turbo 16S Convertible £8995

A sorted 900 Turbo delivers a forceful performance hit, and Ross Alkureishi reckons this is just such an example

IT'S NOT OFTEN YOU COME ACROSS a car's history file that includes every MoT and service receipt since new. This Saab has had three owners, the last of whom was particularly fastidious and had it serviced every year irrespective of the distance covered. A combination of main dealer and independent specialist stamps attest to a genuine mileage of 96,938.

The Swedish company did a first-class job of transforming its quirky hatchback into a convertible and even now it retains a purposeful stance and attractive outline.This car's Brick Red bodywork is very well presented and has the optional colour-coded Airflow body panels. 900 bodies can rust around the periphery but there's no evidence of any corrosion on this car's exterior, and all black plastic and rubber trim parts are unbleached by the sun. Opening the driver's door reveals a touch of rust on the inner lower panel – a common 900 rot-spot. It would be best to deal with this now before it develops further; the passenger door appears unaffected.

It's very tidy under the bonnet with minimal road grime and evidence of a fresh anti-rust wax treatment. The underside of the oil cap is mayonnaise-free and all fluids are fresh and to the correct levels. Turbo manifolds can be prone to cracking but this one seems to be fine. The three-spoke alloy wheels are un-kerbed and the tyres – Avon ZV3s at the front and Goodyear Eagle NCT5s at the rear – have a decent amount of tread left. The car also comes with a spare set of wheels, with freshly fitted rubber.

The cabin is excellent for a car that's covered just shy of 100,000 miles. The tan leather seats are supple and unmarked, as are the carpets and Saab-embossed brown overmats. The black mohair hood is new; undo a couple of clips, press a button and it lowers smoothly in 18 seconds.

The slant-four twin-cam engine fires first time and settles to an even tickover with no rattles from the timing chain. The five-speed gearbox is notchy but all the synchromeshes appear healthy.

The engine is as refined and tractable at low revs as it is under load. The turbo spins freely and pulls well from as little as 2500rpm before delivering its considerable punch. The brakes are powerful and smooth, the suspension knock-free and the steering precise.

There's no doubt that this 900 Turbo has been looked after extremely well. The driving experience more than matches its overall presentation and it delivers satisfying performance together with genuine long-distance top-down cruising for four people. Maintain it to its current level and it will doubtless provide many more decades of faithful service.

CHOOSE YOUR SAAB 900

- Introduced in 1979, the 900 has Saab 99 underpinnings with a longer wheelbase, updated styling and new panels from the A-pillars forward. Powered by the same four-cylinder 1985cc engine, it's available as a three- or five-door hatchback and in GL (single-carb, 100bhp), GLS (twin-carb, 108bhp), EMS/GLE (fuel injected, 118bhp) or Turbo (145bhp) flavours. Early cars have either a four-speed manual or three-speed automatic gearbox. A five-speed manual is offered the following year. All have four-wheel disc brakes as standard.
- 1984 brings a new 16v turbocharged engine with double overhead camshafts and an intercooler and is good for 175bhp with significantly less lag than the previous turbo. Aero pack comprises Airflow body panels, leather interior and air-conditioning.
- Eight-valve engines are intercooled from 1986, resulting in 155bhp. 1987 restyle results in a more sloping nose and the turbo-only Convertible is launched the same year.
- Non-turbo 16v unit available for the first time in 1988, with the 8v unit phased out two years later. Larger 2119cc fuel-injected engine for 1991, and ABS brakes as standard in 1992.

SPECIFICATION

1987 Saab 900 Turbo 16S Convertible
Price £8995
Contact Percival Motor Co, Ulcombe, Kent (percivalmotorco.co.uk, 01622 851841)
Engine 1985cc, 4-cylinder, dohc
Power 175bhp @ 5300rpm
Torque 201lb ft @ 3000rpm
Performance Top speed: 124mph; 0-60mph: 7.5sec
Fuel consumption: 28mpg
Length: 4739mm **Width:** 1690mm

HAGERTY CLASSIC CAR INSURANCE **QUOTE £271**
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 0333 323 1138

ClassicCarsForSale.co.uk
BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE





Interior features many new pieces, and is brimming with charm if not sumptuous luxury



Engine starts instantly, as befits an under-the-bonnet scene as well presented as this

1950 Morris Minor MM £9750

This first-series Minor is nice to drive and helps you step into a bewitching bygone world, says Paul Hardiman

THIS LOWLIGHT MM comes from Irish ownership, though it remains UK-registered. There's no history with it apart from the V5C and a mysterious bill for £4 2s 6d – and a note from an oil change in 1959 – but it appears to have been subject to ongoing care rather than total restoration.

The structure appears very solid, even if the paint and the preparation below it aren't perfect. It looks to have had new sills at some time in the past and there's been a little welding to the floors, all well protected with underseal and other oily gunge; and the chassis legs and central crossmember look sound. The front wings and scuttle are good, as are the inner wings and the rest of the structure within the engine bay. The doors have dropped a little on their hinges but open and close just fine. The chrome is all good, as are the window seals, though they have been overpainted in places.

Overall the appearance is good from ten paces. But the paint is functional rather than concours, slightly orange-peely but keeping the weather out and the same colour all over. Tyres are Atlas Ibex remoulds with lots of tread, with an even more ancient crossply on the spare.

Inside, quite a lot is new – including headlining, carpets and door seals. The front seats have been recovered in beige vinyl to match the rear bench, which appears original though weirdly it looks as if the piping to the rear has been hand-painted maroon to match the front. The dash is all there with decent instruments, though on a couple of the central grille strips silver tape is substituting for chrome.

The 918cc sidevalve four is tidy, with new plugs, fuel pump and coil. Coolant is full in the top tank and greenish, oil between marks on the dipstick and still golden. The sump is wet, but there are no major leaks.

With a little choke it starts instantly and is very quiet, with no tappet noise, and of course no rocker shaft wear to worry about. It's smooth and refined to drive as well. There are no clunks and rattles from the suspension, and the gearchange is easy. The performance, though leisurely, will eventually get you there while at the same time bringing on a strangely Zen-calm frame of mind. Oil pressure is 45psi when warm, rising to almost 50psi at revs; there's no temperature gauge. The semaphore indicators work, too. The worst part of the driving experience is the brakes, which pull to the left. That should be easily fixed and they may improve with use, but MM brakes will always need a shove.

Despite not being cosmetically perfect this is quite delightful to observe and drive; the asking price is probably worth it for the tremendous sense of wellbeing it engenders as you step into another world and channel your inner district nurse.

CHOOSE YOUR MINOR

- In 1948 the Minor launches at Earls Court Motor Show as two-door saloon and Tourer (convertible) powered by 918cc sidevalve engine carried over from the preceding Morris Eight.
- Four-door available from 1950, with lights now mounted in the wings; two-door follows for 1951
- Series II appears in 1952 with 803cc ohv A-series, vans and pick-ups from May 1953, wood frame. Traveller version from October, horizontal-slat grille from 1954, also new dash with central speedometer.
- Finally, in 1956, Minor becomes Minor 1000 with 948cc A-series. Split windscreen goes, replaced by curved single screen, and rear screen is bigger. Flashing indicators replace semaphores in 1961.
- From 1962, Minor 1000s are actually 1100s using 1098cc A-series, and have larger side and tail lamps incorporating amber flashers, with sufficient changes to warrant their own design number, ADO59. Last saloons made 1971, Travellers and commercial versions 1972.

SPECIFICATION

1950 Morris Minor MM
Price £9750
Contact Pioneer Automobiles, near Chieveley, Berkshire (pioneer-automobiles.co.uk, 01635 248158/07711 509600)
Engine 918cc sidevalve four-cylinder, SU carburettor
Power 27bhp @ 4400rpm
Torque 39lb ft @ 2400rpm
Top speed 64mph
Fuel consumption 40mpg
Length 3760mm
Width 1550mm

HAGERTY CLASSIC CAR INSURANCE **QUOTE £135**
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 0333 323 1138

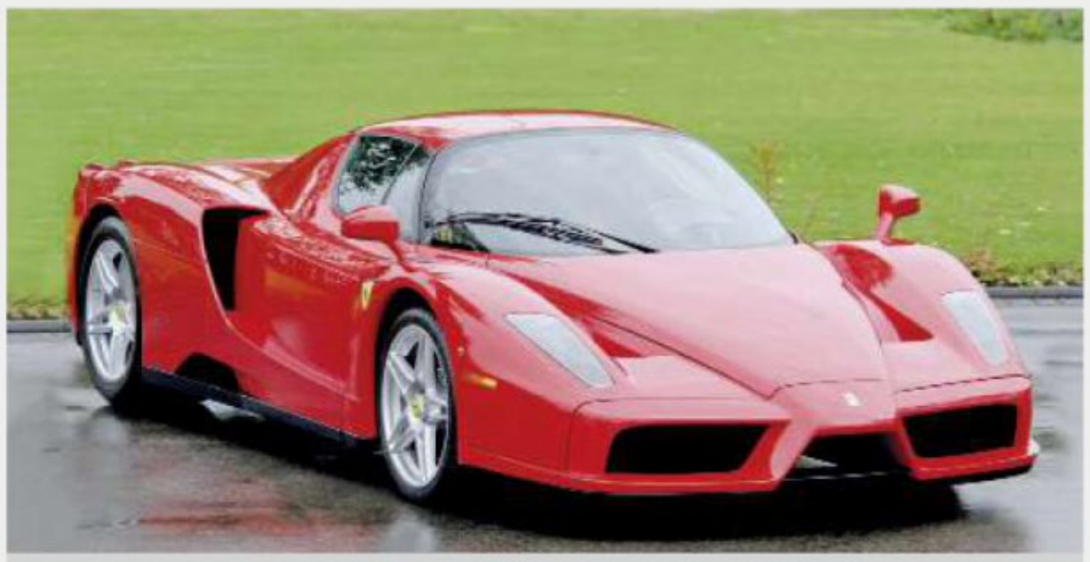
ClassicCarsForSale.co.uk
BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

For thousands of cars for sale visit classiccarsforsale.co.uk

ESTABLISHED OVER 40 YEARS

TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS



2003 FERRARI ENZO
Rosso/Black Medium Sport Seats, Yellow Dial, Red Stitching Throughout, Classiche Certified, UK Supplied, 10,000m FFSH, Perfect..... **£POA**



1989 FERRARI F40
Rosso/Red Sport Seats, Non Cat, Non Adjust, Sports Exhaust, Original Toolkit, Just Serviced, 12,500m, Perfect..... **£795,000**

CLASSICS

1965 FERRARI 275 GTB 6C Rosso/Black, Totally Restored & Race Prepared, Marcel Massini Report, Perfect..... **£2,250,000**
1989 FERRARI F40 Rosso/Red Sport Seats, Non Cat, Non Adjust, Sports Exhaust, Original Toolkit, Just Serviced, 12,500m, Perfect..... **£795,000**
1972 FERRARI 365 GTB DAYTONA LHD Silver/Black, Air Con, Electric Windows, Original Toolkit & Books, 44,000m, Exceptional Condition..... **£595,000**
1979 FERRARI 512 BB Rosso/Black 1 Of Only 101 RHD UK Cars, Recently Restored By Ferrari, Only 21,000m, 1 Owner, Pristine..... **£350,000**
1984 FERRARI 512 BBi LHD Rosso/Rosso & Black Leather, Fully Restored, 11,800m From New, Perfect Condition Throughout..... **£300,000**
1973 FERRARI 246 GTS Rosso Chiaro/Black Leather, Electric Windows, Beautifully Restored, 1 Of Only 235 UK RHD Cars, 82,000m, Perfect..... **£POA**
1960 ASTON MARTIN DB4 SERIES II RHD Chiltern Green/Beige, Completely Restored And Race Prepared, FIA HTP Ceritified, Amazing Condition..... **£399,950**
1983 LAMBORGHINI JALPA P350 TARGA Red/Cream, 1 Of 35 RHD, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000m..... **£109,950**
1973 LAMBORGHINI URRACO P250 Orange/Cream & Orange, Extensive History File, Very Rare RHD, UK Supplied, 24,000m, Concours Condition..... **£99,950**
1978 PORSCHE 930 TURBO White/Tartan, Only 14,000m From New, 1 Owner, The Very Best Available..... **£POA**
1963 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER RHD British Racing Green/Black Hide, Factory Hardtop, Wire Alloys, 80,000m, Beautiful..... **£129,950**
1962 PORSCHE 356 B CABRIOLET TWIN GRILLE Slate Grey/Red, Matching Numbers, Certificate Of Authenticity, Original Books, Huge History File, Exceptional Condition..... **£129,950**

FERRARI & LAMBORGHINI

03 ENZO Rosso/Black Medium Sport Seats, Yellow Dial, Red Stitching Throughout, Classiche Certified, 10,000m FFSH, Perfect..... **£POA**
10 599 GTO LHD Bianco Fuji/Nero Leather, Sat Nav, Carbon Fibre Engine Cover, Grigio Alloys, Yellow Brake Calipers, Racing Livery, Parking Sensors, 7,700m, Perfect..... **£499,950**
62 458 ITALIA NOVITEC LHD Pearl Yellow/Black Seats Stitched Yellow, Sat Nav, R'Camera, Carbon Int & LEDS, Sports Exhaust, Carbon Rear Wing, Many Features, 7,000m, As New..... **£129,950**
08 599 HGTE Vinaccia/Cuoio Daytona E/Seats, Sat Nav, BOSE, Carbon Fibre Driving Zone Including S/Wheel & LEDs, Ceramic Brakes, Red Calipers, Special Features, 41,000m FSH, Perfect..... **£109,950**
61 CALIFORNIA 2+2 TDF Blu/Sabbia Diamond Stitched, Sat Nav, AFS, Carbon Interior & LEDs, Carbon Rear Moulding, Magneride, Parking Camera, Massive Spec, 10,000m..... **£109,950**
09 GALLARDO SUPERLEGGERA Grigio Telesto/Nero, Sat Nav, Lifting Gear, Large Carbon Rear Wing, Transparent Engine Cover, Ex-Eric Clapton & Signed By Valentino Balboni..... **£129,950**
09 GALLARDO LP560-4 E-GEAR Black Metallic/Black, Sat Nav, Lifting Gear, Transparent Engine Cover, 19" Calisto Alloys Painted Titanium, Black Calipers, 10,000m FSH, As New..... **£99,950**

PORSCHE

05 CARRERA GT GT Silver/Ascot, Sat Nav, Full Fitted Luggage, Just Serviced, 7,000m, Immaculate Throughout..... **£550,000**
97 993 TURBO 4 FACTORY X50 PACK Arctic Silver/Black Sports Seats, Carbon Interior, 3rd Brake Light, 26,000m FPSH, The Very Best Available..... **£149,950**
03 996 GT3 CLUBSPORT Silver/Black Racing Seats, Front & Rear Roll Cage, A/C, Radio, CD, Special Features, 21,000m, As New..... **£79,950**

OTHERS

15 ROLLS ROYCE GHOST Black/Seashell, Pan Roof, Surround Cameras, Driver Assist Pk, Heads-Up Display, Massive Spec, 2,000m..... **£POA**
15 MERCEDES-BENZ AMG GT-S Magnetite Black/Black & Brown Nappa, Premium Pk, Drivers Assist Pk, AMG Night Pk, Dynamic Plus Pk, Massive Spec, 1,000m, As New..... **£127,950**
NEW MERCEDES-BENZ AMG GT-S Silver/Black & Red Nappa, Comand, Sports Exhaust, AMG Ride Control, 10 Spoke Alloys, Big Spec..... **£119,950**
61 ASTON MARTIN RAPIDE Onyx Black/Sandstone Ventilated Seats, Sat Nav, Bang & Olufsen, Rear Entertainment, 20" Alloys, Massive Spec, 10,000m FSH, As New..... **£69,950**
09 ASTON MARTIN VANTAGE V8 ROADSTER Onyx Black/Cream Stitched Black, Sat Nav, Piano Black Veneer, 19" 5 Spoke Alloys, Big Spec, 23,000m FSH, As New..... **£49,950**
11 AUDI R8 5.2 V10 SPYDER Phantom Black/Light Grey Nappa, Sat Nav, Media Interface, Bang & Olufsen, Mag Ride, 7,700m FSH, 1 Owner..... **£71,950**

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: +44(0)1283 762762 Email: info@tomhartley.com www.tomhartley.com
Follow us: @TomHartleyCars TomHartley
SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-9PM

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 • Fax: (01322) 662400
VIEWING BY APPOINTMENT ONLY. Servicing & Storage - Transmission Specialists



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



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



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



Jaguar V12 E type Roadster 1974/5 Finished in Gleaming Old English White with Cherry Red hide interior, headrests, auto, power, stereo system, overmats, sparkling chrome wire wheels, virtually one owner, only 22,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb £165,500



London Taxi TX1 1998 finished in gleaming black with contrasting interior occasional seats, glass divider, CD system, walnut veneer dashboard, automatic,power steering,wheel chair access,always garaged. excellent value. drives superb,choice of 10 ..... From £2,850



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



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



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



Mercedes 1988 560SL sports left hand drive,finished in smoke silver,with brazil hide interior,headrests,hard and soft tops,centre armrest,overmats,first aid kit,light up vanity mirrors,CD stereo system,air bag,air cond,power mirror,cruise control,ABS,power windows,SRS,outside tempriture gauge,tinted glass,auto,power,expensive mercedes wheels,only 38,000 miles,service history,drives like new,just magnificent.... £39,750



Mercedes Sports 560SL 1989, left drive, finished in nautic blue with mushroom hide interior, headrests, hard top and dark blue soft top, overmats, centre armrest, light up vanity mirrors, power windows, cruise control, original stereo system, air bag, air conditioning, outside temperature gauge, alloys, tinted glass, first aid kit, complete with all tools. Automatic and power steering, history, 42,000 miles garaged from new £39,750



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



Rolls Royce Phantom 11 Sedanca 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, Strilux 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 in1994. 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 trophys, 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 S Type 3.4 1968 finished in the smartest colour combination of gleaming midnight blue with as new parchment hide interior, overmats, stereo, sundym glass, manual transmission with overdrive, power steering, new sparkling chrome wire wheels and tyres, spare unused, complete with all tools, only 500 miles since total renovation, 3 owners from new last owner 22 years, original handbook,many old mot's lots of bills and history, entered in many shows concours winner,well known car garaged from new,there cannot be better just magnificent and a fine investment £36,750



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, 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



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



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



Mercedes 230SL Sports Pagoda,1966 finished in the most striking original colour of brilliant brunswick green with complimented as new deep red carpets and seats, rear seat, new matching soft top, and hard top, radio and cassette, very rare four speed transmission, only used on high days and holidays, hence only 42,000 miles from new and only two owners, garaged from new, lots of history and handbook complete with all tools, thousands spent over the years to keep this car in superb condition, personal registration number to go with car. Just stunning £87,750



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



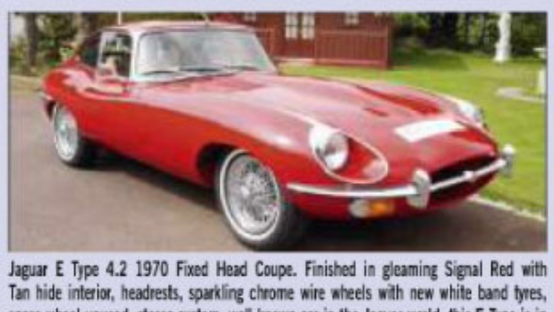
Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent 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



Aston Martin 2002 DB 7. Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, CD, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history, this car is just remarkable, never seen rain £49,750



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 E Type 4.2 1970 Fixed Head Coupe. Finished in gleaming Signal Red with Tan hide interior, headrests, sparkling chrome wire wheels with new white band tyres, spare wheel unused, stereo system, well known car in the Jaguar world, this E Type is in impeccable condition, totally rebuilt every nut and bolt by a well known club member, only covered 2,000 miles since restoration, lots of bills, hand book and original leather wallet. In our opinion it would be almost impossible to find better. Just breathtaking.... £87,500

NUMBER PLATES FOR SALE: 777 BUT - £2,750. F1 HUE - £2000.

For thousands of cars for sale visit classiccarsforsale.co.uk



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



The last E Type sold in the UK

Jaguar E type 1975 Roadster V 12 finished in the rare factory colour of unmarked heather with as new beige hide interior, headrests, stereo, CD, manual transmission, power steering, as new chrome wire wheels, white band tyres, spare wheel unused, complete with all tools, low miles, excellent history file, complete with many old mot's, heritage certificate, pampered from new, garaged from new, totally stunning and in mint condition, a joy to drive while growing in value £135,500



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 SL 400 brand new 65 plate diamond white with black trim every extra £69,750







Jaguar E Type V12 1972 2+2 finished in the most beautiful rare colour of ascot fawn with cherry red hide interior, headrests, overmats, stereo system, power steering, manual transmission, original factory wheels, tinted glass, air conditioning, magnificent history, original handbook, heritage certificate, low miles, two owners, this car is in fantastic condition and drives superb, garaged from new..... £67,750



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



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



Rolls Royce Ghost 2011 black with brushed silver alloy bonnet driver assistance, two, panorama sun roof, adaptive headlights, comfort entry, camera system rear theatre, picnic tables, RR monograms, 20 inch alloy wheels, extended leather, piano black veneer, television tuner, chrome visible exhausts, interior black carpets. Only 6000 miles one owner FSH £135,750



Jaguar E Type 1970 Fixed Head Coupe. Finished in brilliant gleaming signal red with soft black hide interior, headrests, stereo system, overmats, sparkling chrome wire wheels, Whiteband tyres, only two owners with 22,000 miles, extensively restored to the highest of standards, invoices, handbook, tools, representing one of the finest E Types we have seen. Carefully maintained and garaged. Absolutely stunning. £87,750



Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model. Finished in Ivory with matching tan hide interior, matching power convertible top, lambs wool overugs, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example £49,750



Jaguar sports modeled on the 1936 SS100 built by the famous birchfied coach builders although we believe only 18 were ever built making them very rare. This car is just amazing as it drives superb,powered by the 3.8 jaguar engine and coupled by the Jaguar manual overdrive gearbox,power steering,P100 headlamps,with chrome stone guards,sparkling chrome wire wheels, chrome rear luggage rack,All weather equipment, recent mohair soft top,and leather hide hood bag,Twin spots,V12 ventilated brakes,stainless side exhaust,walnut veneer dash and door cappings,seat belts,finished in red with black hide interior with red piping, one owner between 1967 to 1992,rapidly increasing in value,fine investment,a chance to own and enjoy this very rare sports car at a very reasonable price at todays market. £49,750



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



Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged £39,750



Bentley Azure 1997. Left Hand Drive. Finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, very expensive stereo system, chrome wheels, sundym glass, adjustable front headrests, airbags, anti theft device, burr walnut throughout, 32,000 miles, always garaged £55,500



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



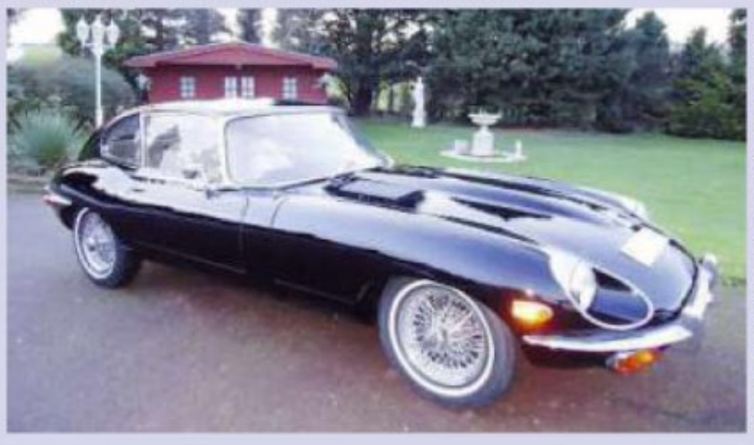
Mercedes Sports 300SL 1989 one of the last of this classic model, finished in unmarked gleaming nautic blue, with full cream hide interior, rear seats, headrests, hard and soft tops, stereo system, power windows, tinted glass, power steering, auto, power ariel, only one careful lady owner from new, with full history included in the original service booklet, plus invoices, and MOTs. Recent service. Garaged from new. Eleven months MOT £17,750



London Taxi TX 1 diesel 1998, finished in night fire red (maroon) with superb interior, Glass divider, rear fold down seats, Stereo, air conditioning, wheel chair access, automatic, power steering, drives superb.....£3,950



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old 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 E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking,also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website. £125,750

OSELLI
CLASSIC & SPORTSCARS

Oselli Engineering est 1962



1969 Aston Martin DB6 manual. £POA

Finished in Silver birch with black trim restored in 2002 with just two keepers and 49000 miles indicated, 4.2 litre rebuilt lead free engine, with detailed engine bay, handling kit.

1964 Aston Martin DB5 to vantage spec. £POA

Restored with body and panel by 'Spraytec' Oselli 4.2 litre engine. Finished in Aston racing green with new beige trim.
Air conditioning. Large history file.





1969 Aston Martin DB6 Volante. £POA

Finished in silver birch with black trim, 68,000 miles from new with three previous owners and large history file. A very original car Unmolested!

1972 Aston Martin DB8 V8. £POA

Currently having a 'body off' restoration by Oselli. This is a rare manual gearbox car with a rebuilt Oselli engine to our 6 litre specification with 'Vantage' carburettors and exhaust system. Currently the car is in restoration and can be offered as right or left hand drive at this time, as such price will be dependant upon specification.





1954 Aston Martin DB2/4. £POA

Currently under final preparation in our own workshops. Bare metal re spray and detailed engine bay just completed. New chrome wire wheels and electronic power steering. Chassis number LML/664 is finished to a near concourse condition.

Telephone: (01993) 849610 • E-mail: david.eales@oselli.com • www.oselli.com
D2 & 3 Greenway Business Park, Great Horwood, MK17 0NY



1962 FERRARI 250 GT SWB BERLINETTA SPECIALE

Inspired by Ferrari's legendary "Sharknose" racing cars, Nuccio Bertone's personal car 3269 GT is an undisputed masterpiece of automotive art. The one-of-a-kind 250 GT SWB Berlinetta Speciale was designed by the great Giorgetto Giugiaro and built by the legendary house of Carrozzeria Bertone. Since its debut in 1962, this magnificent and totally unique car has been acclaimed as both a definitive example of Italian automotive design and a coachbuilt Ferrari of exceptional beauty and significance.

WWW.TALACREST.COM

Talacrest are the biggest and most experienced buyers of classic Ferrari in the world and have sold over $1 billion worth of thoroughbred classic cars including eight Ferrari 250 GTOs, many prototypes and numerous other desirable road and race cars. If you're in the market for buying or selling blue-chip, collector Ferrari classics then make Talacrest your number one choice.

+ 44 (0)1344 308178 | +44 (0)7860 589855 | JOHN@TALACREST.COM

NUMBER ONE IN THE CLASSIC FERRARI MARKET

SHERWOOD
RESTORATIONS

Upton Fields Garage,
Upton Road,
Southwell, Notts.
NG25 0QB

www.sherwoodrestorations.co.uk sales@sherwoodrestorations.co.uk
Tel: 01636 812655/812682/812700



1960 TRIUMPH TR3A.

An Original RHD Example. Multi Concours Winner. Finished in Signal Red with Black Hide and Black Weather Equipment. Restored to the Highest Standard Finite Attention to Original Factory Specification. Equipped with Overdrive, 123 Electronic Ignition, Aeroquip Hoses, Oil Cooler, Seat Belts, Wire Wheels, Period Radio with I Pod Connection, Wind Deflectors, Tonneau Cover, Immobiliser, Boot Rack, etc. Extensive History with Full Photographic Detail of the Concours Restoration. This is the Finest Example Extant. You could not Replicate for Less than £80,000.

RHD - £34,995



1966 AC COBRA – HAWK 289 FIA SERIES.

Black with Black Hide. 351 CU Inch – 400 BHP. Alloy Heads, MSD Ignition, Top Loader Gearbox, Oil Cooler, Peg Drive Halibrand Wheels, Side Pipes, Roll Hoop., Harness's, Fire Extinguisher, Race Mirrors, Tripod Headlights, Full Mohair Weather Equipment inc. Tonneau Cover & Side Screens. Built and set up by the renowned James Baxter, Race Engineer and Driver. Only 6,000 Miles since completion. Bills on file total in excess of £55,000. Simply Stunning with Blistering Performance.

RHD - £42,995



1957 TRIUMPH TR3 ALLOY BODIED RALLY CAR.

UK example. Dark Blue with Silver Works H/top. Tan Trim. Initially Restored and Uprated by Revington at a cost in excess of £60,000. Recent expenditure with TR Enterprises and others of in excess of £11,000. Stage 3 Engine on Twin Webers, Narrow Pulley Ass., Alternator, Comp. Rad. with Header Tank, CR all Synchro G/box.Prologic O/drive, Dual Circuit Balance Bar Brake System, Uprated Shocks, LSD, Roll Cage, Bucket Seats, CWW, Uprated Brakes & Susp. Full Harness's, Spot Lights, Rev Light, Oil Cooler, Heater, Two Speed Wipers Etc. Prepared for serious rallying or fast road use. Class Winner 2004 Rally of the Tests and recent Awards in the Three Castles and The Scottish Malts. You could not build today for less than 90K. complete with large History File and FIVA Papers.

RHD - £39,995



1956 AUSTIN HEALEY 100/4 BN2 M SPEC.

Reno Red with Black Hide. Fitted with an original Westlake Head, 4 Wheel Disc Brakes, Uprated Anti Roll Bar, 72 Spoke Chrome Wire Wheels, Brake Servo, 100 `S` 140 MPH Speedo, Derrington Steering Wheel, Louvered Bonnet with Strap, Uprated Overdrive with Gear Lever Switch, Badge Bar and Spot Lamps, High Ratio Steering Box, 3:9 Diff, Derrington Manifold Works High Capacity Sump. Spin On Oil Filter Conversion, Twin Overtaking Mirrors, Tonneau Cover Etc. Etc. Restored by Marque Specialist for his own collection to a standard seldom achieved. In my opinion the ultimate Healey.

RHD - £79,995



1970 LOTUS ELAN TYPE 45 DHC.

Lotus Yellow with Black Trim. Ground Up Restoration and Upgrade carried out. Less than 6,000 Miles since. New Chassis, Solid Drive Shafts, Adjustable Suspension, Kenlow Fan, Free Flow Exhaust, 117 BHP, Etc Etc. Equipped with Centre Lock wheels, Electric Windows, Period Radio, Tonneau Cover, Etc. I have just driven 30 miles in it and what fun ! An exceptional example, sensibly priced.

RHD - £34,995



1980 AUSTIN MINI VAN 95L 1000cc.

Sand Beige with Black Trim. A very well restored, low ownership example with mildly uprated engine. Cooper S Wheels Etc. They are getting harder and harder to find and are rapidly appreciating.

RHD - £9,495



1967 MORRIS 1000 TRAVELLER

Rose Taupe with Red Trim. One Owner until 1986 and only 3 since. 43,000 warranted miles with a total service history. The file includes original purchase invoice, service book and a detailed record of every mile covered ! Restored by Charles Ware to an exacting standard. Full photographic record. Uprated with Servo Brakes, unleaded head, concealed radio / CD Player, extra Instruments, seat belts etc. An outstanding example.

RHD - £11,995



1963 MGB 1.8 ROADSTER PULL DOOR HANDLE

Iris Blue with Black Trim piped Cream. Total Restoration some years ago, on a Totally Corrosion Free Car. All Original Panels. Full Photographic Record and All Invoices. Equipped with Gas Flowed Unleaded Head, Overdrive, Telescopic Dampers, Chrome Wire Wheels, Kenlow Fan, Works Hard Top, Soft Top and Tonneau Cover. Bills on file for in excess of £18,000. Exceptional condition. It would be difficult to find a more genuine example. (Picture for illustration only) RHD

RHD - £15,495



1974 CHEVROLET CORVETTE C3 DE LUX ROADSTER.

Mille Miglia Red with Black Trim. 350 ci, Automatic, Detroit Locker, Hard and Soft Tops, Rallye Wheels, PAS, Electric Windows, Original Radio, Etc. Restored to an exceptional standard. The paint finish is like a sheet of glass ! A stunning example of this American Icon.

RHD - £29,995



1959 AUSTIN HEALEY FROG EYE SPRITE.

Cherry Red with Black Trim and Black Mohair Hood. Professionally Restored and seriously upgraded for a very well known BRDC racing driver, to his own exacting standards. 1275 Stage 2 Engine, CR Gearbox, 3.7 Diff, Disc Brakes, Uprated Suspension, Front Anti Roll Bar, Long Centre Branch Manifold, Etc. etc. Less than 3000 Miles since. Properly set up. Will sit at 85 MPH all day long and in outstanding order.

RHD - £21,995



1928 ALVIS 12/75 SUPERCHARGED FD – FRONT WHEEL DRIVE – TT BODIED. (SWB)

French Blue with Tan Hide. One of the most advanced cars ever produced by Alvis. Lightweight Chassis, Single Overhead Cam with Roots Supercharger, Front Wheel Drive, Inboard Brakes and Independent Suspension, Large Bore Stainless Fish Tail Exhaust, Weighing under 18 cwt and over 75 BHP makes for a remarkably quick and agile performance car. Chassis 7190, Matching Numbers and One of only 39. Cross and Ellis TT Bodied. Was used in competition both in period and latterly. Has VSCC Buff Form and is eligible for just about every event.

RHD - WAS £89,995 NOW £79,995



1979 MGB 1.8 ROADSTER.

Nightfire Red with Black Hide and Maroon Mohair Hood. Equipped with Overdrive, Minilite Style Alloy wheels, Music system with CD and Electric Ariel, Gas Flowed Head, Big Bore Stainless Steel Exhaust, Colour Coded Bumpers, Walnut dash, Motalita Steering Wheel Etc. Professionally restored to an extremely high standard. Excellent Value.

RHD - £9,995

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.

DANIEL DONOVAN

DDCLASSICS

DDCLASSICS.COM



1968 Mercedes-Benz 300SE Convertible RHD



1965 Aston Martin DB5 RHD



1962 Rolls-Royce Silver Cloud II Drophead LHD



1987 AC Cobra MKIV by Autokraft LHD



1972 Ferrari Dino 246 GT RHD & LHD IN STOCK



1987 Aston Martin V8 Zagato RHD



1974 Citroën DS23 Pallas EFI 5-Speed RHD



1966 Jaguar MKII 3.8 Automatic LHD



1968 Daimler 420 Sovereign 28,000 miles RHD



1995 Ferrari F512M LHD



2011 Ferrari 599GTO RHD & LHD IN STOCK



1984 Ferrari BB512 RHD & LHD IN STOCK

SHOWN HERE IS JUST A SMALL SELECTION OF OUR EXTENSIVE STOCK, SO PLEASE VISIT OUR WEBSITE FOR THE COMPLETE CURRENT INVENTORY. DD CLASSICS IS LONDON'S LEADING SPECIALIST DEALER IN EXCEPTIONAL CONTEMPORARY AND CLASSIC CARS, COVERING ALL ERAS OF THE AUTOMOBILE. WE ARE ALWAYS LOOKING TO EITHER BUY OR CONSIGN EXCEPTIONAL CARS, AND WE ALWAYS WELCOME PART EXCHANGES. PLEASE CALL TO DISCUSS HOW WE CAN HELP YOU.

97 -101 North Road,
Kew, Richmond,
Surrey TW9 4HJ
Showroom: +44(0)208 8783355
Mobile: +44(0)7850 888 880
Email: info@ddclassics.com
Web: **www.ddclassics.com**

FENDER-BROAD
CLASSIC CARS



JAGUAR XJS RACE CAR
500bhp highly successful and eligible race car available with period transporter. On the button £POA



1959 JAGUAR XK150 3.8S DHC.
The rarest of all the XK breed. This lovely car comes from long term ownership. See website for detail. £POA



1950 JAGUAR XK120 BROADSPORT
Test drive our demonstrator and order your own or buy 7NXK if you can't wait! £POA



1969 TRIUMPH TR6
Beautifully restored and on the button car upgrades by Revington £22,000



1959 JAGUAR XK150
Reg 15OX. English RHD body off chassis restoration with sumptuous red leather and mahogany trim. Superb 3.8 engine. £POA



1956 TRIUMPH TR3
Ex Works Car. Prepared for Mille Miglia or other endurance competition events. On the button. £47,995



1959 JAGUAR XK140 FHC
Original RHD magnificent restoration with sensible upgrades and on the button. Old English White, red leather and beautiful wood trim. Perfect. £79,995



JAGUAR V12 RACE CAR
ex Malcolm Hamilton. Probably the fastest E Type on the planet. A huge history file for this most famous car. Simply amazing. £POA



1954 KIEFT 1500
Ex Le Mans, Sebring, Goodwood racer. A highly significant eligible for anything sports racer. Fully race prepared and on the button. £POA



1953 TRIUMPH TR3A
Under restoration can be left or right hand drive. It's going to be superb £POA



1947 JAGUAR MARK IV
A truly exceptional pristine car. The best we have ever seen. £POA



1954 AUSTIN HEALEY 100/6 BN4
Original RHD matching numbers car in fine order and ready to enjoy £39,995

ALL OUR CARS ARE SOLD WITH 12 MONTH OR 3000 MILE MAJOR MECHANICAL WARRANTY. ASK FOR DETAILS

From our BRISTOL location we can service, restore and sell on commission your classic car

Tel: +447794477785

GUY BROAD

C.M.S

T: 01252 612245

CAMBERLEY MARINE AND SPORTS CARS LTD

EST 1975



C.M.S

T: 01252 612245

Telephone 01252 612245 Mobile (Grahame) 07836 203159 Mobile (Alan) 07787 528131

www.cms-gb.com



JAGUAR E-TYPE S2 ROADSTER 1969 Finished in primrose yellow with black interior, black mohair hood, chrome wire wheels, original U.K R.H.D model with matching numbers, old logbooks and handbooks e.t.c, very good example. **£69,995**



JAGUAR E-TYPE S1 1/2 ROADSTER
1968, Finished in dark blue with tan interior and a blue mohair hood, original U.K R.H.D model with matching numbers, chrome wire wheels, outstanding example. **£99,995**



JAGUAR E-TYPE S2 ROADSTER LHD
1969 inished in regency red with black interior, U.K registered, chrome wire wheels, outstanding condition.
£54,995



JAGUAR E-TYPE S1 4.2 F.H.C
1965, Finished in opalescent silver grey with black interior, chrome wire wheels, originally a Californian car, very nice example that must be seen to be appreciated. **£74,995**



JAGUAR XK 150 D.H.C.
1959 Original U.K R.H.D model for total restoration.
Please call for further details.
£34,995



JAGUAR E-TYPE S1 3.8 F.H.C
1962, Finished in carmen red with black interior, U.K R.H.D model with matching numbers, excellent history file, chrome wire wheels, superb condition. **£82,995**



JAGUAR MKV 3.5 LTR SALOON
1949 Finished in black over burgundy with grey leather interior, large history file, original buff logbook and handbook, heritage certificate, superb condition. **£29,995**



AUSTIN MINI CITY
1985, Finished in beige, two owners and 38,000 miles from new with the last lady owner since 1988, original book pack e.t.c, excellent example. **£3,495**



MGA 1600 COUPLE
1960, Finished in old English white with black leather interior, original U.K R.H.D model, walnut dashboard, very good usable example of this model that is becoming very collectable. **£14,995**



NORTON DOMINATOR 99 WIDELINE 600cc
1959, Finished in black and silver, matching engine and frame number, superb example.
£5,995



TRIUMPH TIGER 100 500cc
1947, Finished in red, totally restored, matching numbers, original restoration number.
£7,995



NORTON 16H 500cc
1946, This excellent fully restored example has been fitted with a period Norton ES2 OHV 500cc engine, outstanding condition.
£6,995



GREEVES SPORTS 24 DB 250 cc
1960 Finished in two tone blue, excellent correct matching numbers machine, rare example.
£2,995



MATCHLESS 250 G2 CSR
1965, Finished in red and chrome, matching numbers, original logbook e.t.c very good condition.
£2,995



AJS MODEL 14 250cc 1963, Finished in blue and chrome, this machine has been in the same family ownership since 1967 and retains its original transferable registration number, having been in storage since the 80s a full restoration is now required. Please call for further details. **£1,395**

ALL CARS AND MOTORCYCLES URGENTLY WANTED - PLEASE CALL

We are situated in Fleet, Hampshire close to J4A M3 only 25 mins from Heathrow.
Please contact Grahame or Alan Bull for an appointment to view.
Always wanted prestige or classic cars and motorcycles

The Carriage Company

JAGUAR SPECIALISTS

www.thecarriagecompany.com
Tel: 01525 861474 Mobile: 07774 261674
Email: info@thecarriagcompany.com



JAGUAR E TYPE V12 ROADSTER
2DR Manual, British Racing Green **£125,000**



JAGUAR 3.8 ROADSTER,
Flat floor,
currently restoring.
Nut and bolt rebuild
£POA



JAGUAR E TYPE.
Many upgrades inc. Weber carbs.
£43,999



JAGUAR XK150 ROADSTER.
Complete rolling chassis restoration. Bodywork has cost £18k which includes 2 brand new front wings, 1 new rear wing and other panels replaced and refitted where necessary. **£60,000**



JAGUAR ETYPE ORIGINAL LHD V MODEL TO BUY, Series 1 1965, FHC, good solid example. Very difficult to find **£32,999**



FORD MUSTANG CONVERTIBLE 1966
Super nice condition, very desirable model **£26,999**



JAGUAR XK150 3.8 DHC Excellent project, for full restoration. **£47,999**



E TYPE SERIES II 2+2, LHD, Superbly finished in Black, Maroon interior, Manual, £'Thousands spent. **£37,999**

XK150 FHC 3.4 S EXTREMELY RARE ORIGINAL RHD



This is a fantastic opportunity to purchase an extremely rare solid restoration project.
£44,999



JAGUAR E TYPE SERIES II FHC. LHD.
C1969. Superb car to restore, requires relatively minor repair to sill and floor, can be running.
£27,999



JAGUAR E TYPE SII FHC PROJECT,
FHC 2DR Manual, for restoration. Comes with fully rebuilt 4.2 engine and 5 speed gearbox. **£17,999**



JAGUAR XK150 FHC, Original RHD, Complete new interior, £'Thousands spent on mechanical restoration, Repainted **£60,000**



JAGUAR 420
LHD,
Nice Condition
£6,999



JAGUAR E-TYPE SERIES III 2+2
For full restoration, very solid.
£10,999

For thousands of cars for sale visit classiccarsforsale.co.uk

ASTON MARTIN SPECIALISTS

NICHOLAS MEE & COMPANY LTD

ASTON MARTIN HERITAGE



1952 ASTON MARTIN DB2 DROPHEAD COUPE

£POA

Built by Aston Martin at their Feltham Works this is an excellent example of the charming DB2 Drop Head Coupe which was first supplied in 1952 before returning to the factory in 1953 for the engine to be upgraded to Vantage specification before the second owner, Captain P.B. Dodkins took delivery. The car has had three owners since, with the last collector owner commissioning a large amount of works since acquiring the car in 2004.

Originally built in Blue Haze, this example has in recent years been re-painted and is now handsomely finished British Racing Green. The car also benefits from a recent re-trim using tan hides, a new dark green mohair hood with matching dark green wire wheels complete the period look. With a mileage understood to be just 40,600, this excellent example also benefits from an engine and gearbox re-build completed in 2015 by recognised Aston Martin specialists.

One of only 102 examples of this model built by Aston Martin between 1950 and 1953, this stunning motorcar is superb to drive and in beautiful condition, ready to be enjoyed by the next custodian. Viewing is highly recommended.



1969 DB6 VOLANTE £650,000



1979 V8 VANTAGE £235,000



1981 V8 VOLANTE £149,950



1991 VIRAGE £99,950

www.nicholasmee.co.uk Telephone: 0208 741 8822 Email: info@nicholasmee.co.uk

KIM CAIRNS - Established 1972

Quality is remembered long after price is forgotten

www. kimcairnsclassics.co.uk



1956 JAGUAR MK1. Finished in factory black with its original Red Leather. Bought new by Mr John Hobbs of Kettering shoe makers and kept by them until his death in 1970. It was then passed to Mr Ray White of Kettering, in total only 3 owners all from Kettering. The car has now only covered 48,000 miles with an extensive history including a recent engine rebuild by Selby Race Engine Specialist in Northampton. Very special car and investment.....**£21,995**



1978 MGB GT. Finished in immaculate snapdragon yellow with black leather seats and trim. Large history file including an invoice for £2500 from Oselli for engine work. Hard to find a better one for.....**£5,995**



1997 BENTLEY TURBO R. Finished in Royal Ebony with Grey hide, only 3 owners from new, 89,000 miles with 18 Rolls Royce service stamps **£15,995**



2001 JAGUAR 3.0 SE AUTO. Finished in seafrost with light beige leather, only 74000 miles, service history Well looked after example and exceptional value at only.....**£3,995**



1973 VANDEN PLAS 1300 PRINCESS AUTO. Finished in its original teal blue with tan Connelly hide and Wilton carpets. Only 14000 miles from new and in time warp original condition. From the same small collection as the Rolls Royce since 1981 when it was last driven on the road. Now recommissioned and ready to SHOW.....**£12,495**



1971 MGB ROADSTER. New Heritage body shell and fully rebuilt 1500 miles only since rebuild. HUGE SAVING ON REBUILD COST **£15,495**



JAGUAR XJR. 93,000 miles very good service history . Finished in British racing green with black leather Very good example Value for money at.....**£4,495**



1975 Mercedes 230/4. Auto with power steering. Finished in its original immaculate pale yellow with black MB tex trim, this one family owned Mercedes was purchased from Robinsons Mercedes Benz in Norwich and serviced by them + one other specialist from new and now only covered 64000 miles. Very rare find, totally original, unmolested, one family owned car..... £13,995



1989 MERCEDES 300TE ESTATE AUTOMATIC. Finished in alpine white with dark blue trim. Very high spec car including sun roof, air conditioning, elec windows, central locking, alloy wheels, etc. and only covered 85000 miles with service history. Very hard to find low milage Mercedes Estate cars. **£7,995**



1964 MERCEDES 190 FINTAIL. Owned by a Embassy for its first 6months then by a London gentleman for 47yrs and only used for holidays and family outings. The car was passed on to his grandson the third and last owner of the car. It was then entered by the grandson into the Salaam to cape town rally which it completed with no problems. The car has a extensive history file and must be one of the most original unmolested examples in existence today. You would find it very hard to find a better and more original example **£17,995**



1967 SUNBEAM ALPINE SERIES 5 1725CC. Fully Restored 10 yrs ago and not used since, now been re-commissioned and ready for the summer ahead. Comes with hard and soft tops **£10,995**



2001 Mercedes CL500. Finished in immaculate brilliant silver with unmarked light grey leather, only 67000 miles, full service history. Very high spec car including elec sun roof, heated seats, sat nav and lingtronic. Comes with all the boos instuctions and information to operate the sat nav and lingtronic. SUPERB VALUE SUPER CAR...**£9,495**



1995 JAGUAR XJS 4.0 CELEBRATION. Last of the XJS series with the AJ16 engine. This immaculate example is finished in Jaguar turquoise with sandstone leather and brown piping, 85000 miles, service history, stunning looking car and going up in value **£11,995**

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

For thousands of cars for sale visit classiccarsforsale.co.uk

HEXAGON

MODERN CLASSICS



2011 PORSCHE 997 3.6 GT2 RS - RHD

Metallic GT. Black part leather interior. The 997 GT2 RS is the fastest and most powerful road-going sports car ever built in the history of Porsche. Upgrades include ASK Sound Package, Carbon Ceramic Brakes, Carbon Front Wing. Only 13,100 miles.



2011 PORSCHE 997 CARRERA GTS (MANUAL) - RHD
White. Black leather & alcantara interior. Many options including 19" RS Spyder Alloys. Stunning example. Only 4,700 miles.



1989 PORSCHE 911 CLASSIC SPEEDSTER 3.2 - RHD
Navy full leather interior. Upgrades – G50, Navy Hood, Velour Carpet in Luggage Comp. Incredible quality. Only 3,650 miles.



1995 PORSCHE 911 CLUBSPORT 3.8 CARRERA RS - **LHD**
Grand Prix. Black velour interior. Upgrades – Cross Brace for Front Shock Absorbers (RS Only). Only 20,400 miles.



1996 PORSCHE 911 CLASSIC 3.6 CARRERA 4 S - **LHD**
Metallic Arctic. Black full leather interior. Upgrades – Third Brake Light, Rear Wiper, Factory wide body. Only 8,500 miles.



PORSCHE 993 CLASSIC 3.6 TURBO - RHD
Metallic Arena. Black Full leather interior. Upgrades include:Tinted Windscreen, Automatic Speed Control. FWD. Only 47,700 miles.



1995 PORSCHE 993 CARRERA 4 COUPE - RHD
Metallic Black. Marble Grey leather interior. Exceptional nut & bolt restoration. Presented "as new". 3,000 miles (since rebuild)



1983 PORSCHE 911 3.0 SC CABRIOLET - RHD
Metallic Bronze. Linen white full leather interior with burgundy leather piping. Totally restored. Only 35,150 miles.



1993 PORSCHE 928 5.4 GTS AUTOMATIC - RHD
Metallic Amazon. Grey, soft ruffled full leather seats. Upgrades - Metallic Paint, Graduated-Tinted Windscreen. Only 13,800 miles.



1958 PORSCHE 356A SPEEDSTER 1.6 DAMEN (TYPE 616/1) # 84815 - has just completed a detailed engine bay preparation by one of the UK's leading classic Porsche specialists.

BESPOKE FINANCE ARRANGED AND PART EXCHANGE WELCOME - WE ARE ALWAYS LOOKING TO BUY CARS OF EXCEPTIONAL QUALITY. A SIGNIFICANT PROPORTION OF THE CARS WE HAVE SOLD THIS YEAR HAVE BEEN BOUGHT TO ORDER. IF THERE IS A SPECIFIC PORSCHE YOU REQUIRE THAT IS NOT LISTED ON OUR WEB SITE - PLEASE CALL JONATHAN FRANKLIN: 07522 911 911

Hexagon Modern Classics, 90 Fortis Green, London, N2 9EY | Tel: +44(0)208 3485151| Mob: +44(0)07522 911911 | Email: jonathan@hexagon.uk.net

WWW.HEXAGONMODERNCLASSICS.COM

CLASSICMOBILIA

For all your classic car motoring needs

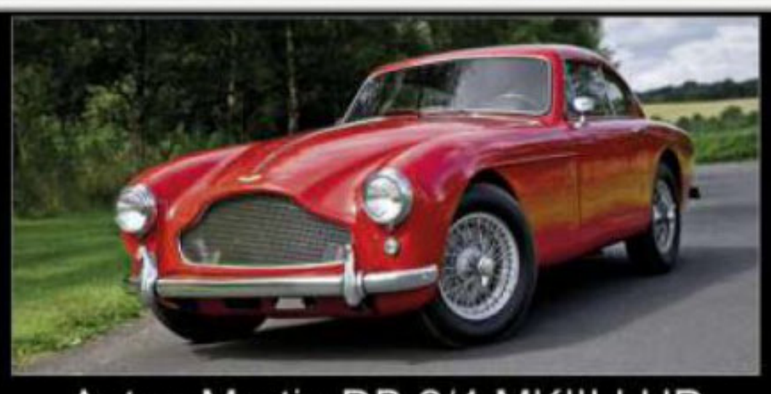
+44 (0) 1908 270672 +44 (0) 7889 805432 keith@classicmobilia.com



www.classicmobilia.com



Aston Martin DB5 LHD



Aston Martin DB 2/4 MKIII LHD



Alvis Barson Special Straight Eight



De Tomaso Mangusta



Aston Martin V8 Saloon



Aston Martin V8 Volante Auto



Jaguar E Type coupe 3.8 LHD
Series 1



Triumph TR2 LHD
1955 Long Door



Jaguar MK VI Manual LHD

Aston Martin DB2/4 MKI LHD
Aston Martin DB6 Man RHD
Aston Martin DB6 MKII Auto RHD
Aston Martin V8 SIII Saloon Auto LHD
Aston Martin V8 SIII Saloon Man RHD
Aston Martin V8 Volante Auto LHD

De Tomaso Mangusta
Ferrari 250 GTO Restored LHD
Jaguar XK150S LHD
Jaguar E Type S1 Roadster RHD
Jaguar E Type S1 Coupe RHD
Jaguar XJ220 LHD

Jensen CV8 MKII RHD
MGA Twin Cam Coupe LHD
Porsche 911 T Restored LHD
Rolls Royce Silver Cloud III
Drophead RHD

RED TRIANGLE

'The Home of Alvis Cars'





1937 4.3 Litre 'Short Chassis' Tourer



1957 TC108G Saloon by Willowbrook



1947 TA14 by Mulliner



1959 TD21 Saloon by Park Ward



1935 Alvis Speed Twenty Drop Head Coupe by Charlesworth



1967 TF21 Saloon by Park Ward

Other Alvis Cars in Stock:

1933 Speed 20 Tourer by Vanden Plas; 1936 Firebird DHC by Cross & Ellis;
1936 Firebird Tourer by Cross & Ellis; 1938 Silver Crest Saloon by Holbrook;
1939 Speed 25 Short Chassis tourer; 1953 TA21 DHC by Tickford;
1961 TD21 Saloon by Park Ward; 1964 TE21 Saloon by Park Ward;
1965 TE21 Saloon by Park Ward; 1966 TF21 Saloon by Park Ward;

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.



Panorama Bay

Tel: 01202 709407
or Mobile: 07785500990

36 Panorama Road, Sandbanks, Poole, Dorset, BH13 7RD
www.panoramabay.co.uk · panoramabaysales@live.co.uk



1948 ALVIS TA14
Finished in GLOSS black with black hood
£22,995



1952 ARMSTRONG SIDDELEY
Superbly finished in deep grey and sea green **£POA**



2013 AUDI A4 DIESEL
Top of the range model, Finished in white 13,000 miles only **£19,995**



1934 AUSTIN SEVEN ULSTER SPECIAL
red with black trim and mudguards, black w/wheels. **£12,995**



1934 AUSTIN SEVEN RUBY. Finished in burgundy and black, magnificent cond, full g/up resto. **£9,495**



2007 BENTLEY GTC CONV
by Karn A'motive, black/black leather, woodwork, hood, Karn 20" alloys **£49,995**



1990 BENTLEY EIGHT SALOON
Finished in dark blue, magnolia hide trim, 21,000 miles fsh, extras. **£17,995**



1986 BENTLEY TURBO R Tudor Red with biscuit leather, ex royal family, 30000 miles, much spec, lots of history. **£22,995**



1972 BMW 3.0 CSi SPORTS COUPE (E9)
Superb car finished in white with rally colours £80k+ rebuild **£79,995**



2010 60' REG FORD FOCUS ST3
Finished in blue, 2 owners from new, 25000 miles **£14,995**



1986 FORD RS200 GROUP B RALLY CAR
white with red trim, 1 owner 1000miles, 'as new' **£245,000**



2002 FORD THUNDERBIRD CONV
turq/turq and black leather, hard+soft tops, 10,000 m, lhd, stunning **£24,995**



1953 FORD ZEPHYR Mk 1 Convertible
rare model, full resto with images, 1 of 20 in UK **£28,995**



1951 HEALEY SILVERSTONE REPLICA
built from an original Healey chassis, engine gearbox and axles. **£36,995**



2012 HONDA CRZ HYBRID black, silver trim, 1 lady owner, 12,000 miles, style and economy, mint cond **£9,995**



HONDA CAMPER Silver 8 seater with internal camping kitchen plus sleeping accomm.
£6,995



1973 Jaguar E Type Series 3 V12 2+2,
iFinished in blue, complete resto 2000 in excellent condition **£48,995**



1976 MGB ROADSTER Stunning in white with red leather, full restoration, mint condition
£8,995



1974 MG MIDGET 1500. Finished in white with full rebuild 10 years ago, needs some TLC, rwa **£4,995**



1981 MG MIDGET in black, factory hardtop, 25,000 miles from new brilliant condition
£7,995



1973 MGB ROADSTER IN BRG
with black hood. Full Resto wonderful condition **£11,995**



1951 MGTD SPORTS LHD. Finished in red with biscuit leather, good cond
£17,995



1968 MORRIS TRAVELLER In NATO green and wood detailing, ready for Goodwood!
£6,995



1999 RENAULT SPORT SPIDER
Finished in silver, very rare and supremely stylish 7000 miles **£26,995**



2009 RENAULT MEGANE CONV in dark silver met, 20,000 only , 2 previous keepers, ex cond **£5,495**



1939 Rolls Royce Wraith, six light razor edge saloon, coachwork by H J Mulliner
£59,995



1967 TRIUMPH TR4a IRS)
BRG black trim/hood, chrome w/wheels manual + o/d, full resto 2014. **£28,995**



YAMAHA RD400 TZ, Racing Motorbike Replica, red and white Yamaha racing colours, Engine fully rebuilt **£3,495**

Foskers

The UK's oldest independent Ferrari specialist

Contact the team on +44 (0) 1474 874555 or sales@foskers.com

AVAILABLE NOW AT FOSKERS



Ferrari 365 GT4 BB **£POA**
Wonderful early series Boxer in factory colours; superb history; extensive overhaul just finished by Foskers - now immaculate.



Ferrari 328 GTS **£160,000**
The best available; only 5,900 miles from new; exceptionally rare in Blu Chiaro with pristine Crema hide; all books and tools.



Ferrari Testarossa **£185,000**
Single-mirror UK RHD car; the rarest and most desirable of all Testarossas; complete with original books; 24,000 miles from new.



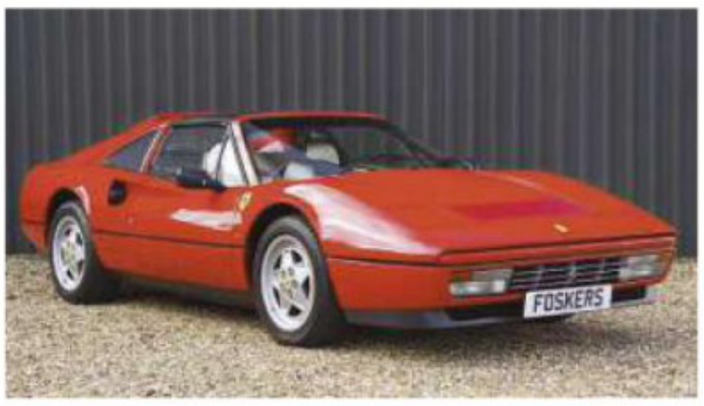
Ferrari F355 Spider **£80,000**
Stunning colours; Blu Le Mans, Crema hide and blue stitching; highly desirable manual gearbox example; ready to drive and enjoy.



Ferrari F430 Spider F1 **£88,000**
Just 12,600 miles; Full Service History all stamped; Nero with black hide; Capristo exhaust, Giallo calipers, Scuderia shields.



Ferrari 365 GTB4 Daytona **£POA**
Wonderful example of Ferrari's iconic GT car; early pop-up headlight model in Rosso Chiaro with Nero; beautifully restored.



Ferrari 328 GTS **£115,000**
A wonderful classic Ferrari; Rosso Corsa with stunning Crema hide; just 22,400 miles; original UK RHD car in fantastic condition.



Ferrari Testarossa **£155,000**
A fantastic low-mileage car with desirable single-bolt wheels; Rosso Corsa / Crema; 20,400 miles; all original books and tools.



Ferrari 512 BB **£POA**
Stunning flat-12 in Nero with Beige hide; magnificent provenance; genuine 26,000 miles from new; a truly beautiful motor car.

COMING SOON...

Contact us now to discuss other cars available, including a beautiful **Dino 246 GTS** following a sympathetic Foskers restoration, an immaculate 10000-mile **512 TR**, pristine **360 Challenge Stradale** and a 188-mile RHD **575 Superamerica F1 HGTC**.

@foskers **www.foskers.com** /foskersferrari

GHOST MOTOR WORKS LTD

Exclusively Rolls Royce and Bentley



1935 BENTLEY 3.5 LITRE PARK WARD in finished in Maroon with Black hide interior and new Black Wilton carpets. Comes with history file to include many past MOT certificates, invoices for works carried out by Bentley specialists as well as copies of the original build sheets. The car has benefited from new cylinder head, stainless steel exhaust and new spring gators. All the tyres are in very good order, the chrome remains in perfect condition and car retains original tools as well as very smart Black wire wheels. This car runs and drives very well and is presented in excellent original condition inside and out **£59,950**



1937 ROLLS ROYCE 25/30 SIX LIGHT SALOON BY HOOPER & CO. Finished in black over white. Black hide driver's compartment and magnolia hide rear with blue Wilton carpet. In extremely fine condition. Maintained to a very high standard, this 25/30 received a complete engine overhaul in 2013 which included replacement of the big ends. A fabulous example with beautiful Hooper coachwork.....**£49,750**



1949 BENTLEY MK6 Midnight Blue over Cream Beige hide is piped Blue with Dark Blue carpet. Perfect two tone coachwork and unmarked interior. Received an £80,000 restoration. This stunning example is undoubtedly one of the very finest . **£48,000**



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 concourse condition throughout, this is surly the finest Dawn on the market today.....**£67,500**



1956 BENTLEY S1 MULLINER. Six Light Saloon finished in Cardinal Red with Tan hide interior. Befits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout.....**£97,500**



1957 ROLLS ROYCE SILVER CLOUD I finished in Two Tone Blue with dark Tan hide with Blue piping. Covered just 88600 miles with an extensive history file. Featuring electric windows all round. Registration 12 HYU include.... **£39,950**



1958 BENTLEY S1. Left Hand Drive finished in Black over Green with Grey hide interior. 113500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out.....**£62,500**



1959 ROLLS ROYCE SILVER CLOUD 2, Sand over Sable with tan interior. One family's ownership from new. Extensive service history. Original handbook full tool kit. Just 66900 miles from new. Beautifully maintained and remains in stunning original condition.....**£59,900**



1960 BENTLEY S2. Shell Grey over Tudor Grey with light Grey interior and Dark Blue carpets and lamb's wool over rugs. 99000 miles with only 2 registered keepers from new. many invoices for works carried out. Presented in excellent and very original condition throughout **£37,500**



1963 SILVER CLOUD III, Sand over Sable, 66,119 miles, Beige Hide interior. Recently serviced with some history and new MOT. Beautifully restored example with air conditioning **£69,000**



1963 FORD GALAXIE V500 390 Finished in Gold with Cream hood. The interior, trimmed in Cream and Gold is in perfect order. Covered just 92674 miles. Many invoices for works carried out. An excellent and very eye catching example in extremely fine condition..... **£19,950**



1963 ROLLS ROYCE SILVER CLOUD III Sand over sable, 66,119 miles, beige hide interior. recently serviced with some history and new mot. beautifully restored example with air conditioning.....**£69,000**



1964 ROLLS ROYCE SILVER CLOUD III. Shell Grey with Grey hide interior Air Conditioning. 88000 miles. 2 owners from new. Comprehensive history file. This Silver Cloud III is presented in stunning condition throughout. One of the very finest examples on the market today. Concourse condition.... **£95,000**



1977 ROLLS ROYCE SILVER SHADOW II in Silver Sand with a brown everflex roof. Full brown leather interior with picnic tables in rear of both front seats. 94300 miles with fully specialist stamped service book, some invoices and MOT's. An excellent example..... **£14,950**



1978 ROLLS ROYCE CORNICHE CONVERTIBLE LHD finished in Porcelain White with Blue roof. Dark Blue hide interior with Dark Blue carpets and Lamb's Wool over rugs. Covered 94000 miles with comprehensive history file and Build Sheets. A very attractive Left hand drive example in excellent condition **£44,950**



1978 ROLLS ROYCE SILVER SHADOW II scarce factory white car with dark blue hide having covered just 66,195 miles with full service history. A fine example in exceptional condition **£21,950**



1982 Rolls Royce Corniche Convertible in Royal Blue. 85000 miles. 1st class condition throughout. Light tan interior with dark Blue carpets. Stunning example and has to be one of the finest on the market today.....**£58,950**



1985 ROLLS ROYCE SILVER SPIRIT. Ice Green with Green hide interior and oatmeal cloth headlining. 85480 miles with service history. A tidy and original example..... **£8,750**



1987 ROLLS ROYCE SILVER SPIRIT Forest Green. Magnolia hide piped in Green with Green Wilton carpets and matching Lamb's wool over rugs including the boot. This is one of the very last carburettor Silver Spirits made. 34,000 miles with full service history.. **£15,800**



1988 Bentley Eight. Ocean Blue with Parchment hide piped Light Blue. 105,000 miles. Full service history from Specialists and Jack Barclay. Known to us since 1999 and have carried out 6 services on her. This excellent example is presented in fine condition throughout and is offered as a very useable classic Bentley. **£11,250**



1990 BENTLEY TURBO R finished in dark blue with a magnolia interior piped blue having matching Wilton carpets and lamb's wool over rugs. 58,000 miles some invoices and past MOT certificates. A totally rust free example with low mileage in a very desirable colour..... **£9,750**



1993 ROLLS ROYCE SILVER SPIRIT III Racing Green with Parchment hide interior piped Green with Green carpets and Over rugs. Fully stamped service record. 46600 miles, presented in first class condition throughout.....**£18,450**



1996 BENTLEY BROOKLANDS SWB LPT. Black Garnet with Magnolia hide interior piped in Red with Red carpets. 70,000 miles with full service history, known to us for over 5 years Replacement of Cylinder head gaskets. 3,000 miles ago. Extremely smart example is presented in 1st class condition throughout and offered with full service history....**£15,750**



2012 Bentley Continental GT 6.0 W12 Mulliner Driving Specification. Anthracite, Portland and Beluga hide grey lamb's wool over rugs, carbon ceramic brakes. Naim audio system. Presented in perfect condition, this one owner car has been chauffeuring driven from new and has covered a mere 10,000 miles.....**£97,500**

SIMILAR CARS REQUIRED, INSTANT DECISION.

LANDWAY FARM BASTED LANE CLAYGATE CROSS KENT TN15 8PY ENGLAND

TELEPHONE: 01732 886002 www.ghostmotors.co.uk

40 more classic Rolls Royce and Bentleys available

For thousands of cars for sale visit classiccarsforsale.co.uk

IVOR BLEANEY

of the NEW FOREST **Established 50 years**

www.ivorbleaneyclassiccars.co.uk

★ £194,500 ★



1924 ROLLS-ROYCE SILVER GHOST. THREE POSITION ALL WEATHER OPEN TOURER with original coachwork by Barker, with all matching numbers and 4 wheel brakes. This very rare example, being able to be fully closed, Sedanca-de-Ville or full open tourer, is in magnificent condition throughout. Having recently undergone a major and total refurbishment, both cosmetically and mechanically with full photographic evidence available. Finished in Sage Green & Black with Beige West of England cloth to the rear, Green leather to the chauffeur's compartment. Fully lined Beige Double duck hood. Full set of original chassis sheets and now is ready to drive around the world definitely a one off and a sheer investment.

★ £44,500 ★



A VERY SPECIAL CAR 1954 Rolls-Royce Silver Wraith by James Young. Previously owned by Ann Croft the widow of David Croft co writer of many well known BBC TV series'. Such as Dad's Army and Are Being Served. Ann Croft booked acts to appear on Ready Steady Go, these included Mick Jagger, the Beatles and Dusty Springfield that were chauffeured around London in this car. Being the 1954 London Motor show car. And its history file verifying its mileage of only 39,480. Sent back to Rolls-Royce to be totally redone in its present colour scheme of Old English White with Cream leather interior. The cleanest body one could ever find on a Silver Wraith. Electric division, cocktail cabinet, coffee tables and foot stools.

★ £24,950 ★



1970 FORD MUSTANG FASTBACK COUPE. This fantastic piece of kit has the 351 5.7 litre V8 engine with automatic transmission. Being totally restored in 1996 with the 1850 Holly Carburettor and the Edelbrock performer intake. Mallory dual point distributor. Stainless steel exhaust system chrome wheels new tyres and MOT. Not to be missed.

★ £26,500 ★



1935 TALBOT AX65 bodied by Darracq. Commonly and previously known as the Talbot 14/45. This fantastic, powerful, spacious, 4 door family saloon, being a local car to us and known by us has a superb body and mechanics and a beautiful totally original tan leather interior. With its highly advanced pre select gearbox is finished in Masons Black and Ivory. Full size sunroof. All original period fittings.

★ £49,950 ★



A GENTLEMANS EXPRESS. 1975 BRISTOL 411 SERIES 4. As a Bristol enthusiast for over 40 years being well known for specialising in the marque throughout the 70's and 80's. I can clearly state this is probably one of the nicest 411's I have had the pleasure of owning. In 1991 she underwent a total body off restoration including a total engine re-build and bare metal re-spray. All bills and photographic evidence available her history file being very extensive. She also has fitted the famous Avon safety wheels enabling a blow out at 140 MPH leaving the driver in total control. Being powered by the larger 6556cc Chrysler V8 engine, with her limited slip diff and self levelling suspension makes her a very modern car to drive, a very sought after classic.

★ £27,500 ★



1951 DAIMLER SPECIAL SPORTS DROPHEAD with coachwork by Barker. Being in lovely all round condition with an extensive history file and she still retains her continental touring kit as supplied by Daimler from new. Only some 500 of theses rare Daimlers were ever produced. Powerful 6 cylinder engine with Four speed pre-selector gearbox. Quite unrepeatable.

★ £33,500 ★



POSSIBLY ONE OF THE NICEST TR3A'S ON THE MARKET. 1958 Triumph TR3a. Having undergone a total rebuild right down to last nut and bolt at the cost of over £20,000 in 2010 with no expense spared. She is finished in Midnight Blue with Black mohair hood, hood bag, tonneau cover and side screens, with contrasting beige interior piped in Blue with Blue carpets. Chrome wire wheels, over drive, full photographic evidence of restoration. Looks and drives an absolute dream.

★ £11,950★



ORIGINAL LEFT HAND DRIVE.MGC GT. With Overdrive 1969 this beautiful 3 litre MGC GT was supplied new to Florida and re imported into the UK in 1990. She has now just undergone a total major body restoration, with all new chrome and new wire wheels with all photographic evidence and bills available. And of course also a total major mechanical overhaul. Being finished in Tartan Red with Black leather interior, now ready for extensive touring of the Continent. Any inspection invited.

★ £64,500 ★



1934 ROLLS-ROYCE PHANTOM II. Six Light Limousine with Division and coachwork by Barker. Delivered new to Lord Leverhulme the founder of Lever Brothers. The Great Gatsby Era all over again. Her interior being finished beautiful lush Maroon West of England cloth to the rear with occasional seats and cocktail cabinet. Red leather interior to the chauffeurs' compartment. Twin side mounts with wheel mounted mirrors, a rear luggage rack, P100 headlamps, twin fog lamps and horns, a very imposing car indeed. Just undergone a major mechanical overhaul including a complete new exhaust system. Lovely sound body, perfect chrome, a very eye catching example and sensibly priced.

★ £56,500 ★



1935 ROLLS-ROYCE 20/25 with coachwork by Lancefield probably one of, if not the best, I have ever had the pleasure of owning in my 50 years dealing in the Marque. Having just undergone a total engine refurbishment through our workshops in order to bring her mechanically up to the rest of her exquisite condition. Beautiful unblemished coachwork with unmarked fluted Grey leather interior, wonderful detailed Walnut woodwork. Full length sunroof, le Marr hubcaps. The first person to see this car will have to own her.

Email: ivorbleaney@msn.com Viewing strictly by appointment

Tel: (01794) 390895 Fax: (01794) 390862

ENTHUSIASTS WHO CARE THAT LITTLE BIT MORE

THE STABLE LTD.

Thoroughbred Motorcars Since 1973

217 Main Street, Gladstone, NJ 07934
Sales: 908-234-2055 • Service: 908-234-1755 • Storage: 908-234-2595
www.stableltd.com

NINE LONG-TERM-OWNER CARS



1934 MG-PA ROADSTER

Beautiful in British Racing Green and red leather, this is a car which we sold 25 years ago and have now gotten back from the estate of that owner. Looks and runs great. $47,000



1937 BENTLEY 4-1/4 CLOSE-COUPLED, RAZOR-EDGE SALOON

The 1937 Earl's Court Bentley show car w/fabulous razor-edge styling, polished aluminium facia, etc. Just had $70,000 mechanical overhaul. $195,000.



1948 JAGUAR MK IV 3-POSITION CONVERTIBLE

This rare 3.5-litre, U.S. delivery version sold new to its owner of 42 years, then sold to its last owner of 23 years—and with only 16,306 original miles—was restored to show standards. Complete with documents, records, manuals, tools amd Heritage Certificate TOTAL MILEAGE: 19,257. $175,000



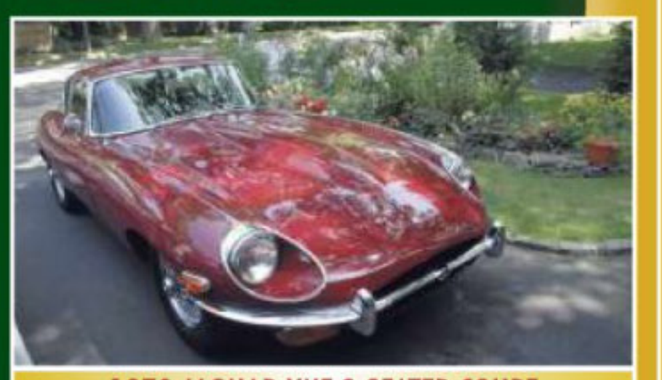
1955 MERCEDES-BENZ 190SL ROADSTER

One local owner for the past 41 years and 20,000 miles. Beautifully restored in black with tan leather (original 300SL-style early seats), matching cloth top and fully rebuilt original engine. 77,684 miles. $138,000.



1963 CORVETTE FACTORY FUEL-INJECTED 2-TOP ROADSTER

An amazingly correct and original car following 30+ museum years and then completely sorted upon departure. Ermine White, excellent all original red interior, 4-speed, power windows, etc. 26,317 miles. $95,000.



1970 JAGUAR XKE 2-SEATER COUPE

A California one owner car which we sold 6 years ago and just received back in trade. Beautiful in original Regency Red with flawless black leather. Factory a/c, power steering, original AM-FM, 4-speed trans., chrome wire wheels. Heritage Certificate! $73,000.



1965 PORSCHE 356 C COUPE

A beautiful rust-free car with 1 owner for 25 years. A Stoddard restoration in original Signal Red, black leatherette interior and chrome wheels with a new correct, date coded engine. Porsche Certificate of Authenticity. $78,000.



1962 AUSTIN HEALEY 3000 MK II ROADSTER

For one year, Austin Healey upgraded horsepower on the 3000 roadster with a 3-carburetor set-up. We have a very correct example of one of those, a California "black plate" car. Colorado Red with red leather. A very correct, beautifully restored, rust-free car which drives fabulously well. $59,000.



1961 ROLLS-ROYCE JAMES YOUNG "SCT-100" LONG WHEELBASE SILVER CLOUD II SALOON

LCB-69. Just 27 of these were built. Ours has full history since being ordered and built for Mrs. J.K. Lilly of Indiana. Factory sunroof to the front, factory air conditioning to the rear. Mason's Black over Cobalt Blue, blue-grey leather. RHD. Exquisite! 72,239 miles. $125,000.

OTHER GREAT CARS



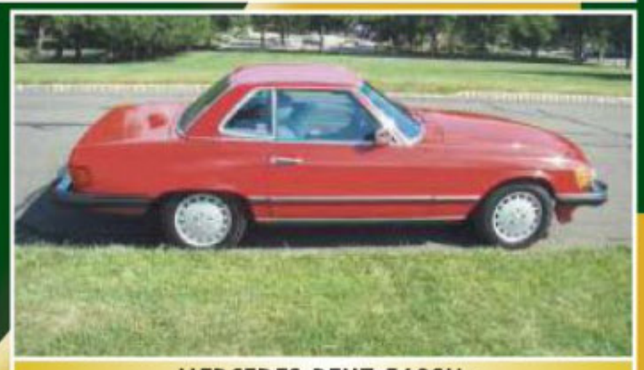
1962 STUDEBAKER GRAN TURISMO HAWK

Brooks Stevens redesigned the long-running Raymond Lowey-designed Hawks with a fabulous car, the "GT." These cars were rare with the 289 cu.in. "V-8" engine with a 4-barrell carburetor , twin exhaust and a 4-speed floor shift, but we have a rust-free example. Striking white with beautiful original blue interior, full complement of gauges, rear antenna, etc. $29,500.



1939 CHEVROLET MASTER 85 COUPE

A magnificent restoration in burgundy with tan interior. Original 6-cylinder engine/3-speed manual transmission. Very correct and as-original throughout $29,500



MERCEDES-BENZ 560SL's

(3) in stock. 1986 Garnet/Palomino leather; 1987 Red/light grey leather; 1987 Anthracite/Palomino leather. All excellent rust-free cars with both tops and full provenance.



1951 FORD COUNTRY SQUIRE WOODIE WAGON

Fully restored in correct Culver Blue with Buckskin three-seat interior and Birds Eye Maple woodwork by Rick Mack. Multiple show winner with mild period performance upgrades. 3-speed +O.D. transmission. $95,000.



1962 CORVETTE FUEL-INJECTED TWO-TOP CONVERTIBLE

A beautifully-preserved California and Florida car with correct date-coded engine, original fuel-injection and 4-speed. White body and hard top, black interior and convertible top. 60,827 miles. $89,500.



1949 MG-YT TOURER

The "YT" offers room for four in a classically-designed MG convertible. One of just 904 ever built, our car came to us in a group of four very interesting cars from a estate collection. It is correctly restored in white with tan interior, top and boot and features a factory fold-down windscreen, vintage MG "double scuttle" facia, banjo steering wheel and instantly recognizable MG grill. $42,500.

43 GREAT CARS IN INVENTORY

www.stableltd.com

For thousands of cars for sale visit classiccarsforsale.co.uk

FRANK DALE & STEPSONS

London

Rolls-Royce & Bentley Specialists

1939 Bentley 4¼ Litre (Overdrive)
Sedanca Coupe by James Young



1962 Bentley
S2 Continental Coupe by H.J.Mulliner



1955 Bentley
R Type Continental Coupe by Franay



1963 Bentley
S3 Continental Six Light Flying Spur
by H.J.Mulliner



1962 Rolls-Royce
Silver Cloud II Drophead Coupe
by H.J.Mulliner (Left Hand Drive)

WE OFFER THE FINEST FACILITIES FOR THE SALE AND SERVICE OF ROLLS-ROYCE & BENTLEY MOTOR CARS

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

SALES | SERVICE | TRIMMING | RESTORATION

FRANK DALE & STEPSONS
London
Rolls-Royce & Bentley Specialists

125 Harlequin Avenue, Great West Road, London TW8 9EW, UK
Tel: 020 8847 5447 Fax: 020 8560 5748
www.frankdale.com Email: info@frankdale.com

French office: Christian Teissier, 8 Avenue J.Bordeneuve, 47300 Villeneuve-Sur-Lot, Bordeaux France Tel: 0033 55 340 3470 Fax: 0033 55 340 3481 christeissier@yahoo.fr
Japanese Office: Mr Kiyoharu Wakui, Kuruma Doraku 2-10-11, Yayoi Bunkyo Ku, Tokyo, Japan Tel: 0081 33 81 16 170 Fax: 0081 33 81 66 175 kuruma.doraku@nifty.com

CLASSIC & SPORTS FINANCE
APPROVED PARTNER
PARTNER PROGRAMME

Hanwells

Established 40 Years. Open 7 Days a Week.

ROLLS-ROYCE & BENTLEY SPECIALISTS



2012/62 Bentley Mulsanne. Finished in unmarked Beluga Black with Fine Ivory coachline. 21 inch, 15 spoke alloys, Linen interior, secondary hide in Beluga with Piano Black veneers. Embossed B's to waist rails, picnic tables. Rear blinds to doors and rear screen, vanity mirrors. Only 27,250 miles, Full History. Outstanding value at only **£133,750**



2011/12 Model Bentley Flying Spur Speed Mulliner. Finished in Pacific Blue with Imperial Blue Mulliner interior with contrasting embossed flying B's. Electric rear seats and massage seats front and rear, and electric sunroof. Only 32,000 miles with Full Service History, One Owner. Totally immaculate throughout. **£69,750**



2007 model/56 Bentley Flying Spur with lots of Mulliner features. Finished in Moonbeam Silver with electric sunroof and Portland interior with electric front and rear seats, with the 5 seat option. Cooling seats front and rear and rear blind. Only 35,000 miles with Full Service History. Known to ourselves for last 3 years. Immaculate throughout, only **£38,950**



2006/56 Bentley Arnage Diamond Series. One of 60 cars produced to celebrate 60 years of Bentley made at Crewe. This magnificent car has only covered 4,800 miles from new with just 2 owners. Finished in Windsor Blue with Magnolia interior with diamond quilting, Burr Oak veneers, electric sunroof, vanity mirrors and picnic tables. Cost £185,000 new. Unrepeatable at **£72,950**



2006/06 Bentley Arnage T Mulliner. Finished in Diamond Black with Beluga interior with Beluga stitching and embedded B's. Only 49,000 miles. FSH. Totally immaculate condition throughout. Outstanding value at only **£45,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with Saffron interior. 19 inch split rims. Stunning condition throughout. Full Service History. Unrepeatable value at only **£30,950**



2005/05 Bentley Arnage R LWB LHD. This Special Order car is finished in unmarked Acrylic White. Glass sunroof to the rear. Linen leather with Walnut veneers inlaid with Flying B's. Cocktail cabinets, picnic tables and rear vanity mirrors. Electric rear seats with stowage compartments. One owner, chauffeur driven, only 20,900 miles with history. Currently on French plates, can be registered in the country of choice. Completely as new and unmarked, only **£55,950**



2004/04 Bentley Arnage T Mulliner. Finished in Beluga with Beluga interior with contrasting stitching and embossed Flying B's. Only 23,000 miles with Full Service History. Immaculate condition throughout. **£37,950**



2003/03 Bentley Arnage R. Finished in Moroccan Blue with Arnage T alloys. Cotswold interior with Midnight Blue carpets and full Walnut veneer including steering wheel. Only 31,000 miles with FSH. Immaculate throughout and outstanding value at only **£33,950**



2003/03 Bentley Arnage T. Finished in Graphite Metallic with electric sunroof. Cotswold interior with Flying B in Beluga, with DVD screens in the rear and full Walnut veneer. Known to ourselves for last 5 years and maintained regardless of cost. A stunning example throughout. Amazing value at **£29,650**



2003/03 Bentley Arnage T Mulliner. Finished in Moroccan Blue. Silverstone interior with embossed flying B's in French Navy. DVD screens in rear of front headrests. We have known this car for the last 3 years, only 66,000 miles with FSH. Immaculate condition throughout **£31,450**



2003/03 Bentley Arnage R. Finished in Masons Black with Limited Edition 18 inch Arnage Le Mans wheels with Soft Black interior, with Black carpets and Black secondary hide. Only 44,000 miles with Full Service History. A really beautiful example and must be seen **£31,950**



1992 J Silver Spirit Mk II Active Ride. Finished in Royal Blue with Parchment interior piped in French Navy with French Navy carpets. Only 44,000 miles with Full Service History. Only one owner from new and can only be described as like new throughout **£19,450**



2001 Y Bentley Arnage Red Label. Finished in Silver Pearl with Beluga interior piped in White and Mulberry carpets. Fitted with electric rear seats, front and rear parking sensors, electric folding mirrors and SatNav. Known to ourselves since 2008. Only 77,000 miles with FSH and in immaculate condition throughout. **£26,995**



1986 D Rolls Royce Silver Spur. Finished in Masons Black with Magnolia interior piped in Ebony, with picnic tables and cocktail cabinets. Ebony carpets with Magnolia piping. Only 45,000 miles with history. An outstanding car in magnificent condition throughout **£15,950**



1997 P Bentley Turbo RL. Finished in Masons Black with Parchment interior with Black piping and Black carpets with Parchment piping. Only 65,500 miles, FSH, known to ourselves for last 10 years. Immaculate condition throughout. **£18,450**



1997 P Bentley Brooklands Turbo. Finished in Black Sapphire with Cotswold interior and lightly tinted Privacy Glass. French Navy carpets with Cotswold piping. Only 79,000 miles with FSH. Known to us for 5 years. Fitted with matrix grille with a Flying B and 17 inch Turbo R alloys. Totally immaculate throughout **£18,950**



1996 N Bentley Brooklands. Finished in Brooklands Green with Magnolia interior piped in Spruce Green. Fitted with Matrix radiator grille and badge bar. Fitted with rear screens. Only 55,000 miles, known to ourselves since 1999, FSH. Unmarked throughout and must be seen. **£16,950**



1994 M Rolls Royce Silver Spirit Mk III. Finished in Royal Blue with Silverstone interior piped in French Navy with French Navy carpets. Only 37,000 miles. Full Service History with extensive documentation. A really stunning car and only **£19,950**



1994 M Silver Spur MK III. Finished in Ming Blue with a Light Tan interior. A very classic colour scheme. Known to ourselves for many years and is in outstanding condition throughout. Full Service History. Outstanding value at. **£14,750**



1992 K Rolls Royce Silver Spirit MKII Active Ride. Finished in Balmoral Green with Georgian Silver coach lines with Spruce Green interior piped in St James. Only 44,000 miles with Full Service History. A real Gem, cars in this condition are so rarely found, not to be missed at only **£16,750**



1991 J Rolls Royce Silver Spirit Mk II Active Ride. Finished in Brooklands Green with Parchment interior piped in Spruce Green with Spruce Green carpets piped in Magnolia. Known to ourselves for last 10 years. Only 67,000 miles with FSH. Immaculate condition throughout **£17,250**



1982 X Corniche Convertible Series II LHD. Finished in unmarked Larkspur Blue with stunning Magnolia interior, piped in French Navy and French Navy carpets. High level brake light and a new Mohair hood just fitted. Low mileage, Beautiful condition throughout and an ideal car for your Villa **£67,950**



1978 S Rolls Royce Silver Shadow II. Finished in Walnut over Silver Sand with Cream interior piped in Walnut. Picnic tables and a rare extra of electric door mirrors. Only 47,000 miles with FSH. Known to ourselves for last 13 years and serviced to the highest standard. Recent hydraulic brake overhaul. **£25,950**

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

GraemeHunt Ltd

Central London's Largest Classic Car Showroom



1971 Mercedes Benz 280SE
3.5 Coupe



1995 Porsche 993 to
RS 3.8 Specification



2002 Ferrari Barchetta LHD
1,200 kilometers only



1998 Aston Martin
DB7 Volante
Dunhill Edition Number 2



1978 Bentley Corniche 2
Convertible LHD
1 of 6 only produced



1992 Bentley Continental
Convertible LHD
7,000 miles only



2008 Ferrari 612 F1 LHD
42.000 kms & FFSH



1965 Bentley S3 Continental DHC
Nut & bolt restoration
completed



1955 Bentley 'R' Type
Continental
Manual gears & immaculate



2002 Bentley Azure LHD
9,000 miles only



2001 Range Rover
Vogue HSE
Holland & Holland



2006 Mercedes SL350
Automatic
30,000 miles only

www.graemehunt.com

18-23 Radley Mews, Kensington, London W8 6JP • +44 (0) 20 7937 8487 • mail@graemehunt.com



1963 ALFA ROMEO 2600 Sprint Right Hand Drive. Bertone bodied, one of the best. 54,000 miles from new.....**£37,500**



1964 Ford Thunderbird Convertible belonged to the late John Entwistle, from the British rock group, The Who. Continental kit, making 2 or 4 seater. Nearly all original. **£49,950**



1965 Rolls-Royce Silver Cloud III Chinese Coupe by Park Ward. Believed 1 of only 55 RHD's built, fully restored. **£115,000**



1970 Mercedes-Benz 300 SEL 6.3 One of only 702 RHD's built, fully restored at a cost of £61k, possibly the best.....**£65,000**



1980 Bentley TII Blue mink, blue Everflex roof, magnolia hide trimmed in blue, blue carpets, just serviced by Steve Gallimore, one of 558 built.....**£17,995**



1980 Mercedes 280 SE Classic White unmarked, black tex and grey trim, virtually one owner, 17,112 miles, the car is as new and drives as new **£13,995**



1983 Rolls-Royce Silver Spur - 1 Royal owner. Off diplomatic plates, 10,400 miles from new. Interesting history.....**£22,500**



1984 Daimler DS 420 Vanden Plas Limousine Ex Diplomatic car. One owner, chrome bumper model, covered just over 10,000 miles from new, the nearest thing you'll get to a new DS.....**£35,000**



1984 Ferrari 400i by Pininfarina Front V12 engine, 4 seater body work, only covered 39,000 miles from new with history, very undervalued and great condition.....**£29,995**



1984 Rolls-Royce Camargue 5000 Series One of the best we've ever had over the years. One of only 615 ever built, of which 70% were LHD's. 43,000 miles with a fantastic history **£65,000**



1985 Chrysler Le Baron Town and Country Turbo Station Wagon - 'Woody'. Purchased new by Frank Sinatra and was the last car he ever drove before giving up driving. An icon of the 20/21st Century ...**Serious offers required**



1939 Chrysler Series C23 Imperial. Cream with brown leather trim. Straight 8 engine, 3 speed. One of only 16 RHD's ever built. Two piece rear windscreen, full white wall tyres, running boards, Chrysler chrome waterfall grill. Twin period spotlights, lovely art deco front.....**£37,500**



1995 Corvette Convertible Indy Pace car. Absolutely as new, belonged to the famous Dutch Collector, Dick Van Dyke and covered 4,400 miles from new.....**£37,500**



1996 Mercedes 600 SEC V12 Pillarless Coupe. Every conceivable extra, 122,000 miles with full history and original invoice, costing £127k.....**£16,995**



2005 Jaguar XJR. Lightweight aluminium bodied, 4.2 supercharged V8, 65k miles with full history, unmarked gunmetal coachwork, red leather trim. 19" alloys, Cat D.....**£10,995**



1936 Hudson Eight Special Saloon. Coachbuilt in England by Coachcraft of London. Right hand drive, reputed to be the only one in existence. Absolutely stunning. Complete restoration and is as clean underneath as it is on top. **£89,950**



1988 Cadillac Eldorado 2 door Coupe. Classic white, navy blue leather and velour trim, 4.5 litre V8, speedo reading 77,000 miles, not to be confused with the usual examples, just serviced by Barry Moran.....**£9,995**



1983 Bentley Mulsanne Turbo Sport Station Wagon. Absolutely as brand new, 36,000 miles from new, spent time in the Channel Isles, too many extras to list.....**£47,950**



1972 Mercedes 600 SWB, supplied new to America, LHD, federal specification, unmarked Raven black with light tan leather unmarked, everything works, history at Mercedes Stutsgart and John Haynes. 106,000 miles. An absolute icon of the 20th Century ... **£79,500**



1969 Rolls-Royce Phantom Six. Masons black over garnet, used to take the 2 Princes from Althorpe Station to Princess Diana's burial grave. Factory air, speedo reading 78,000 miles, was also used in the film 'The Queen'.. **£99,950**



1931 Cadillac 370A Roadster. 2 Seater with Dickey, 12 cylinder engine, part of the Valencia collection, fully restored at a cost believed to be over 400,000 euros. Just perfection...**£225,000**



1939 Rolls-Royce Silver Wraith 2 door faux FHC convertible by Gurney Nutting. The only one built! Just had £26k spent on mechanics at Frank Dale & Stepsons, an absolute blue chip investment.....**£185,000**



1987 Zimmer Quicksilver 2 door Sports Coupe, factory built, reliably informed only 48 were built, one owner, 25,600 miles from new, auto, PAS, ac, electric windows and mirrors, leather trim **£26,500**



2000 Mercedes CL55 AMG F1 Limited Edition - only 55 were ever built of which 7 were RHD's. The first car to ever have ceramic brakes, 22,000 miles, every conceivable extra **£32,500**

IAN GRANGE Established 1963

Tel: 0161 456 3836 / 07710 254198 Email: info@oldtimermanchester.com

Please see our website www.oldtimermanchester.com for fuller and better particulars

Telephone: (01753) 644599

www.runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

Mobile 07836 222111

Email: sales@runnymedemotorcompany.com



1995 Aston Martin DB7 i6 Coupe finished in Chiltern Green with contrasting Forest Green and Parchment hide interior. Originally supplied by HWM Aston Martin and offered with full service history. Current mileage is 74,000 and kept in the South of France for the past 10 years. In beautiful condition throughout **£26,950**



1969 Aston Martin DB6 MkII finished in Silver Blue with contrasting Blue hide interior and Pale Grey Wilton carpet throughout. This is a stunning example with 5 speed manual transmission and chrome wire wheels that has covered a total of 90,000 miles from new. It has the added advantage of having had a complete recent new clutch less than 2 years ago with little use since. Only 246 of this model were produced making it a very rare Aston. **Please enquire for more details.**



1996 Aston Martin DB7 i6 Volante finished in BRG metallic with contrasting Forest and Parchment hide interior and green mohair hood. This is a beautiful, well-kept example that has been owned by a close friend for the last 11 years and regularly serviced. It has covered only 53,000 miles and is supplied with automatic transmission, heated electric seats, cruise control and Speedline alloys. This is car is superb to drive and this model has now stopped depreciating, Realistically priced at **£33,950**



1966 Jaguar E type 4.2 FHC finished in opalescent pale blue with contrasting Navy hide interior. This is an original RHD, UK supplied car on its original registration number. It was comprehensively restored in 1991 by XK Engineering and remains in superb condition throughout. We have very minor cosmetic improvements to make but the car can be seen at any time **£79,950**



1962 Jaguar E type 3.8 FHC race car. This was a freshly built car by Wren Classics in 2014 and raced only once since. It comes with current Period HTP papers for GTS group 7 allowing it to race in numerous high profile events. Race engine by Peter Landers of Sigma engineering, fresh gearbox with straight cut gears with Denis Welch internals. On the button and ready to race **£165,000**



1968 Jaguar E type 4.2 FHC Series One finished in opalescent pearl grey with contrasting burgundy hide interior. This original, RHD, UK supplied motor car has been fully restored in our own workshop over the last 18 months to exacting standards and will very shortly be ready for sale. **Please enquire for further details.**



1966 Jaguar 3.8 MkII. Finished in opalescent dark blue with contrasting burgundy hide interior with red carpets. The specification includes manual transmission with overdrive, engine upgraded to Coombes specification with 2" carbs and stainless exhaust manifolds. Also fitted with cross latticed chrome wire wheels and Coombes style rear spats. It has just been the subject of a bare metal repaint and is in stunning condition throughout. **£69,950**



1963 Jaguar 3.8 MkII LHD automatic finished in Old English White with contrasting red hide interior. This is an original black plate California supplied car that was the subject of a full restoration some 10 years ago and has remained in very nice order. It is fitted with power steering and chrome wire wheels and is a delight to drive. Sensibly priced at **£48,950**



1965 Jaguar MkII 3.8 finished in Jaguar Midnight blue with grey hide interior from Suffolk & Turley. Completely restored by Scott-Moncrieff 20 years ago and still in perfect condition throughout. Sitting on Chrome wire wheels, the car has slimmer Coombes style rear arches and Coombes specification upgrades to the engine. Both bodywork and interior are quite exceptional and the car is a joy to drive. Sensible priced at **£59,950**



1964 Sunbeam Alpine MkIV race car finished in Navy Blue and fitted with a freshly rebuilt 1725cc engine by MASS Engineering. Prepared for the 2015 season but raced only once due to other commitments. Recently fitted with new competition seat, new 4 point harness, new Yokohama race tyres. Eligible for numerous race series with AMOC, HRDC, HSCC and many others. **Ready to race £22,950**



1959 Jaguar XK150 FHC finished in Carmen red with contrasting black hide interior. The car was the subject of a full restoration some years ago and remains in superb condition throughout. Fitted with 5 speed Getrag box, chrome wire wheels, Coopercraft brakes and comes with an extensive history file. **£69,950**



1959 Jensen 541 R finished in deep ocean blue with black interior and fully prepared by R.W.Racing for Historic Racing or Rallies with FIA/HTP Papers and a very competitive car in its class. It has Goodwood racing History and is eligible for Pre-1963 GT racing as well as HRDC, VSCC and HSCC events. A fraction of the price of the equivalent Aston at **£79,950**



1981 Ferrari 308 GTSi (LHD) finished in black with contrasting burgundy hide interior. The car is in perfect condition having had just 3 owners from new, the last being the President of the Ferrari Owners Club of Houston. It has a warranted recorded mileage of just 16,107 which is backed up by the service history. With Ferrari prices currently still climbing, this car will make a very safe investment in the long term. **Please enquire**



1955 Austin Healey 100/4 BN2 finished in opalescent Silver Blue with contrasting dark blue hide interior. One of only 1100 RHD cars produced and the property of Jaguar Cars for 17 years. Built at Longbridge and over recent years has been the subject of a total restoration. Just Stunning to the eye and huge fun to drive. **£75,000**



1963 Chevrolet Corvette Stingray finished in Deep Ocean Blue with contrasting red leather interior. This is a very quick example that has a high output fresh motor and has in recent times been used as a competition car in British and European events. With the car there is a useful spares package that includes a modern race competition race seat, a triangulated roll cage and a spare set of competition alloy wheels and tyres. **More details on request**



1957 Aston Martin DB2/4 MkII FHC (Notchback) nearing the completion of a full restoration including an engine rebuild to "Fast Road" spec. Nothing has been left undone and every area has been thoroughly addressed and photographic evidence is available. This is one of only 37 cars of this type built by Aston Martin and hence is extremely rare, especially in this condition. **£250,000**



2001 Aston Martin DB7 Vantage Coupe. Finished in Skye Silver with contrasting black hide interior. This is a beautiful 3 owner car that has covered only 53,000 miles and comes with a full and continuous service history. Fitted with Touchtronic transmission and sports exhausts together with most other available options, this is a superb example with perfect paintwork and ready to be enjoyed. **£29,995**



1991 Porsche 928 S4 finished in Graphite Grey with charcoal hide interior. Previously the property of Pink Floyd drummer and petrol head Nick Mason since 2004 and kept in beautiful condition throughout. Predicted by the motoring press to be a serious investment for the future, the front engine Porsches have already begun to significantly increase in value. This car has been regularly serviced with no expense spared and is a joy to drive. Very sensibly priced for one in this condition at **£25,950**

We are desperately short of the type of motor car that we like to handle so if you have something to sell please contact Martin Brewer on 07836 222 111

Visit our website on www.runnymedemotorcompany.com

MOTORS EUROPE

ZWAKMAN

Sales of unique & rare cars



WWW.ZWAKMANMOTORS.COM

JAGUAR PARTS FOR SALE.COM

Sales of unique & rare parts







For thousands of cars for sale visit classiccarsforsale.co.uk

NEW FOREST
CLASSIC CARS

VISIT US AT
LONDON CLASSIC CAR SHOW
EXCEL LONDON – STAND G80
18-21 FEB '16



RESTORATION • SALES • BROKERAGE

- 1961 Jaguar E-Type Series 1 3.8 FHC LHD
  Opalescent Bronze with Red Interior
  Quote Ref: NFCC 11 CC
- 1962 Jaguar E-Type Series 1 3.8 FHC LHD
  Opalescent Silver with Red Interior
  Quote Ref: NFCC 61 CC
- 1962 Jaguar E-Type Series 1 3.8 FHC LHD
  Opalescent Dark Blue with Light Blue Interior
  Quote Ref: NFCC 95 CC
- 1962 Jaguar E-Type Series 1 3.8 FHC RHD
  Red with Black Interior
  Quote Ref: NFCC 59 CC
- 1962 Jaguar E-Type Series 1 3.8 FHC RHD
  Opalescent Gunmetal with Red Interior
  Quote Ref: NFCC 60 CC
- 1964 Jaguar E-Type Series 1 3.8 FHC RHD
  Opalescent Dark Blue with Dark Blue Interior
  Quote Ref: NFCC 2 CC
- 1964 Jaguar E-Type Series 1 3.8 Roadster LHD
  Old English White with Red Interior
  Quote Ref: NFCC 48 CC
- 1967 Jaguar E-Type Series 1.5 4.2 FHC RHD
  Dark Blue with Red Interior
  Quote Ref: NFCC 34 CC







+44 (0)1590 610929
newforestclassiccars.com
find us on facebook

THE DIFFERENCE IS IN THE DETAIL

A different perspective on a solid return on investment.

Visit us to power up your equity portfolio.

www.thegallerybrummen.nl
info@thegallerybrummen.nl
Tel: +31 (0)575 - 56 40 55

Arnhemsestraat 47
6971 AP Brummen
The Netherlands

THE GALLERY®

Exquisite classic automobiles

CENTRAL LONDON'S ROLLS-ROYCE & BENTLEY SPECIALISTS

ESTABLISHED 1977

SALES, SERVICE AND RESTORATION





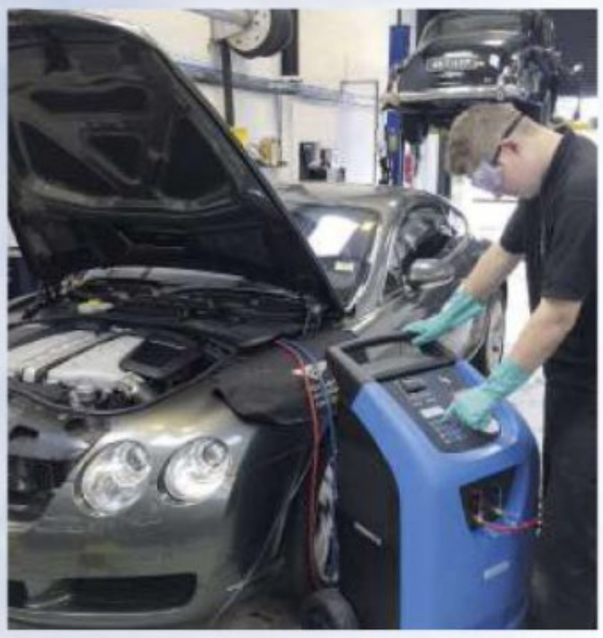
Bentley GT and Flying Spurs

Latest ODIS diagnostic software

Access to technical database direct from Crewe

Full Gecko accessibility allows coding of all immobiliser 3 and 4 components

Including Kessy, engine control module and 2nd generation keys



Latest Air conditioning equipment for all models and upgrades from R12 to R134A



Restoration



All wood refurbished to show winner condition



Rolls-Royce GT1 diagnostics for Rolls-Royce phantom and ghost







Full body off restoration to concours condition

THE CHELSEA WORKSHOP

NELL GWYNN HOUSE,
DRAYCOTT AVENUE,
CHELSEA, LONDON
SW3 3AU ENGLAND
TEL: 020 7584 8363
EMAIL: info@chelseaworkshop.com

+39 335 5350022

Private sales service

LUZZAGO
Est.1975

We buy cars and entire collection

200 CLASSIC CARS AVAILABLE


1973 ALFA ROMEO
SPIDER JUNIOR - A.S.I.


1973 ALFA ROMEO
MONTREAL


1963 ALFA ROMEO
GIULIA 1.6 S. S. - A.S.I.


1961 ALFA ROMEO
2000 SPRINT - A.S.I.


1929 ALFA ROMEO
1750 6C TORPEDO - A.S.I.


1966 AUSTIN HEALEY
3000 MK 3 Bj8 - A.S.I.


1956 AUSTIN HEALEY
100/4M Bn2 - CSAI


1977 AUTOBIANCHI
A 112 ABARTH SERIE 3


1961 CHEVROLET
C 1 SERIE II - A.S.I.


1982 FERRARI
308 GTSI - ASI


1988 FERRARI
TESTAROSSA F 110 AB E


1982 FERRARI
208 GTB TURBO


1965 FORD MUSTANG
289 CABRIOLET


1974 FIAT
124 SPORT SERIE 1


1967 FIAT
500 F


1964 JAGUAR 3.8
Mk2 OVERDRIVE (manual)


1962 JAGUAR MK II
3.8 OVERDRIVE - A.S.I.


1955 JAGUAR
XK 140 FHC SE - A.S.I.


1957 JAGUAR
XK 150 DHC



1949 LANCIA
APRILIA - A.S.I.


1959 LANCIA
APPIA ZAGATO GTE


1972 LANCIA
FULVIA SZ 1300


1973 LANCIA
FULVIA ZAGATO 1300 S


1972 LANCIA
FULVIA COUPE' 1300 S II


1955 MERCEDES
190 SL SERIE I°


1963 MERCEDES
220 SEB CABRIOLET



1954 MASERATI
T4 160cc SPECIAL AMBRA


1953 MG
TD MK II RHD - A.S.I.


1954 MG
TF - OMOL. ASI


1962 MG
A 1600 MK II


1980 MORGAN
4/4 1600 - 4 SEATER - ASI


1955 PIAGGIO
AB 3T CALESSINO


1963 PORSCHE
356 Bt6 S COUPE'


1980 PORSCHE
911 3.0 SC TARGA


1974 SAAB
SONNET III


1960 TRIUMPH
Tr3 A







Spare parts - Workshop - Rental - Expertise

LUZZAGO
Classic & Sports Car Since 1975

Luzzago 1975 Srl. Via Mandolossa 65. 25030 Roncadelle Brescia (Italy) Tel. +39.030.2411531, Fax +39.030.2411540
www.luzzago.com - info@luzzago.com

TECHNICAL EXPERTISE AND ADVISE OF PURCHASE AND RESTORATION THROUGHOUT EUROPE

For thousands of cars for sale visit classiccarsforsale.co.uk

Oldtimerfarm

Consignment sales specialist in Belgium

Oldtimerfarm =

- Safe transactions
- Buying/selling with confidence
- Full service : registration, MOT, delivery, storage, maintenance, restoration
- Care free !



Ferrari 512 M 1996



Hotchkiss 20/50
Coach Grand Sport 1951



Sunbeam Alpine
Harrington Le Mans 1962



Ferrari 328 GTS
1986



Porsche 911-930
Turbo 1981



Citroën DS 21
1969



Triumph GT 6
‘ Le Mans ‘ 1967



Ferrari 512 TR
1992



Porsche 911-930
3.3 Turbo 1988



Alpine A 110 1.6 S
1971



BMW M3 Sport
Evolution 3 1990



Ferrari 550
Maranello 1997



Porsche 911-964
Turbo 1991

Visit us at Classic & Sports Cars Show London 30 - 1 nov. 2015
and Interclassics Brussels 6-8 nov. 2015

We also sell your classic car!

Give Xavier +32 472 40 13 38 or Olivier +32 473 11 73 00 a call
+ 300 cars for sale | +100 pics / car on:

www.oldtimerfarm.be

Oldtimerfarm Bvba
Steenweg op Deinze 51C
9880 Aalter - Belgium

Open from Tuesday till Saturday from 10 am to 5 pm
Closed on Sunday
Monday strictly by appointment +32 472 40 13 38

info@oldtimerfarm.be
www.oldtimerfarm.be
BTW BE-0886.122.516

Classic & Sportscar Centre

A Heritage of Excellence

NEW OPENING HOURS MONDAY - FRIDAY 9.00AM - 5.30PM SUNDAY VIEWING 10AM - 4PM CLOSED SATURDAYS

NO APPOINTMENTS NECESSARY Tel: 01944 758000



1958 AC Ace. Genuine Ace finished in its original colour of Dragonfly Blue. Recently MOT tested, fully serviced and in excellent usable condition. Nicely aged paintwork and interior, very collectable.. ..... **£195,000**



1955 MG Magnette ZA. MGB 1800cc engine, 5 speed gearbox, brake servo, Koni shocks, the best driving ZA we've had. Original number, original interior, buff logbook, original colour of Island Green **£14,995**



1931 Hillman Wizard DHC. The only one known in the UK, super rare, a true collector's piece. Nicely presented, older restoration that's perfectly usable. Large, imposing, and super 15.7HP engine **£22,995**



1960 Jaguar XK150 3.8SE Manual with Overdrive. UK car, low ownership, low mileage, fully rebuilt and still in original colours of Sherwood Green with Suede Green leather. Matching numbers cars, further £25k spent since major rebuild. First class.. **£89,995**



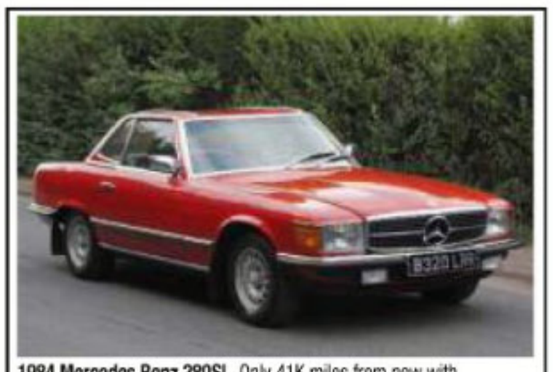
1930 Morris Minor Saloon. Well documented history, older restoration in fabulous condition both inside and out. Very rare car, thousands spent and recently part of a Derbyshire collection **£11,995**



1933 Austin 12/4 Harley. Excellent to drive, very usable, reliable and in delightful condition with excellent paintwork, bodywork and interior. Original registration mark, very correct and presented in top class order with detailed engine bay **£13,995**



1968 MGC Roadster. Mineral Blue with Dark Blue leather and chrome wire wheels. One family owned for around 30 years and receipts with the car totalling almost £30k. Excellent car with history, provenance. Overdrive, stunning paint, a superb buy..... **£26,995**



1984 Mercedes Benz 280SL. Only 41K miles from new with outstanding service records and mileage log. Gleaming Red paintwork, Black 'Nappa' leather, both hard top and soft top and first class on the road. Low mileage examples are becoming very valuable **£21,995**



1923 Ford Model T 4 Seat Tourer. Very large, imposing and impressive. Many years featuring in 'Concours d'Elegance' events in Germany. A real museum piece that is also on the button and useable. Rare four seater Torpedo body, wonderful **£26,995**



1967 MGB Roadster. First class show standard rebuild in 1990. 12k miles since and stunning throughout with Tartan red paint and Black trim, chrome wires, lovely engine bay and overdrive..... **£15,995**



1974 Jaguar E-Type V12 Roadster. UK car, genuine 58k miles and finished in BRG with Biscuit trim and chrome wire wheels. Outstanding bodywork, paint, interior and hood, superb mechanically. Top class car **£99,995**



1958 Jaguar XK150 3.4 Roadster in Indigo Blue with Grey leather trim, Dark Blue hood and CWW. Subject of two year rebuild costing £125,000. Matching engine and chassis numbers, 5 speed gearbox and running in miles since. **£149,995**



1948 Jaguar MKIV 3.5 DHC. Very rare motor car, not many surviving examples in the UK. This is an unbelievable find in totally original condition having never been restored or dismantled. Lots of patina, perfectly useable and a true time warp ..... **£Under Evaluation**



1958 Jaguar MKI 2.4 Manual with Overdrive. Stunning example subject of extensive body and engine rebuild. BRG with lovely original Tan leather. Driven to us from Jersey **£29,995**



1933 Sunbeam 25 Pillarless Coupe. Rare, desirable, wonderful to drive and in lovely usable condition. Original number, extensive history, recent major engine work and stunning older paint and beautifully aged leather. Only 2 other known worldwide with this body..... **£46,995**



1954 MG TF 1250 Finished in O.E.W with Black leather and chrome wire wheels. Genuine UK car with 5 speed manual gearbox. Ideal long distance tourer, lovely aged paintwork and driving superbly..... **£26,995**



1952 MG TD. Stunning example worthy of winning local shows. Gleaming Red paint, superb Black leather, excellent chrome and beautifully detailed engine bay. Restored to a high standard..... **£32,995**



1957 MGA 1500 Roadster. South African car that spent many years on display in a museum. Subject of show standard rebuild and low mileage since with just two UK owners. **£29,995**



1980 Ford Escort RS2000 Custom. In Black with original Brown upholstery. Off the road for 25 years, 69000 miles and totally original trim. Mechanically overhauled and engine recently rebuilt, now back on the road and..... **£21,995**



1980 Ford Escort RS2000 Custom. In Terracotta with Beige upholstery. Subject of major restoration in 2007 – 2008 and offered onto the market in excellent usable condition. Driven to us from South Yorkshire, superb car..... **£21,995**

COME AND SEE US IN THE PICTURESQUE VALE OF PICKERING

Classic & Sportscar Centre, Corner Farm, West Knapton, Malton, YO17 8JB

Website updated daily: www.classicandsportscar.ltd.uk

For thousands of cars for sale visit classiccarsforsale.co.uk

epping motor company

Friendly family business established nearly 50 years



1982(X) BMW E21 320 Coupe Automatic. Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original factory alloys. Impeccably maintained.Fully stamped service book & all its original books & papers. UK and Southern Ireland registration. Genuinely showroom condition and one for the BMW collector. **£13,795**



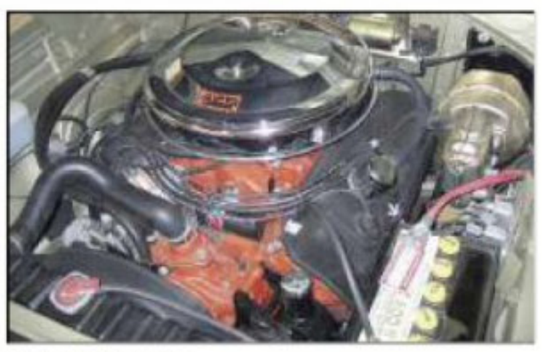
1968 Mercedes W108 series 250SE Saloon with private plate. Tax exempt. Sable with Cream interior. Straight original bodywork with excellent paint and chrome. Auto with PAS. Just out of a long period of storage and being recommissioned inc. new full exhaust, new tyres, full engine service, new battery etc. Only 2 owners in the last 18 years. Just 41,000 miles indicated which is thought to be genuine. **£10,995**





2000(X) Mercedes SL320 Convertible.
Brilliant Silver with Light Beige leather. Only 29,000 miles from new with 2 owners and full history. Climate control, cruise control, PAS, ABS, heated and e-seats, Sony stereo with CD multi-changer, rear seats, electric roof, factory alloys, e-windows and electric mirrors etc. Impeccable condition and with this superb condition and low mileage a certain investment. **£14,995**





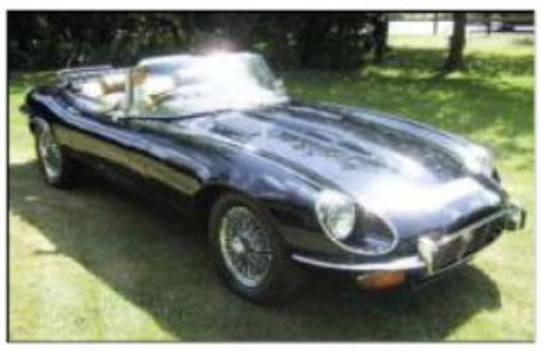
1967 Plymouth 426 Hemi Satellite.
Genuine Hemi car from new. Original colour Citron Gold Metallic. PAS, power brakes. Extremely rare and a show winner. Huge investment potential, watch the value double in the next few years. **£76,995**



1995(M) Bentley Turbo R.
Black with Magnolia leather piped Dark Green. Usual Bentley options inc. ABS, A/C, cruise, heated and electric seats, e-w, 117,000 miles with FSH. VGC and a lot of car for the money. **£9,795**



2007(57) Mercedes CLS 320 CDi Saloon.
Brilliant Silver with Black leather. My Father's own car since 2011 with only 2 previous owners. Low mileage of 52,000 with FSH. Extremely economical, returning 45 mpg at motorway speeds from the 7-speed auto. Ice-cold A/C, cruise-control, e-seats, e-w, PAS, ABS, Factory standard alloys etc. Always well maintained and pristine throughout. **£12,795**



1972(L) Jaguar E-Type S3 V12 Roadster.
Black with Beige leather. Manual, PAS, chrome wire wheels, showing 53000 miles. Imported 1992 and converted to RHD. Original matching numbers engine. Plenty of history. Very nice. **£64,995**



2003 'R' Dax Tojeiro V12 Cobra.
Dark Metallic Green with Tan leather. Rare V12 model fitted with manual O/D plus PAS. Only 2,400 miles, 1 private owner. Replica Halibrands, side exhausts, soft top and frame. Immaculate. **£27,995**





2003(03) Bentley Arnage T. Top of the range 450 bhp Mulliner model.
Meteor Blue with Cotswold quilted leather, dual zone climate control, parking sensors, Alpine sat nav and CD stereo, tracker. Only 73,500 miles with FSH. **£24,995**



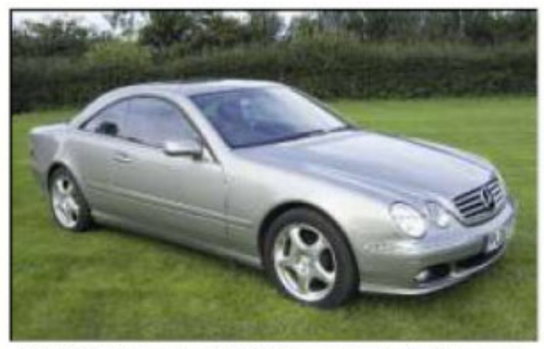
1974 Datsun 260Z Coupe 2-Seater model.
Metallic Coco with correct Black interior. Genuine California with only 3 owners and showing 50,000 miles. No corrosion. Manual, factory A/C. Good investment. **£17,995**



1988(E) Mercedes 560SL.
LHD. Midnight Blue with Navy Blue leather. California car from new. Auto, PAS, ABS, A/C, e-w, cruise control, original alloys. Recent import from America showing 33,000 miles but with no history. **£14,995**



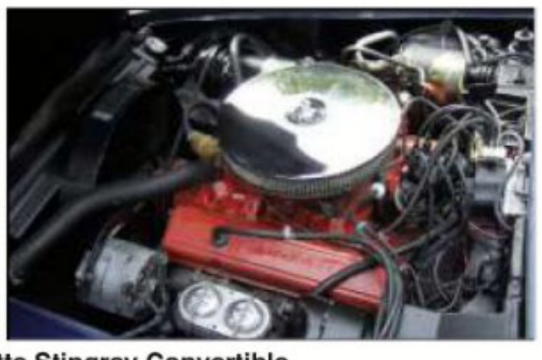
2008(57) BMW 330d M Sport Convertible.
Metallic Silver with Black leather. Rare 6-speed manual, ABS, PAS, electric retractable hard top, 1 owner, only 51000 miles, climate control, cruise control, etc. Superb car. **£12,995**



2006(06) Mercedes CL500 Coupe. Cubanite Silver with Anthracite leather. Incredibly low mileage of 21000 from new with full history. All usual extras including dual zone climate control, PAS, ABS, cruise-control, electric and heated memory seats, alloys, glass e-sunroof, parking sensors, navigation system etc. Fantastic condition.**£13,995**



1972(K) Chevrolet Corvette Stingray Convertible.
Original colour Targa Blue. 350 cu.in 5.7 litre V8 with matching engine numbers. Factory hard top, auto, factory A/C, PAS, power brakes.Substantial history folder. **£34,995**





Classic Motoring Art - We have about 2 dozen personally signed original artist's proofs (prova d'artista) by the established Italian motor racing artist Francesco Scianna. These are the original proofs returned to the artist for minor alterations prior to production of a limited edition run of prints. Each proof differs slightly from the others and are therefore all unique and are rarely available on the open market. The sizes are 295mm x 420mm unframed. **£125 each including postage**



Cherished registration number
3100K on a retention certificate and available for immediate transfer.
£7,995

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

Willie Gilbertson-Hart of Laughton Investments

Lutterworth, Leicestershire



1953 Bentley R Type Continental Sports Saloon 4.9 litres

Finished in velvet green with sumptuous green hide interior. With continuous history having been in the hands of its fastidious owner for almost 40 years. Manual gearbox



1958 Bentley SI

1958 Bentley S1 Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file. Please call for information.



1952 Bristol 401

Finished in mediterranean blue with blue hide trim. Restored by time served Bristol Employee some years ago and has been in a private collection ever since. Would sell outright or listen to interesting part exchanges, cash either way.



1983 BMW 628 Manual

This extremely rare and desirable manual 628 was one of a limited edition. Having been enjoyed by the last owner for almost 30 years. Sunroof and all extras. Please call for more information



1938 Derby Bentley 4.25 litres

Razor edge coachwork by Hooper. In present ownership for almost 50 years. Wonderfully patinated and original. Requires detailing to maximise its potential.



1962 Rover P5

Finished in Oxford blue with sumptuous unmolested red hide interior. Running extremely well and used as spasmodic transport by its elderly owner until recently. Genuine Rover with a charming patination carrying a current MOT. Attractively priced at £12,950



1974 Lotus Elan

Limited edition of 200, fitted with big valve engine, 5 speed gearbox and sunroof. Totally original. Has been in storage for 20 years. Is running sweetly and on the road with the benefit of a rebuilt engine. Finished in light turquoise with champagne interior. Showing 58,000 miles.
Totally original having never been restored.



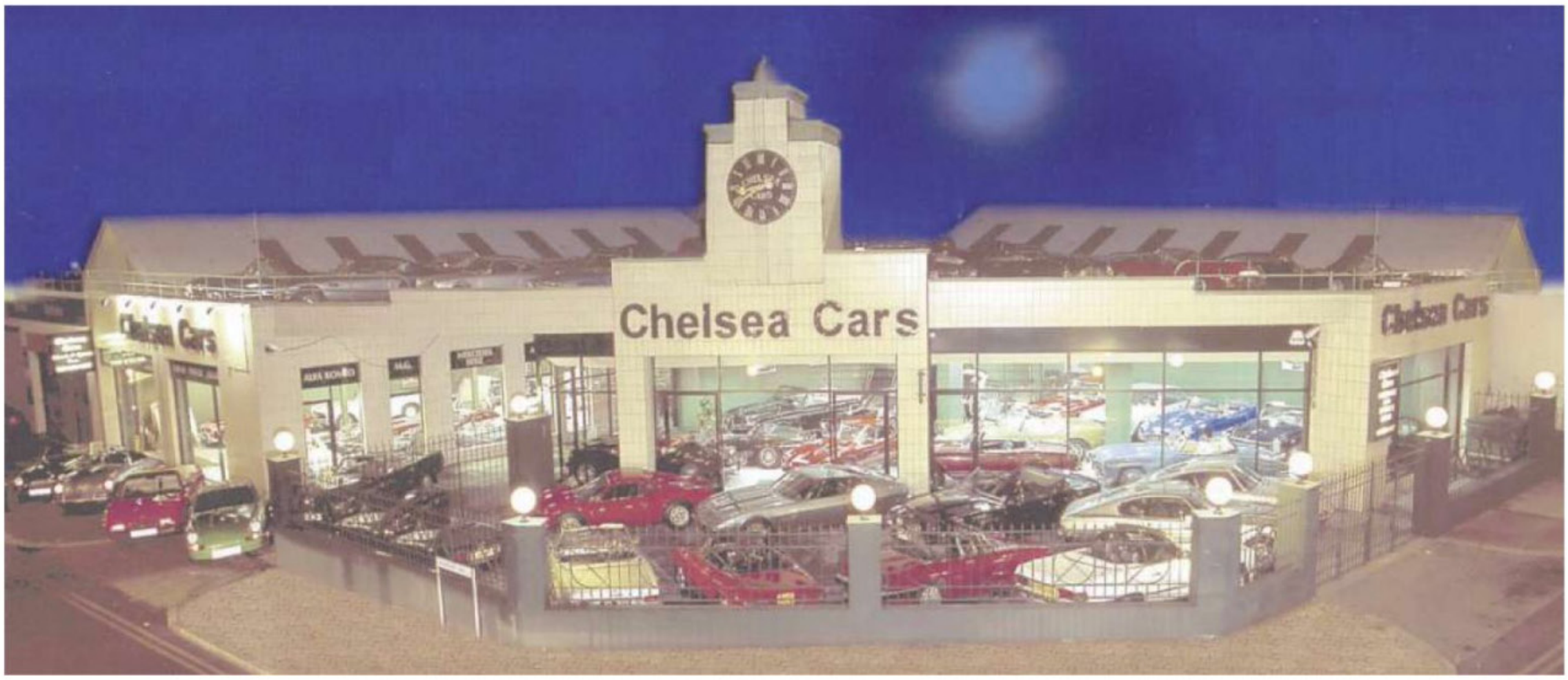
1967 Jaguar Mk 2 2.4

Finished in Oxford blue with black interior.
An extremely straight and presentable example of this 60's Jaguar icon. Has the benefit of being fitted with overdrive. Running and driving well. Competitively priced and a must at £17,950

Vehicles similar to the above always wanted for cash, purchase outright or sale or return. Sales undertaken.

T: +44 (0)116 240 2115 M: +44 (0)7967 649 761 classiccars-international.com Email: willie@gilbertson-hart.co.uk

For thousands of cars for sale visit classiccarsforsale.co.uk



1978 ASTON MARTIN V8 VOLANTE RHD - ROYAL CLARET METALLIC COACHWORK - TAN LEATHER - AUTO - VANTAGE BODY RESTORED AND CONVERTED TO CABRIOLET BY DAYTONA MOTOR COMPANY USING FACTORY PARTS ..... **£POA**

1998 BMW Z3 M ROADSTER - BLACK COACHWORK **£17,995**

1980 BUGATTI - TEAL REPLICA, ALUMINIUM BODY, STUNNING ..... **£POA**

1958 CORVETTE - THIS SENSATIONAL CAR HAS BEEN FULLY RESTORED AND UPGRADED BY CLAREMONT CORVETTE - POWER STEERING DISC BRAKES - MODERN 4.6 INJECTION CORVETTE ENGINE - BURGUNDY METALLIC COACHWORK - MUST BE SEEN **£125,000**

1966 DAIMLER V8 SALOON - MIDNIGHT BLUE COACHWORK, GREY LEATHER INTERIOR, RESTORED RECENTLY ..... **£POA**

1970 FIAT 500 - BURGUNDY COACHWORK **£9,995**

1957 FORD THUNDERBIRD - BLACK COACHWORK - H TOP - CONTINENTAL KIT **£29,995**

1952 JAGUAR XK120 FHC - RHD - CHAMPAGNE COACHWORK - RED LEATHER - THIS CAR WAS RESTORED AND UPGRADED, 4.2 ENGINE, LIGHTENED CLUTCH, SYNCRO GEARBOX, ETC. - IT CAME SECOND IN CLASS IN THE 2000 MONTE CARLO RALLY ..... **£POA**

1958 JAGUAR XK150 FHC 3.4 - WHITE COACHWORK - BLACK INTERIOR - JUST 2 PREVIOUS OWNERS - RUNNING LIGHT RESTORATION ..... **£POA**

1964 JAGUAR FHC SERIES 1 3.8 - RED COACHWORK - BLACK LEATHER - UK RHD MATCHING NUMBERS - FACTORY FULL WEBASTO SUNROOF **£79,995**

1974 JAGUAR E-TYPE V12 ROADSTER LHD - AUTO GEARBOX - AZURE COACHWORK WITH RECENT TAN LEATHER INTERIOR - DRIVES BEAUTIFULLY - RECENT WIRE WHEELS **£69,995**

1985 JAGUAR SS100 RECREATION BY HERITAGE - JAGUAR 4.2 ENGINE - MIDNIGHT BLUE COACHWORK **£34,995**

1963 LINCOLN CONTINENTAL CONVERTIBLE STRETCH LIMOUSINE - VERY FINE REPLICA OF THE FAMOUS JFK CAR DOWN TO PRESIDENTIAL CRESTS AND FLAGS. SUPERB MUSEUM OPPORTUNITY ..... **£POA**

1958 MERCEDES 220S PONTON CABRIOLET LHD - LIGHT BLUE COACHWORK - TAN LEATHER - RESTORED ..... **£POA**

1961 MERCEDES 190SL-SILVER COACHWORK-BLUE LEATHER INTERIOR-RHD-JUST RESTORED **£67,500**

1961 MERCEDES 190SL LHD - RED COACHWORK - TAN LEATHER INTERIOR - SOFT & HARD TOPS - RECENT FULL RESTORATION BY MACARI CARS - DRIVES & LOOKS BEAUTIFUL ... **£125,000**

1965 MERCEDES 230SL - LIGHT METALLIC BLUE COACHWORK - AUTO, P/S - GREY LEATHER INTERIOR - RECENT FULL RESTORATION BY MERCEDES SPECIALIST **£79,995**

1967 MERCEDES 250SL - WHITE COACHWORK - RED LEATHER INTERIOR - AUTO, P/S ..... **£POA**

1968 MERCEDES 280SL RHD - MIDNIGHT BLUE COACHWORK - ORIGINAL TAN TEX INTERIOR - AUTO, PS, RESTORED, ENGINE REBUILT BY ROGER EDWARDS **£95,000**

1969 MERCEDES 280SL LHD - WHITE COACHWORK - ORIGINAL GREEN TEX INTERIOR - MANUAL GEARBOX - DRIVES BEAUTIFULLY **£49,995**

1969 MERCEDES 280SL - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR. ..... **£POA**

1969 MERCEDES 280SL - MIDNIGHT BLUE COACHWORK - TAN MB TEX INTERIOR - AUTO, P/S - ENGINE REBUILT BY ROGER EDWARDS **£99,995**

1970 MERCEDES 280SL LHD - MANUAL - TUNIS BEIGE COACHWORK - TAN LEATHER INTERIOR **£49,995**

1970 MERCEDES 280SL - SILVER COACHWORK - BLUE LEATHER INTERIOR - AUTO, P/S ..... **£POA**

1979 MERCEDES 350SL LHD MANUAL - BLUE COACHWORK - MAGNOLIA LEATHER - FULLY RESTORED IN GERMANY **£19,995**

1988 MERCEDES 300SL - WHITE COACHWORK - DARK BLUE INTERIOR - LOW MILEAGE .. **£21,995**

1988 MERCEDES BENZ 300SL - BLUE BLACK - GREY LEATHER - LOW MILEAGE **£18,995**

1988 MERCEDES 300SL - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR **£17,995**

1988 MERCEDES BENZ 500SL - SILVER COACHWORK - BLACK LEATHER INTERIOR **£14,995**

1996 MERCEDES E220 0C CABRIOLET - DARK BLUE METALLIC COACHWORK - MAGNOLIA LEATHER - LOW MILEAGE - FSH **£14,995**

2006 MERCEDES SLK 55 - SILVER COACHWORK - BLACK LEATHER - FSH **£15,995**

1963 PORSCHE 356B COUPE LHD - RED COACHWORK - BLACK LEATHER - RECENT RESTORATION **£69,995**

1970 PORSCHE 2.2T TARGA LHD - LIGHT BLUE COACHWORK - BLACK LEATHER INTERIOR **£59,995**

1972 PORSCHE CHESIL SPEEDSTER 2 - SILVER COACHWORK - TAN LEATHER INTERIOR - AGA BOXER ENGINE 2.0 LITRE - WIND UP WINDOWS. THIS IS A SUPERIOR CHESIL MODEL **£24,995**

1985 PORSCHE 911 3.2 CARRERA - UPGRADED 964 RS BODY - UPGRADES INCLUDE SUSPENSION, GEARBOX, BRAKES AND INTERIOR, ELECTRIC SUNROOF AND WINDOWS AND BODY STYLING - DRIVES BEAUTIFULLY **£27,995**

1991 PORCHE 964 CABRIOLET - BLACK COACHWORK - BLACK INTERIOR - RHD **£34,995**

2003 PORSCHE 996 CABRIOLET MANUAL 51,000 MILES - FSH - DARK METALLIC GREY COACHWORK - BLACK SPORTS LEATHER SEATS - PARKING SENSORS, COMPUTER, HARD TOP - 997 SPORT SIDE LIGHTS - FULL LEATHER INTERIOR **£19,995**

1981 ROLLS-ROYCE SILVER SHADOW II LHD - TWO TONE BURGUNDY COACHWORK - MAGNOLIA LEATHER INTERIOR **£22,995**

1973 VW CAMPER VAN - RESTORED **£19,995**

1975 VW BEETLE CONVERTIBLE - RHD, YELLOW COACHWORK **£12,995**

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•

AMARI™

+44 (0) 1772 663 777

Over 50 Supercars in stock

For more pictures and information for each vehicle, please visit our website:

WWW.AMARISUPERCARS.COM



2005 Ferrari Enzo
Rosso Corsa
LHD - 5,750 Km
Full Service History
£1,600,000



2015 Ferrari 488 GTB
Giallo Modena
LHD - 2,744 miles
Only One Available Immediately!
£229,995



1999 Ferrari F355 Spider Manual
Rosso Corsa
RHD - 2,734 miles
Full Service History
£175,995



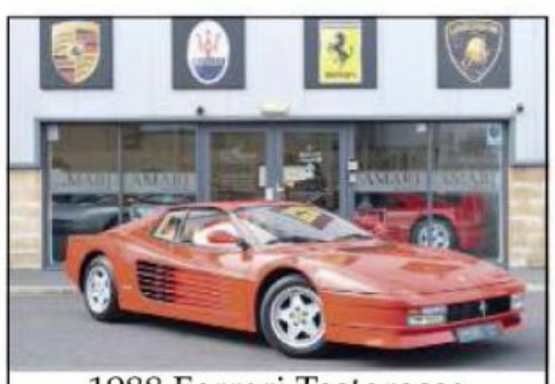
1971 Ferrari 246GT Dino
Azzuro Dino
RHD - 51,307 miles
Great Investment, Classiched
£324,995



2009 Ferrari F430 Scuderia
Nero Daytona
LHD - 6,671 miles
Tremendous Investment
£159,995



1996 Ferrari F355
Nero Daytona
RHD - 47,943 miles
Extensive Service History
£74,995



1988 Ferrari Testarossa
Rosso Corsa
LHD - 44,101 Km
Great Investment Opportunity
£105,995



2003 Ferrari 575M
Rosso Corsa
LHD - 5,828 miles
Choice of Two
£149,995



2015 Ferrari 458 Speciale
Bianco Avus
LHD - 9 Km
Ferrari Warranty & 7 Year Servicing
£279,995



2007 Ferrari 599 GTB Fiorano F1
Grigio Silverstone
LHD - 29,450 miles
Full Ferrari Service History
£119,995



2010 & 2011 Ferrari 599 GTO
Rosso Corsa or Tour De France
Both Left Hand Drive
Choice of Two
£499,995



2001 Ferrari 360 Modena
Rosso Corsa
RHD - 18,507 miles
Choice of Manual or F1
£76,995



2014 Ferrari California T
Tour De France Blue
RHD - 1,220 miles
Very Low Mileage
£179,995



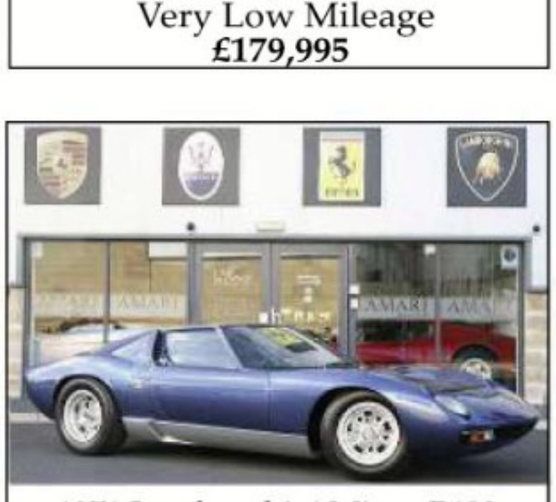
2012 Aston Martin Vanquish
Amethyst Red
RHD - 10,502 miles
Choice of Two Vanquish's
£129,995



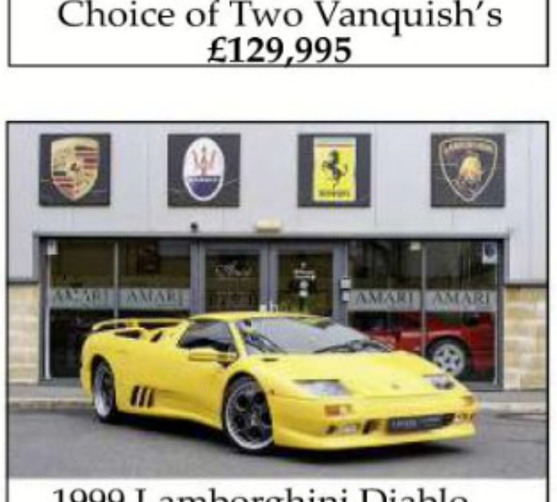
2011 Mercedes-Benz SLS AMG
Obsidian Black Metallic
RHD - 17,551 miles
Full Dealer Service History
£169,995



2006 Lamborghini Murcielago
Verde Drako
RHD - 20,284 miles
Great Example
£159,995



1971 Lamborghini Miura P400
Blu Notte
RHD - 28,731 Km
Presented with File from Restoration
£999,000



1999 Lamborghini Diablo
VT Roadster in Giallo
RHD - 12,478 miles
Choice of Two Diablo's
£269,995



2015 Mercedes-Benz AMG GTS
Designo Selenite Grey Magno
RHD - 141 miles
1 of Only 35 Cars Made
£130,995



2014 Maserati Quattroporte
Nero Ribelle
RHD - 8,350 miles
£72,995

Wyder Court, Millenium City Park, Preston, Lancashire, PR2 5BW

UK's number one buyer of Classic and Modern SuperCars

Silver Lady Services Limited

ROLLS - ROYCE & BENTLEY

FULL STOCK LIST ON OUR WEBSITE

www.silverladyservices.co.uk

SALES -SERVICE - RESTORATION



1988 BENTLEY CONTINENTAL CONVERTIBLE by Mulliner Park Ward. White with beluga interior and piano black veneer. 39,000 miles. New black mohair hood. Chrome radiator shell and Flying B mascot. Totally immaculate throughout. **£74,950**



2004 BENTLEY CONTINENTAL GT Moonbeam Silver with Beluga interior. 42,000 miles. Piano black veneer. Satellite Navigation, Parking sensor. F.S.H. Just serviced and MOT. Immaculate throughout. **£29,950**



2000 (W) BENTLEY ARNAGE RED LABEL Dark blue with Barley interior. 57,000 miles. Satellite Navigation, Power folding mirrors, Electric rear seats, Bentley emblems on all four headrests. F.S.H. Outstanding condition. **£22,500**



1999 BENTLEY ARNAGE RED LABEL LOOK ALIKE. Dark Amethyst Blue with Barley Hide. 57,000 miles. Full service history. All usual Arnage refinements. Immaculate condition throughout. Just been serviced and MOT. **£21,500**



1979 BENTLEY TII Walnut Brown with Beige leather interior. 124,000 miles. Front/rear headrests, Flying B mascot, alloy wheels, halogen headlamps. We have known vehicle for 22 years. Lots of history, excellent condition. **£19,950**



1984 ROLLS-ROYCE CORNICHE Graphite Grey with Tan leather interior and Black mohair hood. Extensive work carried out over last 16 months totalling over £60,000. Outstanding condition, must be seen. **£67,500**



1960 ROLLS-ROYCE SILVER CLOUD II Champagne over deep maroon with cream leather interior. Only 299 long wheel base Cloud II were produced. Complete brake overhaul and service. Very rare car. **£55,000**



1999 (T) ROLLS-ROYCE SILVER SERAPH Royal Blue with Cotswold hide interior piped in French Navy. 30,000 miles. Sunroof, rear picnic tables, vanity mirrors, electric rear seats. F.S.H. **£42,500**



1980 ROLLS-ROYCE CAMARGUE
Mistletoe with Mushroom interior. One of only 500 produced on the Spirit spec. Immaculate condition.
£39,950



1999 ROLLS-ROYCE SILVER SERAPH. Silver Tempest with Oatmeal interior, Top Roll in Slate Grey with matching carpeting and Lambs Wool Over Rugs. 79,000 miles. **£34,500**



1979 (T) ROLLS-ROYCE SILVER SHADOW II Oxford blue with French Navy interior. 62,000 miles. Rear RR badges, Rear foot rests, Whitewall tyres. Excellent service history. Outstanding condition throughout. **£22,500**



1988 ROLLS-ROYCE SILVER SPIRIT Royal Blue with Magnolia interior. 52,000 miles. Rear Rolls-Royce badge, Avon white wall tyres. Last owner has owned vehicle since 1994. **£11,950**

PLEASE CALL STEVE DREWITT ON:

Tel: 01202 388488 ● Mobile: 07860 512368

www.silverladyservices.co.uk ● e-mail: silverlady@btconnect.com

64-70 ALMA ROAD, BOURNEMOUTH BH9 1AN

J • O • O • P S • T • O • L • Z • E

Classic cars

- Collector, specialist in real classic cars.
- we import cars ourselves

- 450 cars in the collection from a "project to perfect"
- Stock changes constantly

High price paid for Classic Cars
Tel: (+31)174-520884 Mob: 655-102015
www.stolzeclassiccars.nl







Alfa Romeo Duetto
Several very nice Duetto's in stock. Also Spiders, Sprints and 2000 touring Spiders.



Austin Healey MK1
Several Healey's ; 100/4, 100/6, Mk1, MK2 and MK3." from a project to perfect ".!!



Jaguar XK150S roadster
Several XK's to choose from
Big collection of beautiful Jaguars



Jaguar E types
Top Classic Cars, have 1st, 2nd 3rd series roadsters, coupes and 2+2's



Triumph TR6 PI. RHD
Triumphs TR2 - 3 - 3A – 4 - 4A en 6.
" From a project to perfect ". !!



Mercedes 230SL
Also 190, 230, 280, 350 and 450SL's and 170S,170SA, 220S, 220SE Cabrio's



Facel Vega. Facellia
Only 1 of 15 RHD Cabrio's made!!
Several Facels and Simca sports.



Classic Chevy Corvettes
Big choice in American classics. Mustang, Dodge, Corvette, Studebaker, Packard etc…



Lancia Flaminia Zagato
We have Appia, Aurelia, Fulvia ,Flavia and Flaminia.
Big choice in Italian classics "the Stolze collection".



Porsche SC Carrera Coupe
We have many Porsches from '58 to '85!
Wanted to buy Porsches in any condition.



Ford Mustang Cabrio
We have Fastback,coupes and convertibles.
Wanted any European sportscar, any condition.



1928 Mc Dowell Special
Big choice in RARE Classic Cars
Wanted to buy any rare classic car.



Porsche 914
Big choice in these nice, cheap 914's, all colors!
Also 914 /6, 911 T, E and S, 912, 924 and 928.

Rolls Royce boattail 1929
Some very rare and interesting cars available.
Now in our very nice new location.

Datsun 240Z
Collection of these superb handling cars!
Several nice colours, all perfectly drivable!

The School Garage

A small selection of up to 60 Prestige and Classic Cars in stock

47 Buxton Road, Whaley Bridge,
High Peak, Derbyshire SK23 7HX
Telephone 01663 733209 Mobile: 07767 617507
www.classiccarshop.co.uk



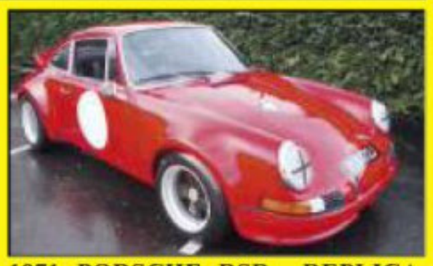
1963 ALFA ROMEO 2600S BERTONE COUPE. Rosso Corsa with Tan Leather Trim. Original Factory RHD, 58000 Miles Only, Matching Numbers, All books, Tools, etc. Restored to near concours several years ago, Stunning and rare **£49,950**



2003 MERCEDES SL55 AMG. LHD. Silver with red leather trim. AMG alloys, massive spec. Recent tyres and service, 16000 miles only with FMBSH As new. (very rare like this) **€40000**



1998 PORSCHE 993 CARRERAS 2. LHD. One of the last 4 built. Ltd edition speed yellow with black leather. Sports trim. 2 owners 38900 miles only from new with. Full documented Porsche history. Stunning **£69,950**
Please view our website for full detailed spec



1971 PORSCHE RSR REPLICA. Originally Based on a Carrera 3.2, and recently re-worked and uprated to one of The BEST RSR recreations you will find. Please email or call, Martin Daly for full, and detailed spec..... **£69,950**



1982 FERRARI MONDIAL 8 COUPE. Silver with red leather trim, alloys, air cond, 48,000 miles, full history, all books, papers, documents, tools, superb, rarely do you see them like this!! **£39,950**



1986 MERCEDES 280SL SPORTS. (Rare alloy engine). Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 60100 miles with full service history. In original, concours winning condition, we have not seen a better example ever. Truly stunning **£18,950**



1958 BENTLEY S1. Oxford Blue with Original red Leather trim. RHD matching numbers car, last owner many years,70000 miles only, maintained to the highest of standards all of it life. One of the finest and most original examples in the UK..... **£45,000**



1948 FORD F1 PICKUP. 6 cylinder flat head petrol. Spent most of its life on a farm in Ohio. Ground up restoration to a very high standard, so good in fact that it was on display for some time at the Henry Ford Museum. **£34,950**



1997 FERRARI 355 GTB. LHD. Rosso Corsa with Tan leather. Sports Exhaust and rear challenge grill. 27000 Miles from new with full main agent Service history. EX Rene Arnoux signed collection and concours..... **£POA**



1954 MERCEDES 300 W 186 (ADENAUER). Very rare manual floor-change example, prepped for classic rallying (Gullwing spec engine with twin Solex carbs. Stainless steel exhaust, stainless steel fuel tank, sump guard and twin spot lamps. Fiva papers past and present available. This 3 owner motor car (first owner 38 years) is finished in its original black with grey leather trim and, although not Concours, is in remarkable original condition..... **£49,950**



1990 MERCEDES 500SL W129 SPORTS CONVERTIBLE. Silver with Blue Leather, Blue Power Hood, and Silver Hard Top. Flat Face Alloys, Aircond, Cruise, ASR, ABS, Sports Box, etc. FMBSH, 2 previous owners, in our Chairmans collection for the last 7 years, Concours winning Example, and the best we have ever seen **£14,950**



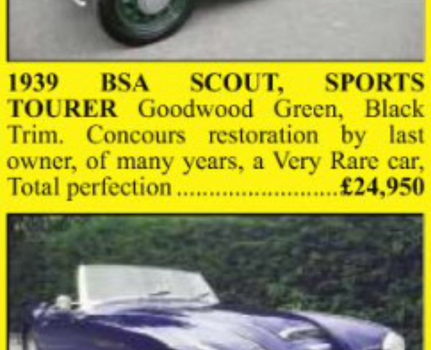
1994 FERRARI 348 SPIDER RHD (one of only 75 cars built). Rosso Corsa with Nero leather, and Nero mohair hood. Alloys, Aircond, Two owners, 19000 Miles only with Fully documented service history. All Books, Tools, and total documentation. AS NEW !! ..... **£POA**



1989 JAGUAR 2.9 XJ SOVEREIGN SPEC. AUTO. One Famous DR owner. 49000 miles only with Full Documented History. All Tools, Books, etc. Concours Example **£9,950**



2000 PORSCHE 3.2 BOXSTER S. Midnight blue with Tan leather Alloys, full electric pack. 52000 miles only with FPSH. In virtual Concours Condition. Best we have seen ever!!..... **£POA**



1939 BSA SCOUT, SPORTS TOURER Goodwood Green, Black Trim. Concours restoration by last owner, of many years, a Very Rare car, Total perfection **£24,950**



1976 (ONE OF THE LAST BUILT) FIAT 500. with sunroof. Matching numbers, LHD, Rust free, unrestored, low mileage, mint original example. 37000 Miles Only. The best you will ever see!! **£12,950**



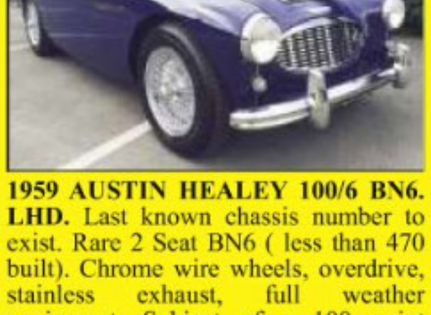
1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best ..... **£POA**



1989 MDL MERCEDES 300SL SPORTS. Classic Alpine white with Black/Grey trim. Hard and unused soft top alloys/big spec, two owners, 60,000 Miles with FMBSH. In concours show winning condition. You will not find better **£29,950**



1958 BENTLEY S1. Ascot silver grey with grey leather, and blue carpets. Factory Power steering, and rear parking censors. 41000 miles only with full history, old MOTs, all documentation etc. Sold by U.S. Over a 25 year period to it last 2 owners. Stunning, and superbly maintained car. ... **£39,950**



1959 AUSTIN HEALEY 100/6 BN6. LHD. Last known chassis number to exist. Rare 2 Seat BN6 (less than 470 built). Chrome wire wheels, overdrive, stainless exhaust, full weather equipment. Subject of a 100 point concours restoration. The finest we have ever seen!! **£74,950**



1983 PORSCHE 911 SC SPORT COUPE. Guards red with full black leather. Original Fuchs alloys, electric sunroof, Full and detailed history from new. Every invoice, MOT and service recorded. All Books, tools. One of the nicest and original examples available..... **£38,950**



1987 PORSCHE 944 TURBO. GP white with Bordeaux leather and pinstripe trim, cup alloys, sports exhaust, Electric sunroof, windows and mirrors. Superb and original example with sensible Mileage and FSH **£16,950**



1957 ROLLS ROYCE SILVER CLOUD 1. Two tone sage green with beige leather, PAS, original RHD example,with all books, tools etc, Known by us for many years, and sold by us to its last collector owner. 72000 Miles only, original build sheets in history file, lovely Original, Stunning, example **£49,950**



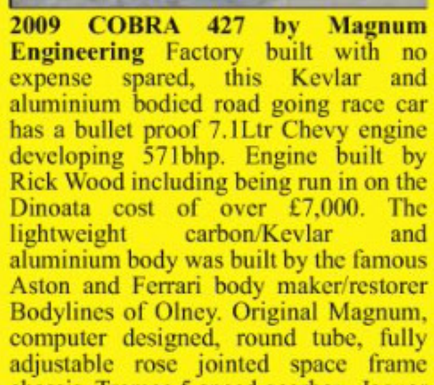
1983 JAGUAR XJ6 4.2. Masons Black with light tan leather. One Family Owner from new, and 24000 Genuine miles from new (repeat 24000 miles only), 2012 Norwich Union "champion of Champions", described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only..... **£24,950**



1953 BENTLEY R Type (Big Boot) Chassis number B27SP. Burgundy over cornish grey with grey leather piped St James. Last owner over 12 years and restored to concours standards several years ago. All books, Tools and vast history. A Stunning and correct, matching numbers example **£49,950**



AUSTIN SEVEN RACING CAR. Famous car called the mouse. Originally Built by Vince Leek. 750 Trophy champion of Champions. Complete with special trailer and full race. Back up kit. Ready to race..... **£POA**



2009 COBRA 427 by Magnum Engineering Factory built with no expense spared, this Kevlar and aluminium bodied road going race car has a bullet proof 7.1Ltr Chevy engine developing 571bhp. Engine built by Rick Wood including being run in on the Dinoata cost of over £7,000. The lightweight carbon/Kevlar and aluminium body was built by the famous Aston and Ferrari body maker/restorer Bodylines of Olney. Original Magnum, computer designed, round tube, fully adjustable rose jointed space frame chassis, Tremec 5 speed gearbox, Jaguar Powerlok diff, rare American racing wheels, twin aluminium fuel tanks, black classic look leather interior, full weather equipment and painted to the highest standards in Jaguar turquoise. Over £70,000 was spent on this magnificent Cobra. For full spec sheet please contact us..... **£49,950**

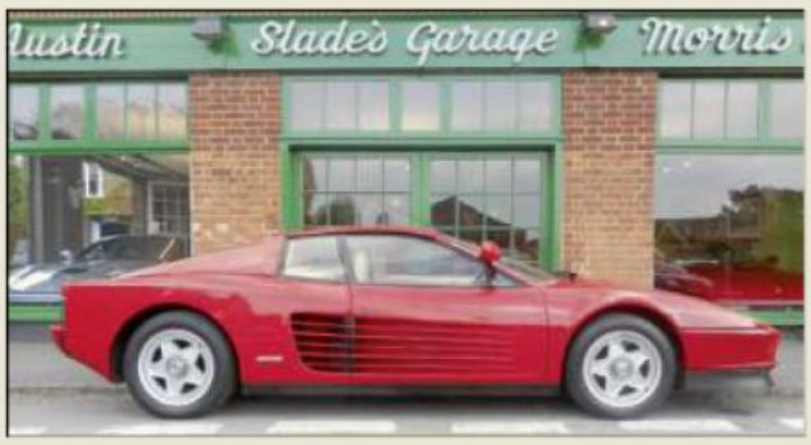
WWW.CLASSICCARSHOP.CO.UK

Slade's Garage 1922

Tel: 01494 812115

Slades Garage, Penn, Buckinghamshire

www.sladesgarage.com



Ferrari Testarossa
choice of 3 vehicles from £179,950



Ferrari 575M Manual RHD
£199,950



Ferrari 550 Manual RHD
£139,950



Ferrari 355 GTB/GTS
Choice of 8 vehicles from £89,950



Ferrari 328 GTS
Choice of 3 vehicles from £129,950



1969 (H) Mercedes 280 SE Coupe
£129,950



1965 C Alvis TE 21
£89,950



1987 D Porsche 911 Carrera Supersport
Convertible £89,950



1967 E Austin Healey 3000 MK III
£79,950



1965 C Porsche 356 C
£79,950

Slades Garage are always seeking stock, so please contact us with your Sports or Classic car for consignment sale or outright purchase.

sales@sladesgarage.com

For thousands of cars for sale visit classiccarsforsale.co.uk

ROD LEACH'S NOSTALGIA

1990 AC COBRA 'LIGHTWEIGHT' - R.H. DRIVE

Ch. No. AKL 1351 is the last of 6 genuine, original 'Lightweights' (flat dash, no heater or screen vents, no headrests etc.) hand-built in aluminium that I personally ordered from the AutoKraft/AC Cars Ltd. Factory in 1990. Many special features incl. up-rated suspension with front and rear anti-roll-bars, 1965-type Mk III dash with Smiths instruments, satin finish stone-guards, 15" Halibrands with Avon CR6ZZ 15" tyres, driver and passenger harnesses etc. Other 'extras' include 1965-type gear change and dash-mounted rear-view mirror, Clifford Alarm, perspex wind-wings and sun-visors etc. The Factory hand-built and blue-printed 302 cu.in. engine has alloy heads, roller cam and solid lifters etc. giving 345 bhp and 0-100 mph in 10.1 secs. Porsche Zinc metallic with burgundy trim; full (black) weather equipment in tailored bags. Original personalised Owner's Handbook. With just 6,620 miles and full documented history from new, this is certainly one of the best of the c .26 'Lightweights', which are now established as the most desirable of all the latter-day AC Cobras built at the Brooklands Factory.



1995 BENTLEY TURBO R - ex FLAVIO BRIATORE

Ordered new by the ex Benetton/Renault F1 Team boss with several special features e.g. matrix grille, 17" chrome alloy wheels, privacy glass, leather headlining etc. Total comprehensive spec. costing £130,000 new. 6.75 litres and 386 bhp. Dark metallic blue with cream leather piped in blue and blue carpeting. 69,000 miles with service history. Outstanding condition in every respect.



FULL DETAILS AND PHOTOS OF ADDITIONAL CARS ARE ON THE 'NOSTALGIA' DEALER PAGE ON: www.classicdriver.com

ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~ E-Mail: info@rodleach.com

Southwood
CAR COMPANY



Alfa Romeo 1900 CSS Touring 1954



Alfa Romeo Giulietta Sprint Speciale 1962

Please see our website for other interesting Alfa Romeos in stock

T: 01883 344226 M: 07442 506123 E: info@southwoodcarcompany.co.uk W: southwoodcarcompany.co.uk

M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles







1959 CADILLAC COUPE DE VILLE £55,950

Unmarked black original coachwork. Grey leather & fabric original interior, automatic gearbox, PAS and electric windows & seats, tinted glass, original wheel trims and original radio with hydraulic aerial. The '59 Caddy had the iconic rear horizontal lights in the fins, which were only available for this one year. Possibly the best available in Europe, this stunning Caddy has covered only 28,000 miles from new with an interesting history. This car cannot be over-described, its wonderful, and drives as smoothly as when it was delivered. Definitely a superb investment.

1984 DAIMLER DS 420 VANDEN PLAS LIMOUSINE- £35,000

Ex diplomatic car, just taken off diplomatic plates. Chrome bumper model. Dark metallic grey coachwork - unmarked, chrome - unmarked, light grey leather - unmarked, walnut trim - unmarked, grey carpets throughout with fitted lamb's wool rugs in the rear - unmarked, grey headlining - unmarked, face forward occassional seats& sliding division. 4.2 litre twin overhead cam Jaguar engine, automatic, PAS, air conditioning, electric windows, teloscopic steering wheel, central locking, front and rear period radios, tinted glass, fitted phone in rear arm rest, original tool roll, spare tyre - unused. This car has covered under 10,000 miles from new and is the nearest thing you could purchase to buying a brand new 1984 Daimler DS. Original sales invoice provided with the car showing the Prince of Qatar's and Qatar embassy's original ownership. There is not a rattle, bump or squeek when driving the car. When did you last see one for sale.Chassis Number: SADDWATL3AC200549













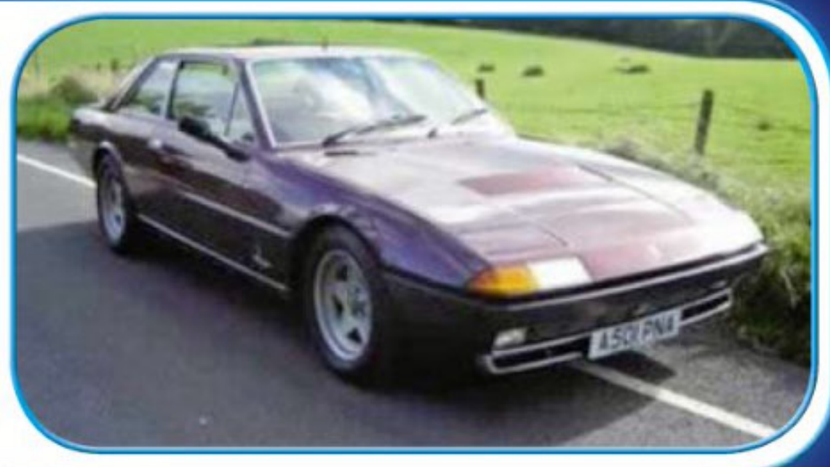
1984 ROLLS ROYCE CAMARGUE 5000 SERIES BY PINNINFARINA - £65,000

2 door coupe designed by Pinninfarina. Right hand drive. Finished in Goodwood Green with gold coachlines, magnolia leather piped in green, beige carpets piped in green with green lambswool overrugs, pleated leather headlining, green carpets in boot and green sundim glass. Of the 615 built it has been reported that 70% were left hand drives, making this one of the few right hand drives built. All the refinements you would expect; automatic, PAS, electric windows, seats, mirrors and aerial, central locking etc. Turbo wheels, Rolls Royce suspension sports pack, Rolls Royce badges on rear quarter panels and original Blaupunkt radio/cassette player. The car has the original handbook and service books and a complete small & large tool kit. This wonderful car has covered 43,000 miles, has spent a number of years in Monaco and has a comprehensive service history. This is one of the best examples we have ever seen and these cars seem to have disappeared, presumably kept in private collections.

1984 FERRARI 400I BY PININFARINA - FANTASTIC CAR, GOOD 4 SEATER V12 FERRARI'S ARE VERY UNDER VALUED - £29,995

Finished in Damson metallic and almost completely original with stone trim. Automatic gearbox, PAS, electric windows, dual AC and still has the original Bluakpunt radio with graphic equaliser. Also has stainless steel exhaust and alloy wheels. Holds 85lbs oil pressure at 3,000 RPM when hot& does not overheat even in heavy traffic This car has covered only 36,500 miles with history and a road test featured in Classic and Sports Car magazine. We have known this car for the last 19 years and have in fact sold it twice during this time. Good 400i's are very, very undervalued – a fantastic front engined V12 4 seater Ferrari.Definitely a superb investment.







CRONUN ROLLS ROYCE WATCH IN 18CT
In our 55 years of trading we have owned 4 other Cronun Rolls Royce watches, but this is the only one with a diamond bezel. Wind up movement in original green leather case with walnut fittings and plaque. Blue chip investment. £3,995



GENTS WATCH - VINTAGE BUECHE-GIROD
8 ct strap on watch - approx. 20 years old. Black face with gold fingers, very distinctive and dressy. Gold strap, linear design. Quartz movement. £2,500



GENTS WATCH - VINTAGE VACHERON CONSTANTINE
Approx. 25 years old, diamond bezel, 18ct yellow gold strap. Two rows of diamonds around the bezel, black face with diamonds at the quarter hours. Very distinctive without being over flashy - real quality! Number S37279. Wind up movement. £4,900

WANTED - Citroen Traction preferably Big Six, Lght Fifteen, Convertible or Cabriolet - must be RHD and the very best available. I want it for myself as I passed my test in one in 1958!

IAN GRANGE Established 1963

Tel: **0161 456 3836 / 07710 254198** Email: **info@oldtimermanchester.com**

Please see our website **www.oldtimermanchester.com** for fuller and better particulars

★ HERALD ★ SPITFIRE ★ GT6 ★ VITESSE ★ TR2 ★ TR3 ★ TR4 ★ TR5 ★ TR6 ★

TRGB

URGENTLY WANTED YOUR TR2/3/3A/4/4A/5/6 STAGS, VITESSE CONVERTIBLES AND GT6'S. FAIR PRICES PAID TRAVEL ANYWHERE! PAYMENT ON COLLECTION OR DRIVE TO US. ASK FOR GARY 07801 631632. PLEASE ONLY USE THIS NUMBER IF YOU ARE SELLING YOUR CAR — CASH OR CHEQUE AVAILABLE!



WE ARE EAST ANGLIA'S LARGEST STOCKISTS FOR NEW AND SECONDHAND TRIUMPH SPARES.

The TRGB Workshop

TRGB's workshop will carry out ANY Triumph work - from a simple service to a full-blown "body off chassis" restoration to the highest standard. All TR engines are built in-house, something we seem to be getting an especially good reputation for. We can improve performance, road holding, handling and braking to suite your requirements and budget. We welcome stage payments on restoration work and give fully detailed estimates and Rebuild from the bottom up bills on all work carried out. Estimates are free, we will even travel to your home free of charge (within a 50 mile radius) on all major restoration estimates. We can arrange collection and delivery to anywhere in Europe, our labour rate at £54.00 per hour plus VAT is usually MUCH cheaper than most European countries. All our work and parts are warranted, we aim to make cars as reliable as possible - after all, we love our Triumphs just as much as you do!



TR6 1970.
Royal blue with black interior. Original 150bhp car with overdrive. Full body off restoration carried out a few years ago and still in excellent condition. Nice original dash and drives exceptionally well. First to see the car on the ramp will buy! Will come with a full years MOT (commission sale) **£17,995**



TR6 1972.
Original UK 150 bhp car with overdrive. tax exempt. Full body off chassis restored car with photographic history. Fast spec road engine. Phoenix single pipe exhaust. Upgraded suspension. Stainless steel bumpers. Leather faced MX5 seats. minilite replica knock on wheels. Very quick and drives and handles beautifully. Exceptional condition. **£24,995**



TR6 1972.
Original 150bhp UK car with overdrive. Saffron yellow with black interior. Runs and drives very well with good oil pressure and very nicely working overdrive. Very good body and chassis. Bumpers are excellent. The car was originally zibarted (the ancient form of rust proofing) of which most has been removed from the engine bay, but there is still some to go! Nice history file and 12 months MOT. Excellent club car to use and enjoy. **£14,995**



TR6 1969.
150 bhp car with overdrive. One of the first 1000 injected car built. Exceptionally solid but requires work. Full years MOT. This two owner car has been owned by the last owner since 1973 and comes with history (and the bill of sale in 1973 for £785) time warp TR6 showing 90,343 miles which I am sure is genuine. **£12,000**



TR6 1973.
Original UK 125bhp CR series car. Tax exempt with overdrive. Very good body and chassis comes with a big history file and the car is known by us. Heritage certificate present and will come with 12 months MOT. **£15,995**

Visit us at: www.trgb.co.uk or email: sales@trgb.co.uk

UNIT 1, SYCAMORE FARM IND EST, LONG DROVE, SOMERSHAM, HUNTINGDON, CAMBS
Tel: Sales 01487 842168 / 07801 631 632 or 01480 464443 (evenings)



Classic, modern and outlaw Porsches bought, sold and serviced

Paul Stephens Autoart
Creating unique, bespoke 911s for the discerning client
Consultation by appointment. Please call

Appreciating. Fast.

Paul Stephens. Specialist in Porsche

Visit us at the
London Classic Car Show
Excel, London. Stand G130
18 - 21 Feb 2016

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

01440 714884
email@paul-stephens.com

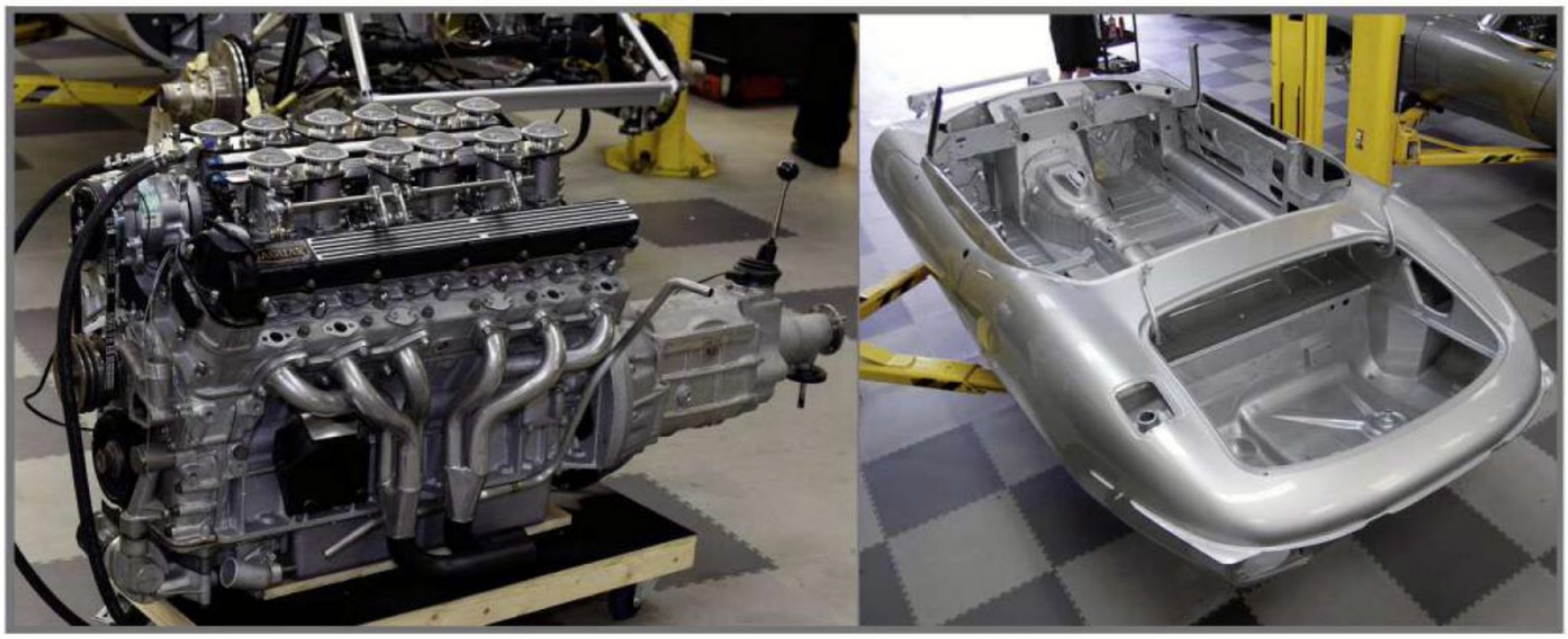
paul-stephens.com

PAUL STEPHENS
EST 1994

E-Type UK

"We build them to drive as good as they look"

INTERNATIONAL JAGUAR E-TYPE SPECIALIST



SERVICE RESTORATION SALES UPGRADES

/ETypeUK

W: etypeukusa.com - E: harry@etypeukusa.com
UK: +44 (0)1732 852 762 - USA: +1 805 498 3555

@EtypeUKUSA

Total Headturners

SEE US AT NEC CLASSIC CAR SHOW STAND 3-120

Over 40 Replicas / Classic Cars in stock
www.totalheadturners.com



Bugatti Type 35 boat tail replica by Teal. Correctly registered old timer/Historic vehicle & tax exempt. Full aluminium coachwork in Bugatti blue. Many period features too many to list. Sweet 1800cc BMC engine beautifully dressed. Great driving type 35 that is ready for a new owner to make some memories and have great fun! **£34,995**



Dax Cobra. Correctly old timer registered 1975!! Pearl blue metallic, white le-mans stripes. 350ci Cheverolet V8 (5700cc) Aluminium lined engine bay. white ceramic coated 4 into 1 side pipes. Cobra le-mans rocker covers, Holley 4 barrel carb & performance inlet manifold. 15" Hallibrand alloys Amazing bargain at only **£28,500**



1982 AC Recreation. This special Cobra has been built to a very high standard! Coachwork professionally finished in Candy apple red with Silver Le-Mans stripes. Luxury leather. Engine supplied by British American engines, 6300cc (383ci) Chevy V8 estimated circa 400bhp! 15" Hallibrand alloys. Power steering! A real "Headturner" **£34,995**



2009 AC Pilgrim. Brilliant red, white Le-Mans stripes! Deep dish Halibrand alloys! S/S side pipes! Very high spec 3528cc JRV8 supplied engine with performance Hurricane camshaft, high compression pistons, Performance 4 barrel carb & inlet manifold. Excellent attention to detail. This Cobra is top spec and in amazing condition! **£19,995**



2006 AC AK Sports Cars. Finished in Mercedes Iridium Silver. Riveted bonnet. 17" Halibrand alloys. S/S 4 into 1 side pipes. Awesome 383ci 6.3ltr stroker Chevy V8, Rolling road tuned, fast cam, detailed engine bay S/S lined. Power steering. Very well maintained Cobra with valuable COB number plate included. Must be seen only **£34,995**



2007 AC Dax De-Dion chassis with the camber compensation design. Amazing 1 owner car is powered by a 6.3ltr Chevy stroker V8 383ci. Massive BHP and very fast! Professionally finished in Porsche Seal Grey Titanium Pearl. 18" Hallibrand alloys. P/S. Removable hard top with side screens. Very high spec car at a real bargain price. **£39,995**



1970 L & R Roadsters RAM Cobra. Perfect for export! Correctly old timer registered. Silver coachwork, red le-mans stripes. 15" Hallibrands. Under floor exhaust. Tuned Chevy 350ci 5700cc V8, Dyno tested at 311bhp. 5 speed. Red powder coated Reynard designed tubular back bone chassis, Luxury leather. Large history file. Amazing value! **£29,995**



Stunning Super-charged AK 427 Cobra replica. Gleaming metallic blue/white stripe. Beautifully detailed interior. 5.7 Ltr V8 with Weiand high performance super-charger (very fast) Edelbrock detailed engine bay. Riveted bonnet. Huge Halibrands alloy wheels. Stainless steel detailing throughout. Looks incredible! **£44,995**



2010 AC AK Sportscars. One of the most expensive Factory built AK Cobra replicas ever created. (Costing circa £90,000) LHD. Ferrari Grigio metallic, silver Le-Mans stripes. Factory removable h/top. Chevrolet V8 LS3, 6200cc. Race spec AP Racing brakes, vented disks. 18" Hallibrands. A real monster package! Too much to list! **£49,995**



GTD Supercars GT40!!! Amazing GT40 replica. Metallic blue with silver Le-mans stripe. Correctly detailed. Original interior, GT40 seats, carpets, dash, all correct dials. Wilians harness, Air con!! Tuned Ford 302ci V8, Roadcraft spec estimates 367bhp. Full spec too long to list. Most Amazing car you could ever own. **£64,995**



1977 AC Southern Roadcraft Cobra. Gleaming deep metallic red coachwork/twin silver Le-Mans stripes. 5.7 ltr V8 with recently fully Edelbrock dressed & detailed engine bay (Stunning). Luxurious leather. Console finished in diamond stitched pattern. S/S side pipes. Tonneau. Come and get it, blink and it will be gone **£27,500**



1999 Dax Rush. This amazing lightweight two seater sports car has a multi-tube triangulated steel space frame chassis. Ford 2000cc SOHC engine, 2 twin choke Delorto carbs. S/S 4 into 1 side pipe, heat wrapped headers, detailed engine bay. Lightweight GRP body, luxury interior. Not a Q plate! Absolute value & fun for the money only. **£7,995**

Telephone: 07711 630348 or 01992 573564 Email: mark@totalheadturners.com

JUSTINBANKS


1970 Maserati Ghibli SS RHD, £275,000


1966 Maserati Sebring SII LHD, £225,000


1935 Frazer Nash BMW 319/2 RHD, £79,995


1988 Porsche 911 Turbo Cab RHD, £74,995


1955 Swallow Doretti RHD, £54,995


1976 Aston Martin V8 Volante RHD, £54,995


1982 Porsche 911 Turbo Coupe RHD, £54,995


1973 Ferrari 365GT4 2+2 RHD, £54,995


1976 Ferrari 308 GT4 RHD, £49,995


1961 Facel Vega Excellence RHD, £49,995


1979 Ferrari 400GT Manual RHD, £44,995


1966 Riva Super Florida LHD, £39,995

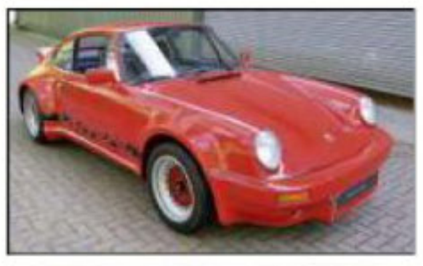

1994 Porsche 993 Carrera Cab RHD, £39,995


1967 Riva Junior "Tizi" LHD, £34,995


1966 Ford Mustang V8 Fastback LHD, £32,995


1971 Jensen Interceptor SII RHD, £32,995


1961 Facel Vega Facellia Coupe RHD, £29,995


1971 Porsche 911T Coupe RHD, £27,995


1974 Jaguar XJC Prototype RHD, £19,995


1988 Mercedes-Benz 300SL RHD, £16,995

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

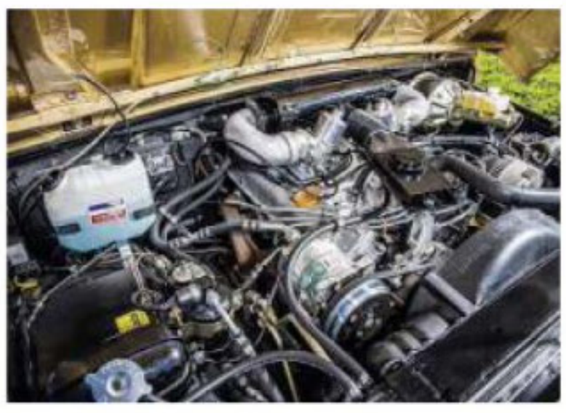
KINGSLEYCARS.COM















Kingsley Cars Ltd

Range Rover Restoration, Servicing, Diagnostics, Welding, Trimming, Bodywork and Dinitrol Under body Protection

www.kingsleycars.com Call us on +44 (0)1865 884488



Restoration to *perfection*

Classic and modern servicing, restoration and race preparation

SMDG
Ferrari Specialists

01306 627770 **www.smdg.co.uk**

Ridge Farm, Rowhook, Horsham RH12 3QB smdg@btconnect.com

DEVONSHIRE MOTOR COMPANY

Tel: 01323 423002 Web: http://www.dmc-porsche.co.uk E-Mail: sales@dmc-porsche.co.uk

We will be exhibiting cars for sale at the National Classic Car Show NEC 13th-15th November 2015



Mercedes Benz S350 V6 2005. ONLY 16000 MILES FROM NEW. Brilliant Silver with Full Black leather electric Heated memory Seats, Glass Sunroof, Colour Sat/Nav, Cruise Control, Electric Rear Seats.Full MB Service History. This Stunning One Owner car is quite simply as New..... **£13,995**



Bentley Arnage 4.4 V8 Green Label. ONLY 16000 MILES FROM NEW Options Include Electric Tilt/Slide Sunroof, Electric rear Seats, Rear Park Distance, 2 Fitted Bentley Umbrellas, Bentley Indoor Car Cover. It has Recently been serviced at Bentley Cambridge this car is finished in Beautiful Tempest silver with Full Black Leather piped Red and mahogany veneer. The Previous owner purchased the car from us when it had only 7000 Miles, It has always been garaged throughout its life, for the first 12 years in an underground Mayfair garage..... **£29,995**



BMW 325Ci Sport Convertible Auto 2005/55 ONLY 19000 MILES FROM NEW Finished in Stunning Metallic Grey with Full Black Leather Electric Memory Heated Seats, Rear Park Distance, Multi CD HiFi, Fully Electric unmarked Black Soft Top, Climate, Cruise. Full BMW Main Dealer Service History with all Service Invoices/ MOT'S. For More Detailed information Please Call or email Credit/Debit Cards Taken Delivery Nationwide. **£13,995**



Mercedes Benz SL500 V8 1996 ONLY 24000 MILES FROM NEW. Brilliant Silver with Full Royal Blue Leather Electric Heated Memory Seats, Climate Control, Cruise, Rear Seats, Hard Top, As new Blue Soft Top, This Stunning Example is one of the finest Available. Full MB Service History **£21,995**



Jaguar XJ 2.7 V6 Diesel Sovereign 2006 ONLY 28000 MILES FROM NEW, Finished in Indigo Metallic Blue With Full Barley Soft Look Leather Electric Heats Memory Seats, Heats Rear Seats,Touch Screen Colour Sat/Nav, Alpine Premium Sound, Multi Function Wood/Leather Steering Wheel, Cruise Control. This Stunning X350 XJ'S aHave now become very hard to source in this Condition and Mileage..... **£15,995**



Mercedes Benz SL350 3.7 Auto 2004/54 ONLY 18000 MILES FROM NEW, Finished in Obsidian Metallic Black With Full Red Leather Electric Heated Memory Seats. One Owner Options Include: Colour Sat/Navigation, Piano Black Wood Pack, As New 5 Spoke AMG Alloys, Heated Memory Seats, Wind Deflector, Multi Function Steering Wheel, Electric Steering Column, Front/Rear Park Distance, Cruise Control, Climate Control. This is Quite Simply One of the Best Examples we Have seen. We Have Every Service Invoice and every MOT Certificate From New with 2 Keys. For More Information On This Rare and Beautiful Car Please Call or email us **£19,995**

We have over 30 rare Mercedes-Benz for sale

Classic Cars Manchester

IN ASSOCIATION WITH TUDOR MERCEDES SPECIALIST

A family run business with over 40 years experience

1998 RHD MILITARY CHEVROLET AMBULANCE



Converted to an Overland Camper. Dual 6 wheel 6x6 – 6.5 Turbo diesel, auto, 4x4 off or on road. 24 to the gallon, very smooth with superb performance. New engine cost £13,600. Reverse camera, massive spec. A home from home **£9,995**

1964 MERCEDES BENZ COUPE 220 4-SPEED



In show condition, in the last 12 years it has had over £20,000 spent on it, superb colours burgundy/cream hide, all new. **£27,995**

1927 FORD MODEL T TUDOR



3300cc. Last of the famous now very rare T Model. This is an amazing car and drives a treat, and should be worth a lot of money soon.... **£16,995**

1926 CHRYSLER G70 GOLFERS COUPE



Top of the line G70. 3582cc. 6 cylinder, 68bhp, rear open seat in boot, wooden wheels, leather. All hydraulic brakes. Drives so well. Rare and Unique. A great investment. **£22,995**

1938 DODGE D8 SEDAN



LWB, Smooth features, Curvy looks 3567 cc – six cylinder - 87BHP - 3 speed. Wise investment **£16,995**

1979 MERCEDES-BENZ 450SEL



Metallic red, only 79,000 miles, 2 previous owners, lovely service history. Recent new stainless steel exhaust & service bills, etc. Garaged all its life. Perfect underneath. A one off... **£11,995**

1980 MERCEDES-BENZ 450SEL



Auto. Metallic blue, navy interior. Genuine 58,000 miles, service history, full brand new leather, factory ordered, total bare metal re-spray costing £8k. Looks and drives like new. Excellent underneath. **£14,995**

1984 MERCEDES-BENZ 500 SEL AMG



Rare, flagship S/Class long wheel base AMG 126 Series. Full serviced and tuned by MB Specialist Nick Websters. All with genuine MB parts inc. new exhaust, new brakes and tyres. Totally immaculate and drives faultlessly. Large spec inc AMG styling leather, full cocktail bar, etc. A show winner! **£14,995**

1989 MOTORHOME DODGE RAM 250 DAY VAN



LPG Conversion 5OZ Petrol, Auto. Very rare long wheel base (19ft long, 7ft wide). Totally reliable, runs smoothly on LPG, fully functional kitchen, four reclining captains swivel chairs, lots of storage and much more. 10/10 condition..... **£7,995**

1985 MERCEDES-BENZ 230 TE ESTATE



7 Seater Auto, Royal Blue, only 2 careful owners, excellent service history and low mileage. Fantastic spec inc factory steel sunroof, 4 x electric tinted windows, alloys, etc. Drives faultlessly..... **£8,995**

Every car we sell has a full and comprehensive pre-delivery check-up and service, and faults found are systematically rectified through our independent Mercedes-Benz specialist, Nick Webster. 167 Strines Road, Marple, Stockport SK6 7GD

www.classiccarsmanchester.co.uk Tel: 01663 762224 Mob: 07710 611113 Email: info@classiccarsmanchester.co.uk

---

info@ecuriebertelli.com
www.ecuriebertelli.com

ECURIE BERTELLI LIMITED — Vintage Aston Martins

Tel: +44 (0) 1234 240024
Fax: +44 (0) 1234 240054

The Specialist in all Vintage Aston Martins

Registered Office: 53 Stilebrook Road, Yardley Road Industrial Estate, Olney, Buckinghamshire MK46 5EA, United Kingdom





The Last Aston-Martin Ulster! £POA

The Ulster was the pinnacle of the pre-war sporting Aston-Martin. The 21 Ulsters built were based on the 1934 Team Cars which had finished 3rd, 6th and 7th in the Ulster TT race. These Team Cars were themselves based on the MK II chassis, but with race derived improvements such as a stepped head to give more compression and performance, securing every chassis nut and bolt with a split pin and painting reflective surfaces on the dashboard and radiator shell to reduce glare, a serious problem when flat out in the early hours at Le Mans! Ulsters and Team Cars went on to do very well in endurance racing, with LM20 finishing 3rd overall at Le Mans in 1935 capping off their many successes.

The last Ulster built lead an active early life with 5 races at Brooklands between 1936 and 1938, an appearance at Donnington in 1937 and an attempt at the Scottish Rally in 1936 as well as some more minor events pre-war.

Post war, there is solid club racing and concours history. In 1982, I5/591/U was re-built by Morntane Engineering (Now Ecurie Bertelli) with an exact copy of the two seat version of the Ulster body. ***A frequent participant in the modern Mille Miglia with no fewer than 10 appearances!*** This is a car that will be welcomed to any important event around the world.

Well known to us and in very good condition, for more details please contact Andy Bell or Robert Blakemore.



For thousands of cars for sale visit classiccarsforsale.co.uk



BRABO

Rolls-Royce & Bentley Specialist

Cars
Parts
Service
Restorations

The largest for reasonably priced
Rolls-Royce and Bentley parts
(new, used and exchange)

More than 100,000 parts and
50 cars in stock

Also for engine and gearbox overhaul

Visit our website for cars and parts:

www.brabocars.com

BRABO

Arnoudstraat 17, 2182 DZ Hillegom
Tel.: 0031 (0)252 527875
Fax: 0031 (0)252 527917
The Netherlands



BROOKLANDS CLASSIC CARS

www.brooklandscc.com

t: 613 9584 4909 e: sales@brooklandscc.com
m: 61 (0)418 368 397 f: 613 9584 4959

100 Talinga Road, Cheltenham 3192,
VICTORIA, **AUSTRALIA** LMCT 5406

Corporate member
AAVA No. 204

AAVA Certified Practicing Valuer No. 480



AUSTIN HEALEY 3000 MKIII A 1965.
Over $150K spent. Superb!
£51,950



ASTON MARTIN OSCAR INDIA 1982.
Previously 1AML. full history.
£84,950



LANCIA B20 SERIES III 1953.
Fastidious Restoration. "Nardi" shifter.
£108,950



BUICK SKYLARK CONVERTIBLE 1953
50th Anniversary model. One of 1,690 made.
£39,950



ALVIS SPEED 20 SA TOURER 1934.
Fully restored to exacting standards.
£109,500



DE VAUX COUPE 2014.
Evocative 1930s styling. Beautifully blended with modern refinements.
£115,950

Exclusive Classic Cars Ltd

of Burton on Trent, Staffordshire



ASTON MARTIN VIRAGE 5340CC V8 AUTOMATIC
1991 – 38,000 MILES FROM NEW – £POA



BENTLEY - MULSANNE - S - 1988 -
£7,250



BMW 850I AUTO
– 1991 – £13,995



BMW 850CI AUTO
– 1993 – £14,995



BMW Z4 SI SPORTS – 2007 – £9,995



DAIMLER DOUBLE SIX V12 VANDEN PLAS –
1974 68,000 MILES FROM NEW – £12,995



GARDNER DOUGLAS SERIES 3 COBRA (3500CC) – 2011
COVERED 650 MILES FROM NEW – £29,995

WANTED
ALL TYPES OF CLASSIC, SPORTS AND PRESTIGIOUS CARS



COMING SOON – JAGUAR 3.4 AUTO
CABRIOLET CONVERSION – 1985 – £POA



JAGUAR E-TYPE SERIES 2, 700 MILES SINCE
RESTORATION COMPLETE – 1970 CHOICE OF 2 – £POA



JAGUAR MK II - 3.8 AUTO 1964 - FINISHED IN BLUE
WITH BLUE HIDE INTERIOR - BEAUTIFUL - £POA



JAGUAR XJS V12 HE COUPE – 1984
19,000 MILES FROM NEW – £19,995



L R ROADSTERS RAM SC COBRA 5.7 - 1991
ONE OWNER FROM BUILD - £34,995



MAZDA MX5 S VT SPORT - 2004
65,000 MILES FROM NEW £4,500



MERCEDES 250 – 1974
ONE OWNER FROM NEW – £13,995

COMING SOON...

MGB ROADSTER FINISHED IN SANDGLOW YELLOW AND CONTRASTING AUTUMN LEAF INTERIOR £POA



MGB ROADSTER PULL HANDLE 1963,
RESTORATION COMPLETED 2014 £15,995

AVAILABLE SOON

MGBGT 1973
TEAL BLUE WITH
TAN INTERIOR
£POA



ROBIN HOOD - 2 LTR - 2007
4,000 MILES FROM NEW £5,995

COMING SOON...

TRIUMPH STAG
– 1974 YELLOW EXTENSIVE
4 YEAR RESTORATION
COMPLETED 2015. £POA

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

Graham Chapman CCH

Classic Cars

Graham Chapman Classic and Sports Cars







Servicing Restoration Self Drive Car Hire

The Old Bakery Garage,
Jackson Place,Wilton Road,
Humberstone, North East
Lincolnshire DN3 6AS
01472 221552

www.grahamchapmanclassiccars.co.uk
Email: graham@grahamchapmancars.co.uk

SALES SHOWROOM NOW OPEN AT
Graham Chapman Classic Cars Car
Corner Wilton Road
Humberstone, DN6 4AW
Something for everyone

For thousands of cars for sale visit classiccarsforsale.co.uk

CHARLES IRONSIDE

SPECIALIST IN MERCEDES-BENZ CARS

Alton, Hampshire (40 mins from J10 M25)



500 SEC, 1988E, 4-speed, auto, 55,000 miles, fmbsh, smoke silver metallic, navy leather, climate control, cruise, electric steering column, electric seats, electric sunroof, otg, headlamp wash/wipe. A simply gorgeous and perfect example. **£17,950**



E320 Cabriolet Sportline, 1995M, 3 owners, 5-speed auto, 51,000 miles, fmbsh, brilliant silver, black leather, electric black soft top, aircon, electric steering column, electric heated seats, sports chassis, wood/leather steering wheel, wind deflector. Outstanding example. **£19,950**



SL 600, 1997P, 5-speed auto, 60,000 miles, fmbsh, brilliant silver, grey leather, original electric black soft top, hard top, climate, cruise, electric heated memory seats, electric steering column, rear seats, ASR, anti-dazzle rear view mirror, adjustable suspension etc. Very original example and beautiful condition. **£17,950**



E220 Cabriolet Sportline, 1996P, 4-speed auto, 34,000 miles, fmbsh, azurite blue metallic, mushroom leather, electric navy soft top, air conditioning, electric heated seats with driver's memory, sports chassis, headlamp wash/wipe, otg, wood/leather steering wheel. Rare car and one of the very last made. **£19,950**



300 SL, 1987D, 4-speed auto, 39,000 miles, fmbsh & just serviced, astral silver, black MB-Tex, black soft top, hard top, cruise, rear seats. This example is completely unmarked and is outstanding. **£39,950.**



C43 AMG, 2000W, 3 owners, 5 speed auto/tiptronic, 46,000 miles, fmbsh, designo vario 2 grey violet, designo violet nappa leather, climate control, cruise, adjustable steering column, electric heated seats with full lumbar support, ESP, retractable door mirrors, anti-dazzle rear view mirror, high level brake light, Blaupunkt radio & 6 CD Changer, maple wood veneer, 17" amg alloys. Outstanding example. **£14,950.**



SL 320, 1998R, 3 owners, 5-speed auto, 51,000 miles, fmbsh, aquamarine blue metallic, mushroom leather, electric navy soft top, factory fitted glass panoramic hard top, climate, cruise, electric steering column, electric seats, rear seats, wood/leather steering wheel, wind deflector etc. Very pretty SL. **£14,950.**



SL 500, 2001X, 2 owners, 5-speed auto, 53,000 miles, fmbsh, brilliant silver, saffron nappa leather, electric black soft top, factory fitted glass panoramic hard top, climate, cruise, electric steering column, electric heated memory seats, ASR, rear seats, front & side airbags, xenon headlights, headlamp wash/wipe, anti-dazzle rear view mirror etc. gorgeous example. **£17,950.**



CL 420, 1997R, 3 owners/2 drivers, 5-speed auto, 6,500 miles only, fmbsh, violane metallic, grey nappa leather, climate, cruise, electric sunroof, electric rear sunblind, front & side airbags, ASR, electric heated memory seats with full lumbar support, front & rear parking sensors, electric rear headrests, anti-dazzle rear view mirror, 18" AMG alloys, headlamp wash/wipe. Like new ! **£24,950.**



E320 Coupe, 1996N, 2 owners, 5-speed auto, 55,000 miles, fmbsh, ruby red metallic, mushroom leather, aircon, cruise, electric sunroof, twin airbags, headlamp wash/wipe, infrared locking, MB radio/cassette etc. Completely original and unmarked. **£11,950.**



450 SE, 1979T, 4-speed auto, 74,000 miles, fmbsh, silver green metallic, tan leather, air conditioning. A really beautiful example. **£14,950.**



E320 Coupe, 1996N, 4-speed auto, 63,000 miles, fmbsh, green/black metallic, mushroom leather, air conditioning, cruise, heated seats, sports chassis, otg, electric sunroof, headlamp wash/wipe, infrared locking etc. Completely cherished and perfect car. **£11,950.**

WANTED AND FOR SALE

124-series E-Class E220/32036 Coupes, Cabriolets and Estate, 107 series 300/420/500 SLs, 126 series 420/500/560 SECs (Coupes) Highest prices paid for excellent low mileage examples

e-mail: sales@charlesironside co uk website: www charlesironside co uk Tel: 01420 520635 Mobile: 07950 379560



HILLIERHILL

• ROLLS-ROYCE & BENTLEY SPECIALISTS •

Restoration of a customer's 1988 Bentley Continental Drophead by Hillier Hill.

At the 2015 RREC Annual Rally at Burghley House it achieved 1st in Concours in Class 16, 1st in Elegance in Class 16 and was judged as Most Elegant Car in Show.

We welcome your restoration enquiries on all post-war Rolls-Royce and Bentley models.

Unit 18, Stilebrook Road,
Yardley Road Industrial Estate,
Olney, Bucks, MK46 5EA

Telephone: 01234 713871

Website: hillierhill.com

Rolls-Royce Bentley SPECIALISTS ASSOCIATION

BJC

BRADLEY JAMES CLASSICS

Email: info@bradleyjamesclassics.co.uk

Tel: 01256 242212 or call Danny 07931 720025 or Jason on 07799 898484

COMPETITIVE NATIONWIDE DELIVERY
COMMISSION SALES SPECIALIST, CARS BOUGHT FOR CASH
Based just 10 minutes off the M3 motorway near Basingstoke, Hampshire

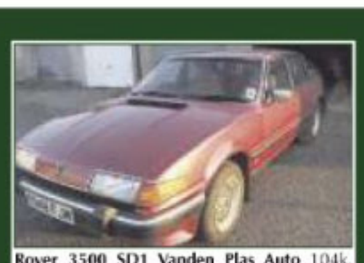
NOW OFFERING
Indoor Secure Vehicle Storage in North Hampshire.
Please Call for a Competitive Quotation



Allegro Vanden Plas 1750cc 1976, wonderful condition, two tone coachwork **£4495**



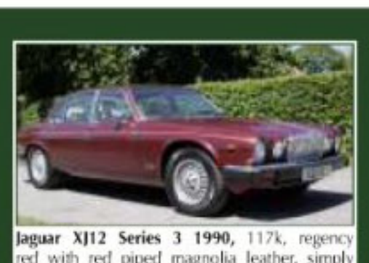
Mini 1000 Automatic 1978, 36k miles, unrestored remarkable condition, garage find **£9995**



Rover 3500 SD1 Vanden Plas Auto 104k, 1985, excellent all round condition.... **£4995**



MGB Roadster 1979, chrome bumper conversion. Gloss black, wonderful order.... **£7,995**



Jaguar XJ12 Series 3 1990, 117k, regency red with red piped magnolia leather, simply stunning **£8995**



Austin Healey 3000 MK1, 1961 BT7 2+2, nearing completion **£49,995**



Mercedes W123 Saloon 1983 230E, 92k, forest green, immaculate one off..... **£8995**



Mercedes W115 Saloon 2.4D 1969, diesel manual gearbox beautiful car **£7995**



Mercedes 280SL 107 Series 1983, 94k, mint unrestored condition **£24,995**



Mercedes W124 CE220 Coupe 1993, wonderful condition **£3495**



Mercedes 190E 1986, 124k, highest spec we've seen, immaculate **£8995**



Mercedes E300 diesel W124 Estate, 7 seat, 1993 excellent condition..... **£4995**



Ford Fiesta MK1 Popular Plus 1981 31K, forest green, showing standard **£4995**



Ford V8 Pick Up Truck (Barrel Front) 1938, fully restored **£19,995**



Ford Orion Ghia 1988 71k, time warp condition, lovely colour scheme..... **£2995**



Renault Clio RS 2011, Fully Prepared Track Day Car, Totally Awesome **£14,995**



Imperial Le Baron 1973, genuine triple black, fully repainted with £1k's spent, needs minor finishing's **£7995**



Fiat 126 RHD Year 2000, low miles and stunning condition just **£2995**

RESTORATION CORNER

Triumph TR6 fully rebuilt engine, requires re-commissioning £8,000

Jaguar 240 (Mk 2) 1968, 2.4 Manual £6000

Rover P6 2000 Series 2 1969, lunar grey £1495

Jaguar MK X 1963 3.8 manual, Sherwood green..... £19,995
Jaguar MK X 1965 4.2, one owner, totally original £16,995
Mercedes E320 CDI saloon, 2001, very, very clean 118k..... £2495
Mercedes W124 200 Auto Saloon, 1985, stunning, 102k, blue..... £3495
Range Rover 4.0 V8 P38 1998. Special Vehicles Dept. White..... £3395
Trabant combi 1988, in amazing condition £2995
Trabant 601s Saloon 1988, lovely baby blue colour, wonderful condition £2495

COMING SOON

MG Midget 1976 restored condition white £4995
Allegro Vanden Plas 1500cc 1976, renard coachwork 50k £4995
Austin Mini convertible, very rare £4995
Ford Escort XR3i 1989, gloss black, stunning condition..... £4995
Ford Escort XR31 1990, gloss red, excellent condition £3995
Land Rover 110 Hard Top 1983, green, 200 TDi conversion..... £4995
BMW Baur Convertible 318 Auto 1985, 61k, white, blue hood..... £3995
Mini 1000 auto 1988, brown, 46k, great condition £3495
Rover Metro 1997, 1 owner 35k..... £1295

www.bradleyjamesclassics.co.uk

NICHOLAS OVERALL







McLaren M8E 1970. One of only five believed remaining. A unique piece of history for any collector. The car has been meticulously maintained and comes with a complete history. One of the most authentic Can Am McLaren's still available. 8 litre Chevvy engine. FIA Papers. Full details available. Please ask.





BMW Group C car. Chassis No 3. The car is in as new condition fitted with M12 2 litre F1 Engine. Driven by John Watson and David Hobbs and recently tracked tested at Donnington. For more details please contact me. £ Please ask.

Similar Classics Wanted, also historic race car projects. P/E always considered.

07860 806904 / 01420 511375 (Hampshire) **email: newbarncottage@gmail.com** **web: www.arunholdings.co.uk**

Consignment sales always happily undertaken.

For thousands of cars for sale visit classiccarsforsale.co.uk

Viewing by appointment only
6 days 9-9pm

WEST END CLASSICS

ENTHUSIASTS FAMILY BUSINESS

EST 1972

Tel: (01487) 842085 Fax: (01487) 843142 www.westendclassics.co.uk E-MAIL keith@wec.uk.com



ROVER P4 95 1962 2,625CC. Car is presented in outstanding original condition 57,000 miles. High gloss black with light tan leather.First owner Captain GRM, comes with original service certificate and maintance schedules, service guide and warranty are also present. A much loved and cherished example getting hard to find in this condition now.....**£POA**



VESPA 150 PIAGGIO 1960 REGISTRATION Stunning as new show room example with the "wow" factor in abundance. (Delivery service available).....**£2995**



ARMSTRONG SIDDLEY HURRICANE DROPHEAD 4 SEATER CONVERTIBLE 1946 Truly stunning and most elegant motorcar, engineered in the very best of high class traditions and incorporated leather upholstery, walnut dashboard, and the best quality carpets. Car has been the subject of a £60,000 restoration completed 2007 please refer to the website www.westendclassics.co.uk for full set of photos and description.....**£P.O.A**



TRIUMPH ROADSTER 2000 1949 Finished in midnight blue with oatmeal leather upholstery. A lot of restoration work was done by the previous owner back in the early 80s. More recent the family had all new upholstery fitted, runs and drives really well. Better suited to someone just wanting a car to enjoy opposed to winning prizes. see website www.westendclassics.co.uk.**£RESERVED**



FORD MODEL T 2 door Sedan 1922 Car has been the subject of a no expense spared ground up restoration a few years ago. Comes with over 20 Trophies won at shows and events. Stunning car see website for more details and photos.



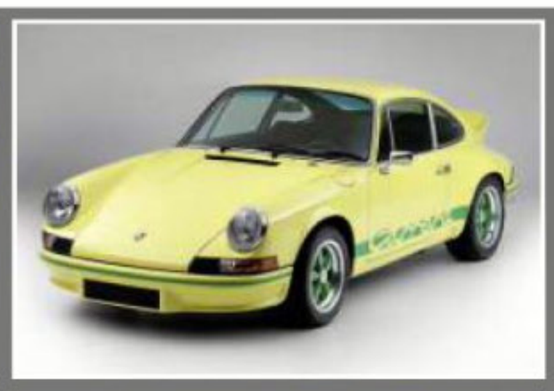
CITROEN 'LIGHT 15' TRACTION 1952 Right hand drive. Lovely well cared for example of this 50s classic icon that has been with the same family for many years. Recent service work and brake overhaul, metal sliding sunroof, old style buff log book. Black with superb red upholstery.....**£P.O.A**

WE BUY SHOWROOM QUALITY CLASSIC CARS BUYER CALLS

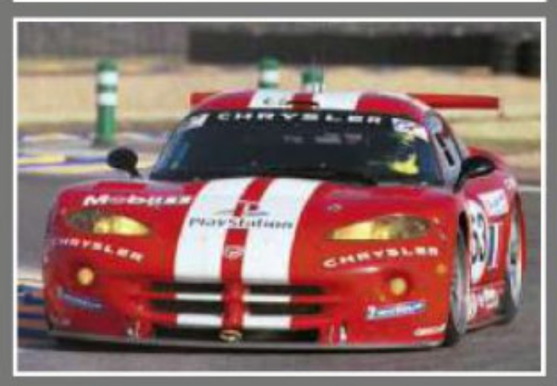
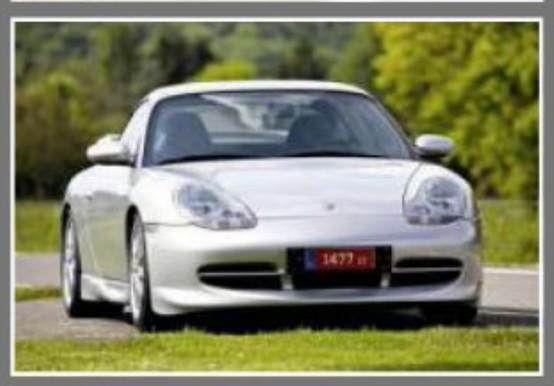
UK and overseas delivery on all cars for sale if required

ART & REVS

THE FINE AUTOMOBILES GALLERY



- **Alfa Romeo 8C** : 16 000km, new condition, full options
- **Bugatti EB 110 SS** : 1600km from new, black with red interior, "as new" car
- **BMW 635 CSI Group A** : chassis RA2-51 raced ETCC and SPA 1984/1985/1986 massive history, totally restored one of the best in the world
- **Chevrolet Corvette C2 Cabrio 327** : Immaculate condition, fully restored, a real joy to drive
- **Chrysler Viper GTS-R** : 2000 ORECA factory car, ALMS champion with Wendlinger/Beretta and 2nd IC at Le Mans, totally restored
- **Ferrari Daytona** : LHD 1974, 14th by the end built, one of only 7 in Verde medio, immaculate
- **Ferrari F12** : 13200 km, fabulous colors combination, celebrity owner.
- **Ferrari Maranello** : 54000km, red with beige interior, FFSH, original paint, amazing car
- **Honda NR 750** : reg in 1993, 25km, never registered, new condition
- **Lancia Stratos GR4** : Interesting period history, only 3 owners since retired from racing, HTP and ready to race
- **MG TD** : Ex Bernie Eccelestone, concourse restoration, currently owned by F1 Team owner
- **Porsche 911 RS 2,7** : Yellow, Touring restored by RUF to Lightweight specs, the very best driving RS
- **Porsche 996 RS** : 2001 British GTO champion, the only 996 sponsored by Porsche, restored and ready to race
- **Porsche 996 GT3 MKI Club Sport** : 55000km, Swiss car, two owners, FPSH, number 123

ART & REVS – Howald, Luxembourg –www.artandrevs.com / contact@artandrevs.com- tel : 00352 661 700 777 / Mobile 00352 26 48 17 41

All the listed are Located in our Showroom and visible only by appointment - We are always looking for similar cars do not hesitate to contact us if you wish to sell one

PART EXCHANGE TAKEN

Kinson Motor Company

TRANSPORT ARRANGED



1970 MERCEDES 280 SL. Hard and soft top. Just in from California **£79,999**



JAGUAR XF 3.0. TURBO LUXURY DIESEL. 2010 model. 54k. Black with black trim **£13,999**



2006 RANGE ROVER 4.2 SUPERCHARGED. DVD TV, Auto, 77k.....**£12,999**



VAUXHALL ASTRA 2.0 VX RACING 2009. No/ 28, 39k, Racing Red. **£8,999**



LAND ROVER FREELANDER 2-2 TD4 GS 2007. Diesel. **£7,999**



MITSUBISHI SHOGUN/ELEGANCE GC 2005. LWB AV, 7 seater, 78k. **£5,999**



BMW Z3. Silver Convertible, manual, red leather **£2,699**



CITROEN DYANE 6 1976. 600cc, 4 seat convertible, 10k **£4,999**



VAUXHALL CAVALIER 1993. 49k, S.R, manual **£1,999**



JAGUAR XJ6 1992. 4.0L, auto, 47k, service history, a/c **£2,899**



MG TF 2005. Black, red trim, 60k, service history **£2,799**



QUANTUM H4 CONVERTIBLE 1994. .....**£2,899**

PART EXCHANGE MODERN CARS AND VANS FOR CLASSIC CARS. CASH ADJUSTMENT EITHER WAY

VEHICLES WANTED

07545 703474 OR 02380 766870 Southampton

SEE OUR WEBSITE FOR MORE CARS WWW.KINSONMOTORCOMPANY.CO.UK

CREDIT CARDS ACCEPTED

Derek C Mowat



ROLLS SILVER CLOUD 111 CHINESE EYE Coupe, 1964, Simply breathtaking, and must be best in existence £175,000



MERCEDES 280 SL PAGODA, 1967, The ultimate restoration, fabulous colour combination..... £129,950



ROLLS SLIVER CLOUD 11, 1961, 38k miles, stunning original car superbly preserved £89,950



BENTLEY CONTINENTAL R, 1994 M reg, 50k miles, superb history, one of the nicest left £39,950



BENTLEY CONTINENTAL R, 1994, 55k miles, superb history, superb colour scheme£38,950



BENTLEY ARNAGE T, 53 reg, dark sapphire, Cotswold, 40k, simply outstanding £31,950



ROLLS SILVER SPIRIT 11, G reg, 48k miles, incredible history, as nice as you will see £16,950



JAGUAR XK8 4.2 CONVERTIBLE, 2003, just 37k miles, superb, just serviced at Jaguar £16,950

www.derekcmowat.co.uk **Tel: 07836 740333**

Duncan Ellison

MERCEDES 280 CE 1981

Astral silver with navy blue velour interior. Less than 74,000 miles with service history. Purchased new by the owners company and then transferred to his name in 1994, presumably on retirement. In 2006 ownership passed to his wife who kept the Mercedes until 2009. 2 owners since until my purchase. Automatic, power steering, central locking, abs, electric pillarles windows and sunroof etc. We have just completed a recommission and major service (details on the website). **£9,000**



Always Wanted for purchase:

ROVER 3.5 Coupe and saloon (P5B) low mileage original (even laid up and "in store")

Tel: 01723 859573, Mobile: 07582893496

www.duncanellison.co.uk

North Yorkshire



Classic British Sports Car Restoration Garage

Current Classics For Sale



Austin Healey 3000 Mk1 1960, Vehicle has just had a full red over white respray. With new chrome wire wheels and various new chrome. Extensive s/h, for more information please contact us. **£39,950**

Volvo P1800, 1964, Vehicle recently recomissioned back on to the road, various new mechanical and braking parts, new read leather seats and carpets, ful respray, ring for more information. **£13,995**

Previous Restoration Work & Current Projects



Current restoration projects available:

1x Triumph TR2, 1x Triumph TR4A IRS, 1x Triumph TR6, 5x MGB Roadster, 2x MGA Roadster, 3x MGB GT, 6x Triumph TR3A, 1x Austin Healey Frogeye Sprite

Specialising in restoration work, we have a varied stock of Triumph TR2-3A's, MGA & MGB Roadsters all of which can be restored to your own specifications (colour, interior, potential upgrades etc). For more information, please enquire for restoration plans and prices.

www.CARNBOSAVERNGARAGE.com

Telephone: 01736 78875 or 07974190763

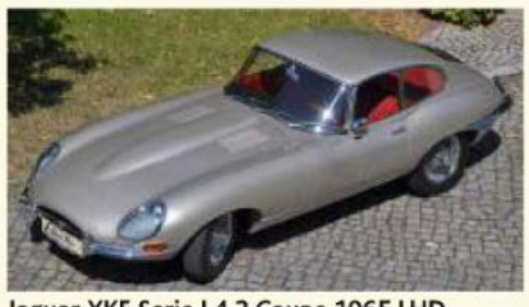
Car Collection Wittner

We are specialized in trading exclusive classic and race cars.
We can deliver worldwide! - www.carcollection.at


Ferrari Testarossa Monospeccio 1985
€192000


Ferrari 365 GTC4 1971 matching numbers all original long term ownership €315000


Ferrari Mondial Spider QV 1984 €39000


Jaguar XKE Serie I 4,2 Coupe 1965 LHD
Sanbeige numbers colors match €99000


Jaguar XKE, S I ,4,2 1966 LHD €89000


Maserati 3500 GT 1958 all original time capsule €299900

A-4407 Dietach - AUSTRIA
Mobile: 0043 664 83 67 050
franz.wittner@carcollection.at

Winklingerstraße 14 - 16
Fax: 0043 7252 38 459
www.carcollection.at

BEAU-CAR

OLDTIMERS - YOUNGTIMERS
SALE - PURCHASE - STORAGE
WWW.BEAU-CAR.COM
INFO@BEAU-CAR.COM
VIEWING BY APPOINTMENT ONLY


BMW M1 – FOR SALE – POA


ALFA TOURING SPYDER 2.0 – 1960
80.000 EURO

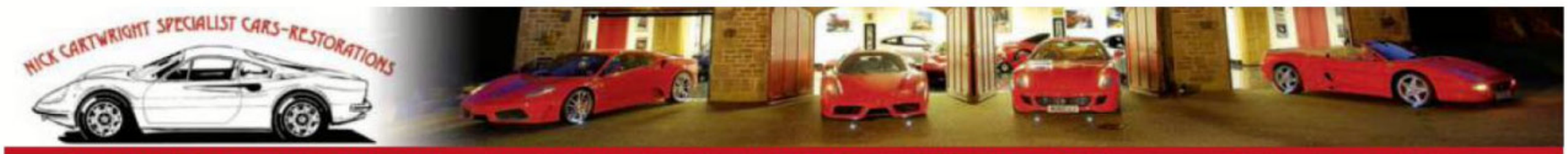

FERRARI GTS TURBO – 1989
99.000 EURO


BENTLEY CONTI R – 1992
65.000 EURO


MERCEDES CLK CABRIO – AS NEW
17.500 EURO


PORSCHE 911 3.2 CABRIO – 1984
42.000 EURO

UILENBAAN 90 - B-2160 ANTWERP
TEL. 00 32 (0)497 402 402



Tel: 01629 56999/583287 Evenings/Weekends Mobile: 07836 621520 www.nickcartwright.com


FERRARI Dino 246 GT **£369,995**
Rosso / Nero, original vinyl interior, 19700 miles, matching numbers, original wallet with books, a rare find in this condition.


FERRARI 328 GTB **£99,995**
Rosso/Sabbia, 49,000 miles, comprehensive service history, all books and tools, exceptional example, numerous concours wins, further detailing recently carried out at NCSC.


FERRARI 328 GTS **£119,995**
(88), Rosso/Crema, 23,700 miles, all books, tools and keys complete, a well known example to our company, undergoing a light refurbishment and service.


FERRARI 308 GTS Quattrovalvole £109,995
(85), Bianco / Nero, 14,700 miles, recently imported from Australia, an exceptional beautifully preserved example.


FERRARI 360 Modena F1 **£65,995**
(00), Grigio Titanium / Carbon racing seats, Nero/Bordeaux, 16,500 miles, Scuderia shields, exceptional low mileage example, maintained by NCSC the last 7 years.


FERRARI 355 GTS **£84,995**
(96), Rosso/Nero, Bordeaux carpets, 18,500 miles, Challenge grill, maintained by our company since 2011, left to right hand conversion.


FERRARI 308 GT4 **£59,995**
highly developed race car with FIA papers suitable for rallies hill climbs and circuit events, for full specification please go to www.nickcartwright.com.


FORD RS 200 **£204,995**
1760 miles, White/stripe option, leather interior, 2 previous owners, extensive history record, an exceptional original and unmolested car.

FERRARI 458 Speciale, (15), Rosso Corsa / Nero/3D Fabric in Rosso, NART Stripe, Rosso Scuderia brake callipers, Gold 20" wheels, delivery mileage, unregistered..... **£POA**

FERRARI 458 Speciale, (15), Giallo / Nero//3D Fabric in Blu, NART Stripe, Blu brake callipers, Nero20" wheels, delivery mileage, unregistered ..... **£POA**

FERRARI 458 Italia, (12), Rosso Corsa/Nero carbon racing seat/suede inserts/giallo stitching, Giallo callipers, Scuderia wing shields, 590 miles, 1 0wner..... **£169,995**

FERRARI 430 Spider F1, (05), Rosso/Nero Daytona style electric seats,/Rosso stitching, 14,000 miles, Carbon driving zone & centre console, Scuderia wing shields **£89,995**

FERRARI 328 GTB, Race prepared for the Pirelli Ferrari Formula Classic series, recent engine rebuild, a successful and competitive car..... **£79,995**

FERRARI Mondial T, Rosso / Crema, 48,700 miles, Undergoing major mechanical overhaul, all books and tools complete **£39,995**

FERRARI 360 Modena F1, (00), Argento /Nero 17,800 miles, Rear Challenge grill, Rosso callipers, Xenon's, recent cambelt service and clutch replacement, excellent history and condition..... **£59,995**

FERRARI 328 GTS, (89), Rosso/Nero, full leather head lining, 17,300 miles, all books, tools and keys complete, spare wheel unused, an exceptional example previously prepared and sold by NCSC **£119,995**

To view our current stock please go to www.nickcartwright.com

ClassicCarsForSale

ClassicCarsForSale.co.uk

BRITAINS 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



ALFA ROMEO GUILIA 1600 1969, Left hand drive, white with tan interior. A lovely rust free example, engine overhaul and full service, new MoT. www.arunholdings.co.uk. £12,750 TEL: 01420 511375 HAMPSHIRE (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 HEALEY 3000 1965, 29,822 miles. British Racing Green paintwork, manual gearbox with overdrive. Fully restored, runs and drives superb. £54,995 ONO TEL: 01507 533760 LINCOLNSHIRE

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**



ALLARD J2 SPORTS 1950, Finished in period dark green with full leather trim, nice condition. www.runnymedemotorcompany.com. £345,000 TEL: 01753 644599 BUCKS (T)



ASTON MARTIN DB2/4 1957, Opalescent Gunmetal with Rhodium silver roof and burgundy hide interior. Nearing completion on restoration. www.runnymedemotorcompany.com. £250,000 TEL: 01753 644599 BUCKS (T)



AUSTIN HEALEY 3000 1960, 52,000 miles. Original right hand drive in Colorado red. Matching numbers vehicle, excellent restored condition. £44,750 TEL: 07970 162784 LINCOLNSHIRE



ALFA ROMEO 2600 SPRINT 1963, 52,600 miles. Original right hand drive, body completely rebuilt from new. Absolutely no welding underneath. www.oldtimermanchester.com. £37,500 TEL: 01614 563836 LANCS (T)



ALLARD P2 SAFARI STATION WAGON 1954, Fully restored, just had a reground crank, mains and big end bearings fitted. Terrific investment. www.oldtimermanchester.com. £65,000 TEL: 01614 563836 LANCASHIRE (T)



ASTON MARTIN LAGONDA 1982, 35,000km. Automatic, left hand drive, lovely condition. www.oldtimerfarm.be. €49,500 TEL: +32 472 401338 BELGIUM (T)



AUSTIN HEALEY 3000 1966, Subject of ground up restoration over a period of some time. Finished in Old English White with black leather interior and mohair soft top. www.beaulieugarage.co.uk. £59,995 TEL: 01590 612999 HAMPSHIRE (T)



ALFA ROMEO GIULIA GTA 1300 1970, 63,347km. Left hand drive, restored to look and drive like a GTA even though it's not. www.oldtimerfarm.be. €26,950 TEL: +32 472 401338 BELGIUM (T)



ALVIS TA 14 1948, 66,000 miles. Finished in Gloss black with black hood and original biscuit leather seats. Reg number is transferrable. Subject of a ground up restoration in 2002. www.panoramabay.co.uk. £22,995 TEL: 01202 709407 DORSET (T)



ASTON MARTIN VANTAGE V8 2015, 1,400 miles. Meterite silver with black leather interior. A stunning, nearly new example with lots of features. £75,000 OVNO TEL: 01205 356225 LINCOLNSHIRE



AUSTIN HEALEY 3000 MKIII 1967, Red over black paintwork. Several upgrades and modifications to bring this car up to 169 BHP. Excellent condition throughout. Serious offers only. £POA TEL: 07767 867576 DEVON



ALFA ROMEO GTV 1996, Black, clean interior. New MoT, lots of history and all old MoT's. www.arunholdings.co.uk. £1975 TEL: 01420 511375 HAMPSHIRE (T)



ARMSTRONG SIDDLEY HURRICANE 1946, Truly stunning, superb quality. Ivory with all new red leather upholstery. Subject of £60,000 restoration. Fabulous condition. www.westendclassics.co.uk. £POA TEL: 01487 842085 CAMBRIDGESHIRE (T)

JME HEALEYS
RESTORATION
RACE & RALLY
The Original Home Of Healeys
www.jmehealeys.com
01926 499000



AUSTIN HEALEY SPRITE 1966, 64,000 miles. Recently restored, all new interior trim, many new panels. 5 new tyres, soft top and lots more parts. Currently SORN. £4750 ONO TEL: 01212 434590 W. MIDLANDS



AUSTIN MINI SKY ROSE 1989, 20,000 miles. Finished in BMW yellow with black seats and soft top, alloy wheels, new MoT. PX possible, debit and credit cards taken. www.kinsonmotorcompany.co.uk. £4999 TEL: 02380 766870 HAMPSHIRE (T)



BENTLEY MKVI 1950, Drop Head Coupe by Park Ward, lovely condition throughout, upgraded to 4 ½ litre engine with high axle ratio. Drives superbly. www.realcar.co.uk. £125,000 TEL: 01248 602649 N. WALES (T)



AUSTIN SOMERSET 1953, 58,500 miles. Very original, un-restored example. Runs well, very solid, a little bit tatty, some new parts. Clutch a little juddery but still drives OK. £2500 TEL: 01892 770440 EAST SUSSEX



BMW 628CSI HIGHLINE 1983, 94,000 miles. Automatic, recently restored, sound body and chassis, velour upholstery, minor paint blemishes, good condition throughout. MoT Feb 2016. £3750 TEL: 01877 382617 STIRLING

ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley
Tel: 01737 844999
www.royceservice.co.uk
Station Road, Betchworth, Surrey RH3 7BZ



BMW E30 1989, 120,000 miles. 1 years MoT, new service and parts. Mint cloth interior, alloys, good hood, very good condition and a rare car. £2400 TEL: 02085 293726 LONDON



BENTLEY 3 LITRE 1925, Gurney Nutting Tourer, matching numbers, nicely patinated condition. Another 3 litre has just arrived! www.realcar.co.uk. £235,000 TEL: 01248 602649 N. WALES (T)



BRISTOL 411 1975, Underwent a total body off restoration including engine rebuild and bare metal respray in 1991. www.ivorbleaneyclassiccars.co.uk. £49,950 TEL: 01794 390895 WILTSHIRE (T)



BENTLEY 3 ½ MULLINER 1935, Sound 'Oily Rag' car, High Ratio axle, new block/pistons & tyres/wheels. Choice of 3 other Derby Bentleys. www.realcar.co.uk. £49,500 TEL: 01248 602649 N. WALES (T)



BUICK CENTURY 1937, 89,000 miles. Extremely rare car in excellent condition, 6 year ground up restoration, very powerful car, winner of many prizes. £45,000 TEL: 07583 185232 CORNWALL



BENTLEY BROOKLANDS TURBO 1997, Black Sapphire paintwork, beautiful condition. www.hanwells.net. £18,950 TEL: 02085 679729 LONDON (T)



CHEVROLET CORVETTE 1992, 81,420 miles. Red metallic, black leather interior. Left hand drive, automatic, Targa roof, immaculate for age with full service history. £8500 ONO TEL: 07977 993193 LONDON

ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley motor cars



Bentley Continental GT, GTC and Flying Spur Servicing
With the latest test equipment and our skilled technicians we are able to offer Bentley owners a competitive fixed price serving menu.



2004 05 Bentley Arnage R Mulliner Level 2
Peacock Blue, Cotswold Hide piped French Navy. Rear picnic tables and fridge, 31,000 miles. Full service history.
£34,950



1978 Rolls-Royce Silver Shadow II
College Blue over Cobalt Blue. Light Blue/Grey Hide interior. 72,000 miles. Fitted with front headrests and W/W tyres. Exceptional condition. Full service history.
£20,500



1977 Rolls-Royce Silver Shadow II
Le Mans Blue, Beige interior, very nice Shadow II in a lovely colour combination. Fitted with front head rests and w/w tyres. 41,000 miles. Full service history.
£24,950



1983 Rolls-Royce Corniche FHC
Claret with Red Hide piped Red. 80,000 miles. Chassis No 0050614 was the last FHC built. Extensive history file. We have carried out extensive repairs and upgrades, making this an outstanding example. Full service history. **£43,950**



1998 Bentley Continental R
Ascot Green, Sandstone hide piped Spruce. Fitted with rear parking sensors, clear front indicator lenses, Mulliner sports pedals, 51,000 miles. Full service history.
£52,950

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.royceservice.co.uk
Station Road, Betchworth, Surrey RH3 7BZ
ESTABLISHED 1983

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
located at: BICESTER HERITAGE





1913	**OVERLAND** Model 79TE 4-seat tourer, 35hp, 3.5 litres, VCC dated	£37,750
1914	**DFP** 10/12hp Special 2-seater & dickey	£73,800
1919	**CHEVROLET** 490 tourer. Right hand drive	£18,250
1921	**CADILLAC** V8 open 4-seat tourer	£54,000
1924	**ALVIS** 12/40 tourer	£29,750
1925	**ALVIS** 12/50 SC 4/5 seat tourer	£49,500
1925	**BUICK** Master Six 2-door Sedan, Lhd.	£12,000
1926	**HUMBER** 9/20 saloon	£13,750
1926	**HUMBER** 12/25 All weather tourer	£20,800
1926	**MORGAN** Aero 2-seat sports, 998 JAP air cooler twin, starter fitted.	£27,750
1926	**LANCHESTER** 21hp Landaulette by Hooper	£38,500
1926	**STAR** Scorpio 2-seat & dickey	£29,500
1927	**CHEVROLET** series AA Capitol 2-seat tourer & dickey, ohv engine	£14,750
1928	**RILEY** 9 Mkl Coupé, folding roof & dickey, many period accessories	£29,800
1928	**STAR** Eclipse 4/5 seat tourer, restored beautifully	£52,000
1929	**HUMBER** 9/28 tourer	£16,500
1930	**FORD** Sprint/race car, single seat, very quick	£21,750
1932	**AUSTIN** 7 RN "Box" saloon, 3-speed, sunroof, 3 owners	£7,750
1932	**HUMBER** 16/50 six-light saloon, one family most of its life. Superb	£26,500
1932	**RILEY** 9 Ascot 2-seater & dickey	£29,500
1933	**TALBOT** AW75 Noel Rees Saloon	£34,000
1934	**BENTLEY** 3.5 litre sports saloon by Thrupp & Maberly, overdrive.	£62,000
C1934	**FORD** V8 single seat sprint car, very reliable, very powerful.	£60,000
1936	**RAILTON** LST 2-seat special, 4.2 litre, straight 8.	£34,500
1936	**RILEY** 12/4 2-seat special	£34,500
1937	**AUSTIN** 7 Ruby	£7,500
1939	**BUICK** 40 special sedan. (straight 8) L.h.d. Make an offer!	£17,000
1939	**ROVER** 14/6 saloon, under 35,000 miles, 2 owners until recently	£19,995
1950	**ROVER** 75 4-door saloon. First of the P4 cars. Restored 4 owners.	£10,500
1952	**RILEY** RMA Saloon	£10,500
1963	**MG B** roadster, very well restored & well kept.	£15,000
1964	**ALVIS** TE21 Saloon, 5-speed ZF gearbox, 2 owners.	£21,000
1965	**VOLVO** Amazon 2-door coupé, race/rally with FIA papers	£14,500
1973	**TRIUMPH** TR6 150bhp (Stanpart engine), restored	£19,750
1976	**JENSEN** Interceptor MkIII, total restoration.	£45,000
1999	**JAGUAR** XK-R drop-head coupé	£8,250
	MOTORCYCLE	
1964	**DOT** 250 trials bike	£3,250

Cars sold on consignment - can I help?
Visit our web site: **www.vintageandclassiccars.co.uk**



High Performance,

Highly Personal

2003/03 plate DB7 Vantage Volante with manual transmission, originally built left-hand drive and UK registered for its one and only owner to date. Finished in Chiltern Green Mica Metallic with Parchment and Charcoal leather interior. Black carpets and hood. Full GT upgrade wheels, brakes, suspension, etc. BBR engine upgrade 547 bhp 496 lb/ft torque, unique and very special DB7. 20,000 miles.....**SOLD**

2004/53 plate DB7 Vantage Coupe with touch-tronic transmission, fnished in Tour De France Blue metallic with Pacifc Blue and Parchment leather. 19" wheels, GT seats, and more 36,000 miles.....**SOLD**

2001/Y plate DB7 Vantage Volante with manual transmission, fnished in special order Dunhill Metallic Silver with single colour all warm charcoal leather. Black carpets and hood, Piano Black fnish veneers. Sports steering wheel , premium audio and upgraded touch-screen sat nav. 59,000 miles.....**SOLD**

1998/S plate DB7 Coupe with automatic transmission, fnished in Strathmore Mica Red metallic with Magnolia leather interior. Deep red carpeting and parchment Alcantara headlining. An original unaltered DB7 Coupe and even original radio instructions. 25,000 miles.....**SOLD**

1999/T plate DB7 Volante with manual transmission , fnished in Pentland Green Mica metallic with Parchment and Forest Green leather interior. Green carpeting, black mohair hood, Parchment Alcantara headlining and burr walnut veneers. A very rare Aston Martin and only two owners from new. 73,000 miles .....**SOLD**

2008/08 plate V8 Vantage Roadster with sportshift manual gearbox fnished in Meteorite Silver metallic (dark grey) with full Obsidian Black leather, raven black stitching and Iron Ore leather seat face inserts. Built new with blue tooth, black brake callipers, cruise control, gun metal fascia, HID headlamps with wash and levelling, premium audio, memory seats and mirrors. 32,000 miles **£45,000.00**

2006/56 plate DB9 Coupe with touch-tronic transmission, fnished in Meteorite Silver with Phantom Grey leather interior trims and Obsidian Black carpets. High spec alarm, satellite navigation, blue tooth, Linn 260w Limibik 5.1 audio system. Great history and one one owner from new. 32,000 miles .....**SOLD**

1997/R plate V8 Coupe with automatic transmission, fnished in Galloway Green Mica Metallic with Magnolia Hide piped Olive Green, dark green carpets edged in Olive Green and Magnolia Alcantara 16,000 miles.....**£80,000.00**

Catering for all New Era and Heritage models
From full restorations to that unfortunate chip.
Free estimates and discounts for AMOC members.

ALL MODELS SERVICED

Chiltern Aston Centre Ltd,
Ley Hill Road, Bovingdon,
Hemel Hempstead. HP3 0NW

Tel: 01442 833177
Fax: 01442 834800
www.chilternaston.co.uk



CHEVROLET CORVETTE STINGRAY 1963, Deep Ocean blue with contrasting red leather interior. Soft top and removable hard top, current MoT. www.runnymedemotorcompany.com. £POA TEL: 01753 644599 BUCKS (T)



DATSUN 280ZX 1983, 39,000 miles. Automatic, all original, metallic burgundy paintwork, lift out glass targa roof panels. Full history, MoT December 2016. £5999 OVNO TEL: 07985 958810 S. WALES



CHRYSLER SERIES C23 IMPERIAL 1939, One of only sixteen right hand drives built, straight 8 engine, split screen. Tax exempt, 12 months MoT. www.oldtimermanchester.com. £37,500 TEL: 01614 563836 LANCASHIRE (T)



FERRARI 250 GT PF 1959, Amaranto Bull Lea paintwork with Creama Connolly leather upholstery. Outstanding condition throughout. www.talacrest.com. £POA TEL: 01344 308178 BERKSHIRE (T)



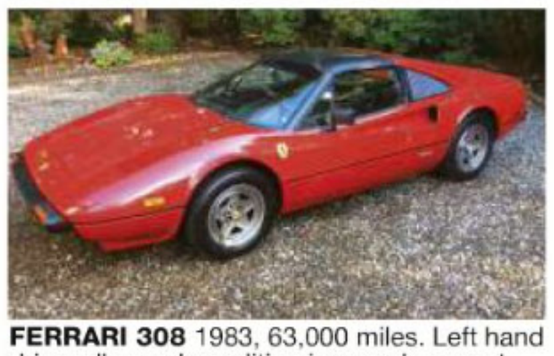
CITROEN DYANNE 1976, 10,000 miles. Grey with black trim and blue canvas top, MoT March 2016. PX possible, debit and credit cards taken. www.kinsonmotorcompany.co.uk. £4999 TEL: 02380 766870 HAMPSHIRE (T)



FERRARI 250 SWB SPECIALE 1962, Finished in Blu Notte Metallizzato with burgundy leather upholstery. Left hand drive, spectacular coachwork. www.talacrest.com. £POA TEL: 01344 308178 BERKSHIRE (T)



CITROEN LIGHT 15 TRACTION 1952, Black with superb red upholstery. Lovely, well cared for example. Recent service work and brake overhaul. www.westendclassics.co.uk. £POA TEL: 01487 842085 CAMBS (T)



FERRARI 308 1983, 63,000 miles. Left hand drive, all round condition is superb, recent engine out service by Ferrari dealer. Drives beautifully. £45,000 TEL: 07710 832046 GLASGOW



DAIMLER DOUBLE SIX 1973, 29,000 miles. Immaculate, rust free, original condition. Luxurious interior in excellent condition with leather seats. £18,000 OVNO TEL: 01834 812567 PEMBROKESHIRE



FERRARI 308 GT4 1977, 56,500 miles. Rosso Corsa, Nero hide with velour centres. Kept in storage since the early 90s, subjected to a comprehensive recommissioning. www.foskers.com. £50,000 TEL: 01474 874555 KENT (T)



DAIMLER SOVERIGN 1967, 67,000 miles. Nice bodywork, solid underneath, chrome wire wheels, stainless steel exhaust. Lots of new parts, including brakes etc. MoT August 2016. £POA TEL: 01364 654899 DEVON



FERRARI 308 GTS 1981, 16,000 miles. Black with contrasting burgundy hide interior. Perfect condition having had just 3 owners from new. www.runnymedemotorcompany.com. £75,000 TEL: 01753 644599 BUCKS (T)



FERRARI 348 TS 1991, 34,000 miles. Finished in Rosso Corsa paintwork with nero hide & red carpets, five-speed manual transmission, service history. www.foskers.com. £39,995 TEL: 01474 874555 KENT (T)



FIAT X19 1988, 43,989 miles. Garaged and undriven since 2005. Bodywork and doors have suffered, electrics seem OK. Would benefit from new seats. (Photos from 2005, before storage). £795 TEL: 07837 906222 WARWICKSHIRE



FERRARI 355 1997, 45,039 miles. Right hand drive, silver with blue leather interior and blue soft top. Full service history, part of the Ferrari Owners Club. £74,995 TEL: 07770 040011 SUFFOLK



FORD CAPRI 1983, 40,800 miles. Manual gearbox, original Ford Ice Blue, garaged and serviced regularly. Factory fitted sunroof. MoT October 2015. £5000 ONO TEL: 01214 454452 WORCESTERSHIRE



FERRARI 355 F1 BERLINETTA 1997, 41,000 miles. Finished in factory-correct Rosso Corsa with black leather interior & carpets. Excellent service history, superb condition. www.foskers.com. £65,000 TEL: 01474 874555 KENT (T)



FORD CORTINA 1982, 62,000 miles. Polar grey, time warp condition, excellent body, mechanics and interior. Recent full rustproofing, massive history file, MoT June 2016. £4750 ONO TEL: 07803 095952 NEWCASTLE



FERRARI 512 1992, Finished in Rosso Corsa with black leather interior. Absolutely faultless, left hand drive. www.ivorbleaneyclassiccars.co.uk. £144,500 TEL: 01794 390895 WILTSHIRE (T)



FORD CORTINA 1967, 71,135 miles. Very good condition, never welded, lots of work done including steering box rebuilt and new starter motor. Lots of paperwork, drives well. £8495 TEL: 01903 786198 WEST SUSSEX



FERRARI F430 SPIDER F1 2005, 14,400 miles. Metallic grey (Grigio Titanio) paintwork with tan hide with Daytona seats. www.foskers.com. £85,000 TEL: 01474 874555 KENT (T)



FORD ESCORT 1972, 28,000km. Left hand drive, imported from Italy 3 months ago, MoT'd 2 months ago. Solid, never been welded and drives great but the two front seats need repairing. £5250 ONO TEL: 07816 591885 INVERCLYDE



FIAT 124 SPIDER 1979, 112,000 miles. Californian import, a solid example, would benefit from some cosmetic work. Huge history file, currently SORN, MoT June 2016. £8995 OVNO TEL: 07503 174523 LEICESTERSHIRE



FORD MODEL B 1934, 74,816 miles. Tudor English version with four cylinder engine. Maroon over black paintwork with beige cloth interior. Very good condition, runs well. £15,000 TEL: 07796 255085 SURREY



Black & White Cars
Bournemouth



VOLVO AMAZON 122S 1966
One owner for 41 years of it's life, Locally Owned and Supplied, Reams of paperwork, Lovely car, Drives Superb
£9,995



MGB GT COUPE, 1971
Fully resorted car in condition 1, Bills for in excess of £10,000, Tax exempt, Large History file, Superb
£9,995



VW BEETLE 1302S, 1972
A nicely restored car, Lovely History, Drives like new, Fully Serviced and Tax Exempt
£6,995



TRIUMPH STAG MKII
3 litre V8 Auto, 1978, only 36,000 miles from new, Condition 1 plus, Arguably the best MKII Stag available today, Must be seen
£20,995



AUSTIN 7 B TYPE COUPE 1929
Extremely rare car, last owner over 28 years, please call for more details.
£24,995



AUSTIN 7 CHUMMY AD TOURER 1929
Just undergone full restoration by ourselves, please call for more details.
£19,995



AUSTIN 7 GRASSHOPPER 1937
Reg BOA60. Extremely rare opportunity to purchase a piece of true motoring history. 1 of 12 built.
£39,995



MG ROADSTER, 1981
only 10,500 miles from new! First owner 32 years, as close as you can get to a new MG Roadster
£11,995



MG M TYPE MIDGET 1929
Oldest known surviving Abingdon car. Triple M Registered with fantastic provenance.
£24,995

Top Quality Vehicles always wanted,
View by appointment only, Situated Poole, Dorset
Telephone: 07973 789982/07702 257746
For more vehicles, visit:
www.blackandwhitecarsbmth.com





FORD MODEL T 1922, Subject of a no expense spared, ground up restoration a few years ago. Comes with over 20 Trophies won at shows and events. Stunning car. www.westendclassics.co.uk. £POA TEL: 01487 842085 CAMBRIDGESHIRE (T)

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



FORD MUSTANG 1970, Finished in Shelby Green with contrasting black interior. Totally restored in 1996, new tyres and MoT. www.ivorbleaneyclassiccars.co.uk. £26,950 TEL: 01794 390895 WILTSHIRE (T)



JAGUAR E TYPE 1973, 60,000 miles. Finished in Azure blue with tan leather. Excellent original seats and new roof trim. Superb condition throughout. www.panoramabay.co.uk. £49,995 TEL: 01202 709407 DORSET (T)



FORD MUSTANG 1966, 38,000km. Californian import, automatic, left hand drive, rust free, loads of new parts, needs re-spraying but great car, used regularly. £11,000 TEL: 07778 526154 HAMPSHIRE



JAGUAR E TYPE 1970, Finished in Old English White with St. James Red leather interior, immaculate condition throughout after nut and bolt restoration. www.hanwells.net. £118,950 TEL: 02085 679729 LONDON (T)



HONDA INTEGRA 1987, one of 3 pre production models made for Honda Swindon UK in 1987. Excellent condition, lots of new parts, great history. Lots of spares included, current MoT. £POA TEL: 07938 157940 SOMERSET



JAGUAR MARK 2 1967, 2.4 litre, restored to a high standard and finished in Cardinal Red with original red leather interior. Wire wheels, excellent condition. £27,950 TEL: 07746 522368 DERBYSHIRE





JAGUAR SOVEREIGN X300 1994, 56,000 miles. One previous owner, always garaged. Excellent condition, cream leather interior. No expense spared, a true connoisseur car, tool kit etc. £4950 TEL: 01903 761033 WEST SUSSEX



JAGUAR 2.4 1969, 75,000 miles. Red, automatic, wire wheels, restored in the early 2000s. Last MoT'd 3 years ago. £6750 OVNO TEL: 07876 364639 WEST SUSSEX



JAGUAR XJ6 1992, 47,000 miles. Blue, automatic, alloy wheels, ABS, air con, power steering. PX possible, debit and credit cards taken. www.kinsonmotorcompany.co.uk. £2799 TEL: 02380 766870 HAMPSHIRE (T)



JAGUAR XJ6 VANDEN PLAS 1986, Pristine condition, completely restored over the past 14 years. Left hand drive, new 350ci Corvette TPI engine and GM 700R4 4- speed overdrive. £POA TEL: 001(401) 334-3315 RHODE ISLAND (US)



JAGUAR XJS 1992, Automatic, Racing Green, cream interior, excellent condition, no rust. Superb runner, full service history and new MoT. £15,000 TEL: 01273 505219 SUSSEX



JAGUAR XK120 1952, 7,000 miles. Finished in metallic blue with grey and black leather trim. Fully restored in 1993, ex car of Clarke Gable. www.panoramabay.co.uk. £129,995 TEL: 01202 709407 DORSET (T)



JAGUAR XK120 Exterior paintwork blue, with navy leather interior. Manual gearbox with overdrive. IVA (Individual Vehicle Approval) test, current MoT. £POA TEL: 01214 212492 WEST MIDLANDS



LANCIA FULVIA 1967, 85,000 miles. Superb condition in all respects. For full details please call. £24,000 TEL: 01932 953435 SURREY



LEA FRANCIS 2.5 SPORTS SPECIAL 1950, Not concours but in good mechanical condition, twin SUs, Rudge wire wheels, manual overdrive. £18,950 TEL: 02084 621846 LONDON

Mercedes-Benz Club
Founded 1952

Join the Club for *every* Mercedes-Benz

0845 6032660
www.mercedes-benz-club.co.uk

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 280 SE 1980, 17,109 miles. Unmarked Mercedes class white, excellent all round condition. Just serviced with part new exhaust fitted, recent MoT. www.oldtimermanchester.com. £13,995 TEL: 01614 563836 LANCASHIRE (T)



MERCEDES 280 SL 1970, Comes with hard and soft top, left hand drive, Californian import, current MoT. PX possible, debit and credit cards taken. www.kinsonmotorcompany.co.uk. £79,999 TEL: 02380 766870 HAMPSHIRE (T)



MERCEDES 350SL 1979, 3.5L petrol V8 engine, automatic transmission, professionally restored 5 years ago, garaged all year round. Located in Ireland but shipment can be arranged. €15,000 TEL: 00353 87248 85954 CO. KERRY, IRELAND



MERCEDES BENZ 220 SEB 1966, 48,000 miles. Midnight blue, grey leather interior, 4 speed automatic. 2 owners, 2nd owner since 1981. Fully restored and immaculate throughout. www.ccbenz.co.uk. £39,950 TEL: 01625 260913 CHESHIRE (T)

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



1926 Phantom I Barker Four Door Cabriolet De Ville.
Correct, original, fully opening, very Handsome & Imposing. Just woken from a long slumber but runs sweetly, is Mot'd & has PAS! **£88,000**
1920 Silver Ghost Four Door Open Tourer, Ready to go; £155,000
1935 Phantom II Very Sporting/Stylish Four Door Tourer – Due In.



'47 Bentley MKVI Sports Saloon.
A very appealing early car, Smart & Sound. Sold by us 10 years ago, has been used/enjoyed/improved & had major restoration in the 80's **£27,500.**
5 open Bentleys, Pre & Post War



1958 Bentley SI in Velvet Green
Very correct & undisturbed with one owner 46yrs! Original Beige leather & only 96k miles; **£32,500.**
1959 RHD SCI, Lovely; £35,000
Two SCIII, LHD/RHD; £39,500
1959 LHD Bentley SI; £42,500.



1935 Bentley 3 ½ Vanden Plas Style 'Cut Away' Door Tourer.
Sound, smart, light & responsive. Full weather equipment, fold flat screen, Marchal Lights; **£125,000.**
'35 3½ 'Oily Rag' Saloon, new block/pistons/high axle; £49,500



1926 20hp Windovers Tourer
Very handsome & correct with large doors for easy access & raked windscreen for amore sporting look. Recent work includes re-wire and kingpins, pleasure to drive; **£79,500**
'26 20hp Munton Tourer; £52,500



'31 20/25 Sedanca by Windovers
Fabulous Art Deco styling and believed unique on the 20/25 chassis. Very smart with many unusual features, lovely interior, six new tyres & driving very well; **£65,000**



'34 20/25 Martin Walter Cabriolet
Handsome, Versatile & in lovely condition throughout. Re-wired, New Cyl. Head, Radiator, Exhaust, O/drive. Two families from new & A Pleasure to Drive; **£87,500.**
25/30 Barker DHC Project – Due

Urgently Wanted! - Similar Cars
Export arranged - Commission sales - Part exchanges
Contact Ray or Ian - let us find your next car!

Scan with Smartphone

Full illustrated stock list on request
Tel: 01248 602649 anytime
Fax: 01248 600994
E-mail: mail@realcar.co.uk

classic cars 1999 DEALER OF THE YEAR

For the most up to date stock details and photos visit our website:
www.realcar.co.uk

Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day

MAIN DEALER

NEW MORGANS - EARLY DELIVERY

Enquiries To Melvyn





NEW PLUS 4 – IN STOCK & AVAILABLE NOW

METALLIC SAPPHIRE BLUE/STONE LEATHER, STAINLESS WIRE WHEELS, WALNUT DASHBOARD, RADIO/CD, OVERRIDERS, ELASTICATED DOOR POCKETS.





2004 ROADSTER V6, 22,000 MILES, HISTORY. £29,950

2012 MORGAN 3 2012 MORGAN 3 WHEELER, DESIRABLE SUPER DRY MODEL. UPGRADES FITTED. 2000 MILES. £27,950

ALL TRIMMING WORK, INCLUDING OTHER MARQUES





We carry out full re-trims here, including supply only, trim kits, as shown. 35 years of dedicated hood, tonneau and bespoke work, to show standards.

MORGAN HIRE CARS

BOTH 3 AND 4 WHEEL MORGANS
£195 PER DAY

RUTTER PARTS CATALOGUE

NEW 11th Edition, 72 Page Parts Catalogue
£4 UK, £6 Europe, £8 overseas elsewhere

The MORGAN WORLD Magazine
www.the-morganworld.com

RUTTER PARTS CATALOGUE
11th Edition, 72 Page Parts Catalogue
£4 UK, £6 Europe, £8 overseas elsewhere

Melvyn Rutter Limited

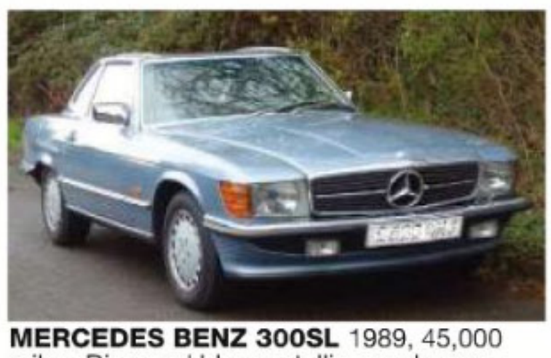
The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England
Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net



MERCEDES BENZ 230 W123 1981, Rare manual gearbox, new front wings, rear arches in steel, full service history. £2995 ONO TEL: 07521 293931 ISLE OF WIGHT



MG MGB ROADSTER 1967, 85,000 miles. Overdrive, radio, Motolita, tonneau, waxoyled etc. Superb condition and history. £15,000 TEL: 07710 393864 SURREY



MERCEDES BENZ 300SL 1989, 45,000 miles. Diamond blue metallic, mushroom leather interior, black soft top, 4 speed auto, original alloys, full service history, immaculate throughout. www.ccbenz.co.uk. £30,950 TEL: 01625 260913 CHESHIRE (T)



MG MGB ROADSTER 1973, 69,000 miles. British Racing Green, fully restored, recent new interior, S/S exhaust, new chrome wire wheels. MoT March 2016. £12,500 OVNO TEL: 01763 274232 HERTFORDSHIRE



MERCEDES BENZ 450SL 1988, 115,460 miles. Good condition, new MoT. Call for more details. £7500 TEL: 01728 860936 SUFFOLK



MG MGB V8 1972, 67,000 miles. Black with leather seats, mohair hood, full tonneau & works hard top. Rebuilt 2004, many upgrades, comes with heritage certificate. MoT Sept 2016. £18,950 TEL: 01978 762048 CHESHIRE



MERCEDES BENZ SL-CLASS 1984, 120,000 miles. White body, black hood & tan interior. Complete with hard top & stand. Original tool kit, new JVC radio. Full service history, 9 months MoT. Private plate included. £7995 ONO TEL: 07985 967307 LEICESTERSHIRE



1969 MGC Roadster
Finished in Green with new Black, White piped leather seats and freshly re-furbished wire wheels. Thousands spent, EZ power steering, manual with overdrive and top class to drive.
£24,995
Tel: 01944 758000 (T)



MG MGA 1958, Orient red paintwork, 1500cc unleaded engine. MoT August 2016. £17,750 TEL: 01375 371658 ESSEX



MG MIDGETS AND FROGEYE SPRITES WANTED Small selection of properly restored Midgets and Sprites for sale. Check www.mgmidgets.com or ring the specialist **Mike Authers Classics on Abingdon** 07703 465224 OXON



MG MGB GT 1979, 22,000 miles. Vermillion red, impeccable paintwork, stunning, fully original condition. Garaged and well maintained. £8995 OVNO TEL: 07519 222094 N. IRELAND



MG MIDGET 1971, Useable project, needs TLC. Recent recon engine, good tyres, partly grit blasted and zinc hot metal sprayed before respray 15 months ago. MoT August 2016. £1000 ONO TEL: 07769 902646 NORFOLK



MG MIDGET 1978, 87,000 miles. 1500cc, very good condition, original heritage certificate, garaged, history file. Rollbar, mohair hood, MoT till April 2016. £3795 ONO TEL: 01777 704269 NOTTS



MORGAN REPLICA TRIKE Superb beetle back style with aluminium and fiberglass tub finished in silver with maroon leather interior. Honda CVR 500 having a push button start, MotoLita steering wheel. £7500 TEL: 01273 205573 LONDON



MG MIDGET 4,000 miles since rebuild. Heritage shell, balanced 75BHP engine and very much more. Please phone for more details. £9950 TEL: 01314 400799 MIDLOTHIAN



MORRIS 6 CWT VAN 1965, 15,398 miles. A unique and exceptional example of this rare vehicle. Completely restored, updated with 1275 engine, leather seats, many specs. £12,995 TEL: 07429 396602 AVON



MG TC 1946, Total chassis up restoration, immaculate condition. Green/silver wheels, aeroscreens, leather upholstery. Long history and drives beautifully. £28,950 TEL: 0777 9423847 SURREY



MORRIS EIGHT 3,250 miles. Great car, starts every time, looks stunning and runs well. Stored in garage for last 7 years. Paintwork good, red leather interior. No MoT. £11,500 ONO TEL: 07879 979263 WILTSHIRE



MG TD 1951, Finished in red with biscuit leather trim, tan hood and side screens. www.panoramabay.co.uk. £17,995 TEL: 01202 709407 DORSET (T)



MORRIS FLATNOSE COWLEY 1928, Reliable vehicle in good condition with a nice interior. A new project forces sale. £7750 OVNO TEL: 07810 768498 N. YORKS



MG TD 1953, Finished in Wimbledon White with Burgundy Connolly hide interior. Subject of a full restoration in 1981. www.beaulieugarage.co.uk. £35,995 TEL: 01590 612999 HAMPSHIRE (T)



MORRIS MINI 1963, Bare metal respray, stunning finish. Engine rebuilt, beautiful interior, a few cosmetic items to finish. 12 months MoT, rady to drive, all bills of restoration. £8250 TEL: 07980 674121 SOMERSET



MORGAN 4/4 1991, 64,600 miles. Sunning, resprayed, 1.9CVH engine, new cooling system with expansion tank, new green leather adjustable folding seats, new tyres & wires. Large history file. £17,950 TEL: 02084 621846 LONDON



NISSAN 300ZX 1990, 57,044 miles. Fully restored bodywork, chassis, suspensions etc. Interior is concours throughout, mechanically good. MoT August 2016. (Number plate not for sale). £5000 ONO TEL: 07961 623433 S. LANARKSHIRE



Cheshire Classic Benz

Specialising in the Rarer Mercedes Models from the 1960s to the 1990s



500SL Roadster 1984B

Signal Red, matching hardtop, black soft top, Mushroom leather interior, automatic gearbox, ABS, cruise, electric windows, original alloy wheels, FSH, ***only 27,000m*** **£34,950**



500SL Roadster 1986C

Signal Red, matching hardtop, black soft top, black sport check interior, automatic gearbox, ABS, cruise, electric windows, original alloy wheels, FSH, 74,000m **£22,950**



SL500 Roadster 1994M

Midnight Blue, black soft top, hardtop, Mushroom leather, very high spec inc. 5 speed auto, cruise, climate, adj st col, htd elec mem seats, rear seats, orig16" alloys, FSH, 78,000m . **£11,950**



SL500 Roadster 1994M

Azurite Blue, blue soft top, hardtop, Mushroom leather, very high spec inc. 5 speed auto, cruise, climate, adj st col, htd elec mem seats, rear seats, orig16" alloys, FSH, 50,000m . **£12,950**

See us at the Classic Motor Show, NEC, 13, 14, 15 November



SL320 'Mille Miglia' 1996P

Brilliant Silver, black soft top, hardtop, black/red leather, carbon fibre effect trim, 5 speed auto, cruise, climate, htd elec seats, rear seats, orig Evo II 17" alloys, FSH, ***only 9,800m*** . . . **£25,950**



E220 Coupe 1994M - LHD

Brilliant Silver, Anthracite cloth, 5 speed manual, aircon, front & rear headrests/armrests, electric windows, electric sunroof, original alloys, one owner, FSH, 46,000m **£12,450**



E200 Estate 1995N

Onyx Grey metallic, grey cloth, 4 speed auto, airbags, roof rails, cargo net & luggage cover, original polished 8 hole alloy wheels, original Blaupunkt, FSH, 45,000m **£9,950**



230 Saloon 1980V

Pastel Beige, Sienna cloth/MB Tex, auto gearbox, manual windows, elec sunroof, headrests, steel wheels, orig Becker, c/locking, FSH, one husband/ wife owner, ***only 32,000m*** . . . **£13,950**



E320 Coupe 1996P

Green/Black met, grey leather, 4-Sp auto, aircon, airbags, elec seats, elec sunroof, 4 x headrests, 2 x armrests, Sportline alloys, recent Pioneer radio/ CD, i/r locking, FSH, 86,000m . **£8,950**



230CE Coupe 1983A

Thistle Green met, Pine Green cloth, 5-Sp manual, 4x elec windows, elec sunroof, headrests, armrests, steel wheels, orig radio/ cassette, c/locking, FSH, ***only 38,000m*** **£15,950**

Our cars are carefully selected as the best of their type, and are sold with our own warranty after being subjected to a full mechanical check in our own workshop

We can also service and repair your classic and modern Mercedes cars in our Macclesfield workshop

Viewing by Appointment

20 minutes from Manchester Airport. 1hr 41min from London by train
tel: **07980 241177** or **01625 260913** email: **info@ccbenz.co.uk**
See **www.ccbenz.co.uk** for full stock list

Avantgarde

www.avantgardecars.co.uk



Range Rover 2dr 1971 56,000 miles, bahama gold, original palomino interior, a better example of a 'suffix A' would be difficult to source..... **£57,500**



Mercedes SL320 'Edition' 2001 16,000 miles, design mystic blue, black leather, panoramic roof, xenons, ultra-low mileage limited edition model..... **£22,995**



Range Rover LSE Overfinch 570 HSi 1994L Biarritz blue, granite grey leather, very rare 'soft dash' Overfinch LSE, full restoration just completed **£49,995**



BMW M3 E30 1990 78,000 miles, brilliant red, black leather, electric sunroof, electric windows, a highly cherished late 215BHP model, comprehensive history.... **£44,995**



Mercedes 500SE Auto 1991 58,000 miles, astral silver, navy leather, a/c, cruise, electric sunroof, electric heated seats, exemplary condition..... **£11,995**



BWM 2002 Baur Cabriolet 1974 64,000 miles, inks orange, black interior, fully restored, previous show winner, ex Jamiroquai collection **£21,995**



Mercedes 280SE 3.5 Coupe 1971 deep red metallic, beige leather, air con, electric sunroof, electric windows, complete restoration by a renowned Mercedes restorer ..... **£POA**



Citroen DS21 EFI Pallas LHD 1970 semi-auto, palladium grey, red cloth interior, air con, sympathetic refurbishment by renowned restorer Bart Holland, well sorted and very original..... **£39,995.**



Mercedes S280 Auto 1998 10,000 miles, brilliant silver, black leather, usual high spec, a 1 owner from new ultra-low mileage time warp example **£13,995**



E500 Limited Auto 1994M 81,000 miles, sapphire black, black/grey roser leather, EVO II alloys, outstanding condition. **£31,995**

Tamworth, Staffordshire

Call Jonathan

07968 694448 or 01827 288177

Wanted - similar high quality, low mileage cars

Email: sales@avantgardecars.co.uk



PEUGEOT 304 S CABRIOLET 1974, 61,215 miles. Hardtop, 1288cc engine, right hand drive. Undersealed, good tyres, a few minor issues. MoT July 2016. £5950 OVNO TEL: 01843 292086 KENT



PORSCHE 928 SERIES 1 Racing car in all round good condition. Comes with all interior to convert back to road going version. Also ideal as a Track Day car. www.arunholdings.co.uk. £14,750 ONO TEL: 01420 511375 HAMPSHIRE (T)



PEUGEOT 404 1967, 2,012km. Left hand drive, black convertible with leather interior. www.oldtimerfarm.be. €32,950 TEL: +32 472 401338 BELGIUM (T)



PORSCHE 944 1986, 150,000 miles. Great condition, drives very well, no rust, only used in dry weather. Alloys recently refurbished. MoT March 2016. £2999 TEL: 07944 183004 BUCKS



PORSCHE 356 1964, Left hand drive, red paintwork with black leather interior. www.oldtimerfarm.be. €89,000 TEL: +32 472 401338 BELGIUM (T)

ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley
Tel: 01737 844999
www.royceservice.co.uk
Station Road, Betchworth, Surrey RH3 7BZ



PORSCHE 356 SPEEDSTER REPLICA 1958, 13,300 miles. Metallic silver, black leather bucket seats, new hood, twin 40 weber chrome/stainless steel wheels. Converted to right hand drive. Private plate, fully sorted. £17,800 OVNO TEL: 07858 076866 HAMPSHIRE



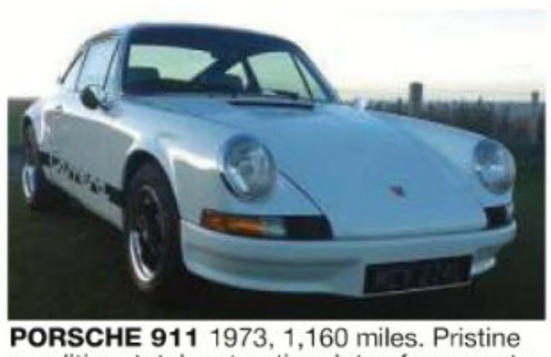
RELIANT SCIMITAR 1968, 120,000 miles. Cracking daily driver, renovated in the mid 80s. Still in pretty good condition. £7000 TEL: 07793 714516 ESSEX



PORSCHE 911 1970, 39,000 miles. Top Concours collection quality. All numbers matching. Resprayed in original 1818 Albert Blau. Fresh from 2 year "Nut and Bolt" restoration. £85,000 TEL: 0034 (952)883-234 MARBELLA (SPAIN)



RILEY 9 1932, 11,869 miles. Nice condition and in good running order. Full wet weather equipment, very rare. Call for more information. £OFFERS TEL: 01159 312492 NOTTINGHAMSHIRE



PORSCHE 911 1973, 1,160 miles. Pristine condition, total restoration, lots of new parts. Comes with new MoT. £65,000 TEL: 01915 366035 TYNE & WEAR



ROLLS ROYCE 20/25 1935, Freestone & Webb Sports Saloon, very handsome, huge amount spent on restoration including full engine overhaul. Choice of fifteen 20/25 & 25/30s. www.realcar.co.uk. £42,500 TEL: 01248 602649 N.WALES (T)



ROLLS ROYCE 25/30 1936, A lovely example in excellent condition. www.chelseaworkshop.co.uk. £POA TEL: 02075 848363 LONDON (T)



ROLLS ROYCE SILVER GHOST TOURER 1924, Thoroughly refurbished and ready for touring. Also 1926 Phantom I Cabriolet. www.realcar.co.uk. £155,000 TEL: 01248 602649 N. WALES (T)



ROLLS ROYCE CAMARGUE 1983, White with beige hide. Fully serviced and ready to go, low mileage. www.chelseaworkshop.co.uk. £POA TEL: 02075 848363 LONDON (T)



ROLLS ROYCE SILVER SHADOW 1978, 47,000 miles. Finished in Walnut over silver sand with cream interior, full service history. www.hanwells.net. £25,950 TEL: 02085 679729 LONDON (T)



ROLLS ROYCE CORNICHE 1973, FHC, 2 door, LHD. Very smart in Primrose with Tan leather roof & interior. Very sound and drives well. 3 more LHD cars inc Phantom II. www.realcar.co.uk. £27,500 TEL: 01248 602649 N. WALES (T)



ROLLS ROYCE SILVER SPUR 1994, Ming blue with light Tan interior, outstanding condition throughout, full service history. www.hanwells.net. £14,750 TEL: 02085 679729 LONDON (T)



ROLLS ROYCE CORNICHE II 1977, 44,000km. Blue and green metallic paintwork, with cream leather seats in near perfect condition, rust free. Left hand drive, originally from California. £42,000 TEL: 07799 973415 WARWICKSHIRE



ROLLS ROYCE SILVER SPUR 1983, 10,507 miles. Dark metallic oyster, grey leather, piped in maroon. 1 owner, very interesting history. www.oldtimermanchester.com. £22,500 TEL: 01614 563836 LANCASHIRE (T)



ROLLS ROYCE PHANTOM II 1934, Superb UK history: Dame Gracie Fields/Duke of Buccleuch. More photos: http://tinyurl.com/no8xoyy. £135,000 TEL: 001(805) 331-1001 CALIFORNIA (US)



ROLLS ROYCE SILVER WRAITH 1954, Old English White with cream leather interior piped in beige. Clean body, extensive history file. www.ivorbleaneyclassiccars.co.uk. £44,500 TEL: 01794 390895 WILTSHIRE (T)



ROLLS ROYCE SILVER CLOUD III 1965, Chinese eye continental coupe, completely restored. Just a fabulous car, watch your investment grow. www.oldtimermanchester.com. £115,000 TEL: 01614 563836 LANCASHIRE (T)



ROVER 800i SE 1994, 107,000 miles. Metallic dark blue, manual gearbox, two owners, serviced every year with 3 months MoT to run. £600 ONO TEL: 01215 045461 W. MIDLANDS

BOCKING GARAGE

www.bockinggarage.co.uk

Bryan Andrews

Classic SPORTS & much more



1996 JAGUAR XJ6 3.2 SPORT Antigua blue with full black leather. Sport grill. Beautiful example. **£3,500**



OUR NEW PREMISES AT STANLEY MILLS, GASOLINE ALLEY, BINGLEY. VIEWING ALMOST ANYTIME BY PRIOR ARRANGEMENT TO AVOID DISAPPOINTMENT.



1993 AUDI 80 2 LITRE CONVERTIBLE. Alpine white with navy blue leather 77,000 miles. Exceptional throughout **£3950**



1973 ROVER P6 3500 V8 SPORTS SALOON Lunar grey with lovely buckskin leather interior. S trims and auto PAS with continental touring kit. .....**£DUE**



2002 BMW 325 CI CONVERTIBLE Brilliant silver with grey leather and blue roof. Alpina alloys, auto/tap sports box, and sports suspension..... **£4750**



2000 MAZDA MX5 CALIFORNIA. Limited edition only 60,000 miles from. New mohair hood and in lovely condition.....**£3,500**



1985 TOYOTA MR2 MK I A 1600 TC Dry stored many years. Very solid body, runs and drives. Excellent restoration project. Swap or sell.....**£995**



1972 MORRIS 1100 SERIES II. Old English White with lovely antique green trim. Nice condition.....**£3,950**



1992 MERCEDES 200TE ESTATE. Superb low ownership original example finished in unmarked ermine white with black trim. 4 speed auto/sport gearbox, factory fit electric sunroof, centre armrest, CD player, roof rails and bars. Fabulous original condition, almost totally unmarked. Great everyday useable classic. **£4,750**



2001 MERCEDES BENZ SLK. Finished in brilliant silver with duo black and red leather trim. Electric seats, 83,000 miles with complete and extensive service history. Very nice condition throughout .**£4,995**



ROVER 2000. Finished in brigade red with superb buckskin leather upholstery. Only 48,000 miles indicated. One of the nicest I have ever had. **£6,750**



1997 JAGUAR XJ8 3.2 LITRE Carnival red with unmarked cream leather interior 87,000 miles with a history portfolio. Lovely condition throughout and great value.....**£3,995**



1955 MORRIS MINOR SPLIT SCREEN. Almond green with contrasting antique green trim. Excellent bodywork and interior. Lovely to drive. Sure to please **£4,950**



1995 ROVER 214i "1300 Miles" Yes, only 1300 miles from new! Unique time warp, virtually indistinguishable from brand new. **£4,995**



2001 ROVER 75 TOURER ESTATE 1.8 MANUAL. Finished in nightfire red with contrasting trim. Only 50,000 miles from new. Lovely example **£1,995**



1963 VANDEN PLAS PRINCESS 3 LITRE MK11 Embassy black over ivory with red interior, five figured restoration recently completed, very smart example and very rare **£10,950**

EXCHANGES NEW OR OLD ANYWHERE OUR SPECIALITY!

Viewing by appointment please

West Yorkshire. Telephone (01535) 274999 / 07776155172

www.bockinggarage.co.uk

enquiries@bockinggarage.co.uk

SUFFOLK

CARS FOR SALE



Suffolk SS100 Jaguar . Low mileage 2 owner car with XK4.2 litre engine and 4 speed + overdrive gearbox. Rosso Red paintwork with dark blue Connolly leather interior. Power disc brakes. Independent adjustable suspension. All weathergear in mohair including side screens. Heater, aeroscreens, windwings, luggage rack, seat belts, Blockley tyres. Annually serviced at our works. For sale with guarantee and new MOT.



Morris Mini saloon. 1961 848cc wonderful time warp original minimum rust bodywork. Laid up 35 years. Total engine overhaul by Scholar in 2011, otherwise untouched. All original paint except OSF wing £9950.00.



Suffolk SS100 Jaguar. Lovely one owner car, only 14000 miles. Indigo Blue with grey interior. Jaguar 3.4 engine, 4 speed + overdrive gearbox. Fully equipped and ready to go. Registration number SSL 519. Full weather gear, Blockley tyres, Luggage rack, heater. new MOT.

SEE YOU AT CLASSIC NEC IN NOVEMBER

ROGER WILLIAMS AT SUFFOLK SPORTSCARS
PO BOX 100 WOODBRIDGE IP 12 9 BA
07967 339424
ROGER@SS100.COM WWW.SUFFOLKSPORTSCARS.COM



SP CARS

LANCASTER INSURANCE CLASSIC MOTOR SHOW THE NEC BIRMINGHAM 2015

VISIT US at

The UK'S BIGGEST & BEST
• CLASSIC MOTOR SHOW •
BIRMINGHAM, NEC, 13-15 NOVEMBER 2015
SHARE YOUR PASSION FOR CARS
www.spcars.it +39 3316210994
info@spcars.it Modena (IT)



ROVER MINI 1959-1989, 'G reg', 95,000 miles. Half leather, minilite alloys, sunroof. Always garaged, MoT Jan 2016. £3295 TEL: 07935 869902 SOMERSET



TRIUMPH SPITFIRE 1500 1979, 21,800 miles. Signal red, restored back in 1996, original paperwork. MoT June 2016. £4700 OVNO TEL: 07711 194498 ESSEX



ROVER P5B 1972, 68,000 miles. Black over silver, tan leather inside. V8 Rostyle wheels/ white walls. Private plate not included. £10,500 TEL: 07831 412197 HAMPSHIRE



TRIUMPH STAG 1976, 56,850 miles. Automatic gearbox. Fantastic condition, beautifully restored. Bare metal respray, original engine and features, new carpets. Part service history. £11,500 TEL: 07771 694885 BERKSHIRE



SCIMITAR GTE 1980, V reg, 3 Litre. 2 door saloon. Runs well and drives beautifully. Original alloy wheels many original parts, a real bargain. £1500 TEL: 01792 390198 LONDON



TRIUMPH TR3A 1959, California import, many thousands spent on it. Converted to alternator, all new brakes system, servo, too much to list. Owned the vehicle for 25 years. £29,500 TEL: 01268 711365 ESSEX



SUNBEAM ALPINE 1963, 22,106 miles. Solid throughout, rust free. Comes with detachable hard top, new carpets, new MoT and Tax exempt. Ready to drive away. £5495 ONO TEL: 01453 520062 GLOUCESTERSHIRE



TRIUMPH TR7 1982, 57,000 miles. Solid car, runs and drives. Interior ok, hood in good condition but needs work. No MoT. £899 TEL: 07484 293247 WEST SUSSEX



TRIUMPH 2000 ROADSTER 1949, 45,000 miles. Runs and drives well. Restored in 2000, rust free, new interior. PX possible, debit and credit cards taken. www.kinsonmotorcompany.co.uk. £4999 TEL: 02380 766870 HAMPSHIRE (T)



TRIUMPH VITESSE 6 1969, 83,000 miles. Beautiful, original example that sounds wonderful and goes like a rocket. Eleven reasons for sale. £9950 TEL: 01189 787308 BERKSHIRE



TRIUMPH ROADSTER 2000 1949, 50,000 miles. Finished in Pewter grey, grey leather interior. Subject of a ground up restoration 10 years ago, lightly used since. Had a major engine & brake service, full MoT. £POA TEL: 07867 976462 GLOUCESTERSHIRE



VOLKSWAGEN BEETLE 1300 1964, 55,000 miles. Completely restored, original engine. Lots of history, Tax exempt and 12 months MoT. £4750 TEL: 07971 059773 CHESHIRE

WWW.ERclassics.com



250 CLASSIC CARS IN OUR SHOWROOM



PORSCHE 911 L COUPE 1968
IN VERY GOOD CONDITION

E & R Classic Cars, Kleiweg 1, Autoroute A59 exit 37, 5145 NA Waalwijk, The Netherlands
Open Monday till Saturday 09:00 - 17:00 hrs
And every first Sunday of the month 12:00 - 16:00 hrs
web: www.erclassics.com e-mail: info@erclassics.com
tel: (31) 416 751393

Rolls-Royce Bentley

Service - Restoration - Spares - Sales

We have the largest stock in the world of original body panels to Rolls-Royce and Bentley. Over 700 doors and wings in stock. We always have about 25 cars for sale.

ROLLS-ROYCE PHANTOM II CONTINENTAL SEDANCA COUPE BY BARKER, 1933, RHD. Chassisnumber: 37JS



This car was originally ordered by Capt. John Wanamaker, but he cancelled the order, so it was sold new to Hon. Ronald Lambert F. Tree in London. It was first built as a "close-coupled cabriolet", but the customer changed the design during the build so it became a Sedanca Coupe when the car was finished. In the 1930's they fitted the spare wheels to the front wings but restored this during the 1980's. The present owner bought this car in 1989 by Porters in Kensington, London. The body and the mechanical is in a very good condition.

PRICE: £220 000 GBP

Tel: +46 (0) 520 - 108 06 or 96
Rohdins Automobile Service AB
Industrigatan 7 | 461 37 Trollhättan
E-mail: info@rohdins.se | www.rohdins.se

ROHDINS AUTOMOBILE SERVICE
SPECIALITÉ ROLLS-ROYCE (1904-2002) & BENTLEY

Classic Cars **Advertise your car for FREE**

Place your advert

Online
www.classiccarsforsale.co.uk
(unlimited text and photos)

Email
ccphotos@bauermedia.co.uk
Please photograph the whole car and send a jpg with text of no more than 200 characters to the address above.

Call
01733 366354

Post
Complete the coupon and send with photograph to:
Classic Cars Classified
Media House, Lynchwood
Peterborough PE2 6EA

Your advert will appear in the next two issues (subject to availability)

Please note: For your advert to be published in the magazine you must send a picture.

Title Initial
Surname
Address
County
Postcode
Email
Tel no. (inc. STD code)

You do not need to include this information in the advert box below:

Make Price
Model

Please remember to include the car year, mileage, gearbox type & colour.



MG MGB ROADSTER 1976, 29,000 miles. Beautiful condition, leather walnut chrome etc, wire chrome wheels, stainless boot rack, Mohair softop, full tonneau, fully restored. £6500 TEL: 01704 894554 LANCS

Please enter this information so that Bauer Media Group (the publisher of Classic Cars) can keep you up-to-date by email, post, phone and free mobile messaging with fantastic offers and promotions. We promise that you can subscribe at any time and you'll only get messages about things that we've chosen especially for you from ourselves and our network of great partners whose products and services we think you will enjoy. For our privacy policy visit www.bauerdatapromise.co.uk Bauer Media Group consists of Bauer Consumer Media Ltd, Bauer Radio Ltd and H Bauer Publishing Ltd. Conditions of acceptance: Private sellers only. Trade advertisers please call 01733 468500. Please see full T&Cs on the back page.

CLASSIC & CABRIOLETS COLLECTION



1971 Lancia Fulvia 1.3S SII Coupe, 1 family ownership





1972 Lancia Fulvia 1.3S SII Coupe 5 speed.



1968 Lancia Fulvia SI Rallye 1.3 Coupe



1974 Fiat 130 Coupe Automatic 2 owners only



1973 Fiat 130 Coupe 5 speed manual gearbox



1966 Lancia Flavia 1.8 Pininfarina Coupe



1971 Citroen SM SB Carburetor model Velour interior

www.classics-cabriolets.co.uk

Le Riche
AUTOMOBILE RESTORERS

Historic Vehicle Specialists (Est 1990)

Our Services

- Sales service & commission sales
- Vehicle sourcing and locating
- Valuations & market advice
- Storage & global transportation
- Importation and registration
- Classic Hire with campers & cars
- Spare part location & supply
- Occasional friendly service!

The Workshop

- Restoration full & part
- Maintenance & servicing
- Insurance claim repairs
- Ash frame construction & veneering
- Coachwork & panel fabrication
- Mechanical & electrical servicing
- Trim & Upholstery
- Paintwork and Refinishing



Mercedes-Benz 500 SL 1985 hard and sort tops. Astral Silver blue, blue interior. Guernsey from new. Major service just undertaken. Excellent condition. In the UK and MoT'd. £POA



Daimler 250 V8. 1968. Very original car in birch grey and red leather. Big mechanical overhaul just undertaken and great cost. Drives very well indeed. £POA



Jaguar C Type by Proteus. 1961 Built in the mid 1980's with MK2 donor car. 3.8 engine. GRP front and rear. Fun and fast with patina. £POA



Pontiac Star Chief 8 cylinder convertible. 1954. Excellent condition inside and out. Driving well. Impressive car. £POA

Le Riche Automobile Restorers (C.I.) Ltd, Springside, Rue de la Monnaie, Trinity, Jersey JE3 5DG
T. +44 (0)1534 864073 E. enquiries@leriche.com **www.leriche.com**

ASHTED CLASSIC CARS OF KENILWORTH

ADAM CROWE (PROPRIETOR), MOBILE: 07711 891751, PHONE: 01676 545098
TRUGGIST HILL FARM, TRUGGIST LANE, BERKSWELL, COVENTRY CV7 7BW
E-MAIL: ashtedclassics@gmail.com

1933 AUSTIN CHROME RAD 10-4 TOURER 2 SEATER AND DICKY



Finished in mid blue over black this delightful little tourer is a stunner recent new paint work and an engine that runs like a Swiss watch perfect for a relaxing drive in the country or to take to shows this little cracker is a real head turner **£9750**

1957 SUNBEAM S8



This fantastically restored sunbeam is ready to go after a full nut and bolt restoration 7 years ago with absolutely everything done. Original registration number and some nice history. With only 3 owners from new this bike is truly stunning and a pleasure to see and ride **£5995**

1960 FORD POPULAR 100E



The ever popular Ford Popular is as pleasant a drive as you're likely to find for this age of carriage. Starts 1st time ever time fantastic brakes very original car full M.O.T. Original registration number, dealer's plate and green log book. Paint work and interior in fine condition and ready to use. Tax Exempt and cheap to insure **£2950**

1936 AUSTIN 10/4 SHERBORNE



This delightful Austin 10 Sherborne was first registered on the 1st of February 1936 to Harry Ferguson Ltd, Donegal Square East in Belfast where he ran the May Street Motor Company. And is still bearing its original EZ Registration number. Starts on the button every time and stops square and true. Finished all in black with a blue coach line. Blue vinyl seats and recent black carpet. With four new tyres just fitted its ready to go **£8250**

COMING THIS WEEK
AWAITING PHOTO

1954 FORD POPULAR "SIT UP AND BEG"

Restored approximately 20 years ago this car is a dream to see the interior is in 1st class condition and the exterior is equally as stunning. Recent kingpins and bush's all the way round means trouble free motoring for years to come. Very nice original registration number Viewing essential.
£6250

1971 AUSTIN 1100 SUPER DE-LUXE FOR SALE



Registered 21st June 1971. Finished in original lime flower green with black vinyl interior. A smart and very usable 1100 fitted with a fully working original radio. Full Northern Ireland M.O.T and ready to drive away. **£3250**

ONLY 6 MILES FROM THE N.E.C. - OPEN 6 Days a week. Viewings by appointment only.
Viewings can be made at very short notice please ring for more information
I REQUIRE TO PURCHASE PRE WAR VEHICLES IN ANY CONDITION ESPECIALLY AUSTIN'S PLEASE RING ADAM CROWE IF YOU HAVE ANYTHING I MAY WISH TO BUY
If no answer on landline, please try my mobile.
Find us on Facebook
01676 545098 or 07711 891751
Email: ashtedclassics@gmail.com
ASHTED CLASSIC CARS OF KENILWORTH

Robsport INTERNATIONAL

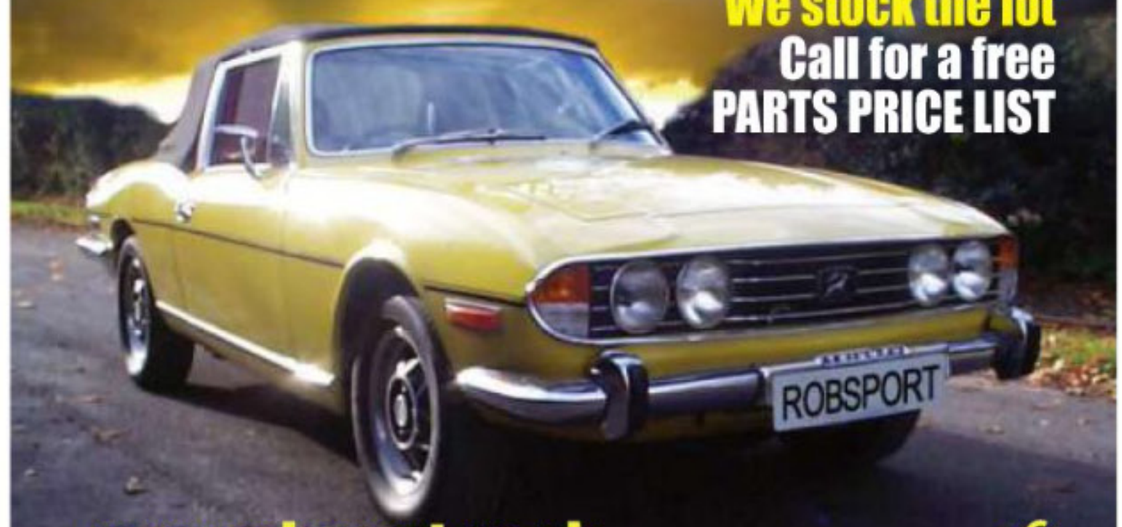
Since 1989
1989 25 Years 2014

Units 1-3 North End
Dunsbridge Turnpike
Shepreth, Royston
SG8 8JN
Only 10 mins from Baldock (A1) and Cambridge (M11)

01763 262263

VISIT OUR NEW SHOP or Huge On-line Store For all your new and refurbished parts.

From Bolts to Bodyshells We stock the lot
Call for a free PARTS PRICE LIST



www.robsport.co.uk
enquiries@robsport.co.uk
Robsport International
@RobsportInt

ROBSPORT FOR EVERYTHING
STAG

RETROLEGENDS
Henny Kennis



Rolls-Royce Phantom III, V12, RHD,
Barker coachbuilt. 1936
GBP 50.000

SALES SPECIALIST VETERAN, VINTAGE,
CLASSIC AND SPORTSCARS

DE VEST 24a, 5555 XL VALKENSWAARD, THE NETHERLANDS, 10 KM FROM EINDHOVEN AIRPORT
MOBILE +31.6.10508899. INFO@RETROLEGENDS.NL. SHOWROOM OPEN BY APPOINTMENT

WWW.RETROLEGENDS.NL

Robsport
Since 1989
INTERNATIONAL

1989
25 Years
2014

Units 1-3 North End
Dunsbridge Turnpike
Shepreth, Royston
SG8 6RA
Only 10 mins from Baldock (A1) and Cambridge (M11)

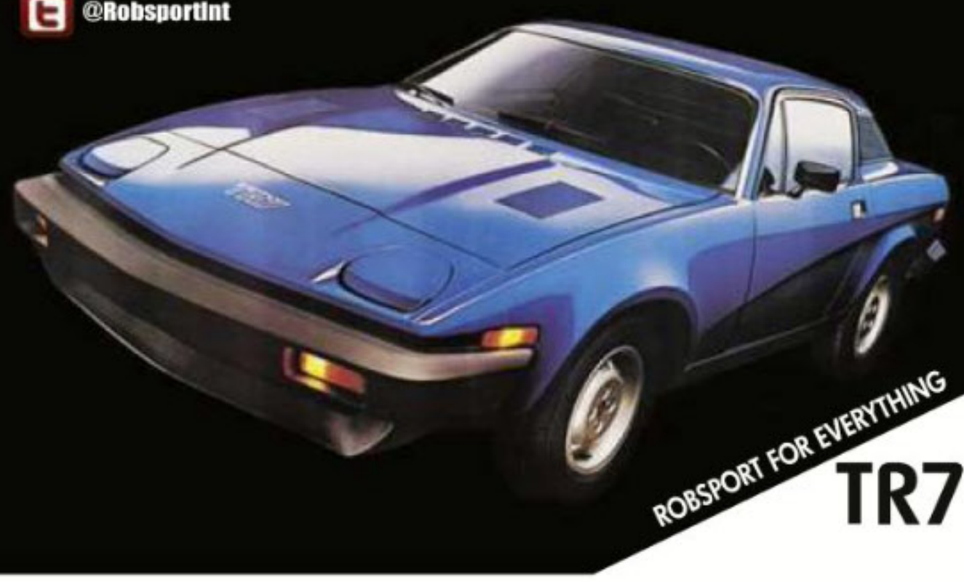
VISIT OUR NEW SHOP
and Huge On-line Store
For all your new and refurbished parts.

01763 262263

www.robsport.co.uk
enquiries@robsport.co.uk

From Bolts to Bodyshells
We stock the lot
Call for a free
PARTS PRICE LIST

Robsport International
@RobsportInt



RetroMarques Ltd
Traditional, trusted classic car service…

▲ Caring for your classic! ▲

- Routine servicing, repairs & maintenance, MoT tests
- Winter storage – choice of budget or premium facilities, secure, insured; reserve a slot now!
- Full bodywork repair and paint facilities, including oven
- Bespoke car search, inspection and purchase service
- Sales – both on a commission basis and outright purchase

A service that you can trust from owner-enthusiasts: *we care!*
Please call Rob & Mark to discuss your requirements






Tel: 01684 297698 or 07791 417191
E-mail: Enquiries@retromarques.co.uk
Strensham Business Park, WR8 9JZ (off M5/M50 jct)
www.retromarques.co.uk

UK·SPORTS·CARS
INDEPENDENT LOTUS & CATERHAM SPECIALISTS
www.uksportscars.com For everything Lotus & Caterham


PORSCHE 911 3.0 SC TARGA, 1982. EXCEPTIONAL THROUGHOUT WITH SUPERB BLACK LEATHER. £29,995


LOTUS ELAN S2 TYPE 26, 1966. SUPERB REBUILD ON LOTUS GALVANISED CHASSIS. £36,995


LOTUS CORTINA MKII LEFT HAND DRIVE, 1967. SUBJECT OF NUT AND BOLT RESTORATION. £29,995



CATERHAM SEVEN 1700 SUPER SPRINT 5 SPEED DE DION. 1990. STEVE PARKER RACING ENGINE UPGRADE. SUPERLITE ALLOYS. £11,995.


LOTUS EUROPA S1 1967 ROAD REGISTERED RACING CAR LEFT HAND DRIVE. RARE EXAMPLE WITH V5C AND MOT. £25,995


LOTUS ELAN+2S130/5, 1973. GENUINE LIMITED EDITION JPS NO. 67 OF 115. NUT AND BOLT REBUILD. STUNNING EXAMPLE. £26,995

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

BERRY BROOK

SOUTH WEST

Demonstrators | Hire | Service | Repairs
Full Restorations | Aero 8 Specialists

A SELECTION OF USED MORGANS

(2014) PLUS 4 Ford 2.0 engine, Sport Black, Black Leather.....£38,995

(2003) 4/4 Ford 1798cc Zetec engine, Classic Red, Black leather.....£24,995

(1992) PLUS 4 Rover 2.0 engine, Blue, Mulberry Red Leather.....£19,995

(1991) PLUS 4 - 4 SEATER Rover M16 2.0 engine, Corsa Red, Black leather.....£19,995

(1984) 4/4 - 4 SEATER Ford 1.6 CVH engine, Royal Ivory, Maroon leather.....£17,495

NEW PLUS 4
Ford 2.0 engine



£45,995

MORGANS WANTED CASH PURCHASE OR COMMISSION

FINANCE AVAILABLE

THE ALL NEW SERIES II MORGAN Roadster
Available to order now
£45,900



www.berrybrook.co.uk | morgan@berrybrook.co.uk
TEL: 01392 833301
Dawlish Road | Exminster | EXETER | Devon | EX6 8DN

CHARLES RUSSELL Classic Cars



TVR Chimaera 1998 registration facelift model. 60,000 miles. Starmist Green with unmarked Magnolia leather. Huge history file. 4 Litre model with mapped ignition and fuelling. Absolutely immaculate. This car wants for nothing. .....**£15,000 with number plate S22 TVR. £13,500 without**



Morris Minor Traveller Lovely older restoration in a striking shade of Teal blue. Gains complements wherever it goes. Improvements include an alternator, electronic ignition and servo brakes. Bespoke wooden dog guard to match the timber framing. Tax free.....**£8,000**



Hawk Cobra 289 Quite simply the best recreation of the iconic early Cobra we have seen. Professionally built for our client in 2006 and only 6,000 miles since. Flawless paint finish in distinctive period British Racing Green with a light tobacco hide. Race specification 3.7 V8 with gas flowed heads, fast road cam and 4 barrel Holley. Five speed gearbox and custom front suspension. Sounds fantastic through its custom sports exhaust.....**£32,500**



Bentley Turbo RL One of the last hand built bruisers from Crewe. 1996 registration (P). 70,000 miles. Resplendent Cherry Red metallic with light magnolia hide. Has been maintained regardless of cost in recent years with Hanwells Rolls Royce specialists in London. Blenheim Palace on wheels.....**£20,000**



Porsche 996 Coupe 2003 facelift edition. 108,000 miles. Arctic silver with black leather interior. Porsche navigation and ICE system. GT3 Split Rim alloys (recently refurbished). Massive history with a reconditioned tiptronic gearbox this year. One of the nicest driving 996s we have had. Solicitor owned. Nice unmolested examples are becoming rare..**£12,000**



Morris Minor Convertible Older professional conversion in lovely condition. "Matilda" is classic Old English White with a Maroon interior. Servo brakes and electronic ignition. Adored wherever she goes, she has starred at a number of weddings and always steals the limelight.....**£6,500**

Charles Russell Classic Cars
The Motor Garage
Netheravon, Salisbury, Wiltshire SP4 9RH
www.charlesrussellclassics.co.uk
Telephone: 01980 670632

PERCIVAL motor company

Jaguar Mk10 Automatic



1963, 3.8 litre, 49,000 miles, cream interior, low ownership, in beautiful condition. **£24,995**

Range Rover 3.9 Vogue SE



1994, black leather, 'Soft Dash', 75,000 miles with history, immaculate throughout **£14,995**

Wolseley 4/44



1955, dark green, light grey interior, good chrome, well maintained, rare car ideal for local shows.....**£7,750**

Land Rover 110 TD5



1999, twelve seater, 83,000 miles since new, two owners to 2014, unmolested **£12,495**

Lotus Elite Series 2



1962, MG gearbox, silver over metallic maroon, restored extensively over many years, immaculate **£69,995**

Mercedes 230 TE Estate



1983, 79,000 miles, converted to run on LPG, immaculate condition inside and out, superb.....**£8,995**

For help or information please call Simon Percival on 01622 851841 or visit www.percivalmotorco.co.uk
Percival Motor Company. The Old Forge, Pye Corner, Ulcombe, Maidstone, Kent ME17 1EH



SERVICING RESTORING
REPAIRS TRIMMING
SALES PARTS

JENSEN
REJEN

MK 3 INTERCEPTOR - FULL NUT & BOLT RESTORATION BY REJEN

REJEN JENSEN SPECIALISTS

Our true passion for Jensens makes us the perfect choice if you're looking to keep your car running smoothly, or to return it to its former glory.

PARTS
Vast range of New, Used and Reconditioned Parts

SERVICING
Full Repairs, Maintenance and Improvement service

TRIMMING
Full trim shop - new trim to original patterns

For FREE friendly advice or to enquire about parts please contact Jason via

phone 01962 777 400
email info@jensenparts.co.uk
online www.jensenparts.co.uk

MasterCard VISA

Baybridge Lane, Owslebury, Winchester, Hampshire SO21 1JN Rejen Sales Ltd

For thousands of cars for sale visit classiccarsforsale.co.uk

MORGAN

Appointed Agent

Enhance your Morgan?

We fit with excellent results:
- Suplex Suspension Kits
- Power Assisted Steering
- Evans Waterless Coolant

PERRANWELL MORGAN GARAGE

NEW +4 2str. Ferrari Metallic Blue. Mohair weather equipment.....£43,995
2012 Roadster. 3.7cc. Metallic Blue. Power Steering. 2000 miles £43,000
1988 4/4 4str. Black. Cinnamon/Tan leather. 1.9 Stage 2 CVH Engine.....£16,950
1997 4/4 2str Green. Stone leather interior. Simmonds Hood..... DUE IN
2013 Morgan Three Wheeler. Green. One owner. 750 miles.....£28,500
DUE IN: NEW AR PLUS 4 POWERED WITH COSWORTH 2 LITRE ENGINE.
225 BHP. LIMITED EDITION OF 50 ALL SOLD OUT AT FACTORY.
All the above are featured on our website
www perranwell co uk



Selling Your Morgan – contact us

PERRANWELL STATION, TRURO TR3 7PT. TEL 01872 863037/865859

GORDON-SMITH
Modern Automobile Classics

Modern and future classics
prepared for sale by an enthusiast

Visit www.gordonsmithmac.co.uk
or call 01449 612314







Westcountry Classics

1953 Austin A30 AS3, sound running, driving early A30..... **£2,995**
1953 Ford Popular 103E, fully restored and lovely..... **£6,995**
1970 Land Rover LWB Pickup 200TDI engine, tax free, long MOT..... **£4,250**
1970 MGB GT, BRG, black leather, wires, webasto, overdrive, good example.. **£5,995**
1970 Porsche 356 Speedster Replica, very pretty and good fun..... **£16,500**
1971 Morris Minor 2 door, very sound, lots spent, very good condition **£4,495**
1974 Triumph Spitfire. White, 1500, O/D, Powder coated chassis, lots of extras. VGC and good fun **£4,500**

TOURING MOTOR SERVICES, ROSUDGEON, PENZANCE, CORNWALL, TR20 9QE
TEL/FAX: 01736 762402 EMAIL: westcountryclassics@btinternet.com
We are open to sensible! offers on the above vehicles
Viewing by appointment. DELIVERY CAN BE ARRANGED.
www.westcountryclassics.com

Arjun Auto Classics to Exotics

10YR CHASSIS WARRANTY! 100% BUYBACK GUARANTEE ON CARS SOLD WORLDWIDE! (stc)
We accept any PX LHD/RHD. Even if more expensive.
www.arjunauto.com Tel No: 07931 554449 Answerphone: 01634 714138

Just 10 Mins from M25 Tunnel, Europe's No1 Shopping Mall Bluewater & EUROSTAR STN


ASTON V600 1of 4 LHD 400K NEW WORTH £1/2M 5YR? INVEST £199K


LHD 1969 E TYPE R'STER 4.2L S2 £30K JUST SPENT. INVEST £59K


1974 DE TOMASO PANTERA L LHD 55KM 450BHP INVEST £57K


LHD/RHD MERC 280SE 3.5L CABS 2 ORIG & 2 CONVERSION. fr £68K


RENUALT RACE CUP SPIDER 1of 100. 200BHP. INVEST £19K


RHD 6.3 VANTAGE VOLANTE X PK 5SPD £300K SPENT. £199K

WE PAY TOP PRICES TO BUY YOUR CLASSIC

COGWHEEL MOTOR COMPANY

Cogwheel Motor Company
The person to person classic car people

2002 Ferrari 550 Maranello **£134,995**
43k. FSH. Just serviced by main dealer. Eric Clapton car. Grey metallic, black hide - many extras.

1991 Porsche 944 Turbo **£18,995**
103k. Grey metallic, cream leather. Amazing service history. New MOT. Just cam belt serviced at main dealer.

1991 Porsche 928GT Manual **£29,995**
103k. Manual . £11.5k recently spent. Black/black. Amazing history. Rare car

1969 Mini Cooper MK2 **£12,750**
Red. New MOT. Resprayed. Very pretty car.

1964 Mini Traveller MK1 Woody **£8,495**
Blue. New MOT. Much restoration. Heritage certificate.

1963 Mini 850 MK1 **£6,495**
Red. 58000 miles. 2 owners. New MOT. Heritage certificate. Call for detail. Rare.

1960 Mini 850 MK1 **£8,495**
59 specification. 1960 registered. Primed shell plus 90% parts. Heritage certificate. Call for more info. Very very rare

Please call to enquire, viewing by appointment only.

Call:
Crispin: 07919 888111
Neil: 07917 156985

Email: cogwheelmotorco@gmail.com
We buy Classic Cars. Do give us a call for a chat.
Part of the TMTI Group - Company Number: 4133536 - VAT No: 771356128

Corsley Garage, Corsley Heath, Warminster, Wilts, BA12 7PL

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

The Aston Martin parts specialist.

Desmond J. Smail



36 East Street, Olney,
Buckinghamshire MK46 4AP

T +44 (0)1234 713 083 (Option 2)
E parts@djsmail.co.uk
W djsmail.co.uk



Classic Car Insurance

Featured Insurer: Adrian Flux

From Ford Cortinas to Austin Sevens, Vauxhall Vivas to Morris Marinas, and everything in between, Adrian Flux provides tailored, affordable classic car insurance to suit any need.
Get agreed value cover, limited mileage policies, owners club discounts, laid up policies, modification cover and much more from the UK's largest specialist insurance broker.

Call us today to obtain a free no obligation quote **0800 085 5000 www.adrianflux.co.uk**

Carole Nash
tel: 0800 7819289 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.:

Lancaster Insurance
tel: 01480 484837 w: www.lancasterinsurance.co.uk/cc
Price: Monthly Payment:
Excess: Ref No.:

Cherished Vehicle Insurance
tel: 0845 077 3080 w: www.cherishedvehicleinsurance.co.uk
Price: Monthly Payment:
Excess: Ref No.:

Footman James
tel: 0333 207 6023 w: www.footmanjames.co.uk
Price: Monthly Payment:
Excess: Ref No.:

Heritage Classic Car Insurance
tel: 0121 248 9207 w: www.heritagecarinsurance.co.uk
Price: Monthly Payment:
Excess: Ref No.:

Adrian Flux
Freephone: 0800 085 5000 w: www.adrianflux.co.uk
Price: Monthly Payment:
Excess: Ref No.:

Peter Best Insurance
t: 01376 574000/01621 840400 w: www.peterbestinsurance.co.uk
Price: Monthly Payment:
Excess: Ref No.:

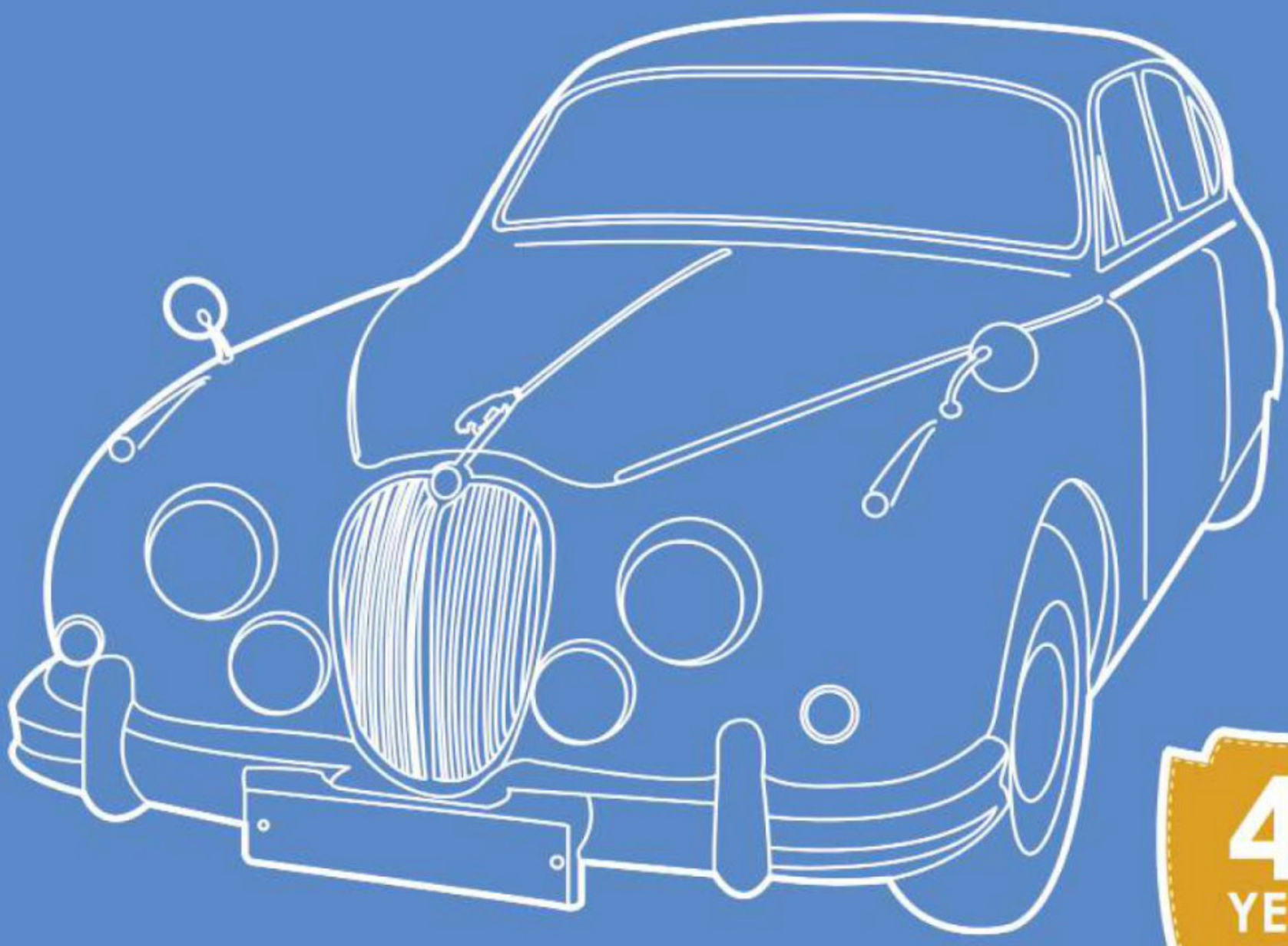
Lynbrook Insurance
tel: 0845 1304662 w: www.lynbrookins.co.uk
Price: Monthly Payment:
Excess: Ref No.:

Hagerty Insurance
Tel: 0333 3231383 w: www.hagertyinsurance.co.uk
Price: Monthly Payment:
Excess: Ref No.:

ClassicLine Insurance
tel: 01455 639000 w: www.classiclineinsurance.co.uk
Price: Monthly Payment:
Excess: Ref No.:

Stewart Miller & Peter James
tel: 0121 506 6040 w: peterjamesinsurance.co.uk
Price: Monthly Payment:
Excess: Ref No.:

Your Pride and Joy



40 YEARS OF EXCELLENCE

Benefits available include:

- FREE Legal Cover
- Breakdown Cover
- Agreed Value
- Laid-Up Cover
- Limited Mileage Discounts
- Club Member Discounts

Insurance for your Classic Car

Adrian Flux know how much you love your classic car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

0800 085 5000

adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

ADRIAN FLUX

SPECIALIST VEHICLE INSURANCE

Cherished by you
Insured by us



- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for drivers from 18 years of age and no upper age limit*
- ✓ Agreed value*

Call our friendly UK team for a quotation

01277 206 911

www.rhclassicinsurance.co.uk

* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call, for further information.

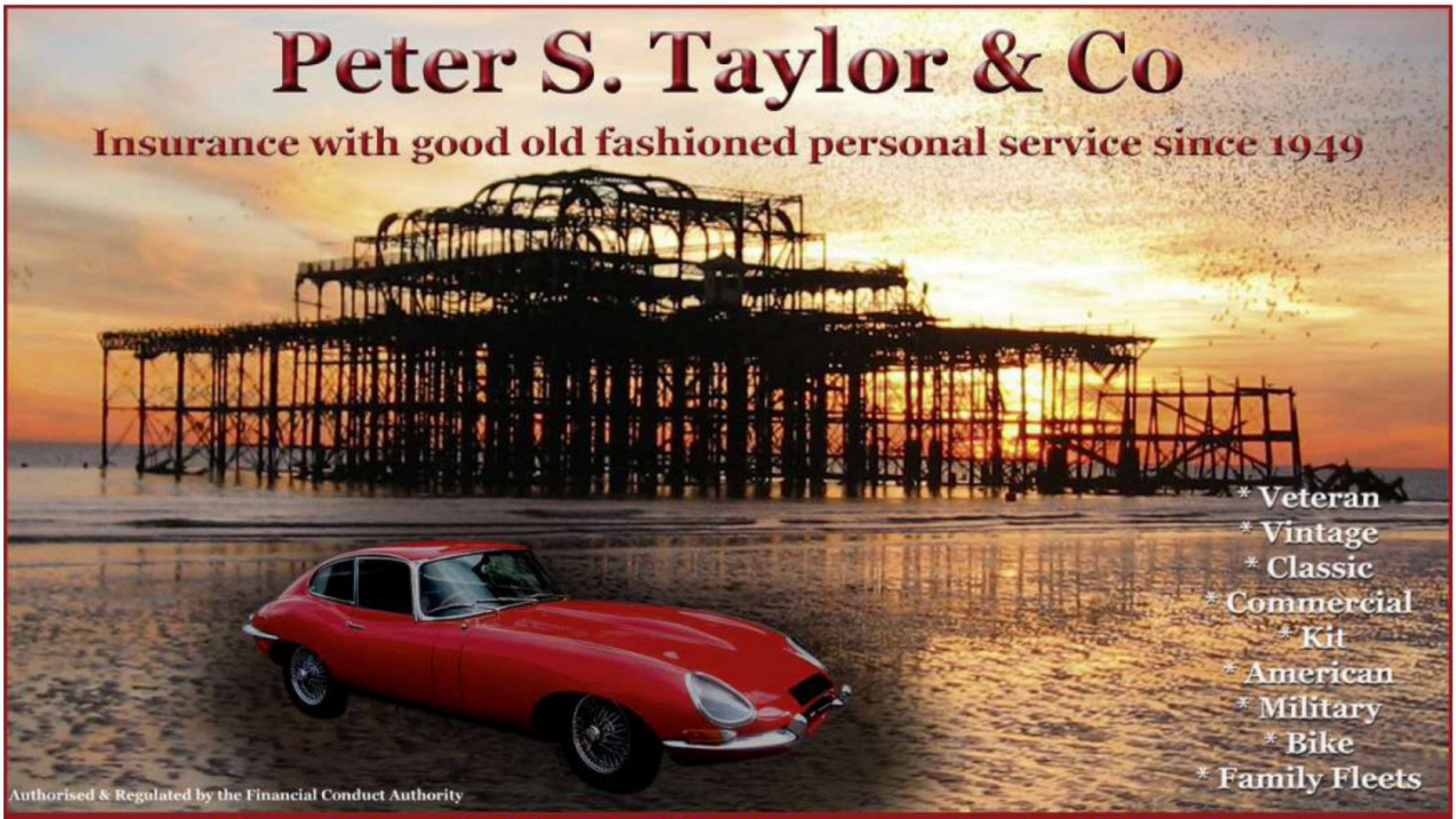
Photography courtesy of James Lipman.

RH Specialist Insurance is a trading name of Hiscox Underwriting Limited. Hiscox Underwriting Limited has granted a licence to ERS Syndicate Services Limited to use the brand name, RH Specialist Insurance, subject to the terms of the licence. The insurer on all RH Specialist Insurance policies is Syndicate 218 at Lloyd's, which is managed by ERS Syndicate Management Limited. ERS Syndicate Services Limited is an Appointed Representative of ERS Syndicate Management Limited, which is authorised by the Prudential Regulation Authority and regulated by the Prudential Regulation Authority and Financial Conduct Authority. Hiscox Underwriting Limited is authorised and regulated by the Financial Conduct Authority.

Find us on Facebook

Classic Car | Modern Car | Classic Bike | Multi-vehicle | Military

FP0030


Peter S. Taylor & Co
Insurance with good old fashioned personal service since 1949
* Veteran
* Vintage
* Classic
* Commercial
* Kit
* American
* Military
* Bike
* Family Fleets
Authorised & Regulated by the Financial Conduct Authority
For a free and without obligation quote, please call us on:
01273 820303 / 329307
www.peterstaylor.co.uk
First Floor, 81 Church Road, Hove, BN3 2BB


"WHAT SUNDAYS WERE MADE FOR"
To enjoy that Sunday drive* call us on 01480 484 837.
Our dedicated classics team will ensure you have the right insurance cover to keep you both protected and enjoying the drive.
*Other days of the week are available, but nothing beats a Sunday morning.
LANCASTER
LIS.B.CC.HP.2015
BENEFITS
Agreed valuation • Up to 25% discount for car club members • Limited mileage discount • European cover • Cover for track days, charity events and wedding use • Use of your no claims discount • UK and European breakdown cover • Up to £100k legal expenses • Multi-Car Policies • Salvage Retention
Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services Ltd are authorised and regulated by the Financial Conduct Authority (No. 306514). For mutual security, calls are recorded and may be monitored for training purposes.
Proud sponsors of
CLASSIC MOTOR SHOW 2014
Call us today:
01480 484 837
www.lancasterinsurance.co.uk
LANCASTER INSURANCE

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

Classic Car insurance with extra sparkle

TO ENTER OUR FREE PRIZE DRAW[1], QUOTE REF: AUTOGLYM

YOUR CLASSIC CAR INSURANCE POLICY INCLUDES:

- Free Agreed Value[1]
- Salvage Retention[2]
- UK & EU breakdown worth over £100 - includes Homestart
- Up to £100,000 Legal Expenses cover in the event of an accident that's not your fault
- Club member discounts[2]
- You could also save 41% with a Multi-Classic Car policy[†]

"Fancy getting your hands on this little lot? Give Carole Nash a call, I've had all my classic cars insured with them for years, they're great."

FUZZ TOWNSHEND





Carole Nash, a name you can trust

0800 093 5511

Classic | Camper Van | Specialist | Military | Performance

cherished.carolenash.com /insideclassics.com @insideclassics

CAROLE NASH 30TH BIRTHDAY
The care it deserves

96% reevoo of customers would recommend Carole Nash
Based on reviews from January 2015 - June 2015

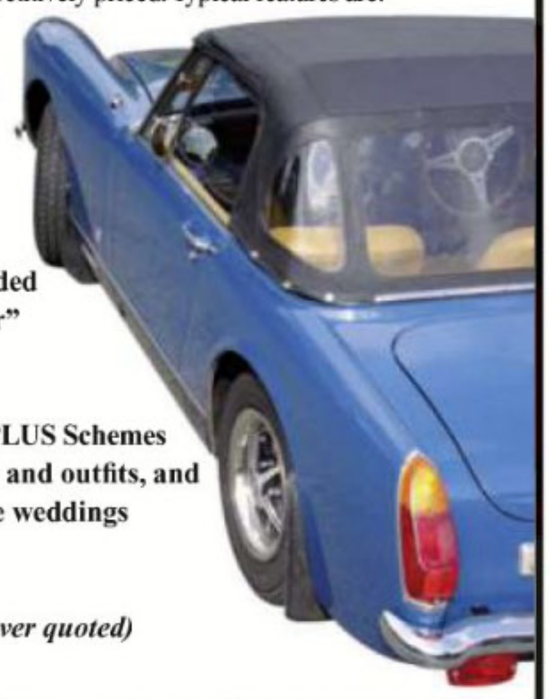
Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. †Based on an average customer, saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. [1]Terms and conditions apply - cherished.carolenash.com/terms-and-conditions.aspx [2]Terms and conditions apply - call for details 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.

LYNBROOK INSURANCE

OFFER CLASSIC INSURANCE WITH UNIQUE FEATURES

Established 1972

The quotation will be structured for your needs – not the Insurers'. If you view your vehicle as a classic, then probably so will we – and offer you cover. Our policies generally include more than our competitors – yet are competitively priced. Typical features are:-



- **Cover for drivers from 21 years old**
- **Ability to buy back salvage**
- **Extra payment to help you find a replacement (if written off)**
- **Spares and accessories kept at home included**
- **Payment made if you want to "self repair"**
- **Repayment for miles you do not use (on our 8,000m limit scheme)**
- **UK and European Breakdown/Recovery PLUS Schemes for collections, caravanettes, motorcycles and outfits, and commercial vehicles. Cover could include weddings and personal business use.**

(not all features may be included in the cover quoted)

WE TRY TO BEAT COMPARABLE QUOTATIONS THOUGH OUR QUALITY IS INCOMPARABLE

Tel: 0845 130 4662 8am-6pm Weekdays | 9am - 1pm Saturdays

SPECIALIST INS. DIV (LYNBROOK), LIRARY HOUSE, NEW ROAD, BRENTWOOD CM14 4GD

"lynbrook@equitygroup.co.uk"

Lynbrook Insurance is an Introducer Appointed Representative of Equity Direct Broking Ltd which is authorised and regulated by the Financial Conduct Authority.

1965 your 50 years insurer 2015

What you should expect from your multi car insurer

A business you can trust
Independent and family owned since 1965

Speak to the same person everytime
Your own personal client manager

All the features & benefits
You would expect from a multi car policy



CLASSIC CAR INSURANCE Heritage Since 1965 – BORN FOR ENTHUSIASTS BY ENTHUSIASTS

To speak to your personal client manager call now on

0121 248 9451

www.heritagecarinsurance.co.uk

Heritage Classic Car Insurance, part of Norton Insurance is authorised & regulated by the Financial Conduct Authority.

1985 PBIS

PETER BEST INSURANCE

1985 30 YEARS 2015

Our 'BEST' Deal In CLASSIC CAR INSURANCE

Looking for a NEW policy or just a great deal on your RENEWAL, our classic car policies deliver exceptional cover at very affordable premiums



Single Car Policies	from £75	Special Rates for Collections	
Multi-Car Discounts	up to 50%	FREE Agreed Value	
Modern & Classic Cars on One Policy		FREE Breakdown & Recovery	
Club Member Discounts		Various Mileage Options	

Terms & Conditions apply

PBIS only uses High Quality Insurers.

Classic Car - Modern Car - Classic 4x4
Classic Military - Classic Bike - Classic Commercial

FEDERATION British Motorsport Vehicle Clubs TRADE SUPPORTER

30 YEARS OF QUALITY CLASSIC CAR INSURANCE

01376 574000

www.peterbestinsurance.co.uk

Authorised and Regulated by the Financial Conduct Authority



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.

Plus, the site is now mobile optimised so you can browse cars for sale on the go.



Sell your classic car for FREE

It couldn't be easier to place an advert:

- ✓ Tell buyers all about your car with **unlimited text**
- ✓ Show your car at its best with up to **100 photos** plus a video link
- ✓ **No need to rebook** - we'll hold your advert on the site until it's sold

Projects



Affordable classics



Supercars



Modern classics



ClassicCarsForSale.co.uk

From the publishers of Classic Cars practical CLASSICS CLASSIC CAR WEEKLY BUYING SELLING NEWS

TRANSPORT & STORAGE



Car Storage Scotland

your car ... our passion

- Secure indoor storage
- Nationwide fully enclosed transport
- Airport delivery & collection
- International shipping
- Routine maintenance

Tel: 0131 663 9020

info@carstoragescotland.co.uk

www.carstoragescotland.co.uk

TRANSPORT & STORAGE

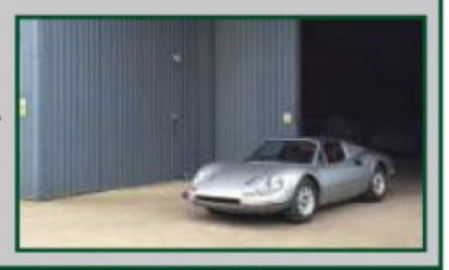
RH Classics



RH Classics can now offer full storage solutions for your vehicle. Our new facility is located close to our workshops in a large, secure, insured and fully insulated unit.

Weather you just need to lay your vehicle up for the winter, or you need long term storage and care for your investment. We can cover all your needs.

Our storage plans start from £20.00 per week. Please see our website for more details.



12 Main Street, Twyford, Melton Mowbray, Leicestershire, LE14 2HU
01664 840687 – 07786425362 • www.rhclassics.co.uk

TRANSPORT & STORAGE

Millfield Car Storage

of East Grinstead

mcs

★ 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

TRANSPORT & STORAGE

CHERISHED VEHICLE TRANSPORT





- ✓ UK & European Coverage
- ✓ Enclosed car transportation
- ✓ Fully comprehensive insurance
- ✓ Low loading ramp
- ✓ Based in Spalding, Lincolnshire
- ✓ Competitive pricing available
- ✓ Specialising in vintage cars

www.cherishedvehicletransportation.com
cherishedvehicletransportation@yahoo.co.uk
07766 206853

TRANSPORT & STORAGE

EASTWIND SHIPPING

WORLDWIDE SHIPPING – AIR FREIGHT

Container – Roll on Roll off – Customs clearance –Warehousing
Specialized in consulting on VAT & Import duty (UK / EUROPE)

Contact: Tel: +44-(0)208 133 1212
Email: info@eastwind-shipping.com

TRANSPORT & STORAGE

The English Garage

on the French Riviera



UK & European Vehicle Transportation

A personal service for private collectors, trade & clubs.
A specialised service for Insurers, Underwriters & Assistance companies

Contact John Wilde for a free quote!
+33 49 4 40 88 33 (24hr)
rivieragarage.com

Part of Automobile Assistance International | TVA: FR72735917559 | RC: 315917559APE501Z

TRANSPORT & STORAGE

Instant Shipping Calculator

shipmycar



Classic Cars from the USA, EU, Dubai etc - we handle everything - get an **instant** quote online at:

www.shipmycar.co.uk

t: 01908 887917

ACCESSORIES



The Holtye
- Offer expires 31/12

*Excludes groundworks, bricks, roofing, assembly, delivery & VAT





Oak frame garages ideal for self assembly or by our expert team.

- Hand crafted in our workshops
- Free site survey subject to location
- Free planning drawings with every order
- Try our 'Quick Quote' on our website
- Over 480 designs in our Acorn Range

01273 400411 www.oakdesigns.org Oak Designs Co.

ACCESSORIES



ASTON MARTIN

The Aston Martin parts specialist.

Desmond J. Smail



36 East Street, Olney,
Buckinghamshire MK46 4AP

T +44 (0)1234 713 083 (Option 2)
E parts@djsmail.co.uk
W djsmail.co.uk

ASTON MARTIN

TRINITY ENGINEERING
www.trinityaston.co.uk
ASTON MARTIN SPECIALISTS



Classic and modern in perfect harmony...

Trinity Engineering has a well established reputation for superb engineering and attention to detail at affordable prices on the older range of Aston Martins from 1950 onwards, and we now give this same level of service to modern Aston Martin Vanquish, DB9, V8 & V12 Vantage and DBS owners.

• Service • Diagnostics • Parts • Repair •

Maintaining the future with traditional engineering...

Contact: Tim Butcher Tel: 01932 862 040 Fax: 01932 868 747
Email: tim@trinityaston.co.uk
Address: Bramley Hedge Farm, Redhill Rd, Cobham, Surrey, KT11 1EQ

AUTO TRANSMISSIONS

CLASSIC CAR AUTOMATIC TRANSMISSIONS & PRE-SELECT GEARBOXES
RECONDITIONED UNITS & SPARE PARTS SUPPLIED
G WHITEHOUSE AUTOS LTD
TEL: 01229 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

BOOKS

POOKS MOTOR BOOKSHOP
of Rothley, nr Leicester LE7 7PJ
Books, brochures, magazines etc
Mail Order worldwide or visit weekdays.
Phone 0116 237 6222; 0116 237 6661 Fax 0116 2376491
Email - pooks.motorbooks@virgin.net www.pooksmotorbooks.co.uk

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: 01753 842680 www.powertrackbrakes.co.uk

To advertise in Classic Cars please call Tom Staggs on 01733 366388

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.





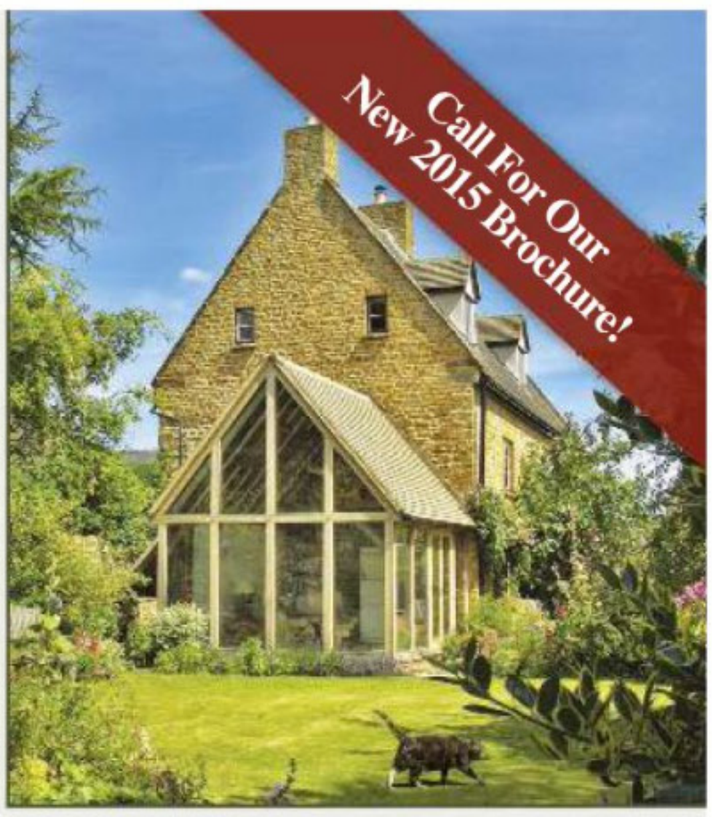
www.passmores.co.uk

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







01384 296611 | email: info@primeoak.co.uk | www.primeoak.co.uk

GARAGES I GARDEN ROOMS I ORANGERIES I HOME OFFICES I CONSERVATORIES I BARNS I STABLES

BUILDING

WARWICK Buildings
Award Winning Garages



warwickbuildings.co.uk
01926 815 757

BUILDING



GARAGING
OUT BUILDINGS
BARNS
CART SHEDS
HOME OFFICES
GAZEBOS
BESPOKE HOMES






HAMLET

OAK FRAMED BUILDINGS
CONTACT: 0800 08 59 699
www.hamletbuildings.co.uk

BUILDING



monarchoak

Over 50 years' experience in oak framed buildings





• Garages • Garden Rooms • Complexes
• Gazebos • Pergolas

01323 765410

Quality in its finest form

www.monarchoak.co.uk

CLUBS

STAG OWNERS CLUB
A VERY SOCIAL CLUB

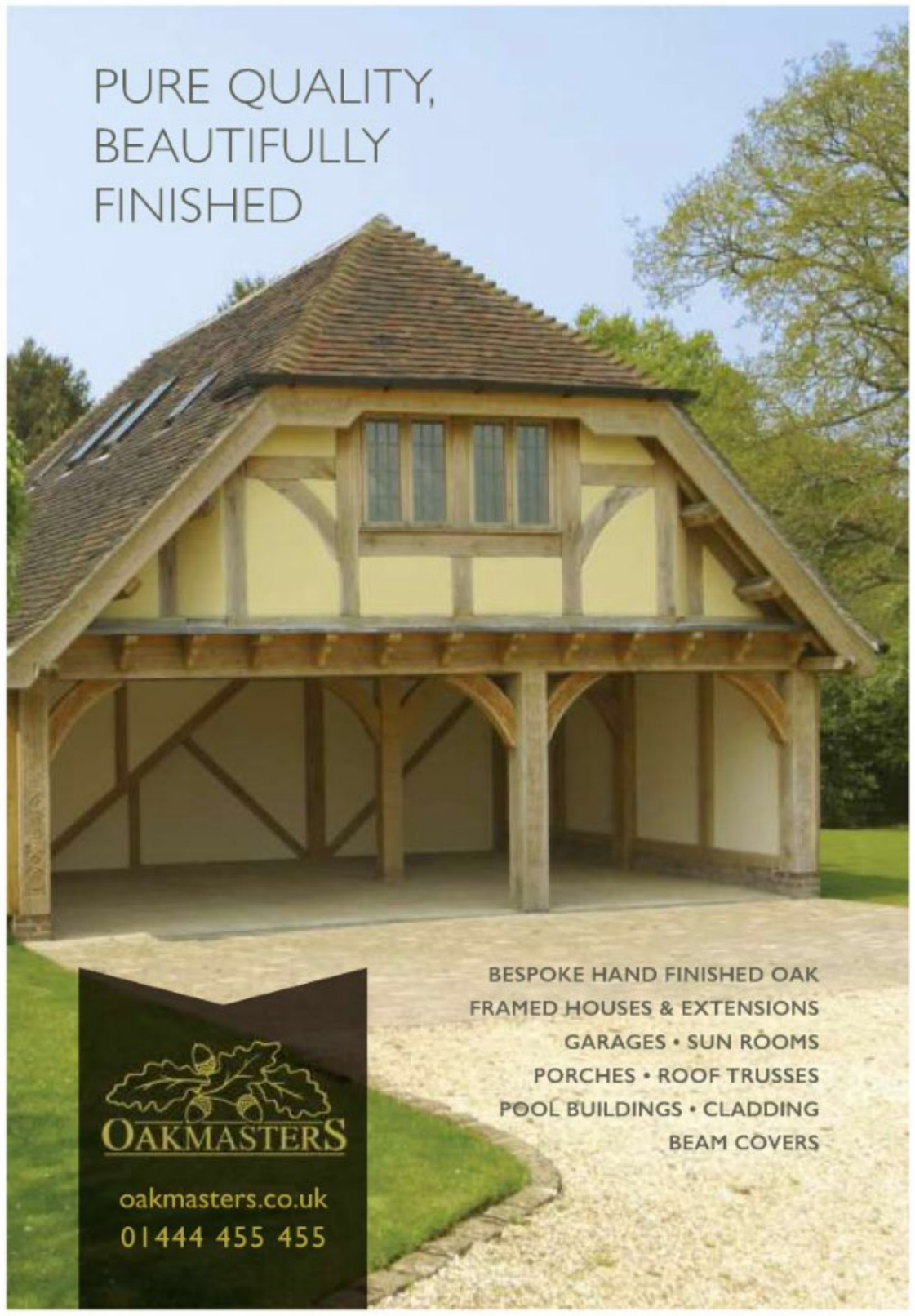


The Stag Owners Club offers you:
- Club Areas x 40 in the UK
- Club National and International events
- Club Insurance Scheme
- Club online Forum, Club magazine

Interested? Explore our website, follow us on social media or ring 01379 677735.

WWW.STAG.ORG.UK

BUILDING



CAR HOODS

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

CLASSIC RADIOS

Chrome London



Rare & Original Vintage Classic Car Radios

SELL, BUY, EXCHANGE, RESTORE

www.chromelondon.com Tel 0203 7939090

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

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

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





PRICE EXAMPLES BELOW - please phone for the price of a cover for your car.

	In-Garage	Outdoor	Top-Only
Alfa Romeo GTV	£95	£148	£53
BMW 2002	£95	£148	£45
Morris 1300	£93	£140	£45
Rover 5	£98	£153	£46
Triumph 2.5pi	£96	£151	£46
Volvo P1800ES	£96	£149	£49

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 9-5.30 Sat 9-12.30
Rushden, NN10 0YD

CAR HOODS

CarCapsule™
Continuous Air Flow
Patent #4991363
VEHICLE STORAGE SYSTEM

Regular car covers are a thing of the past. Can you afford to settle for anything less than the best?
· Totally enclosed bubble. Protects your vehicle from the harsh elements.
· Prevents condensation the number1 cause of rust, corrosion and decay.
· Keeps vehicle dry & clean. Dust, rust, corrosion & mildew free, just as you left it!
· Also protects from insects, pets, kids at play & falling objects.
· Available in both indoor and outdoor models. Sizes from 14ft to 22ft.
· Continuous air-flow: air temp stays stable at all times, both winter & summer.
For more detailed information or to place your order, visit our website:
www.carcapsule.co.uk - We ship worldwide!



WORLDS MOST POPULAR VEHICLE STORAGE SOLUTION since 1994

Tel: 0151 8080 506

Please mention Classic Cars when responding to our advertisers

COVERS

CLASSIC ADDITIONS

• Established 1989 •

10% OFF with code CCARS

Get a quote online at
www.classicadditions.com
or call 01938 561717

- Innovative range of car covers
- Transportation & Motorbike covers

From only £90



- Easy to fit Wind Deflectors with a range of different models available

COVERS

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

CARPET SETS FOR MOST MODELS

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

EXHAUSTS

EARLPART LTD

Classic Exhausts

Exhaust manufacturers of mild steel and stainless steel
Phone now for a competitive price
WEBSITE: www.classicexhausts.co.uk
LONGBRIDGE LANE, LOSCOE ROAD, HEANOR, DERBYSHIRE DE75 7GH
Tel: 01773 719504 Fax: 01773 530828

ELECTRO PLATING

DerbyPlating

The Quality Service for the Discerning Enthusiast
Specialist Electroplaters, Polishers and Metal Finishers
Derby Plating Services Ltd | 148 Abbey Street | Derby | DE22 3SS
t/f. +44 (0) 1332 382408
e. info@derbyplating.co.uk w. www.derbyplating.co.uk

great magazines top titles .co.uk

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, E-TYPE JAGUAR 18ft X 11ft.
from only

£37.50

Postage cost £7.50 per order



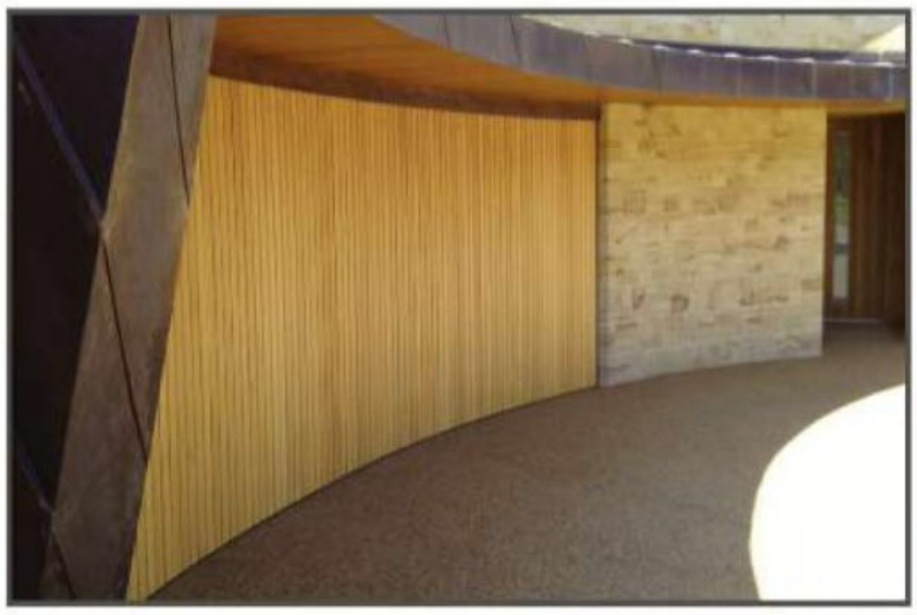
Phone now with your order: **01254 704625**
or order online at: **www.cardustcovers.co.uk**

Mastercard VISA ebay PayPal

INTERIOR RESTORATION

Bespoke Garage Doors

Commercial | Domestic | Listed & Heritage | Special Projects













Solid Timber | Aluminium | Brass | Glass

Quality - Innovative - Proven since 1968

RUNDUM meir

T: 0151 280 6626 | E: info@rundum.co.uk | W: www.rundum.co.uk

INTERIOR RESTORATION

FurnitureClinic

care and repair

LEATHER CARE & REPAIR SPECIALISTS

Manufacturers of a unique range of leather cleaning, repair & restoration products.





- SCUFFS, SCRATCHES, RIPS, TEARS & BURNS
- COMPLETE RESTORATION OR COLOUR CHANGE • CLASSIC & MODERN CARS
- DIY CLEANING, REPAIR & RESTORATION KITS AVAILABLE

Branches nationwide offering a full leather restoration service. Exact colour matches available using advanced colour technology or from one of 10,000+ colours in our colour computer database.

Head Office: Furniture Clinic, Unit 10, Hobson Industrial Estate, Burnopfield, Newcastle Upon Type, NE16 6EA
tel: 0844 879 3691 **fax:** 01207 270 940
email: enquiries@furnitureclinic.co.uk **web:** www.furnitureclinic.co.uk

MINI



INTERIOR RESTORATION

Becker Dash Boards

Full Classic car dash board restoration service from total re-veneer to re-finish.



Burr walnut a speciality,
Work carried out by top end cabinet maker



email **finefurniture@pnbecker.co.uk**
Tel **07826 853804**

PARTS AND RESTORATION

AGRIEMACH Ltd

FOR ALL YOUR HEAT AND SOUND CONTROL SOLUTIONS & SPECIALIST TOOLS



- Heat & Sound Insulation Range
- Rust Removers & Converters
- Fuel Tank Repair Products
- Specialist Radiator Additives
- Specialist Tools
- 24 hour On-Line Shop

FREE CATALOGUE AVAILABLE

Tel: 013 42 713743

www.agriemach.com

PARTS AND 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

PARTS AND RESTORATION

AMAZON Z CARS
www.amazoncars.co.uk

VOLVO PV – Amazon – P1800 –140 – 164
Thousands of Original and sporting parts are on our shelves
Parts Couriered – Workshop
01379 388400

PARTS AND 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

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., 6 miles south of NORWICH
Tel: (01508) 570351 • Web: www.omicron.uk.com

PARTS AND RESTORATION

REES BROS

CLASSIC CAR RESTORATION EST.1921
Enthusiastic craftsmanship at very competitive prices

For **free** advice and estimates, please call **Andy Child** or **Richard Battyll**

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 AND RESTORATION

WHEELS AND HUBS MODIFIED

SPACERS AND ADAPTORS MANUFACTURED TO VARIOUS STUD PATTERNS
OVER 40 YEARS ENGINEERING EXPERIENCE

0117 940 1440
steve@pweng.co.uk
www.pollingerandwarren.com

Pollinger & Warren Eng Ltd, 31 Charlton Road, Kingswood, Bristol BS15 1HA

PARTS AND RESTORATION

IVOR SEARLE

ENGINE MACHINING AND REBUILD SERVICES

Bringing Your Engines and Components Back to Life



Our de-rust process cleans and unblocks waterways returning cooling systems to their original performance.

With over 60 years in the industry as one of the UK's leading engine remanufacturers, Ivor Searle Ltd offer a wide range of engine rebuild and machining services for all vehicle makes and model.

Our specialist remanufacturing skills and modern equipment allow us to remanufacture classic engine models to tighter tolerances and finer surface finishes which in turn, give improved emissions, increased reliability, longer service life and enhanced performance.

All machining work is covered by our 12 month unlimited mileage, parts and labour warranty

For all enquiries phone our engine machining and rebuild department on:

01353 727635

or email **machiningshop@ivorsearle.co.uk**



For more information on all of the machining services we provide visit
www.ivorsearle.co.uk/machining_services.htm

PARTS AND RESTORATION

TEMPLAR AND WILDE

WWW.TEMPLARANDWILDECLASSICS.CO.UK



Classic Vehicle Restoration and Service based in Hedgerley in Buckinghamshire.

Not only do we specialise in the Volvo 1800 range we are also passionate about other classics from the 50's through to the 70's (Mercedes 300SL, 190SL and Pagoda, Ferrari and Fiat Dino, E Type and TR, Aston DB4 and DB5 etc).

We provide mechanical services and upgrades, part/full restoration, classic paint work, trimming and day to day servicing.

Transport for collection/delivery can be arranged and we now offer onsite secure classic car storage.

www.templarandwildeclassics.co.uk www.p1800specialist.com

RADIOS

Amaze your friends with the latest technology from Vintage Wireless.

BLUETOOTH IS HERE!



Bluetooth functionality can be added to most radios as part of an overall upgrade and refurbishment.
It provides wireless connectivity to *iphone*, *ipod*, *smart phones* and *MP3 players* and automatically mutes radios for phone calls.



Tel/Fax: 0161 973 0438
www.vintagewireless.co.uk
email:alan.vintagewireless@gmail.com

RESTORATION

Malton Coachworks



www.maltoncoachworks.co.uk

Vehicle Body & Paint
Accident Repair
Classic Car Restoration

Showfield Lane Industrial Estate,
Malton, North Yorkshire, UO17 6BT
Tel: 01653 692090
sales@maltoncoachworks.com

RESTORATION

Wiltshire - Hampshire - Dorset

Bodytech Restoration

- **Full or Part Restoration**
- **Fabrication & Panel Work**
- **Resprays & Colour Matching**
- **Rust Proofing**
- **Mobile Estimating**

CALL: 01722 716 100 or 07974 082 293
www.bodytechrestoration.co.uk
BRATCH LANE, DINTON, SALISBURY, SP3 5EB

RESTORATION

All automotive fabrication, bodywork and restoration.

Specialist in 2CVs and other A Series Citroens.

To discuss your needs, please contact:

Citwïns

Alan Rogers
Based in West Yorkshire

07580 728847
citwins@hotmail.co.uk
www.citwins.co.uk

RESTORATION

Classic Car Restoration & Welding Specialists

IMPERIAL MOTORCARS

- Panel Beating & Welding
- Painting & Bodywork
- Free transport service
- See website for other services

QEST



Based in Worcestershire

07779 433 235
01299 488 753

www.imperialmotorcars.com | enquiries@imperialmotorcars.com

PARTS AND RESTORATION

Classic Car Restorations

- Over 40 years practical experience
- Family-run company
- Nationwide collection
- Warranty on work carried out
- Call us for a free estimate & advice

Pool Lane Classics
Station Yard, Kirk Hammerton, York, YO26 8DN

01423 330591
www.poollaneclassics.com
info@poollaneclassics.com

RESTORATION



(UK) LTD
A M Restorations
RESTORATIONS TO ALL CLASSIC CAR MARQUES

FULL OR PART RESTORATIONS
RUST PREVENTION A HIGH PRIORITY
BESPOKE REBUILDS
SERVICING
FABRICATION
RETRIMMING
ALLOY WHEEL REFURBISHMENT
COLLECTION AND DELIVERY ARRANGED

www.amrestorations.co.uk
email: andysstag@sky.com
tel: 01752 346544

RESTORATION



Mavericks Garage
0161 376 2715

WHERE QUALITY DOESN'T MEAN EXPENSIVE
Service & Repairs - Bodywork - Custom Made Stainless Steel Exhausts & Manifolds - Full Restorations - Chassis Reconstruction Engine & Gearbox Rebuilds
BRINGING THE PAST INTO THE FUTURE

Email: mavericksgarage@aol.com
www.mavericksgarage.co.uk

UNIT 28, ALPHA COURT,
GORTON CRESCENT, DENTON,
MANCHESTER M34 3RB.

SERVICES

AES

AUTO ELECTRIC SUPPLIES LTD
Fast Mail Order Service - Order Online or by Phone
01584 819552



www.autoelectricsupplies.co.uk
FREE 100 PAGE CATALOGUE AVAILABLE

RESTORATION

CLASSIC RESTORATIONS (SCOTLAND) LTD

ONE STOP RESTORATION SHOP

FULLY TRAINED TRADESMEN
KNOW THE VALUE OF EXPERIENCE & SKILL

MECHANICS - ELECTRICS - PANEL MANUFACTURE - ASH FRAMES
COACH TRIMMING & HOOD MAKING - BESPOKE PAINTWORK

Tel: 01828 633 293 Mobile: 07885 316 689
charles@classicrestorations.co.uk
www.classicrestorations.co.uk

SERVICING

AUTOTEC Classic Limited



Experienced SP250 Mechanic

Does your Dart need . . .

- Chassis repair work
- Engine or gearbox work
- Windscreen rechroming
- Steering rack conversion
- Rear Suspension & Handling kits
- Overdrive conversions carried out
- Rear Telescopic Shock Absorber Conversion kit
- Steering rack kits also available or general work including a check over for MoT

Please phone to discuss, or visits to our equipped secure workshop welcomed.
Telephone: Philip (0118) 9340927 Workshop or (01344) 884071 Evenings
www.autotecsp250.co.uk

TOOL BAGS

Isn't it time the other half bought you a bag for Christmas for a change ?



Tools shown for illustration only

Beautifully crafted individually serial numbered leather tool cases for classic cars



The Tool Bag Co VISIT www.thetbco.co.uk
Also available from Classic Jaguar - Austin Texas www.classicjaguar.com

VACUUMS



KEY GARAGEVAC POINTS

1. **Class leading cleaning perfomance**
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







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

GarageVac

TRANSPORT & 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

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

TYRES

PERFECT FOR WINTER DRIVING OR LAYING UP

ACF-50
ANTI-CORROSION FORMULA



THE CLASS LEADER IN ANTI-CORROSION SAFE ON ALL FINISHES

TEL: 020 8502 7034

WWW.CARDRYERS.CO.UK

WELDING

HARRISONS LASER TECHNOLOGY LIMITED

Give us a call: 01427 874727
email: sales@mobilelaserwelding.co.uk



Providing specialist precision mobile laser welding services and meticulous refurbishment and repairs to the vintage and classic car industry.

We understand the difficulties in obtaining spare parts these days, the older and rarer the model is the more difficult and time consuming the search is. With our laser technologies we can rescue many components that would otherwise been seen as non-repairable saving you both time and money. The ranges of possibilities are extensive, starting from cylinder heads and valve seats to cracks in the carburettor bodies and alloy wheel repairs. We use a diverse range of usable metals including Steel, stainless steel, titanium, copper, aluminium, and many more. The advantages of laser welding over conventional welding is that a laser beam is collimated Light energy that is extremely accurate and can get into many areas that conventional welding cannot reach because it gives us the ability to use wires with diameters ranging from 0.4mm fine wire to 1.2mm heavy wire. Another main advantage of our service is that the laser produces very little heat when in use, eliminating any risk of distortion or stress cracks.

Please contact us to discuss further.

Tel/Fax: 01427 874 727 Mob: 07788 691 758
Web: www.mobilelaserwelding.co.uk

Harrisons Laser Technology Limited, Fieldside, Haxey Road, Low Burnham, Epworth, Doncaster. DN9 1DE

CLASSIC PUNTS

Your tales of classic cars bought and sold on a whim



Mark's Amazon is back from the mechanical brink

'We became inseperable'



I blame my pal Damon. I'd always coveted the Volvo Amazon 131 he's slowly converted a part at a time for classic rallying. It's a staple of our biennial Le Mans Classic convoy so in 2014 I was determined to roll off the ferry behind the wheel of my own Amazon.

I toured the UK looking at cars described as 'perfect', 'immaculate' and 'superb' when 'sheds', 'heaps' and 'wheeled chicken coops' would have been more accurate.

Then I spotted a 121 parked less than ten minutes from where I live. Unfortunately it wasn't for sale. I left a note on it but months passed with no news. Then on Christmas Eve 2013 I received an email asking if I was still interested. I took the old girl for a turn round the lanes to make sure everything worked and we settled on £2300. Finally I had an Amazon – a powder blue 1966 single carb 121 as original as it left the factory and as well-built as a Bramah lock.

We rapidly became inseparable and I spent the first five weekends of ownership driving, tweaking, adjusting and improving.

Oil consumption overtaking petrol consumption was the first major warning that I may not have bought a pristine car. The oily smokescreen it left everywhere we went was the second. I did a quick compression test to be sure. Then another. How does an engine manage to run on 20 per cent of its original compression, yet still get up to 70mph and return 29mpg?

The call from the engine builder wasn't encouraging either. 'The block's okay, but everything in it's scrap.' The fuel pump leaked and the Zenith carburettor was shot. I took the coward's way out and put it up for sale, feeling mean and grubby.

Then my pal Doug called. He has a Thirties Roche Talbot so he knows all about the ups and downs of classic car ownership. He took me to lunch, ordered two bottles of wine and talked some sense into me. The Amazon suited me, he said, and I should keep her and restore her. I made the call before I had a chance to sober up.

WIN £100 IF WE USE YOUR STORY

The engine now runs a K cam, twin SU carburettors with fat jets, a lightened flywheel and lifters and a gas-flowed cylinder head. Rob and Emma at Amazon Cars in Suffolk put everything back together and fitted a new overdrive gearbox. They also added electronic ignition and an alternator.

Downton Abbey is filmed near my home and the Amazon gets a lot of attention from the fans who flock here. I'm delighted they like the old thing but the chap who thought it was okay to use the bonnet as a map table won't do it again.

The next Le Mans Classic doesn't take place until next year, so the Amazon and I went to the Classic at Spa instead. And before you ask, yes we did make it back.

Mark McArthur-Christie

SEND US YOUR STORIES of cars bought on impulse or regrettably sold (along with some pictures) to classic.cars@bauermedia.co.uk

Classic Cars

DECEMBER ISSUE ON SALE OCTOBER 28

If you or someone you know is aged between 16 and 24 and interested in work experience opportunities at Bauer, get in touch! *Go to www.gothinkbig.co.uk*

GO THINK BIG.CO.UK

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**
JUNIOR DESIGNERS **Rachael Bambrough, Chelsea Nelms**
PRODUCTION EDITOR **Rob McCabe** SENIOR SUB EDITOR **Nathan Chadwick** SENIOR SUB EDITOR **Mike Le Caplain**
OFFICE MANAGER **Pam Webster**

Contributors this month Ross Alkureishi, Tim Andrew, Nigel Boothman, Richard Gunn, Paul Hardiman, Simon Kidston, Charlie Magee, Malcolm McKay, Lyndon McNeil, Ivan Ostroff, Laurens Parsons, Mike Renaut, Matt Richardson, Andrew Roberts, Rob Scorah, Alex Tapley, Mike Taylor, Tom Tjaarda, George Williams, Quentin Willson, Tom Wood
Cover photography Tim Andrew

Advertising enquiries *Classic Cars*, Media House, Lynch Wood, Peterborough PE2 6EA. Fax 01733 395045 **Key account director** Anna Skuse, 01733 468435, anna.skuse@bauermedia.co.uk **Dealer key account director** Katie Phillips, 01733 468482, katie.phillips@bauermedia.co.uk **Dealer telesales team** Natroy Poleon, 01733 366306, natroy.poleon@bauermedia.co.uk; Nuria Macdonald, 01733 366305, nuria.macdonald@bauermedia.co.uk; Tom Staggs, 01733 366388, tom.staggs@bauermedia.co.uk **Production** Jackie Doran, 01733 468107 **Private cars for sale** 01733 366338 **US advertising** Kate Buckley, +845 266 4980, buckley@buckleypell.com

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 44 **UK subscriptions:** 01858 43 8884 **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 or email: syndication@bauermedia.co.uk
Details of competition winners are available on 01733 468582
BACK ISSUES UK PHONE: **01858 43 8884**
***Classic Cars* Back Issues:** CDS, Magazine Subscriptions Back Issues, FREEPOST, ED03995, 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 and 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.

CCA
CLASSIC CAR AUCTIONS
EVERYMAN CLASSICS



NEXT AUCTION
5TH DECEMBER 2015

The Warwickshire Exhibition Centre, Leamington Spa CV31 1XN

Saturday Sale ■ Indoor Auction Hall ■ On-site catering

Specialising in cars from £5,000-£50,000

INVITING CONSIGNMENTS

+44 (0) 1926 640888

www.classiccarauctions.co.uk

Auction starts at 14:00

Viewing from 09:00, Catalogues £5

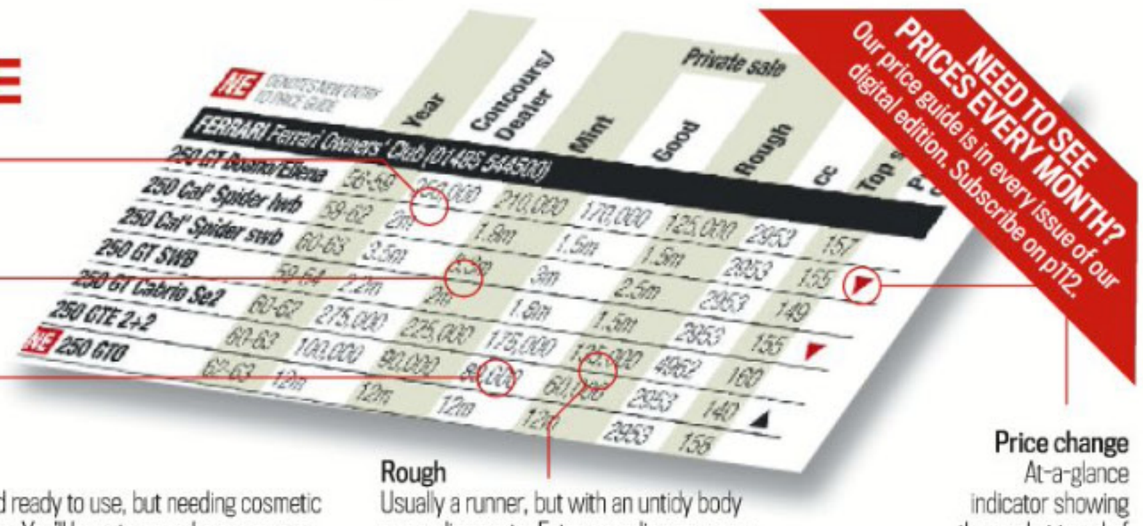
PRICE GUIDE

Our quarterly guide brings you freshly updated prices for 1200-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling a classic, it pays to know how the market has been reacting to that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But remember, it's not a valuation – a car's true value can only be assessed in person. Timewarp cars with perfect history, or those freshly restored, often command disproportionately higher prices. On some models at the 'bluechip' end of the market, like Ferrari GTOs, history and provenance are as crucial as condition, so our price spread reflects that.

USING THE GUIDE



Concours/Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Good
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
Usually a runner, but with an untidy body or needing parts. Extra spending may now be a more serious consideration

Price change
At-a-glance indicator showing the market trend of the latest updates

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
ABARTH						Abarth Club GB (01869 340289)		
Zagato 750	57-61	90,000	70,000	50,000	40,000	747	95	▼
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80	
AC						AC Owners' Club (01904 793563)		
2-litre	47-56	14,000	10,500	6000	3250	1991	83	
2-litre dhc/Buckland	49-56	27,500	22,000	14,000	9000	1991	83	
Ace (AC engine)	54-63	175,000	135,000	95,000	70,000	1991	102	
Ace-Bristol	56-63	210,000	165,000	120,000	80,000	1971	118	▲
Ace-Ford	61-63	220,000	180,000	140,000	85,000	2553	120	
Aceca-AC	54-63	90,000	70,000	47,500	35,000	1991	104	
Aceca-Bristol	56-63	100,000	80,000	57,500	40,000	1971	128	
Greyhound	59-63	54,000	40,000	25,000	16,500	1971	107	
Cobra Mkl/MkII/289	62-69	750,000	600,000	475,000	400,000	4727	138	
Cobra 427	65-67	850,000	625,000	500,000	425,000	6998	145	
428	67-73	125,000	85,000	62,500	42,500	7014	143	
428 con	67-73	145,000	105,000	80,000	52,500	7014	143	
3000 ME	79-84	14,000	11,000	7500	5000	2994	125	
Cobra MkIV	83-89	100,000	80,000	60,000	42,500	4942	134	
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140	
ALFA ROMEO						Alfa Romeo Owners' Club (01787 249285)		
6C 1750 GS Zagato	30-33	1.6m	1.5m	950,000	800,000	1754	95	▲
1900C Super Sprint	55-58	220,000	165,000	110,000	85,000	1975	112	
Giulietta berlina	55-62	15,000	11,000	5000	2500	1290	90	
Giulietta ti	57-64	22,500	16,000	7500	3750	1290	103	
Giulietta/Giulia Sprint	55-64	46,000	37,000	22,500	15,000	1290	110	
Giulietta/Giulia Spider	55-65	60,000	44,000	26,500	17,500	1570	108	
Giulietta, Giulia SS	57-66	99,000	74,000	48,000	30,000	1570	120	
2000 Spider	58-62	60,000	45,000	22,500	14,000	1975	111	▲
2600 Spider	62-65	72,000	55,000	27,500	16,000	2584	124	▲
2600 Sprint	62-66	45,000	32,500	15,000	6500	2584	125	
SZ-1	60-62	275,000	240,000	200,000	160,000	1290	120	
TZ-1	63-65	650,000	550,000	450,000	375,000	1570	124	▼
Giulia Ti/Super	62-74	15,000	10,000	5000	2250	1570	105	
1750/2000 Berlina	68-76	10,000	6500	3000	1200	1962	115	
Giulia Sprint GT/Veloce	63-68	40,000	30,000	15,000	7500	1570	112	
Giulia GTA 1300/1600	65-71	160,000	130,000	90,000	70,000	1570	115	
GT Junior	66-77	22,000	16,500	8500	4500	1570	115	
1750/2000 GTV	67-77	29,500	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	30,000	22,500	11,000	6000	1290	110	
Spider Duetto	66-67	26,500	20,000	11,500	6000	1570	113	
1750 Spider Veloce	68-70	27,500	20,000	11,000	5000	1779	115	
Spider 2000 S2	70-82	15,000	12,000	6000	2500	1962	119	
Spider 2000 S3	82-89	8950	6250	3000	1650	1962	114	
Spider 2000 S4	89-93	10,000	7200	4000	2000	1962	114	
Montreal	70-77	60,000	40,000	25,000	15,000	2593	132	
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	
Alfasud Sprint	76-90	4500	3200	1350	500	1490	104	
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	
GTV 2000	76-87	8500	5750	2950	1200	1962	118	
GTV6	81-87	12,000	8250	4000	1750	2492	130	
75 sal	86-92	3250	2250	900	500	2959	135	
SZ	89-93	36,500	26,500	18,500	14,000	2959	153	▲
ALLARD						Allard Owners' Club (01438 773428)		
K1/K2/K3	46-54	110,000	80,000	55,000	36,500	3917	101	▲
L/M	46-53	60,000	404,000	22,000	14,000	3622	86	
P	49-52	27,500	20,000	12,000	7500	3622	90	
J2/J2X	50-54	220,000	185,000	145,000	115,000	4375	130	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
ALPINE-RENAULT						Club Alpine-Renault (01902 895590)		
A110	65-77	75,000	55,000	36,000	27,500	1565	115	▲
A310 1600	74-77	25,000	19,000	12,500	7500	1605	130	▲
A310 V6	77-86	30,000	24,000	15,000	9000	2664	137	▲
GTA	85-91	8500	7000	3750	2250	2849	139	
GTA Turbo	85-91	9900	8000	4650	2750	2458	149	
ALVIS						Alvis Owner Club (01892 832118); Alvis Register (01483 810308)		
Speed 20 Tourer	32-36	115,000	95,000	72,000	52,000	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	
TA14	46-50	15,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	19,500	15,000	8500	4000	2993	100	
TA21/TC21/100 con	50-55	47,500	35,000	20,000	10,000	2993	95	
TD21	56-63	30,000	21,000	12,000	6000	2993	104	▲
TD21 convertible	56-63	63,500	49,000	32,000	18,500	2993	102	
TE/TF21	63-67	34,000	25,000	14,000	7500	2993	110	
TE/TF convertible	63-67	80,000	60,000	37,500	22,500	2993	107	
ARMSTRONG SIDDELEY						Armstrong Siddeley Owners' Club (0121 459 0742)		
Lancaster	46-52	12,000	9000	5000	2750	1991	70	
Hurricane dhc	46-53	19,500	15,000	7500	4000	1991	70	
Typhoon coupé	46-50	13,500	10,500	6000	3250	1991	70	
Whitley	50-53	11,500	8500	4250	2500	2309	85	
Sapphire 346	53-59	12,500	9500	4750	1750	3435	100	
Sapphire 234/236	56-58	11,500	8500	4000	1600	2309	97	
Star Sapphire	58-60	14,000	11,000	5500	2500	3990	104	
ASTON MARTIN						Aston Martin Owners' Club (01865 400400)		
DB2	50-53	180,000	140,000	92,500	70,000	2580	110	
DB2 con	51-53	285,000	225,000	180,000	140,000	2580	109	
DB2/4 Mkl/II	53-57	175,000	137,500	90,000	67,500	2580	120	
DB2/4 con	53-57	275,000	225,000	175,000	135,000	2580	120	
DB MkIII	57-59	210,000	165,000	115,000	85,000	2922	120	▲
DB MkIII con	57-59	550,000	450,000	350,000	250,000	2922	120	
DB4	58-63	450,000	375,000	300,000	225,000	3670	141	
DB4 con	61-63	900,000	800,000	600,000	475,000	3670	140	
DB4 GT	60-63	1.8m	1.5m	1.2m	950,000	3670	155	
DB4 GT Zagato	60-63	6.5m	6m	5.5m	5m	3670	154	
DB5	63-65	550,000	450,000	350,000	250,000	3995	143	
DB5 con	63-66	1m	900,000	700,000	550,000	3995	141	▲
DB6	65-70	275,000	220,000	160,000	120,000	3995	140	
DB6 Vantage	66-69	320,000	250,000	175,000	140,000	3995	148	
DB6 Volante	66-70	600,000	475,000	375,000	300,000	3995	145	
DBS 6	67-72	100,000	70,000	45,000	32,000	3995	138	
DBS 6 Vantage	67-73	120,000	80,000	52,500	40,000	3995	141	
DBS V8	69-73	110,000	75,000	50,000	35,000	5340	162	
V8	72-90	80,000	57,500	35,000	24,000	5340	147	
V8 Vantage	77-89	150,000	110,000	75,000	40,000	5340	168	
V8 Volante	78-90	110,000	85,000	52,000	35,000	5340	130	▲
V8 Vantage Volante	86-89	175,000	130,000	85,000	55,000	5340	162	
Zagato	86-87	120,000	100,000	88,000	75,000	5340	180	
Virage	89-96	30,000	23,500	16,000	11,000	5340	158	
Virage Volante	92-96	35,000	27,500	22,000	19,000	5340	157	
V8 Vantage	93-99	120,000	85,000	60,000	40,000	5340	186	
V8 Coupé	96-99	42,500	35,000	29,000	24,000	5340	155	
DB7	94-99	22,500	20,000	16,000	11,500	3239	157	
DB7 Volante	96-99	27,500	23,500	18,500	13,500	3239	155	
DB7 Vantage	99-03	29,500	25,000	20,500	16,000	5935	185	
DB7 Vantage Volante	99-03	34,000	28,000	25,000	22,000	5935	165	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
AUDI						Audi Owners' Club (07788 588449)		
100S Coupé	69-76	7750	5250	2500	1000	1871	112	
Quattro turbo	80-89	15,000	11,000	5500	2750	2144	135	
Quattro 20V	89-91	22,500	15,000	9000	5000	2226	142	
AUSTIN Seven						OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173)		
Seven saloon	30-34	12,000	9000	5250	2750	747	50	
Seven Chummy	31-34	17,500	13,500	8000	5000	747	50	
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60	
Seven Ruby saloon	34-39	10,000	7500	4000	2000	747	53	
A125/A135	47-57	9000	7250	3750	1750	3995	89	
A40 Devon/Dorset	47-52	4850	3600	1750	700	1200	76	
A70 Hamps/Heref	48-54	5600	4400	2250	950	2199	83	
A90 Atlantic con	49-50	24,000	18,500	9500	5000	2660	92	
A90 Atlantic coupé	50-52	20,000	15,000	8500	3500	2660	92	
A40 Sports	50-53	12,000	9000	4500	2750	1200	80	
A40 Somerset	52-54	4500	3000	1400	600	1200	72	
A40 Somerset con	52-54	7000	6000	3250	1600	1200	72	
Metropolitan cpé	54-61	12,500	9000	4500	2200	1489	78	
Metropolitan con	54-60	15,000	10,000	5000	2500	1489	78	
A30/A35	51-59	5500	4000	2000	800	948	75	
A40, A50, A55	53-59	4250	2900	1200	550	1200	70	
A55/A60 Cambridge	59-69	4000	2750	1100	500	1622	78	
A90, A95, A105	54-59	8500	6750	3000	1200	2639	91	
A40 Farina	58-67	5000	3250	1500	650	1098	82	
A99/A110	59-68	6250	5000	2000	750	2912	102	
1100/1300	63-74	2750	1850	825	425	1098	85	
1300GT	69-74	8000	5500	2500	1200	1275	96	
3-litre	68-71	5250	3500	2000	800	2912	106	
1800/2200	64-75	3250	2000	800	350	1798	96	
Allegro 1750/Sport TC	73-75	2250	1500	650	350	1748	104	
Seven/Mini Mkl	59	22,500	17,500	11,500	8000	848	71	
Mini Mkl	60-67	11,000	8000	4000	2750	848	71	
Mini MkII	67-69	5500	4000	1500	750	998	79	
Mini MkIII-V	70-90	4000	3000	1250	650	998	82	
Mini Cooper 997/998	61-69	19,500	16,000	9000	6000	998	90	
Mini Cooper 1071S	63-64	32,500	27,500	17,500	12,500	1071	95	
Mini Cooper 970S	64-65	30,000	25,000	16,500	12,000	970	82	
Mini Cooper 1275S	64-67	35,000	30,000	20,000	13,500	1275	96	
Mini C'r 1275S MkI/III	67-71	25,000	20,000	12,500	9000	1275	96	
Mini Moke	64-85	15,000	11,000	5500	3000	998	70	
Mini 1275GT	69-80	6500	4500	2000	1000	1275	89	
Mini Clubman	70-80	3750	2600	1000	400	1098	82	
AUSTIN-HEALEY						Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND		
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	
100S	55	625,000	510,000	440,000	380,000	2660	119	
100/6 BN4/6	56-59	46,000	32,500	22,000	12,500	2639	105	
3000 Mkl	59-61	52,500	37,500	25,000	13,000	2912	112	
3000 MkII BN7	61-62	100,000	75,000	47,500	30,000	2912	117	
3000 MkII BT7, BJ7	62-64	55,000	39,500	27,500	14,000	2912	117	
3000 MkIII	64-68	59,000	42,500	30,000	16,000	2912	121	
'Frogeye' Sprite Mkl	58-61	18,500	13,000	6500	4000	948	82	
Sprite MkII	61-64	10,000	7000	3250	1600	1098	90	
Sprite MkIII-IV	64-71	7500	5500	2850	1250	1275	96	
BENTLEY						Bentley Drivers' Club (01295 738886)		
3 Litre Tourer	22-25	350,000	225,000	150,000	100,000	2996		▲
4.5 Litre Tourer	27-31	950,000	675,000	525,000	375,000	4398	92	▲

Buying or selling? Go to classiccarsforsale.co.uk

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale Mint	Good	Rough	cc	Top speed	Price change
6.5 Litre Speed Six	28-30	1.2m	950,000	675,000	500,000	6597	86	▼
4.5 Litre 'Blower'	29-31	2.5m	2.1m	1.75m	1.5m	4398	98	▲
8 Litre	29-31	1.6m	1.3m	950,000	475,000	7982	101	▲
Derby 3.5 Park Ward	33-37	100,000	75,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	250,000	180,000	110,000	50,000	3669	91	
Derby 4.25 PW	36-39	120,000	80,000	52,500	32,000	4257	96	
Derby 4.25 coachbuilt	36-39	325,000	250,000	150,000	60,000	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,000	8500	4566	100	▲
MkVI con	51-52	100,000	75,000	40,000	27,500	4566	100	
R-type saloon	52-55	40,000	29,000	16,000	9000	4566	106	▲
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106	▲
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106	
R-type Continental	52-55	875,000	725,000	550,000	475,000	4566	115	
S1/S2 saloon	55-62	40,000	30,000	17,000	8250	4887	101	
S1 Continental Mulliner	55-59	350,000	275,000	185,000	140,000	4887	115	
S1 Cont P Ward con	55-59	300,000	250,000	175,000	125,000	4887	114	
S2 Cont Mulliner	59-62	240,000	180,000	125,000	80,000	6230	115	
S2 Park Ward con	59-62	205,000	165,000	105,000	65,000	6230	115	
S2 Flying Spur	59-62	120,000	90,000	56,000	36,000	6230	120	
S3 saloon	62-65	42,500	32,000	18,500	8500	6230	116	
S3 MPW 2dr coupé	62-65	120,000	87,500	56,000	39,000	6230	120	
S3 MPW con	62-65	190,000	150,000	100,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	150,000	120,000	75,000	50,000	6230	118	
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120	
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120	
MPW/Corniche coupé	66-80	45,000	35,000	22,500	10,000	6750	120	
MPW/Corniche conv	67-85	55,000	45,000	30,000	16.000	6750	118	
Mulsanne/Eight	80-92	12,500	10,000	6000	2000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6500	2400	6750	135	
Turbo R/RL	85-97	22,000	15,000	7000	2500	6750	135	▼
Continental MPW conv	84-94	65,000	55,000	40,000	25,000	6750	140	
Continental R	91-02	45,000	35,000	24,000	19,000	6750	151	
Continental T	96-02	62,000	50,000	40,000	30,000	6750	175	
Brooklands	92-98	17,000	14,000	10,500	7000	6750	140	
BERKELEY					Berkeley Enthusiasts' Club (01483 475330)			
Sports SA322/SE328	56-58	6750	5000	2500	1400	328	65	
Sports SE492	58-59	7250	5500	2750	1600	492	80	
B95/B105	59-61	7750	6000	3000	1750	692	90	
T60 3-wheeler	59-61	6750	5000	2400	1250	328	60	
BIZZARRINI					(isobizclub.com)			
5300 GT Strada	65-69	475,000	400,000	325,000	250,000	5354	165	
BMW					BMW Car Club (01225 709009)			
328	36-39	640,000	525,000	400,000	300,000	1971	100	
501 V8/502/2.6/3.2	55-63	45,000	32,000	15,000	8000	2580	100	
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115	
507	56-59	1.2m	1m	825,000	650,000	3168	135	
Isetta 250/300	55-65	26,500	20,000	14,000	8000	298	60	
600	58-59	30,000	24,000	16,000	9500	585	65	
1500/1800	62-72	6000	4500	2000	1100	1766	100	
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105	
1600/1602/1502	66-77	5000	3500	1650	650	1573	100	
2002/Touring	68-75	10,000	7000	3500	1600	1990	112	
2002 cabrio/targa	71-74	13,500	10,000	5250	2400	1990	110	
2002tii	71-75	13,000	9500	5000	2500	1990	120	
2002 turbo	73-74	50,000	40,000	27,500	18,500	1990	130	
2800CS/CSA	69-71	16,500	12,000	6500	3500	2788	120	
2500/2800/3.0/3.3	69-77	7500	5250	2500	1400	2494	110	
3.0CS/CSi	71-75	20,000	15,000	8500	5000	2985	130	
3.0CSL	72-75	75,000	55,000	32,000	22,000	3003	134	
3.0CSL 'Batmobile'	72-75	125,000	110,000	90,000	65,000	3153	138	
633/628 CSi	76-87	8500	6000	2750	1200	3210	132	
635 CSi	78-89	12,000	8500	4250	2000	3453	140	▲
M635 CSi	85-89	25,000	20,000	12,000	6000	3453	158	▲
M1	79-80	260,000	210,000	140,000	100,000	3453	162	▲
323i (E21)	77-82	6500	5000	2500	1300	2315	126	
320/325 Baur cabrio	81-85	6250	4250	2000	650	2495	135	
M535i	80-87	6000	4000	2000	950	3453	136	▲
M5 (E28)	85-88	22,000	16,500	8250	5500	3420	152	
M5 (E34)	88-95	15,000	11,000	5500	3000	3535	155	
M3 (E30)	86-90	37,500	29,000	20,000	12,500	2302	143	
M3 Evo II (E30)	88	50,000	40,000	26,000	16,500	2302	143	
Z1	86-91	26.000	21,000	13,500	8500	2494	140	
840/850 coupé	90-99	12,000	9000	4500	2200	4941	155	
Z3M Coupe	98-02	26,500	20,000	12,500	8250	3201	159	
Z8	00-03	130,000	110,000	85,000	65,000	4941	155	
BOND					Bond Owners' Club (0121 784 4626)			
Minicar MkA-G	48-65	5000	3600	1750	750	250	55	
GT2+2/GT4S	63-70	4250	2850	1500	600	1296	90	
Equipe GT	67-70	4750	3000	1500	600	1998	100	
Bug	70-74	7950	5250	2500	1500	701	75	
BORGWARD					Borgward Drivers' Club (01536 510771)			
Isabella TS	54-61	8500	6500	3000	1400	1493	93	
Isabella coupé	55-61	24,000	16,500	9000	4000	1493	98	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale Mint	Good	Rough	cc	Top speed	Price change
BRISTOL					Bristol Owners' Club (01403 784028); Owners & Drivers Assn (bristoloda.com)			
400	47-50	62,500	45,000	25,000	16,500	1971	92	▲
401, 403	49-55	50,000	32,500	18,000	12,500	1971	94	▲
Arnolt-Bristol	54-61	250,000	200,000	150,000	90,000	1971	109	
404	54-55	75,000	55,000	35,000	22,000	1971	110	
405 saloon	54-56	37,500	27,500	15,000	9000	1971	94	
405 con	55	100,000	80,000	45,000	30,000	1971	100	
406	58-61	35,000	25,000	13,500	8000	2216	104	
407, 408, 409	62-69	32,500	22,500	12,500	7000	5130	122	
410, 411	69-76	37,500	27,500	14,000	8000	5900	140	
412, Beaufighter	76-93	35,000	20,000	12,000	6500	5900	150	
603,Britannia,Brigand	76-94	32,000	22,000	12,000	7500	5900	150	
BUGATTI					Bugatti Owners' Club (01242 662914)			
Type 57 Galibier sal	34-39	275,000	210,000	160,000	115,000	3257	95	
Type 57 Ventoux 2dr	34-39	425,000	350,000	275,000	175,000	3257	95	
Type 57 Stelvio con	34-39	650,000	550,000	400,000	250,000	3257	96	
Type 57 Atalante cpe	35-38	1.25m	1m	750,000	550,000	3257	100	
Type 57S Atalante cpe	36-38	6m	5.25m	4.5m	4m	3257	115	▲
EB110	92-95	300,000	250,000	195,000	150,000	3499	209	▲
CATERHAM					Lotus Seven Club (01483 277171)			
Seven (solid axle)	73-89	15,000	10,500	7000	4500	1599	108	
Seven (de Dion)	87-91	16,000	11,500	7750	5250	1715	112	
CHEVROLET					Classic Chevrolet Club (01376 552478); Corvette Club (01702 200881)			
Corvette	53-54	125,000	100,000	65,000	36,000	3800	107	
Corvette	55-57	65,000	47,500	30,000	20,000	4343	119	
Corvette	58-62	75,000	55,000	32,500	22,000	4639	132	
Corvette Sting Ray	63-67	72,000	52,500	26,000	17,500	5359	142	▲
Camaro	67-69	22,000	17,500	9500	5000	5735	130	
Camaro conv.	67-69	25,000	20,000	14,000	8000	5735	130	
Corvette Stingray	68-72	25,000	21,000	14,000	5500	6997	151	
Corvette Stingray	73-77	21,000	15,000	10,000	5000	5737	125	
Corvette	77-82	15,000	11,000	6500	3500	5733	125	
Corvette C4	84-96	11,000	9000	4500	2000	5733	145	
Corvette ZR1	90-95	17,500	14,500	11,000	7500	5727	180	
CISITALIA					(cisitalia.net)			
202 coupe	47-54	260,000	210,000	160,000	125,000	1089	105	
CITROËN					Citroën Car Club (07 000 248258)			
Light 15/Big 15	35-55	20,000	14,000	7250	4000	1911	72	
2CV	48-60	10,000	7000	3500	2000	425	49	▲
2CV	60-90	7000	5000	2500	1250	602	71	▲
DS19/ID19	56-68	16,000	12,000	5000	2000	1911	88	
Safari estate	59-75	17,500	13,000	6000	2500	1911	88	
DS décapotable	63-78	165,000	125,000	90,000	60,000	2175	100	▲
DS20/21/23/Pallas	68-75	30,000	20,000	8000	3500	2347	120	
SM V6	70-75	60,000	37,500	22,000	10,000	2670	135	
GS/GSA	70-85	3750	2500	1000	450	1220	100	
CX GTi/GTi turbo	77-89	6000	4500	2000	900	2347	137	
CLAN					Clan Owners' Club (01656 744741)			
Crusader coupé	71-74	5000	3750	1650	700	875	102	
DAF					DAF Owners' Club, 56 Ridgedale Rd, Bolsover, Chesterfield, Derbys S44 6TX			
55 Marathon coupé	68-72	3500	2200	800	350	1108	83	
DAIMLER					Daimler & Lanchester Owners' Club (01253 352076)			
DB18/Consort	39-53	8500	6250	2750	850	2522	76	
DB18 con	39-50	29,000	22,000	12,000	6500	2522	76	▼
DB18 Sports Special	49-53	32,000	24,000	14,000	8000	2522	80	
Regency	52-56	9000	6000	3000	1250	3468	85	
Conquest/Century	53-58	8250	6000	2500	1000	2433	90	
Century drophead	54-55	12,500	9000	6000	2500	2433	90	
Conquest Rdster/DHC	54-57	29,000	22,500	11,000	6000	2433	100	
104/Majestic	56-62	8000	6000	3000	900	3794	100	
Majestic Major	60-68	10,000	7750	3750	1500	4561	119	
SP250 sports	59-64	45,000	32,500	17,500	12,500	2548	123	
2½-litre/V8 250	62-69	17,500	12,000	5750	2500	2548	112	
Sovereign (420)	66-69	14,000	11,000	5000	2000	4235	117	
Sovereign (XJ6) SI/II	69-79	9750	6500	2500	950	4235	120	
Double-Six SI/II	72-79	10,000	7000	3000	1000	5343	140	
4.2 coupé	75-78	12,500	9000	3750	1250	4235	120	
Double-Six Coupé	75-77	14,250	10,000	4500	1500	5343	140	
Sovereign SIII	79-86	6000	4250	1850	650	4235	126	
Double-Six SIII	79-86	8000	5500	2250	1000	5343	150	
DATSUN					Datsun Owners' Club (01342 321000); Z Club (01782 873374)			
240Z	69-74	15,000	11,000	5750	3500	2393	125	
260Z	74-79	12,500	9000	4500	2650	2565	127	
280ZX/2+2	78-83	6500	4500	2000	950	2753	111	
DELAHAYE					The Delahaye Club (clubdelahaye.com)			
135M/MS Coupe	35-39	500,000	350,000	200,000	100,000	3557	n/a	
135M/MS Cabriolet	35-39	625,000	450,000	295,000	125,000	3557	n/a	
135M/MS Coupe	46-53	165,000	120,000	80,000	50,000	3557	n/a	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale Mint	Good	Rough	cc	Top speed	Price change
135M/MS Cabriolet	46-53	295,000	180,000	120,000	90,000	3557	n/a	
235 Chapron coupe	51-54	100,000	75,000	45,000	20,000	3557	120	
DELLOW					Dellow Register, 4 Roumelia Lane, Bournemouth, Dorset BH5 1ET			
Mark I-V sport-trials	49-57	12,500	9250	4500	2500	1172	65	
DELOREAN					DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)			
DMC-12 coupé	81-82	30,000	22,500	15,000	10,000	2849	109	
DE TOMASO					De Tomaso Drivers' Club (01226 321686)			
Mangusta	67-72	200,000	150,000	100,000	65,000	4727	150	
Pantera	72-89	65,000	42,500	25,000	16,000	5763	160	
Deauville	70-88	27,500	20,000	10,000	4500	5763	150	
Longchamp	72-89	28,500	21,000	11,000	5500	5763	150	
DKW					DKW Owners' Club (01224 743429)			
Sonderklasse/3=6	53-59	15,000	12,000	7000	4000	896	76	
1000SP/A Union sp	58-65	17,500	12,500	6500	3500	980	82	
1000/1000S sal/cpé	58-63	9000	6000	3250	1950	980	80	
F102 saloon	64-66	3000	1850	900	525	1175	84	
DODGE								
Viper RT 10/GTS	92-02	40,000	27,500	20,000	15,000	7974	165	
ELVA					Elva Owners' Club (01903 823710)			
Courier sports/cpé	58-61	11,250	8250	5000	2500	1498	100	
MkII/MkIV T-type	62-69	12,000	9000	5500	3000	1798	110	
FACEL VEGA					Facel Vega Car Club (01621 818608)			
FVS 4.5/4.8/5.4/5.8	54-59	175,000	125,000	80,000	60,000	5801	125	
HK500	59-61	185,000	135,000	90,000	65,000	6286	130	▲
Facel II	62-64	300,000	250,000	165,000	125,000	6286	132	
Facellia/Facel III	60-64	45,000	35,000	20,000	12,000	1647	114	▲
FAIRTHORPE					Fairthorpe Sports Car Club (01895 256799)			
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	4500	3250	1850	750	1998	112	
FERRARI					Ferrari Owners' Club (01485 544500)			
166 MM Barchetta	48-50	4.25m	3.25m	2.4m	2m	1995	125	
166 Inter	48-51	800,000	625,000	500,000	360,000	1995	115	
212 Inter	51-52	1.2m	1m	850,000	700,000	2562	120	▲
340 America open	51	2.4m	2m	1.65m	1.2m	4101	135	▲
340 America closed	51	2m	1.75m	1.5m	1.1m	4101	136	▲
250 Europa SI/SII	53-55	1.4m	1.1m	900,000	700,000	2963	126	
410 Superamerica	56-59	2.6m	2.2m	1.8m	1.55m	4962	165	▲
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157	
250 GT Berlinetta TdF	57-59	5m	4.6m	4.25m	3.75m	2953	143	▲
250 GT PF coupé	58-60	450,000	360,000	265,000	175,000	2953	145	
250 Cal' Spider lwb	58-62	6.25m	5.75m	5m	4.25m	2953	155	
250 Cal' Spider swb	60-63	10m	9m	8.5m	7.25m	2953	149	
250 GT SWB (steel)	60-63	5.5m	5.25m	5m	4.4m	2953	150	
250 GT SWB (alloy)	59-62	6.5m	6m	5.5m	4.75m	2953	155	
250 GT Cabrio Se2	60-62	1.1m	950,000	700,000	550,000	2953	160	
250 GTE 2+2	60-63	325,000	240,000	160,000	110,000	2953	140	▲
250 GTO	63-64	29m	26m	n/a	n/a	2953	158	
250 LM	64-66	9.5m	8.5m	7.5m	n/a	2953	159	
250 GT Lusso	62-64	1.45m	1.25m	1m	800,000	2953	150	
400 Superamerica cpé	60-64	2.25m	1.8m	1.5m	1.3m	3967	162	
500 Superfast	64-67	1.5m	1.3m	1.1m	875,000	4962	170	
275 GTB (steel)	64-66	1.6m	1.35m	1.2m	900,000	3286	150	
275 GTB (alloy)	64-66	2m	1.75m	1.5m	1.2m	3286	150	
275 GTS	64-66	1.2m	1m	850,000	750,000	3286	150	
275 GTB/4 (4-cam)	66-68	2.2m	1.95m	1.75m	1.5m	3286	165	
330 GT 2+2	64-67	225,000	180,000	130,000	80,000	3967	150	▼
330 GTC	66-68	575,000	475,000	390,000	300,000	3967	150	
330 GTS	66-68	1.8m	1.6m	1.3m	1m	3967	150	
Dino 206 GT	68-69	395,000	320,000	220,000	160,000	1987	145	
Dino 246 GT	69-73	250,000	185,000	125,000	85,000	2418	150	
Dino 246 GTS	72-74	300,000	240,000	150,000	100,000	2418	150	
365 GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152	
365 GTC	68-70	625,000	525,000	440,000	350,000	4390	155	
365 GTB/4 Daytona	68-74	525,000	425,000	325,000	225,000	4390	173	
365 GTS/4 Spider	72-73	1.9m	1.4m	1.2m	1m	4390	170	
365 GTC/4 2+2	70-72	275,000	220,000	150,000	100,000	4390	152	
365 GT4 2+2	72-76	60,000	45,000	27,500	18,500	4390	150	
365 BB	75-76	300,000	240,000	180,000	140,000	4390	163	▲
512 BB, BBi	76-85	220,000	175,000	120,000	90,000	4942	188	▲
308 GT4 2+2	73-80	47,500	35,000	21,000	14,000	2926	156	▲
308 GTB (grp)	75-77	125,000	105,000	70,000	47,500	2926	154	
308 GTB/GTS	77-80	85,000	65,000	42,500	30,000	2926	155	
308 GTBi/GTSi	80-82	60,000	47,500	30,000	20,000	2926	155	
308 GTB qv/GTS qv	82-85	70,000	52,500	33,000	22,500	2926	155	
328 GTB/GTS	85-88	75,000	60,000	38,500	26,000	3195	163	
400/400i/412i manual	76-89	32,500	26,000	14,000	8750	4823	158	
400/400i/412i auto	76-89	25,000	20,000	11,500	7750	4942	158	
Mondial	81-94	26,000	20,000	12,500	7500	2926	143	
Mondial cabrio	84-94	32,500	26,500	17,500	10,000	2926	146	

PRICE GUIDE

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
348/Spider	89-94	32,500	26,500	22,000	18,000	3405	170	
F355/GTS	94-99	55,000	45,000	32,500	25,000	3496	185	
F355 Spider	95-99	56,500	47,500	35,000	26,500	3946	183	
Testarossa	84-90	100,000	75,000	52,000	37,000	4942	181	
512 TR	91-94	130,000	100,000	65,000	50,000	4943	193	
F512 M	94-96	160,000	120,000	80,000	62,000	4943	194	
456 GT	92-98	33,000	27,500	22,500	17,500	5474	186	
288 GTO	84-87	1.6m	1.4m	1.2m	1m	2855	190	▲
F40	88-92	750,000	650,000	575,000	475,000	2936	201	
F50	95-97	900,000	800,000	700,000	600,000	4698	202	
550 Maranello	96-01	70,000	55,000	42,000	35,000	5474	199	▲
FIAT								Fiat Motor Club (0208 372 4028)
500 Topolino	48-55	12,000	8000	4000	2000	569	60	
600/600D	55-70	9500	7000	3000	1250	633	66	
600 Multipla (MPV)	55-60	25,000	17,500	9000	5000	767	59	
500/D/F/L/R	57-75	12,000	8000	3600	1750	499	61	▲
1500S/1600S Osca sp	59-66	42,500	30,000	16,000	10,000	1568	105	
2300S	61-68	26,500	18,500	12,500	7500	2280	120	
850 Coupé	65-73	6500	5000	2400	850	903	96	
850 Spider	65-73	12,000	9000	4250	2000	903	96	
124/Special 1.2/1.4	66-73	2500	1600	750	300	1438	100	
124 Coupé	66-75	6750	4750	2000	800	1756	115	
124 Spider 1.4/1.6	66-72	14,000	10,000	4500	2000	1608	112	
124 Spider 1.7/2.0	72-81	10,000	7000	3000	1500	1756	108	
124 Spider Abarth	72-75	25,000	18,500	12,000	6500	1756	118	
Pininfarina Spider	82-85	12,000	8000	3750	1650	1995	104	
Dino Spider 2.0/2.4	67-73	107,500	80,000	52,500	32,500	2418	130	
Dino Coupé 2.0/2.4	67-73	35,000	26,000	16,500	10,000	1987	122	
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	
130 Coupé	72-76	16,000	12,000	6500	3250	3235	114	
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	
128 3P coupé	75-78	6000	4500	2000	1000	1301	102	
X1/9	77-89	4000	3000	1400	650	1290	100	
Barchetta	95-02	5000	3750	2250	1000	1747	118	
FORD								AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)
Prefect	40-53	5000	3850	1750	950	1172	68	
Pilot V8	47-51	12,000	9500	6000	3000	3622	82	
Anglia/Popular 103E	46-59	6000	4250	2000	1100	1172	61	
Anglia 100E/Popular	53-62	4500	3000	1250	625	1172	71	
Prefect 107E	59-61	5000	3500	1600	700	997	73	
Anglia 105E	59-68	5000	4000	1750	750	997	74	
Anglia 123E	62-68	5500	4250	2000	950	1197	82	
Consul MkI	50-56	6750	5000	2500	1250	1508	73	
Zephyr Six MkI	50-56	10,000	7000	3500	1750	2262	82	
Zephyr Zodiac	53-56	12,500	9500	4750	2250	2262	84	
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	25,000	20,000	12,000	6500	2262	82	
Consul MkII	56-62	8500	5000	2500	1250	1703	79	
Zephyr MkII	56-62	12,000	8000	3500	1600	2553	88	
Zodiac MkII	56-62	13,000	9000	4000	1800	2553	88	
Consul MkII con	56-62	12,000	8500	4750	2500	1703	78	
Zephyr MkII con	56-62	20,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	22,500	16,500	10,000	6000	2553	88	
Zephyr MkIII	62-66	6750	4850	2000	750	2553	95	
Zodiac MkIII	62-66	7500	5500	2600	1250	2553	100	
Zephyr 4/6 MkIV	66-72	4250	2850	1250	625	2994	100	
Zodiac MkIV/Exec	66-72	5250	3500	1500	750	2994	100	
Consul Classic	61-63	5600	4000	1750	800	1498	79	
Consul Capri/GT	61-64	8500	6000	3000	1200	1340	80	
Corsair/V4	64-70	4750	3200	1500	700	1663	90	
Corsair GT	64-67	5250	3500	1750	800	1996	100	
Corsair 2000E V4	67-70	6500	4500	2000	1000	1996	100	
GT40	64-68	3m	2.1m	1.6m	1.35m	4736	198	▲
Mustang coupé	64-68	20,000	15,000	9000	5000	4727	120	
Mustang fastback	65-68	30,000	22,500	14,000	7000	4727	120	
Mustang con	64-68	27,500	21,000	14,000	7250	4727	111	
Mustang GT350	65-66	200,000	160,000	110,000	75,000	4727	133	
Mustang GT500	67-70	120,000	100,000	70,000	50,000	6800	130	
Cortina MkI	62-66	6000	4250	1900	850	1498	82	
Cortina MkI GT	63-66	14,000	9500	5000	2650	1498	91	
Cortina MkII	66-70	5000	3500	1750	800	1599	87	
Cortina MkII GT	66-70	8500	6000	2650	1300	1599	98	
Cortina 1600E	67-70	10,000	7000	3250	1500	1599	98	
Cortina MkIII	70-76	4500	3200	1500	700	1993	104	
Cortina 2000E	73-76	6500	4500	2200	1050	1993	105	
Cortina 2.3 Ghia	76-79	3250	2200	875	425	2293	110	
Escort MkI 1.1/1.3	68-75	5000	3250	1600	800	1298	83	
Escort Twin Cam	68-71	40,000	32,500	24,000	17,500	1558	113	▲
Escort GT/Sport	68-73	9000	6500	3000	1600	1298	96	▲
Escort 1300E	73-75	8000	5500	2750	1400	1298	94	▲
Escort Mexico	70-75	20,000	14,000	7500	4000	1599	99	
Escort RS1600	70-75	47,500	40,000	29,500	21,000	1601	113	
Escort RS2000	73-74	25,000	19,000	12,500	8000	1993	108	
Escort MkII Ghia	75-80	5000	3250	1500	800	1599	97	▲
Escort MkII Sport	75-80	8250	6500	3500	1650	1599	101	▲
Escort MkII Mexico	76-78	14,500	11,000	6250	3500	1593	105	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Escort MkII RS1800	75-77	35,000	30,000	22,500	15,000	1835	112	
Escort MkII RS2000	75-80	15,000	11,500	6500	3750	1993	109	▲
Escort XR3/XR3i	81-86	4500	3000	1500	400	1597	116	
Escort RS1600i	83-84	7500	5500	3000	1650	1597	117	▲
Escort XR3i cabrio	84-90	2750	1950	950	400	1597	107	
Escort RS Turbo	84-90	8000	6000	3000	1250	1597	122	
Capri MkI 1.3/1.6	69-74	7500	5250	2500	1300	1599	95	
Capri GT 1.6/2.0	69-74	11,000	8000	4000	2000	1996	107	▲
Capri 3000GT	70-74	12,500	9250	4500	2500	2994	113	
Capri 3000E/GXL	70-74	13,500	10,000	5000	2750	2994	113	
Capri RS3100	73-74	26,500	21,000	12,500	7500	3091	125	
Capri II/III 1.6/2.0	74-82	6750	4500	2000	1000	1993	110	
Capri II/III 3.0	74-82	12,500	8750	4000	1750	2994	116	
Capri III 2.8i	81-87	11,000	7500	3500	1400	2792	129	
Capri 280 Brooklands	87-88	12,500	9000	4500	3000	2792	129	
Consul/Granada 3.0	72-77	6750	5000	2250	1000	2994	113	
Granada 3.0 Coupé	74-77	11,000	7500	3250	1500	2994	111	
RS200	85-86	120,000	100,000	80,000	65,000	1803	140	▲
Sierra RS Cosworth	85-87	30,000	22,500	14,000	9000	1993	145	▲
Sierra RS500	87	45,000	36,000	24,000	16,000	1993	149	
Escort RS Cosworth	92-96	20,000	15,000	10,000	7250	1993	144	
FRAZER NASH								VSCC Frazer Nash section (01285 720483)
Le Mans Replica	48-52	750,000	600,000	400,000	300,000	1971	115	▲
GILBERN								Gilbern Owners' Club (01926 512136)
GT MkI 950-1800	59-67	12,500	9000	5000	3000	1588	111	
Genie	66-70	9500	6750	3500	1600	2994	120	
Invader I/II/III	71-74	11,000	8500	4000	1750	2994	120	
GINETTA								Ginetta Owners' Club (01724 352801, email: membership@ginetta.org)
G4 1.0/1.5	61-68	20,000	16,750	12,000	8000	1498	115	
G15 875/998	68-74	8500	6750	3500	1500	998	108	
G21 1800/1800S	71-78	9000	6500	3250	1500	1725	120	
G33	91-93	12,000	9000	6500	4750	3946	137	
GORDON-KEEBLE								Gordon-Keeble Owners' Club (01280 701009)
GK1/IT	64-67	75,000	60,000	40,000	25,000	5395	135	
HEALEY								Association of Healey Owners (01425 480243)
Elliott saloon	46-50	37,500	32,000	22,500	11,000	2443	110	▲
Silverstone sports	49-50	175,000	140,000	97,500	60,000	2443	107	
Abbott con	50-54	42,500	35,000	24,000	12,500	2443	100	▲
Tickford saloon	50-54	32,500	25,000	16,000	9000	2443	102	
HEINKEL/TROJAN								Heinkel/Trojan Club (01527 501318)
Cabin Cruiser/200	56-65	25,000	19,000	11,500	8000	198	60	▼
HILLMAN								Owners' Club (01522 823778); Imp Club (01789 414789)
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8750	3850	1950	1185	65	
Minx Ph. III-VIIIA	48-56	4000	3000	1250	600	1390	73	
Minx Ph. III-VIIIA con	48-56	7000	5000	2200	1100	1390	73	
Californian	53-56	4750	3500	1500	800	1390	74	
Minx SI-IIIC	56-63	4000	2500	1000	500	1592	80	
Minx SI-IIIC con	56-62	7750	5250	2400	950	1494	80	
Minx SV-VI	63-67	3500	2000	850	375	1725	81	
Husky II/III estate	58-66	4250	3000	1500	950	1390	74	
Super Minx SI-IV	61-66	3750	2250	950	450	1725	86	
Super Minx con	62-64	6000	4000	1850	750	1592	84	
Imp	63-70	4250	2650	1100	500	875	81	
Hunter GT	70-75	6000	4000	1400	650	1725	96	
Hunter GLS	72-76	7500	5250	2000	1000	1725	110	
Avenger Tiger	72-73	10,000	7500	4000	2500	1599	100	
HONDA								Honda S800 Sports Car Club (0121 444 2988)
S800 coupé	66-70	14,000	10,000	5000	3000	791	96	
S800 sports	66-70	18,000	13,000	6500	3750	791	96	▲
Z600 coupé	70-75	6000	4500	2200	1100	598	78	
NSX 3.0	90-97	30,000	22,500	16,500	12,000	2977	158	
HRG								
1100/1500	38-56	52,000	42,000	30,000	17,500	1496	81	
HUMBER								Post-Vintage Humber Car Club (01604 404363)
Hawk MkI-III	49-50	6750	5500	2500	1000	2267	80	
Hawk MkIV-VI	50-57	5500	4000	1900	700	2267	80	
Hawk SI-IV	57-68	5000	3500	1600	600	2267	86	
Snipe	45-48	9000	7500	3000	1250	2731	72	
Snipe/P'man MkI-IV	45-56	9750	7000	3250	1500	4139	91	
Super Snipe d'hc	49-52	12,000	10,000	7000	4000	4086	80	
Super Snipe SI-VA	58-67	6750	4750	1900	800	2651	106	
Imperial	64-67	7000	4750	2000	900	2965	102	
Sceptre MkI-II	63-67	4500	3200	1400	600	1725	90	
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98	
ISO								Iso Bizzarrini Club (020 8891 6663)
Rivolta	62-70	72,500	57,500	33,500	20,000	5359	140	
Grifo	63-74	195,000	160,000	100,000	65,000	5359	161	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Grifo 7-litre	69-74	205,000	170,000	105,000	70,000	6998	170	
Lele	70-74	27,500	18,000	12,500	8000	5736	145	
JAGUAR								Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)
SS90 sports	35	250,000	200,000	160,000	120,000	2663	90	
SS100 2½-litre	36-39	250,000	200,000	160,000	120,000	2663	94	
SS100 3½-litre	38-39	330,000	260,000	200,000	160,000	3485	104	▼
1½-litre	45-49	27,500	20,000	12,000	6500	1776	70	
2½-litre	46-51	30,000	22,500	14,000	7500	2663	87	
3½-litre	46-51	38,500	30,000	16,000	8500	3485	92	
MkV 2½-litre con	49-51	50,000	35,000	16,500	8500	2663	87	
MkV 3½-litre con	49-51	70,000	50,000	25,000	12,500	3485	92	
XK120 lightweight	49-50	225,000	175,000	125,000	90,000	3442	132	
XK120 roadster	50-54	100,000	75,000	50,000	30,000	3442	122	
XK120 dhc	50-54	95,000	74,000	50,000	29,500	3442	122	
XK120 fhc	51-54	72,000	55,000	37,500	25,000	3442	121	
XK140 roadster	54-57	105,000	80,000	50,000	30,000	3442	126	
XK140 fhc	54-57	85,000	65,000	45,000	26,500	3442	125	
XK140 dhc	54-57	120,000	95,000	57,500	35,000	3442	125	
XK150 roadster	58-60	80,000	60,000	36,000	26,000	3781	130	
XK150 fhc	57-61	72,500	52,500	32,500	22,500	3781	128	
XK150 dhc	57-61	85,000	62,500	38,500	26,500	3781	127	
XK150S 3.4 roadster	58-60	170,000	130,000	80,000	52,500	3442	130	
XK150S 3.4 fhc	58-60	110,000	90,000	60,000	40,000	3442	129	
XK150S 3.4 dhc	58-60	160,000	125,000	80,000	50,000	3442	130	
XK150S 3.8 roadster	59-60	195,000	150,000	95,000	57,500	3781	136	
XK150S 3.8 fhc	59-60	145,000	110,000	70,000	50,000	3781	132	
XK150S 3.8 dhc	59-60	200,000	160,000	100,000	60,000	3781	130	
XK150SE 3.8 dhc	58-61	130,000	100,000	75,000	50,000	3781	141	
Mk VII-MkIX	51-61	37,500	26,000	13,000	6000	3442	105	
MkX/420G	61-70	11,250	8500	4000	1750	4235	120	
Mk1 2.4/Mk2 2.4	55-67	20,000	13,500	7000	3250	2483	96	
Mk1 3.4	57-59	39,500	27,500	15,000	9000	3442	120	▲
Mk2 3.4	59-67	30,000	20,000	10,000	4000	3442	114	
Mk2 3.8	59-67	37,500	24,000	12,500	5000	3781	121	
S-type sal	63-68	22,000	15,000	6750	2750	3781	121	
240	67-68	15,000	11,000	5500	2500	2483	105	
340	67-68	22,500	16,000	7500	3500	3442	123	
420	66-68	14,000	11,000	5000	2000	4235	123	
E-type 3.8 roadster	61-64	150,000	120,000	67,500	50,000	3781	145	▲
E-type 3.8 coupé	61-64	120,000	82,500	52,500	40,000	3781	145	▲
E-type 4.2 S1 rdstr	64-67	125,000	100,000	57,500	40,000	4235	145	▲
E-type 4.2 S1 coupé	64-67	100,000	72,500	45,000	30,000	4235	145	▲
E-type S1 2+2	66-67	42,000	32,000	17,500	10,000	4235	136	
E-type S1½/S2 rdstr	67-70	85,000	62,000	36,000	23,000	4235	145	
E-type S1½/S2 fhc	67-70	52,500	39,500	23,500	16,000	4235	145	
E-type S1½/S2 2+2	67-70	36,500	27,500	15,000	9000	4235	136	
E-type V12 roadster	71-75	70,000	47,500	28,500	14,000	5343	150	
E-type V12 fhc 2+2	71-74	45,000	30,000	17,500	9500	5343	150	
XJ6 2.8 Series 1	68-73	6500	4200	2000	850	2791	117	
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1000	4235	124	
XJ12 Series 1-3	72-93	8000	5000	2400	1000	5343	146	
XJ6 Series 2	73-79	5500	3750	1650	600	3442	117	
XJ6 Series 3	79-86	6000	4250	1800	650	4235	125	
XJ6 Coupé	75-78	12,500	9000	3750	1250	4235	120	
XJ12 Coupé	75-78	14,000	10,000	4500	1400	5343	143	
XJR 3.6/4.0	88-94	5000	3500	1600	600	3980	142	
XJ-S manual	75-80	8000	6000	3200	1600	5343	154	
XJ-S auto	75-81	5500	4250	2000	750	5343	143	
XJ-S V12 HE	81-89	6500	4500	2250	700	5343	150	
XJ-S 3.6	83-89	5750	4000	2000	600	3590	141	
XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134	
XJ-SC V12 cabrio	85-88	8000	5000	2750	1250	5343	150	
XJ-S V12 con	88-91	11,500	8500	5000	2250	5343	150	
XJR-S	88-93	8250	6250	3500	1750	5993	158	
XJS 4.0	91-96	7500	5750	3000	1500	3980	138	
XJS 4.0 conv	92-96	13,500	10,000	6500	3750	3980	138	
XJ220	89-92	189,000	160,000	125,000	95,000	3498	212	▲
XJR	94-97	5850	3850	2200	1000	3980	142	
JENSEN								Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)
541/R/S	54-63	42,500	32,000	16,000	9000	3993	123	
C-V8	62-65	40,000	30,000	16,000	8500	6276	143	
Interceptor	67-75	40,000	27,500	13,500	6000	6276	140	
FF	67-71	47,500	35,000	18,500	9000	7212	141	
Interceptor SP	71-73	42,500	30,000	15,000	5500	7212	144	
Interceptor con	74-76	52,500	37,500	19,000	9000	7212	140	
Jensen-Healey/GT	72-76	8500	6500	3250	1000	1973	120	
JOWETT								Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)
Javelin	47-54	9000	6250	3250	1600	1486	77	
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85	
LAGONDA								Lagonda Club (01252 845451)
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100	
2.6/2.9 con	49-57	80,000	57,500	28,500	18,500	2922	100	
Rapide	61-64	140,000	100,000	50,000	30,000	3995	135	
Saloon	76-85	50,000	32,500	20,000	15,000	5340	140	

Buying or selling? Go to classiccarsforsale.co.uk

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
LAMBORGHINI			Lamborghini Owners' Club UK (lamborghiniclubuk.com)					
350 GT/400 GT Inter	64-67	500,000	400,000	300,000	225,000	3497	147	
400 GT	67-68	425,000	350,000	265,000	190,000	3929	150	
Miura P400	66-69	550,000	450,000	350,000	250,000	3929	170	
Miura 400S	69-71	750,000	650,000	525,000	400,000	3929	172	
Miura SV	71-75	1.2m	1.1m	900,000	700,000	3929	175	
Islero	68-70	175,000	140,000	90,000	60,000	3929	160	
Jarama	70-78	75,000	56,000	35,000	20,000	3929	162	
Espada I/II/III	68-78	80,000	55,000	35,000	20,000	3929	154	
P250 Urraco	73-74	29,000	22,500	14,000	9000	2463	148	
P300 Urraco	75-76	32,500	26,000	18,000	11,000	2997	158	
Silhouette	76-77	39,000	29,000	18,000	11,000	2997	160	
Jalpa	82-86	60,000	45,000	30,000	17,500	3485	153	
C'tach LP400 Periscopo	74-76	850,000	750,000	500,000	350,000	3929	192	
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192	
C'tach LP400S	78-82	340,000	280,000	180,000	120,000	3929	164	
C'tach LP5000S	82-84	190,000	155,000	115,000	80,000	4754	165	
Countach 5000qv	85-90	225,000	200,000	150,000	100,000	5167	179	
Diablo	91-99	125,000	95,000	75,000	60,000	5700	202	
LANCHESTER			Daimler & Lanchester Owners' Club (07000 356285)					
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69	
Fourteen	51-54	6500	4750	3000	1750	1968	75	
LANCIA			Lancia Motor Club (lanciamotorclub.co.uk)					
Aprilia	37-49	30,000	22,000	12,000	6500	1486	80	
Appia saloon	53-63	10,000	7000	4000	2000	1089	80	
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6500	1754	90	
Aurelia B20 GT	53-58	145,000	115,000	75,000	50,000	2451	113	
Aurelia B24 Spider	55-56	950,000	800,000	650,000	525,000	2451	115	
Aurelia B24 conv	57-58	325,000	250,000	200,000	150,000	2451	108	
Flaminia saloon	57-70	9000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	48,000	35,000	20,000	14,000	2775	112	
Flaminia GT/GTL/3C	59-67	70,000	50,000	32,000	22,000	2775	115	
Flaminia convertible	59-67	125,000	100,000	57,500	37,500	2775	110	▲
Flaminia Sport Zag	59-67	325,000	250,000	160,000	100,000	2775	130	
Flavia saloon	61-70	5500	4000	2000	850	1488	105	
Flavia coupé 1.5/1.8	62-68	15,000	11,000	5500	2500	1800	112	
Flavia Sport Zagato	63-67	55,000	40,000	25,000	15,000	1800	120	
Flavia 2000 saloon	70-74	5500	4250	2000	850	1991	110	
Flavia 2000 coupé	69-73	12,500	9000	4250	2200	1991	115	
Fulvia Berlina	63-73	5000	3750	1600	500	1216	100	
Fulvia coupé	65-76	12,500	10,000	4500	2200	1298	96	
Fulvia Sport Zagato	68-72	27,500	20,000	12,500	7500	1298	109	
Fulvia HF SI/SII	68-72	30,000	22,500	15,000	10,000	1584	115	
Stratos	72-74	320,000	265,000	210,000	175,000	2418	130	
Beta Coupé 1.6/2.0	73-84	4500	3000	1250	600	1995	114	
Beta Coupé Volumex	83-84	5250	3750	1750	850	1995	126	
Beta Spider 1.6/2.0	75-82	6500	4000	1750	850	1995	114	
Beta HPE	75-85	4500	3200	1350	650	1995	116	
Montecarlo	75-84	10,000	7500	3500	1600	1995	120	
Gamma	76-84	4000	2750	1250	500	2484	121	
Gamma Coupé	76-84	7000	4750	2250	850	2484	121	▲
Rally 037 Stradale	82-83	240,000	200,000	150,000	120,000	1995	128	
HF Turbo	84-90	5250	3500	1500	850	1585	121	
HF Integrale	87-91	15,000	10,000	5000	3000	1995	134	
Integrale Evo 1	91-93	26,500	19,500	12,000	7500	1995	135	
Integrale Evo 2	93-95	30,000	22,500	15,000	10,000	1995	136	
Thema 8.32	88-90	10,000	7500	3500	2000	2927	140	
LAND ROVER			Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN					
Series I	48-53	30,000	20,000	7500	4000	1595	60	
Series I	53-58	15,000	10,000	5000	2250	1997	60	
SII/IIA 2.2/2.6	58-71	12,500	8000	4000	1750	2625	70	
SIII 2.2/2.6/3.5	71-85	8000	5500	2000	750	3528	86	
Range Rover 2dr	70-72	30,000	18,500	10,000	5500	3528	96	
Range Rover	73-89	17,500	10,000	5000	1250	3528	96	
LEA-FRANCIS			Lea-Francis Owners' Club (01865 407515)					
14hp/14/70 saloon	46-54	10,000	7750	4000	2750	1767	75	
14hp/2½-litre Sports	50-53	50,000	40,000	25,000	15,000	2496	100	
LOTUS			Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)					
Six	53-56	35,000	26,500	17,500	13,000	1172	93	
Elite	57-63	72,000	56,000	37,500	25,000	1216	113	
Seven SII	60-68	25,000	19,000	12,500	8000	1098	92	
Super Seven 1.3-1.6	61-69	30,000	24,000	16,000	10,000	1498	103	
Seven SIII 1.3/1.6	68-70	26,000	20,000	12,500	8000	1599	108	
Seven S4	69-73	15,000	11,000	6000	3250	1599	108	
Lotus Cortina Mkl	63-64	49,000	39,000	26,000	17,500	1558	103	
Lotus Cortina Mkl	64-66	44,000	34,000	24,000	16,000	1558	103	
Cortina II Lotus	67-70	21,000	16,000	10,500	6500	1558	102	
Elan S1 dhc	62-64	32,500	26,500	17,500	11,000	1558	119	
Elan S2-3 dhc	64-68	27,500	22,000	13,500	8000	1558	119	
Elan S4 dhc	68-71	26,000	20,000	12,500	7500	1558	120	
Elan S3/S4 cpé	66-71	24,000	18,000	11,000	6500	1558	123	
Elan Sprint con	71-73	40,000	32,000	20,000	13,500	1558	121	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Elan Sprint Coupé	71-73	34,000	27,000	16,500	11,000	1558	121	
Elan Plus 2	67-74	18,000	13,000	6750	4250	1558	121	▲
Europa S2	67-71	18,000	12,000	6500	3750	1470	110	
Europa TC/Special	71-75	22,500	16,000	8500	5000	1558	123	
Elite, Eclat	74-82	5500	4000	2000	800	2174	129	
Esprit S1	76-78	22,500	16,500	10,000	7000	1973	124	
Esprit S2	78-81	15,000	12,000	7500	5000	1973	130	
Esprit Turbo	80-87	16,500	13,000	8500	5500	2174	148	
Esprit S3	82-87	13,500	10,500	7000	4500	2174	134	
Excel	82-88	7250	5000	2600	1000	2174	130	
Esprit X180	87-90	12,000	9500	6750	5000	2174	135	
Esprit Turbo/SE	87-92	14,500	12,000	8000	6500	2174	156	
Esprit S4 Turbo	93-96	19,000	15,500	12,000	8500	2174	161	
Carlton/Omega	90-92	18,000	14,000	10,000	7000	3615	177	
Elan SE turbo	89-92	8000	6500	4250	1750	1588	137	
Elan S2	94-95	9000	7500	5500	3500	1588	137	
Elise S1	95-00	12,500	10,000	7500	6000	1796	126	▲
Esprit V8	96-04	22,500	18,500	14,000	11,000	3506	175	
340R	00-02	25,000	21,000	16,000	13,500	1796	133	
Exige S1	00-02	22,500	18,000	15,000	13,000	1796	136	
MARCOS			Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)					
GT 1800	64-66	20,000	15,000	8000	4750	1780	115	
1500/1600	66-68	15,000	11,000	6000	3500	1598	117	
3-litre	69-72	20,000	15,000	7500	4000	2978	120	
Mini-Marcos	65-74	8250	6000	3250	1600	1275	100	
Coupé	81-87	11,000	8000	4750	2750	2792	130	
Mantula	84-87	11,500	9,000	6000	3500	3528	150	
Mantara	93-97	16,000	13,000	10,500	8000	3946	158	
Mantis	97-98	26,000	23,000	18,500	15,000	4601	170	
MASERATI			Maserati Club (01494 717701)					
A6G/2000 Zagato cpé	54-57	1.2m	1.05m	900,000	750,000	1986	131	
A6G/2000 coupé	54-57	500,000	450,000	400,000	350,000	1986	131	
3500 GT coupé	58-64	200,000	160,000	110,000	80,000	3485	142	▲
3500 GT Spider	58-64	600,000	475,000	400,000	275,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	180,000	140,000	80,000	55,000	3485	138	▲
Mistral coupé	63-70	120,000	95,000	57,500	40,000	3692	147	▲
Mistral Spyder	64-70	400,000	320,000	240,000	165,000	3692	147	▲
Quattroporte 4.1/4.7	63-71	47,500	35,000	22,000	11,000	4136	130	
Quattroporte III	79-90	13,000	10,000	5000	2750	4930	122	
Mexico	65-72	75,000	55,000	32,000	22,000	4719	150	
Indy	66-74	60,000	45,000	27,500	20,000	4719	156	▲
Ghibli 4.7	67-70	150,000	110,000	75,000	50,000	4719	155	
Ghibli Spyder	69-71	500,000	425,000	325,000	250,000	4719	154	▲
Ghibli 4.9 SS	70-73	185,000	140,000	95,000	62,500	4930	172	▲
Ghibli SS Spyder	71-72	600,000	500,000	400,000	300,000	4930	170	
Bora 4.7/4.9	71-79	110,000	90,000	50,000	32,000	4719	160	
Merak	72-75	37,500	25,000	15,000	8000	2965	135	
Merak SS	76-83	47,500	32,500	18,000	9500	2965	147	
Khamsin	74-82	80,000	65,000	42,500	27,500	4930	151	
Kyalami 4.1/4.9	76-83	35,000	25,000	15,000	9000	4930	150	
Biturbo 220-425	81-88	6500	4500	2200	1000	2491	138	
Biturbo Spyder	84-91	9000	7000	4000	2000	2491	138	
Ghibli II	94-97	13,500	10,000	5500	3000	2790	155	
3200GT	98-01	14,000	11,000	8250	5500	3217	180	
MATRA			Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	5500	3600	2000	850	1442	102	
Murena	80-83	5750	4250	2500	1000	2155	121	
MAZDA			mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)					
RX7	78-86	4000	3000	1600	600	2292	119	
RX7 S2	86-91	4400	3250	1750	500	2254	140	
MX-5	90-97	5000	3500	1800	500	1597	121	
McLAREN								
F1	93-98	6.5m	5.5m	4.9m	4m	6064	240	
MERCEDES-BENZ			M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	1.3m	1.05m	750,000	400,000	5016	102	▼
500K Tourer	34-36	1.2m	1m	700,000	375,000	5016	102	▼
500K Sports/Roadster	34-36	3m	2.4m	2m	1.5m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A/B/C	36-39	2m	1.6m	1.1m	650,000	5401	100	
540K Special Roadster	36-39	6m	5m	3m	1.8m	5401	106	
180/190 Ponton sal	53-62	12,000	9000	4500	2500	1897	87	
219/220S Ponton sal	56-59	15,000	12,000	6000	3500	2195	101	
220S/SE cabrio	56-60	120,000	95,000	60,000	45,000	2195	101	
220S/SE coupé	57-60	45,000	35,000	22,000	15,000	2195	101	
300A/B/C/D saloon	51-62	55,000	37,500	20,000	12,500	2996	101	
300 cabrio D	57-62	200,000	160,000	90,000	50,000	2996	100	
300S cab/rdster	52-55	360,000	285,000	200,000	125,000	2996	112	
300Sc cab/rdstr	55-58	575,000	495,000	375,000	250,000	2996	112	
300SL Gullwing	54-57	1m	900,000	750,000	625,000	2996	145	▲
300SL roadster	57-63	950,000	850,000	675,000	550,000	2996	130	▲
190SL roadster	55-63	130,000	95,000	55,000	37,500	1897	109	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
190/200 Fintail sal	61-68	12,000	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	14,000	10,000	5000	2250	2281	100	
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109	
220SEb coupé	61-65	35,000	25,000	16,500	9000	2195	107	
220SEb cabrio	61-65	70,000	50,000	27,500	17,500	2195	107	
300SE coupé	62-67	38,500	28,500	18,500	10,000	2996	110	
300SE cabrio	62-67	80,000	60,000	32,500	20,000	2996	109	
230SL sports	63-67	75,000	52,500	30,000	19,250	2496	121	
250SL sports	67-68	82,000	60,000	35,000	22,000	2496	121	
280SL sports	67-71	90,000	65,000	37,500	25,000	2778	121	
600 saloon	64-81	120,000	80,000	45,000	30,000	6330	120	
250/280S/SE saloon	65-72	9000	6000	2750	1250	2778	116	
250SEC/280SEC cpé	65-69	32,500	24,000	12,500	7500	2778	116	
250/280SE cab	65-69	70,000	50,000	25,000	15,000	2778	116	
280SE coupe (low grille)	70-72	40,000	30,000	15,000	9000	2778	116	
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	50,000	25,000	3499	127	
280SE 3.5 cabrio	69-71	200,000	160,000	100,000	70,000	3499	127	
300SE/SEL saloon	65-69	9000	6750	3500	1400	2996	115	
300SEL 6.3 saloon	67-72	42,500	30,000	16,000	9500	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	10,500	8000	4000	1900	2746	125	
280/300 SE/SEL 3.5	69-72	14,000	10,000	5000	2750	3499	128	
280/350/380/420SL	71-89	13,500	10,000	5000	2000	4196	130	
500/560SL sports	82-89	16,750	12,750	6750	2750	5547	142	
300SL (R107)	85-89	16,500	12,500	6500	2500	2962	124	
350/380/450SLC cpé	71-81	11,000	7500	3400	1250	4520	137	
280S/SE sal	72-80	6750	5500	2600	900	2746	118	
350/450SE/SEL sal	72-80	6900	5000	2500	750	4520	130	
200/230 saloon	75-84	5000	3200	1500	600	2299	114	
250/280E saloon	75-84	5500	3600	1650	650	2746	124	
230/280CE coupé	77-85	6500	4500	2000	750	2746	125	
450SEL 6.9 saloon	76-80	27,500	20,000	10,000	5000	6834	140	
300SL/SL300 (R129)	89-95	10,500	8000	3500	1500	2960	142	
500SL/SL500 (R129)	89-95	12,000	8500	4250	2000	4973	155	
600SL/SL600 (R129)	89-95	13,000	9250	6000	3750	5987	155	
380/420/500SEC	81-91	11,000	8000	3000	750	4973	138	
560SEC	86-91	12,000	9500	3750	850	5547	151	
500/560SEL saloon	86-91	5000	3750	1750	650	5547	156	
190E 2.5-16	85-93	20,000	15,000	9000	5000	2299	143	
230/300CE	87-93	5000	3250	1250	375	2962	139	
E220, E320 Cabrio	91-97	12,750	9250	4500	2500	3199	142	
500E saloon	92-94	20,000	15,000	8500	5500	4973	155	
SLK 230 Komp'	97-04	5500	3400	1500	775	2295	140	
MESSERSCHMITT			Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	27,500	20,000	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	45,000	32,500	20,000	2322	80	
VA saloon	37-39	30,000	24,000	16,250	10,000	1548	80	
VA tourer/dhc	37-39	42,500	31,000	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	32,500	24,000	16,000	10,000	1250	78	
TD	49-53	26,500	17,500	11,500	7000	1250	80	
TF 1250/1500	53-55	35,000	26,000	15,000	9000	1466	85	
YA/YB	47-53	15,000	10,000	5000	2750	1250	71	
YT con	48-51	30,000	20,000	10,000	5500	1250	71	
Magnette ZA/ZB	53-59	12,500	9000	4000	1750	1489	82	
MGA Roadster	55-62	31,000	22,500	13,000	8500	1489	98	
MGA Coupé	56-62	20,000	15,000	10,000	6250	1489	98	
MGA Twin Cam Rdstr	58-60	44,000	34,000	21,000	14,000	1588	115	▲
MGA Twin Cam Cpé	58-60	32,500	25,000	15,000	10,000	1588	115	▲
Magnette III/IV	59-68	4500	3500	1500	750	1622	87	
1100/1300	62-71	4250	2750	1250	650	1275	97	
MGB roadster	62-67	15,000	12,000	5000	2500	1798	103	
MGB GT	65-67	10,500	7250	3500	1500	1798	103	
MGB MkII roadster	67-71	12,000	8750	4250	1750	1798	103	
MGB MkII GT	67-71	9500	6500	2850	1200	1798	103	
MGB MkIII roadster	71-74	10,500	8250	4000	1600	1798	100	
MGB MkIII GT	71-74	8000	5500	2250	900	1798	96	
MGB roadster	75-80	7500	5500	2750	1000	1798	96	
MGB GT	75-80	5000	3250	1300	500	1798	104	
MGC roadster	67-69	22,000	16,000	8000	4000	2912	120	
MGC GT	67-69	15,000	11,000	5000	2250	2912	120	
MGB GT V8 chrome	73-74	12,000	9250	5000	2750	3528	125	
MGB GT V8 rubber	74-76	10,000	8000	4250	2500	3528	125	
Midget Mkl	61-64	10,000	7000	3250	1600	1098	96	
Midget MkII-III	64-74	8000	5750	2750	1300	1275	96	
Midget 1500	74-79	5000	3500	1500	500	1498	101	
Metro 6R4	85-86	75,000	60,000	45,000	35,000	2991	120	
RV8	93-96	15,000	12,500	9500	6000	3946	136	
MGF	95-01	3750	2500	800	350	1796	126	
MORGAN			Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)					
4/4 Series I	36-50	26,500	21,000	15,000	10,000	1267	70	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Plus 4 (Vanguard)	50-53	32,500	25,000	16,500	10,500	2088	85	
Plus 4 (TR)	54-69	30,000	22,500	15,000	10,000	1991	96	
Plus 4 SS	61-69	65,000	50,000	32,500	20,000	2138	120	
4/4 SII/III/IV/V	54-68	21,000	16,500	12,000	8500	1498	85	
4/4 1600/CVH	68-88	19,500	15,000	10,500	7000	1597	105	
Plus 4	85-87	20,000	16,000	11,000	8000	1994	109	
Plus 8	68-72	34,000	28,500	20,000	12,500	3528	125	
Plus 8	73-86	26,500	22,000	15,000	9000	3528	125	
Plus 8 injection	84-04	32,000	26,500	16,000	9000	3528	125	

MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)							
Minor MM lowlamp	48-51	7500	5500	3000	1500	918	64	
Minor MM L-L Tourer	48-51	11,500	8250	4500	2850	918	64	
Oxford MO	48-54	5250	4000	1750	850	1476	72	
Six	49-54	6500	5000	2400	1000	2215	86	
Minor MM/SII	50-56	5250	3750	1750	650	803	63	
Minor MM/SII conv.	50-56	8000	6000	3000	1600	803	63	
Minor SII Traveller	53-56	8000	5750	2750	750	803	63	
Minor 1000	56-70	5500	4000	1850	625	1098	77	
Minor 1000 conv.	56-69	12,000	8000	4000	2000	1098	77	
Minor 1000 Traveller	56-71	11,000	8000	3500	1000	1098	76	
Cowley 1200/1500	54-57	3000	2000	1000	500	1489	74	
Isis	55-58	6000	4500	2000	900	2639	90	
Oxford II-III	54-60	4750	3600	1600	850	1489	78	
Oxford V-VI	59-71	4000	2750	1100	500	1622	80	

NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)							
Prinz	58-72	5250	3500	1500	750	598	71	
Sport Prinz coupé	59-67	7000	4750	2500	1400	598	76	
Wankel spider	64-67	16,500	12,500	7000	4000	497	95	
1000	64-72	4000	2500	1000	500	996	80	
1200TT	67-72	17,500	12,500	7500	4500	1177	110	
Ro80	67-76	7500	5500	2250	550	995	108	

OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)							
GT	68-73	12,500	8500	4000	2000	1897	111	
Manta A coupé	70-75	6500	4250	1750	850	1897	105	▲
Manta GT/E	75-88	4250	3000	1400	600	1979	122	
Ascona/Manta 400	79-83	20,000	15,000	9000	5000	2410	125	

PANHARD	Panhard et Levassor Club GB (0161 483 8262)							
PL17 saloon	59-64	5500	4000	2000	1000	845	75	
24CT coupé	64-67	6500	5000	2650	1400	845	100	

PANTHER	Panther Car Club Ltd (0116 237 5284); Enthusiasts' Club (01252 540217)							
J72 3.8/4.2/5.3	72-81	25,000	20,000	15,000	10,000	4235	115	
De Ville 4.2/5.3	74-85	40,000	32,000	22,500	15,000	5343	135	
Lima/Kallista	76-90	8500	6500	3500	2000	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	9750	7500	5000	2750	2933	112	

PEERLESS/WARWICK	TR Register (01235 818866)							
GT	57-62	25,000	18,000	12,000	7000	1991	105	

PEUGEOT	Club Peugeot UK (020 8888 8772)							
203 saloon	48-60	9000	6500	3000	1250	1290	70	
403 saloon	55-66	4900	3750	1750	700	1468	81	
403 cabrio	57-61	12,000	9000	6000	2000	1468	81	
204/304 saloon	65-74	3000	2000	850	300	1288	90	
204/304 coupé	67-75	4200	3000	1750	700	1288	90	
204/304 cabrio	67-75	5250	4250	2000	1000	1288	88	
404 saloon	60-75	4850	3850	1850	550	1618	90	
504 saloon	68-83	3000	2200	800	300	1971	104	
504 cabrio	69-83	18,500	13,500	7500	3500	1971	105	
504 coupé	69-83	7500	5500	3000	1200	1971	107	
504 V6 cabrio	74-83	25,000	19,000	10,000	4250	2664	117	
205 T16	83-85	140,000	115,000	80,000	60,000	1774	130	
205 GTi 1.6	84-90	6000	4500	2000	750	1580	122	
205 CTI cabrio	86-92	4750	3000	1500	500	1580	120	
205 GTi 1.9	87-94	8000	5750	2500	1000	1905	126	

PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk							
GTT/P2 1.6	68-74	30,000	24,000	16,000	10,000	1599	115	

PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)							
356 pre-A	49-55	160,000	125,000	85,000	65,000	1488	90	▲
356 cabrio 1.3/1.5	51-55	200,000	155,000	110,000	85,000	1488	90	▲
356 Speedster	54-58	250,000	200,000	150,000	100,000	1488	92	
356 Convertible D	58-59	125,000	105,000	75,000	50,000	1488	92	
356A	55-59	84,000	60,000	38,000	24,000	1582	113	
356B/C	60-65	75,000	55,000	33,000	22,000	1582	113	
356A cabrio	55-59	110,000	82,500	55,000	40,000	1582	113	
356B/C cabrio	60-65	100,000	75,000	50,000	37,500	1582	113	
356 A/B Carrera	55-62	300,000	240,000	185,000	140,000	1582	113	▲
Carrera 2	63-65	400,000	350,000	300,000	250,000	1966	125	
911 2.0	64-65	150,000	120,000	80,000	60,000	1991	131	
911 2.0	66-67	85,000	65,000	40,000	32,000	1991	131	
911S 2.0	66-69	155,000	120,000	80,000	60,000	1991	140	
912	65-69	35,000	27,500	17,000	11,000	1582	112	
911L/T	67-73	65,000	47,500	28,500	19,500	2195	131	▲
911E	68-73	76,000	56,000	35,000	25,000	2341	138	
911S 2.2	69-71	140,000	110,000	72,000	52,000	2195	144	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
914-4	69-75	16,000	12,000	6000	3500	1795	112	
914-6	69-72	60,000	48,000	30,000	20,000	1991	125	
911S 2.4	71-73	150,000	120,000	80,000	60,000	2341	144	
Carrera RSL	72-73	650,000	550,000	450,000	375,000	2687	149	▲
Carrera RST	72-73	520,000	420,000	325,000	275,000	2687	149	▲
911 2.7	73-77	30,000	22,000	12,500	7500	2687	135	
911S 2.7	73-77	42,500	32,500	22,000	15,000	2687	140	
Carrera 2.7	73-77	125,000	100,000	75,000	50,000	2687	148	
911 Turbo (930) 3.0	75-77	100,000	80,000	55,000	40,000	2995	156	
Carrera 3.0	76-77	65,000	50,000	30,000	18,000	2994	146	▲
924	76-85	3000	2250	1000	400	1984	126	
924 Turbo	78-83	5250	4000	1800	850	1984	144	
924 Carrera GT	80-81	50,000	36,000	22,000	16,000	1984	150	
924S/Le Mans	85-88	5000	3000	1500	500	2479	136	
928/S/S2	77-87	10,000	7750	4000	1750	4664	155	
928 S4	86-95	14,000	10,000	5500	2500	4957	161	▲
928 GT	89-92	20,000	15,000	10,000	6500	4957	168	▲
928 GTS	91-95	25,000	20,000	14,000	10,000	5396	171	▲
911 Turbo (930) 3.3	77-90	75,000	55,000	35,000	25,000	3299	160	
911SC	77-83	30,000	24,000	16,500	11,000	2994	149	
911SC cabrio	82-83	32,000	26,500	18,500	12,500	2994	145	
Carrera 3.2	83-89	29,500	22,500	15,000	10,000	3164	158	
Carrera cabrio	83-89	32,000	25,000	17,500	12,000	3164	155	
Carrera 3.2 Supersport	84-89	45,000	35,000	22,500	15,000	3164	158	
911 Speedster	88-89	125,000	100,000	70,000	50,000	3164	158	
959	87-88	650,000	575,000	500,000	400,000	2994	190	▲
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	5000	3900	2100	650	2479	134	
944 Turbo	85-91	12,000	8500	4500	2250	2479	157	
944S	86-88	5750	4500	2650	1300	2479	140	
944 S2	88-92	7000	5000	3000	1450	2990	149	
944 S2 Cabrio	89-92	8500	6500	4000	2300	2990	149	
944 Turbo Cabrio	'91	12,500	10,000	7500	6000	2479	150	
911 (964)	89-94	25,000	18,500	12,000	7500	3600	158	
911 Turbo (964)	90-94	60,000	45,000	30,000	22,000	3299	167	
968	92-95	12,500	10,500	7500	3900	2990	150	
968 Club Sport	93-95	20,000	15,000	11,000	7000	2990	154	
911 Carrera (993)	94-97	45,000	32,000	21,000	14,000	3600	160	
911 Turbo 4 (993)	95-98	75,000	60,000	40,000	26,000	3600	180	▲
911 C4S/C2S (993)	95-97	49,500	36,000	25,000	15,000	3600	171	▲
911 Carrera RS (993)	94-95	250,000	210,000	175,000	125,000	3746	175	▲
911 GT2 (993)	95-96	520,000	450,000	350,000	250,000	3600	187	▲
Boxster 2.5	96-99	6750	5750	3600	2100	2480	149	
Boxster 2.7	99-04	9900	7900	4900	2850	2687	156	
Boxster 3.2S	99-04	12,000	9750	5600	3500	3179	164	

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	7000	5750	2850	1500	2994	121	
Scimitar GTE SE5-6/6a	68-80	6000	4000	1500	600	2994	123	
Scimitar GTC	80-85	9000	7500	3500	1500	2792	119	
Scimitar GTE SE6b	80-86	5500	4500	1800	650	2792	122	

RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	7000	4750	2500	1250	747	65	
Dauphine	54-63	6000	4250	2000	1000	845	70	
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83	
Floride coupé	59-62	6500	4500	2250	1100	845	83	
Floride convertible	59-62	8250	6000	3000	1600	845	83	
Caravelle coupé	62-68	7000	5000	2500	1400	1108	90	
Caravelle convertible	62-68	8750	6500	3250	1750	1108	90	
R4	62-80	4000	2500	1000	400	1108	72	
R8/R10	62-71	3500	2500	1200	500	1108	84	
R8S	68-71	5250	4250	2000	750	1255	90	
R8 Gordini	67-70	35,000	30,000	20,000	12,500	1255	108	
16 GL/DL/TS/TX	65-79	4500	3000	1400	650	1565	105	
17TS/Gordini	72-78	4750	3400	1650	750	1565	110	
5 Gordini/Turbo	76-84	6500	4500	2250	1000	1397	116	
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397	124	
5 GT Turbo	86-91	5500	4000	2000	1000	1397	123	
Clio Williams	94-95	5500	4000	1650	750	1998	134	
Sport Spider	95-97	18,500	15,000	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	4250	2443	91	
Roadster RMC	48-50	32,500	25,000	16,000	8500	2443	100	
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91	
2.6/Pathfinder	53-59	8000	5000	2250	900	2443	101	
One Point Five	57-65	4850	3850	1750	750	1489	85	
4/68, 4/72	59-69	4500	3400	1400	400	1622	88	
Elf Mkl/II 848/998	61-69	6500	4750	2250	900	998	75	
Kestrel 1100/1300	65-69	3600	2400	1200	650	1098	87	

ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	6500	5000	3000	1250	1172	85	
Olympic	60-73	8000	6750	4250	2750	1489	105	

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	1.75m	1.4m	1.1m	900,000	7428	75	
Silver Ghost	18-25	300,000	250,000	175,000	125,000	7428	78	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Phantom I	25-29	350,000	225,000	110,000	45,000	7668	80	
Phantom II	29-35	290,000	180,000	85,000	42,500	7668	88	
Phantom III	36-39	240,000	150,000	70,000	35,000	7340	92	▲
Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9500	4257	92	
Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566	98	▲
Silver Dawn PW con	51-55	75,000	60,000	40,000	25,000	4566	98	
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101	
SCl Mulliner con	55-59	250,000	200,000	150,000	100,000	4887	101	
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115	
SCII Mulliner con	59-62	225,000	165,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	84,000	65,000	37,500	22,500	6230	107	
Silver Cloud III sal	62-66	42,500	32,000	18,500	9000	6230	116	
SCIII MPW con	62-66	250,000	195,000	125,000	80,000	6230	116	
Phantom VI limo	68-77	100,000	75,000	42,500	25,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120	
MPW/Corniche coupé	66-80	37,500	28,500	17,500	9000	6750	119	
MPW/Corniche con	67-90	50,000	40,000	26,000	14,000	6750	119	
Camargue	75-86	45,000	34,000	21,000	14,000	6750	115	
Silver Spirit/Spur	80-89	12,750	10,000	4500	1850	6750	119	
Corniche II/III	87-94	60,000	52,500	37,500	20,000	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	8250	7000	3500	1500	1595	75	
P3 75	48-49	9500	8000	4250	1750	2103	85	
P4 75 'Cyclops'	50-52	12,000	9000	4500	2000	2103	84	
P4 60/75/80	52-62	6500	4500	2000	700	2286	85	
P4 90	54-59	7000	5000	2200	800	2638	90	
P4 105R	57-58	6250	4250	1750	700	2638	91	
P4 105S	57-59	9000	6750	3000	1100	2638	96	
P4 95/100/110	60-64	8500	6000	2400	850	2625	100	
P5 3-litre	58-67	8000	6000	2750	1000	2995	113	
P5 Coupé	63-67	10,000	7500	3400	1250	2995	113	
P5B 3½-litre	67-73	10,500	8000	3500	1200	3528	113	
P5B 3½-litre Coupé	67-73	15,000	9500	4500	1750	3528	113	
P6 2000/2200/TC	63-77	3750	2750	1250	500	2205	112	
P6 3500	68-76	4750	3000	1400	600	3528	117	
P6 3500S	71-76	7000	4750	2000	850	3528	126	
SD1 3500	76-86	4000	3000	1100	400	3528	116	
SD1 VdP	80-86	4250	3400	1250	500	3528	126	
SD1 Vitesse	82-86	5250	4000	1750	850	3528	133	
SD1 Vitesse TP	85-86	6500	5000	2500	1250	3528	135	

SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	7000	5000	3000	1400	841	80	
96 Longnose	65-68	6000	4500	2750	1250	841	79	
Sport/Monte Carlo	62-66	10,000	7000	3750	2000	841	88	
96/95 V4	67-79	4750	3500	1650	700	1498	93	
Sonett	67-74	16,000	12,000	5500	2750	1498	100	
99	68-84	3750	2200	1000	500	1985	101	▲
99 Turbo	77-82	8500	6250	3250	1750	1985	125	▲
900 Turbo	79-93	4500	2750	1000	500	1985	133	
900 Convertible	86-93	5200	4000	1750	650	1985	126	

SIMCA	Simca Club UK (01737 765331)							
1000 GLS/Special	69-78	3250	2000	1000	500	1294	105	
1000 Bertone coupé	62-67	10,000	7000	3750	1650	944	94	
1200S coupé	67-71	12,000	8500	4250	2000	1204	105	

SINGER	Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)							
9 Roadster/4A/4B	39-52	12,500	9500	6000	4000	1074	70	
SM Roadster	51-55	11,000	9000	5750	3250	1497	72	
Gazelle saloon	55-67	4250	2650	1100	550	1497	77	
Gazelle con	56-62	8250	5750	2750	1250	1497	77	
Vogue I-IV 1.6/1.7	61-66	4500	2750	1100	600	1725	91	
Chamois	64-70	4500	2850	1200	550	875	81	
New Gazelle/Vogue	66-70	2400	1750	750	300	1725	94	

SKODA	Skoda Owners' Club of GB (01279 815183)							
Octavia 1.1/1.2	59-64	4000	3000	1500	650	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2200	850	300	988	80	
S110R coupé	70-80	4750	3750	1500	500	1107	90	

STANDARD	Standard Motor Club (01676 522181)							
Vanguard I	48-52	6500	4500	2200	1000	2088	79	
Vanguard II/III	53-58	4500	3200	1500	700	2088	79	
Vanguard Sportsman	56-58	5500	4000	1750	750	2088	83	
Vignale	58-61	4250	3000	1500	700	2088	81	
Luxury Six	61-63	5000	3500	1500	650	1998	87	
Eight	53-59	3500	2250	1000	400	803	61	
Ten/Pennant	54-59	4000	2500	1200	550	948	69	
Ensign	57-61	2750	1850	950	400	1670	78	
Ensign de luxe	62-63	3200	2250	1100	450	2138	85	

SUBARU	The Subaru Impreza Drivers' Club (sidc.co.uk)							
Impreza Turbo	93-01	7000	5000	2250	750	1994	144	
SVX	91-97	3750	3000	1850	900	3300	143	

Buying or selling? Go to classiccarsforsale.co.uk

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
SUNBEAM			Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)					
Talbot 80	48-50	6000	4500	2500	1400	1185	72	
Talbot 80 Coupé	48-50	10,000	8000	4500	2500	1185	72	
Talbot 90 (all Mks)	48-57	8000	6000	3000	16600	1944	90	
Talbot 90 Coupés	49-57	12,500	10,000	6000	4000	1944	90	
Alpine convertible	53-55	32,000	21,000	12,000	7250	2267	95	
Alpine I/II sports	59-63	11,500	8000	3750	1600	1592	101	
Alpine III sports	63-64	12,000	8250	4000	1650	1592	100	
Alpine IV sports	64-65	11,000	7250	3400	1400	1592	92	
Alpine V sports	65-68	11,500	8000	3750	1500	1725	100	
Harrington GT	61-63	15,000	11,000	5500	3000	1592	105	
Tiger I	64-66	50,000	36,000	22,500	15,000	4261	120	▲
Tiger II	67-68	65,000	48,500	30,000	20,000	4727	125	▲
Rapier I-V	55-67	7500	5000	2500	1100	1725	95	
Rapier II-IIIA con	58-63	12,000	9000	4500	2250	1592	87	
Rapier/Alpine	67-76	5000	3500	1500	700	1725	102	
Rapier H120	68-76	6500	4500	2000	1000	1725	106	
Imp Sport	66-76	4500	2850	1300	650	875	90	
Stiletto	67-72	5000	3250	1600	750	875	90	
SUZUKI			SC100 EC (suzuki-sc100.demon.co.uk); SCORE (suzuki-cappuccino.com)					
SC100	79-82	2850	2000	900	450	970	87	
Cappuccino	92-96	3750	2750	1750	750	657	83	
SWALLOW			TR Register (01235 818866)					
Doretti	54-55	30,000	22,500	16,000	8500	1991	102	
TALBOT			Sunbeam Lotus Owners' Club (01423 734624)					
Sunbeam-Lotus	79-81	18,500	13,500	7500	4500	2174	120	
TOYOTA			Toyota Enthusiasts' Club (020 8898 0740)					
2000GT	67-70	750,000	600,000	500,000	400,000	1988	128	
Celica ST 1.6/2.0	70-77	7500	5500	2500	1250	1588	105	
Celica GT 1.6/2.0	74-77	10,000	7500	3250	1600	1968	111	
Celica Supra 2.8i	82-85	5000	3250	1500	700	2795	126	
MR2	84-90	4250	3000	1250	500	1587	124	
Supra Turbo	88-92	3750	2850	1300	550	2954	142	
TRIDENT			Trident Car Club (020 8644 9029)					
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140	
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120	
TRIUMPH			Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)					
Roadster 1800/2000	46-49	30,000	22,500	13,500	7000	2088	77	
1800/2000/Renown	46-54	7500	6000	2750	1200	2088	74	
Mayflower	50-53	4500	3000	1400	700	1247	65	
TR2	53-55	33,500	25,000	14,500	8250	1991	107	
TR3/3A 2.0/2.2	55-61	30,000	22,500	13,500	7500	1991	106	
TR4	61-65	26,500	19,000	10,500	6000	2138	109	
TR4A	64-67	27,500	20,000	11,000	6250	2138	110	
TR5 PI	67-68	40,000	31,000	22,000	15,000	2498	121	
TR6 'CP'	69-73	19,250	14,000	8000	3500	2498	119	
TR6 'CR'	73-76	16,500	11,500	6500	2500	2498	116	
TR7	75-81	3000	2100	1000	450	1998	110	
TR7 convertible	80-81	4250	3250	1650	500	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,000	9500	5500	2500	3528	130	
Herald saloon	59-70	3500	2300	1050	500	1147	76	
Herald coupé/conv	59-67	6500	4000	1750	800	948	80	
Herald 12/50, 13/60	63-71	4000	2750	1250	600	1296	84	
Herald 13/60 conv	67-71	6250	4000	1950	800	1296	85	
Vitesse 1600	62-66	4850	3200	1400	750	1596	88	
Vitesse 1600 conv	62-66	7000	5000	2500	1200	1596	91	
Vitesse 2-litre Mkl	66-68	5000	3250	1500	750	1998	95	
Vitesse Mkl conv	66-68	7500	5500	2650	1300	1998	95	
Vitesse MkII	68-71	5500	3650	1750	850	1998	102	
Vitesse MkII conv	68-71	8250	5950	2850	1500	1998	100	
Spitfire 4	62-65	10,000	7000	3000	1500	1147	94	
Spitfire Mk2	65-67	9000	6000	2750	1350	1147	94	
Spitfire Mk3	67-70	7500	5250	2650	1250	1296	100	
Spitfire MkIV	70-74	6000	4200	2000	800	1296	92	
Spitfire 1500	74-78	6500	4500	2000	750	1493	101	
GT6 Mkl	66-70	10,500	7500	3250	1100	1998	109	
GT6 MkII/III	70-74	11,000	8000	3500	1250	1998	112	
2000/2500 Mkl/II	63-77	4500	3000	1250	450	1998	98	
2.5PI/2500TC	68-77	5000	3300	1500	550	2498	107	
2500S	75-77	5500	3750	1750	700	2498	108	
Stag	70-77	16,500	12,000	5500	2000	2997	117	▲
1300/1500 fwd	65-73	3000	2000	850	375	1296	86	
1300TC fwd	65-70	3250	2200	925	425	1296	93	
Dolomite 1850	72-81	2750	1850	850	425	1854	100	
Dolomite Sprint	73-81	6750	4750	2000	950	1998	117	
TUCKER			(tuckerclub.org)					
Torpedo	48	1.05m	950,000	850,000	n/a	5474	120	
TURNER			Turner Register (01895 256799)					
803/950 Sports	55-59	12,000	9000	5500	2000	948	90	
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	15,000	12,000	7500	3500	1498	100	
TVR			TVR Car Club (01952 822126)					
Grantura I-1800S	57-67	35,000	27,500	15,000	9000	VAR	107	
Griffith 200/400	63-65	55,000	45,000	32,500	22,000	4727	155	
Tuscan V6	69-71	15,000	12,000	6000	3500	2994	125	
Vixen S1-4	67-73	14,000	11,000	5500	3000	1599	107	
1600M	72-77	9500	7500	3750	2100	1599	105	
2500M	72-77	8750	7000	3500	2000	2498	109	
3000M/Taimar	72-79	10,000	8000	4000	2250	2994	121	
3000S convertible	78-79	12,000	9500	5500	3250	2994	119	▲
Tasmin/280i inc 2+2	80-87	4500	3500	2100	1100	2792	128	
Tasmin/280i con	81-87	5250	4400	2500	1500	2792	126	
Tasmin/350i inc 2+2	83-89	5500	4750	2500	1400	3528	136	
V8/350i convertible	83-89	6500	5250	3000	1750	3528	130	
390SE	85-88	7000	6000	4000	2200	3905	143	
400/420/450 SEAC	86-91	12,500	10,500	8000	6000	4441	165	
400/450SE	88-91	9500	8000	6000	4000	4441	155	
S 2.8/2.9	86-92	6000	4750	3250	1500	2922	141	
V8S	91-94	12,000	9000	6500	4500	3943	150	
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	19,500	16,500	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	12,500	10,000	7000	4250	3950	152	
Cerbera 4.2	96-00	14,000	11,500	9000	6750	4280	180	
Chimaera 450/500	96-03	15,000	12,000	9000	7000	4988	162	
VANDEN PLAS			VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS					
4-litre Princess	57-68	12,500	9500	4250	2000	3995	89	
3-litre I/II	59-64	6000	5000	2200	1000	2912	105	
4-litre R	64-68	7500	6000	2750	1200	3909	110	
Princess 1100/1300	63-74	4500	2850	1300	500	1275	87	
1500/1.5/1.7	74-80	2250	1500	700	300	1748	90	
VAUXHALL			Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)					
Velox/Cresta E	51-57	7750	5250	2400	1000	2262	82	
Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94	
Victor F	57-61	6000	4500	2100	1000	1507	74	
Victor FB	61-64	3650	2650	1200	450	1594	77	
VX4/90 FB	61-64	4200	3000	1400	600	1507	88	
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94	
Victor 101 FC	64-67	3200	2200	850	400	1594	83	
VX4/90 FC	64-67	3500	2500	1000	500	1594	89	
Cresta PC/Viscount	65-72	3600	2600	1250	650	3293	99	
Victor FD 1.6/2.0	67-72	2500	1750	750	325	1975	95	
VX4/90 FD	69-72	3500	2100	900	400	1975	98	
Victor FE 1.8/2.3	72-78	2400	1600	700	350	2279	100	
VX4/90 FE	73-76	2800	1900	850	400	2279	104	
Ventora FD/FE	68-76	4250	2400	800	400	3294	106	
Viva HA	63-66	3200	2100	1000	600	1057	76	
Viva HB/HC	66-79	2250	1500	600	250	1256	79	
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90	
Viva GT	68-70	5750	4250	1850	750	1975	101	
Firenza/Magnum	72-78	4000	2600	1000	400	VAR	100	
Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119	▲
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117	
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125	
VX220	00-05	10,500	8500	6750	4500	2198	137	
VX220 Turbo	03-05	15,000	12,500	10,000	8500	1998	151	
VOLKSWAGEN			VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB					
Beetle (split)	46-53	20,000	15,000	9500	5500	1131	66	
Cabrio	49-53	22,500	17,500	11,000	6750	1131	66	
Beetle (oval)	53-57	14,000	10,500	6000	4000	1192	69	
Cabrio	54-58	17,500	13,000	7500	5000	1192	66	
Beetle 1200/1300	57-68	10,000	7000	3500	1650	1192	72	
Cabrio	58-67	12,500	9500	5000	3000	1192	72	▲
Beetle 12/13/1500	68-78	7500	5000	2000	800	1493	81	
Cabrio	67-70	11,000	8000	4500	2500	1493	81	▲
Beetle 1302/1303	70-75	6000	4000	1650	600	1584	84	
Cabrio 1302S/1303S	70-80	12,000	8000	4500	2500	1584	82	
Karmann-Ghia cpé	55-74	12,500	9500	5000	2750	1584	92	▲
Karmann-Ghia con	58-74	17,500	13,000	7000	4500	1493	87	▲
Karmann-Ghia T-34	62-69	12,500	9500	5000	2500	1584	87	
Kombi/Camper	50-67	30,000	22,500	12,500	7000	1493	65	▲
Camper (Bay)	68-79	16,500	13,500	7000	3750	1584	79	▲
1500/1600 Type 3	61-73	6000	4250	2200	1100	1584	87	▲
411L/E, 412 1.7/1.8	68-74	4850	3600	2000	1000	1795	90	
Scirocco Mkl	74-81	7000	5000	2500	1200	1470	106	▲
Golf GTI Mkl	75-84	15,000	10,000	5000	2000	1781	116	▲
Golf GTI MkII	84-91	4750	3500	1650	500	1781	123	
Golf GLi convertible	80-93	4750	3500	1500	450	1781	116	
Corrado G60	89-92	4750	3500	1500	450	1781	140	
Corrado VR6	92-95	5000	3750	1650	500	2861	146	
VOLVO			Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)					
PV544 1.6/1.8	59-65	12,000	8500	4250	2250	1778	95	
121/122 4dr sal	55-67	10,000	6000	2250	800	1583	88	
122S B18 4dr sal	62-67	11,000	7000	2500	850	1778	95	
131/132 2dr sal	61-70	11,500	7500	3000	1100	1778	96	
123GT 2dr sal	67-68	12,500	8500	4000	2000	1778	108	
P1800	61-72	22,000	15,000	7250	4000	1778	105	
P1800ES	71-73	17,500	12,000	6000	3250	1986	111	
144/164 sal/est	67-74	4000	2850	1100	500	2979	115	
244/264 sal/est	74-79	2650	1750	750	350	2127	106	
262C coupé	78-81	6500	4750	2250	1200	2849	109	
T-5R/850R	95-97	5000	3650	1600	650	2319	155	
WOLSELEY			Wolseley Register (0161 368 2388, wolseleyworld.com)					
4/50	48-53	4400	3250	1500	700	1476	78	
6/80	48-55	5750	4500	2000	1000	2215	81	
4/44 & 15/50	52-58	6000	4500	2250	1200	1489	78	
6/90 SI-III	54-59	5250	3750	1750	850	2639	96	
1500	57-65	4000	3100	1500	600	1489	77	
15/60, 16/60	59-71	4200	3200	1400	600	1622	78	
6/99, 6/110 SI/II	59-68	6500	5250	2250	850	2912	98	
Hornet SI-III	61-69	6000	4500	2000	850	998	77	
1100/1300	65-73	3200	2200	1100	550	1098	84	
18/85, Six	67-75	4500	3000	1000	400	2227	104	

FIND YOUR NEXT DREAM CAR
CLASSICCARSFORSALE.CO.UK

The best classic car marketplace to search for:
▶High-quality stock from dealers, auctions and private sellers
▶Specialist buying and selling knowledge

ClassicCarsForSale.co.uk
BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

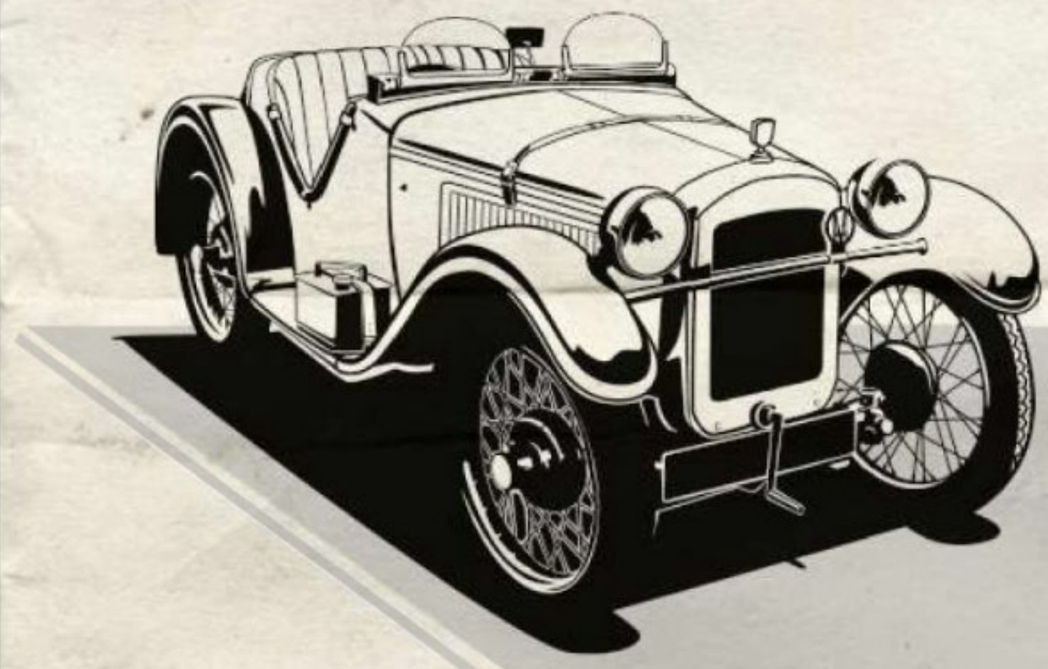
CLASSIC CAR INSURANCE?

THE HARD WAY

- ☐ Ring an insurance company that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- ☐ Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- ☐ Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- ☐ The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.

THE EASY WAY

- ☐ **Call Hagerty. 0333 323 1383.**
- ☐ Go for a relaxing drive.



HAGERTY®
CLASSIC CAR INSURANCE

HAGERTYINSURANCE.CO.UK