

Lotus Carlton
'All those horses want to get out'



Ferrari F355
It's time to buy. Here's how



BMW 507 vs 3200CS
V8 road trip across Italy



Classic Cars

GRAND DESIGNS

£3K-45K STYLE CHOICES OF THE YEAR

EXCLUSIVE

**DESIGN LEGEND
TOM TJAARDA**
RATES EACH CAR

CITROËN SM

**JAGUAR
XJC**

**BUICK
RIVIERA**

**ASTON
DBS**

MERCEDES CE

PLUS

MGB Roadster pranged
three times, restored twice
and given away

STIRLING MOSS
'I nearly collapsed in tears'

AIRFLOW DE SOTO RESTO

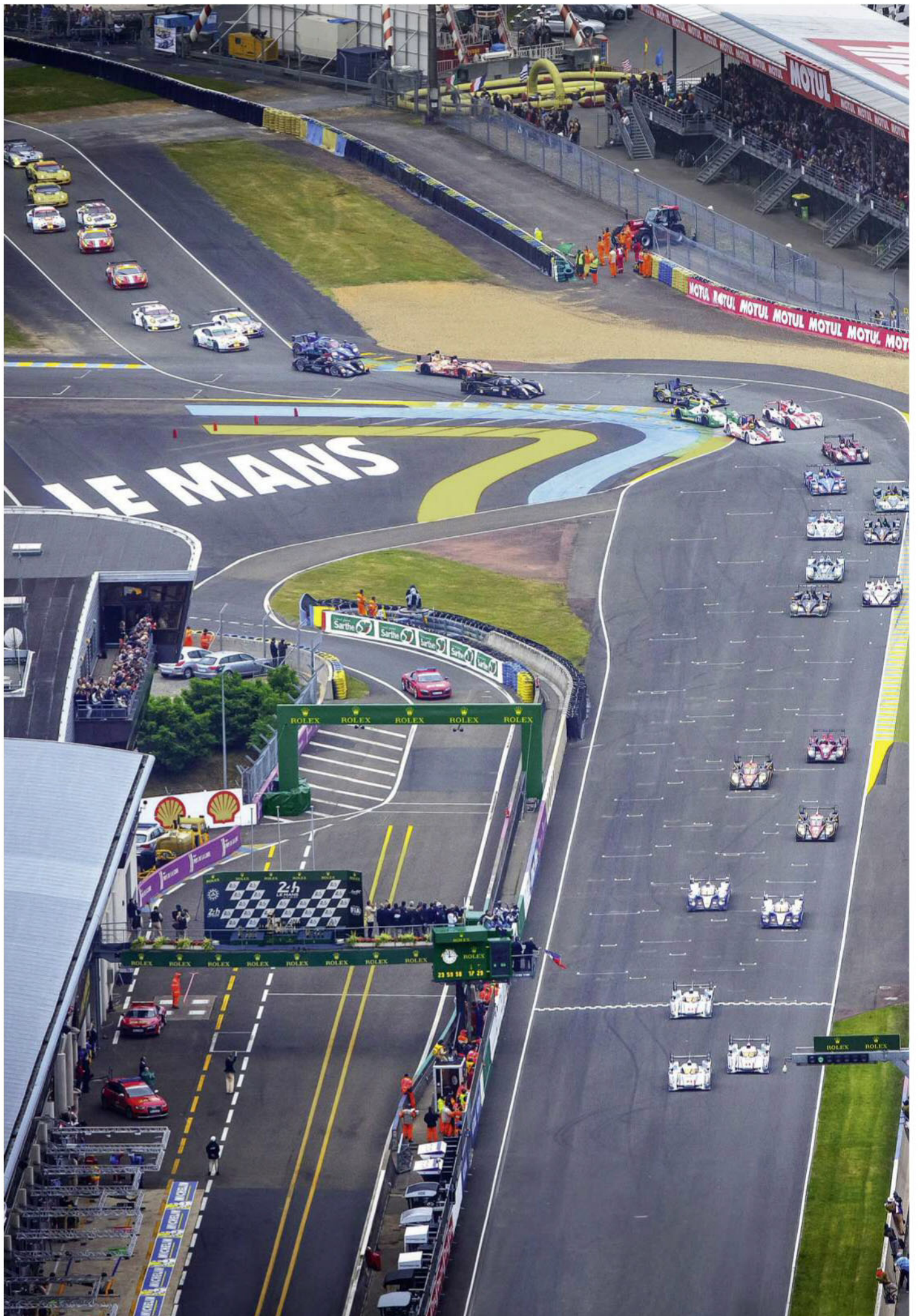
'The chassis was in one hell of a mess – it fell to pieces like a jigsaw'



ISSUE 504

JULY 2015 £4.50





24h LE MANS

LE MANS 24 HOURS
CIRCUIT DES 24 HEURES DU MANS
JUNE 13TH TO 14TH, 2015

THIS WATCH HAS SEEN INDOMITABLE WILL.
AND UNRIVALLED ENDURANCE.



OYSTER PERPETUAL COSMOGRAPH DAYTONA



ROLEX

CELEBRATING

30
YEARS

Policies from
£74**

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**

We share your passion

 follow us @Footman_James

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: 1957 Morris Minor 1000. Value: £3000. 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



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



I've just experienced a couple of mind-bending days getting to know some of the star Mercedes cars, venues and drivers from its victorious F1 and World Sports Car Championship years. You can read about it on p92.

As if names like Moss, Herrmann, 300 SLR, 300 SL, Mille Miglia and Monza weren't enough, Mercedes brought Lewis Hamilton and Bernd Mayländer along for a modern perspective. Which is how I found myself being strapped into the SL 63 AMG he used as the F1 safety car for the 2008-9 seasons. By the second lap we were laughing, me buzzed with adrenaline as we bounced over Monza's kerbs and power-slid through the corners, Bernd in stitches as he compared it with the current AMG GTS safety car. 'This feels like such an old car,' he said. We were experiencing a collision of perspectives – to me the SL 63 felt modern with its huge reserves of grip, safety and comfort. Of course my ever-smiling driver was delighting in over-stepping all three, but you get my point.

It also appears modern to these eyes, bristling with styling cues of the age, so I wonder what we'll be saying about its looks in, say, 2053 when we run that year's Grand Designs feature. For 2015 we've focused on five coupés from a turning point between the Sixties and Seventies, when soft curves were giving way to crisp and clean lines (p50). Here the Mercedes 280 CE represents the conservative approach, and from there our five choices span radical futurism and grand decadence. It's fascinating to hear Tom Tjaarda and John Simister's views on them. Be prepared to be surprised, and let me know what you think. Enjoy the issue.

Phil Bell, editor

GREAT AUTOGLYM SET, PLUS
Classic Cars
FOR JUST £48.60
SEE PAGE 114 >FREE UK DELIVERY
>NEVER MISS AN ISSUE



S U B S C R I B E O N L I N E

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.

TAKE A BOW



TOM TJAARDA

For our cover feature on stylish buys we turned to design legend and *Classic Cars* columnist Tom Tjaarda for an opinion. We were sure he wouldn't hold back... p50



JOHN SIMISTER

Finding five owners with the right cars all able to meet on the same day can be difficult. Finding those willing to hang around half the night in Milton Keynes? More so. p50



TIM ANDREW

He's not known as the Prince of Darkness for nothing. No, he's not a former front man for Black Sabbath, but a master of creating stylish car photography at night. p50



STEWART PERRY

A restoration story could so easily read like a menu, but Stewart not only found a fascinating and rare car, but brought its story to life like a Hollywood movie. p78



JONATHAN JACOB

Great car photography is about capturing the essence of the machine, and Jonathan really nailed the Lotus Carlton with his dramatic shoot. p8



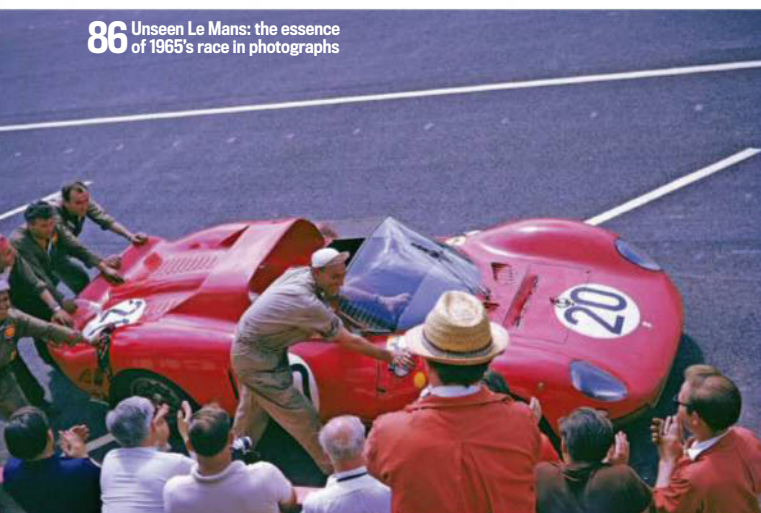
JEROEN BOOIJ

We asked Jeroen to find a collector with a surprising taste in cars, and he found Klaas van Dijk, champion of the underdog from AMC Gremlin to Lancia Flaminia. p98

‘Here are five designs lauded at launch and celebrated as groundbreaking ever after’ p50



50 Grand Designs: Tom Tjaarda rates our style choices of the year



86 Unseen Le Mans: the essence of 1965's race in photographs



8 The List: we let loose a lucky reader in a Lotus Carlton

SPECIALIST HELP Insurance 202 | Services 208 | Clubs 217 **BUYING OR SELLING?** Go to classiccarsforsale.co.uk

→ CONTENTS

IN THIS ISSUE | JULY 2015 | ISSUE 504

↓ THE MONTH IN CARS

- 16 **Techno Classica Essen** Four-page report from top European showcase
- 21 **Donington Historic Festival** Mighty **Audi A4 quattros** roar into a reunion
- 22 **Manx Classic** Aircraft-engined **Citroën AC4/Moth** celebrates a successful maiden outing
- 25 **Events planner** Our recommendations, from the Wilton Classic to Watkins Glen
- 117 **Your letters** The joys of **Ferrari 456** ownership and the **Sprite MkII** built without an engine
- 120 **Next Month** A glimpse of what to look forward to in August's *Classic Cars*

↓ THE INSIDERS

- 45 **Quentin Willson** says originality and period accuracy are key to creating high values
- 47 **Tom Tjaarda** predicts that India could become the creative hub that designs tomorrow's classics
- 49 **Simon Kidston** reports that classic cars focused minds when F1's A-listers got together

↓ OWNING

- 64 **COVER** **Life Cycle** Meet the **MGB roadster** that has been pranged three times, restored twice, given away and has now been transformed into a sharp little roadburner
- 78 **COVER** **Epic Restoration** A broken chassis and rotten bodywork were just some of the hurdles that had to be overcome in rehabilitating this 1935 **De Soto Airflow**
- 98 **The Collector** **Klaas van Dijk's** amazing hoard of 150-plus cars features large numbers of AMCs, Chevrolets, Lancias and Ramblers, plus more than a few Alfa Romeos, Lamborghinis and others
- 123 **Our Cars** Phil tools up to fit new wheelbearing races to his **Jaguar E-type S1**, Nigel struggles with his **Reliant Scimitar SE5** resto, and Adam treats his **Peugeot 205 GTI 1.9** to a new motor

↓ DRIVING

- 8 **COVER** **The List** Reader Tim Dubois wants comfort and lots of power – so we grant him his dream drive in a **Lotus Carlton**, the ultimate bad-boy saloon
- 50 **COVER** **Grand Designs** Design legend **Tom Tjaarda** rates our style choices of the year, including **Aston Martin DBS**, **Citroën SM**, **Jaguar XJC**, **Buick Riviera** and **Mercedes CE**
- 70 **COVER** **BMW 507 vs BMW 3200CS** Join us on a heady V8 road trip across Italy to discover whether BMW built the ultimate driving machines of the late Fifties/early Sixties
- 86 **Unseen Le Mans 1965** Get an exclusive taste of Sixties GT racing from the archives of an unknown photographer who caught the essence of 24 hours of thrills at La Sarthe
- 92 **Mercedes Legends** To mark Mercedes-Benz's dominance of motor sport 60 years ago we try a **300 SLR** and a **300 SL** on the roads where they made their mark
- 104 **The Rallying Years** **Sir Stirling Moss** returns to his Rootes roots, revisiting his early-Fifties high jinks driving **Sunbeam Talbot** and **Alpine** rally cars

↓ BUYING

- 28 **Smart Buys** **Quentin Willson** says the **AC Greyhound** is a rarity worth seeking out, highlights big interest in the **Austin A30/35** and tips the **Mercedes SL55 AMG** as a classic on the cusp
- 32 **Market Watch** **Russ Smith** reports on which Astons grabbed most attention at the Works sale
- 37 **Temptations** Nine cars to keep you sweet but make your bank manager sweat
- 40 **Barn Finds** **Nigel Boothman** discovers a **Ford Sierra RS Cosworth** that's emerged after eight years in a shed plus a **Jaguar E-type V12** that's spent most of its life in storage
- 110 **COVER** **Buying Guide** Nine vital steps to finding a fantastic **Ferrari F355**
- 119 **Books and Models** New releases on the **Toyota MR2**, **Sir Stirling Moss** and ex-Ferrari works driver **Sam Posey**, plus the latest scale models reviewed by **Sam Dawson**
- 131 **Dealer adverts**
- 130 **Ads on Test** **Talbot AX65** (p130), **Ferrari F355 Spider** (p133), **Jaguar E-type 3.8 S1 roadster** (p134), **BMW Z1** (p137)
- 201 **Advertise your classic for free**
- 218 **Classic Punts** Patience pays off in reader Mike Spindle's search for an **AC Cobra**

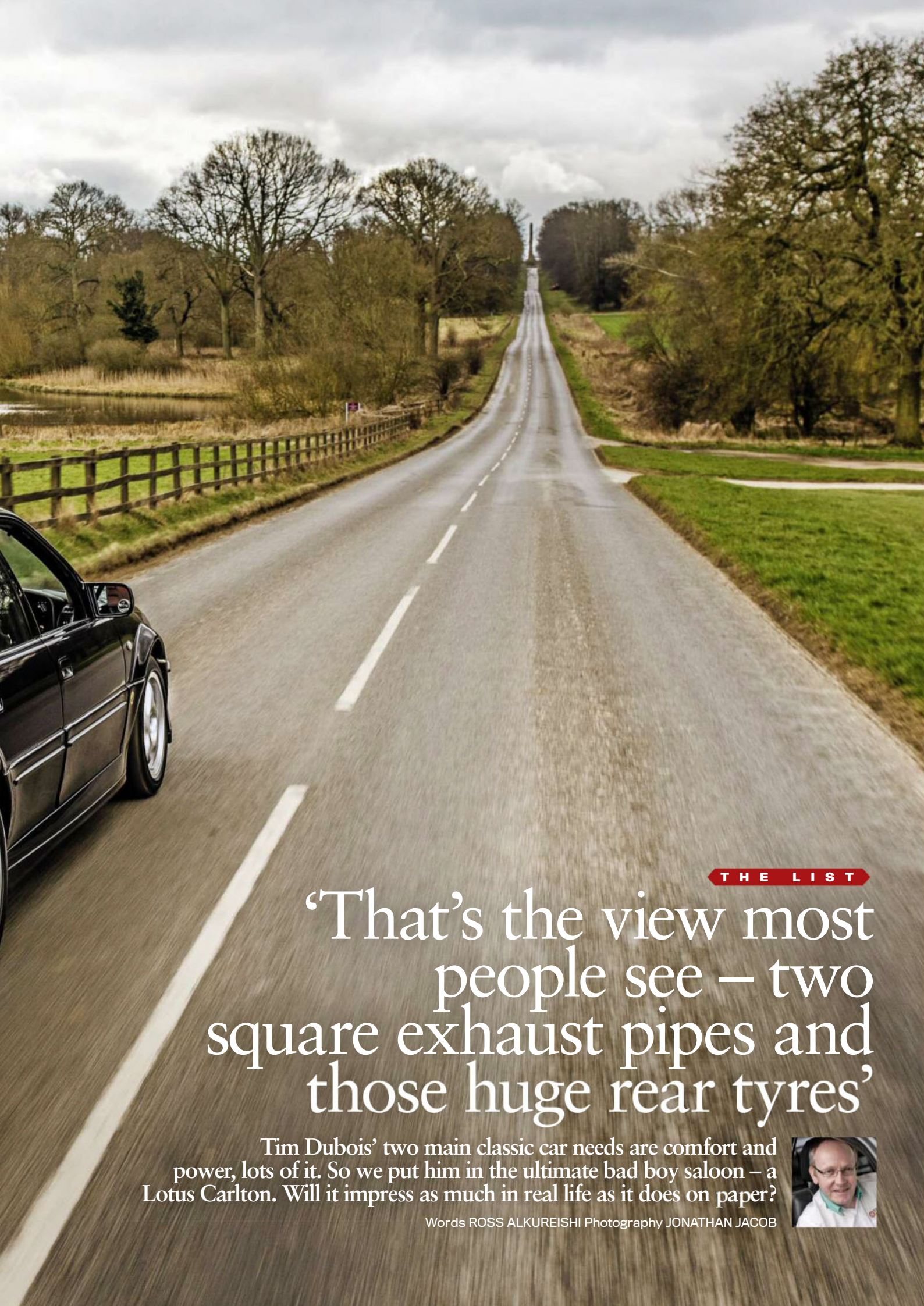


104 The Rallying Years: Sir Stirling Moss returns to his Rootes



SUBSCRIBE For the best-value deals, call today on 01858 438884, visit greatmagazines.co.uk/classics or p114 **CONTACT US** See p218





THE LIST

‘That’s the view most people see – two square exhaust pipes and those huge rear tyres’

Tim Dubois’ two main classic car needs are comfort and power, lots of it. So we put him in the ultimate bad boy saloon – a Lotus Carlton. Will it impress as much in real life as it does on paper?

Words ROSS ALKUREISHI Photography JONATHAN JACOB





'I expect the Lotus Carlton to be an iron fist, with no velvet glove'



TIM DUBOIS

A brief dabble with a 1984 Ford Capri 2.8i aside, DHL Fuel Contract Manager Tim Dubois' cars have all hailed from Germany and invariably featured six-pot or V8 power plants like a trio of Porsche 928s, and the Audi A6 Avant he's currently refettling for day-to-day use.

HIS WISHLIST

Mercedes Benz 500E
BMW E34 M5 Touring
Lamborghini Espada
Audi Sport Quattro
Porsche 959
De Tomaso Pantera
Lotus Esprit V8
Lotus Carlton
Ferrari 400i
Audi R8

O h, so that's what you're going for a drive in,' said Tim Dubois' wife, shrugging when he showed her a printout of the car we'd lined up for him. You can forgive her response for at first glance it does look like any other big Vauxhall lump, but allow the eyes to linger and the fine detail becomes clear; from pumped-up bodykit through to the Imperial Green paintwork and Lotus badges. For enthusiasts of a certain age, these are key identifiers for a car that still holds an almost mythical status.

'I remember the press being full of it when it was launched,' says Tim. 'That 176mph top speed caused an outcry, especially as the German opposition were limited.' To just 155mph, as it happens – poor things. 'I'm glad they stayed true to their values, stuck two fingers up at the establishment and resisted the temptation to do the same.' In the real world, *sans* bragging rights, that extra 21mph was a moot point. It was what it stood for – a family saloon capable of supercar performance – that created such a media frenzy.

'There's no doubt it had to be on my list. My interest is more towards front-engined cars, whether grand tourers or very fast saloons; something you can put four people in, decide where you want to go and get there rapidly. And this is the daddy.'

The example we're using today is a bit special – a one owner, multi-concours-winning car with just 13,814 miles on the clock. It's for sale at Cars of Extinction (carsofextinction.com) and, as proprietor Bernard Hoggarth raises the door to the premises, Tim



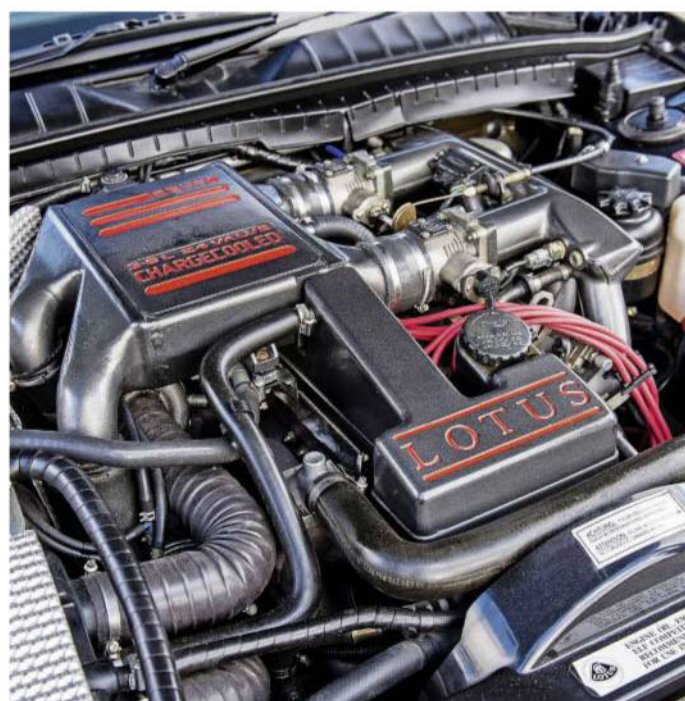
Tim was astounded by the Carlton's blend of epic heave and compliant handling

says, 'I expect it to be an iron fist, with no velvet glove.' When it appears it looks brutal, but paradoxically discreetly so.

'Beauty and the beast rolled into one,' says Tim, re-evaluating. 'It has a bit more presence than a similarly aged M5 but, while it really looks like it packs a punch, there's still an element of glorified saloon car.' Come back Mrs Dubois, all is forgiven. That illusion is shattered as its tuned in-line six is fired up, and the deep resonance of the exhaust note reverberates off the walls. I catch Tim's eye. 'I wasn't expecting that,' I explain. 'It's a bit more devilish-sounding than I thought it'd be.' His iron fist analogy seems to be under constant review from both of us – once more, there is no glove.

He parks himself inside the cabin. 'I have duck's disease,' he explains. 'My bum's too close to the ground and my legs are too short.' There are no supercar compromises here, though – this is repmobile-friendly territory and he's quickly comfortable. 'It's a really good seating position, and visibility is first class.' The cabin isn't quite up to the standards of period BMW and Mercedes rivals but there's a profusion of soft Connolly leather and quality carpets.

At low speeds there's a constant muted rumbling noise, like the portent of some murderous storm shortly to erupt. 'The clutch is predictably heavy,' says Tim. 'There's about an inch and half of travel that does nothing, then it bites and when you let it out gradually it suddenly engages. It's a bit of an acquired taste. The gearshift is deliberate and positive, and first is incredibly long. It's really quite docile low down but it's not its natural habitat and at



Twin turbo six-cylinder delivers a 377bhp hobnailed boot to the German opposition's groin



Tim liked the Carlton's blend of presence and relative subtlety

THE EVOLUTION



1978 CARLTON

Essentially a four-cylinder Royale, this Opel Rekord clone came with a smaller range of engines than its mainland European cousin. A trace of droopsnoot Firenza on the front profile allowed it to maintain a smidgeon of Vauxhall identity. Available as a four-door saloon or five-door estate, it launched with a 2.0-litre engine and a price tag of £4600. 1.8-litre petrol and 2.3-litre diesel units arrived in 1982, with a facelift and fuel injection for the range-topping CD the following year – capacity increased on the latter to 2.2 litres in 1984.



1986 CARLTON II

Mark II was larger in every way and had an increased frontal area, but improved aerodynamics – Cd down from 0.36 to 0.28. Curved contours and fine detailing resulted in better resolved styling. Re-jigged engine – lightened pistons and conrods, lengthened rods, heavier flywheel, long curved inlet tracts – meant ultra-smooth running, and a wider spread of pulling power. Its mapped electronic ignition could be reset for 91 or 95RON lead-free fuels. It was still available in four- and five-door guises, with 1.8, 1.8i, 2.0i and 2.3D engines on offer.



1987 CARLTON 2.4i, 3.0i, GSI 3000

Six-cylinder power arrived in 1987 with or without emissions control equipment, depending on the market. The 2969cc DOHC units were fed by Bosch LE-Jetronic fuel injection but non-cat cars had a 9.4:1 compression ratio and a resultant 177bhp, with catalytic converter examples 8.5:1 and 153.5bhp. This equated to the latter being 5.6mph slower, added a second to the 0-60mph sprint and reduced fuel consumption by three to four per cent. A 2.4-litre 4-cylinder engine arrived in 1988, followed by the 204bhp 24v GSi 3000 in 1989.



1989 LOTUS CARLTON

Using the GSI 3000 as a base, twin Garrett T25 turbos were strapped to the existing in-line six-cylinder unit to deliver a hefty 377bhp with 419lb ft of torque. MacPherson strut and multi-link rear suspension was lowered and stiffened to improve handling. Top speed hit a stratospheric 176mph, with 0-60mph achieved in just 4.8sec. A technological marvel. An almighty media firestorm ensued on its release – not only was it mentioned by name in Parliament and tabloid news fodder, it also made it into one of comedian Jasper Carrot's routines.



Despite the exotic badge, the interior can't shake off its repmobile origins. The plush leather chairs suited Tim's proportions perfectly, however

around 1500rpm you can feel both turbos wanting to come on song; it just has all those horses wanting to get out.'

Tim applies some heavier throttle pressure and the result is instantaneous; no lag, ferocious cascades of torque and a roar from the twin exhausts. I can hear and feel that Lotus-engineered drivetrain working as it belts us forward. 'No effort whatsoever. There's an underlying element of hooliganism about this car, and it'd always be at the back of your mind. Sixth gear has really long legs,' he says, pointing at the rev counter. 'It's at just 1000rpm at 60mph; you can see how it reaches that incredible top speed.'

Out on the sweeping B-roads of the North York Moors National Park Tim settles into an easy rhythm, using mainly gears one through three and not coming close to touching the Carlton's outer limits – the straights being too short. 'It does everything so capably; those big brakes shave off speed so well, and it turns in and grips with plenty of feedback for such a big, nose-heavy car. I'm glad it's not raining, though – today, with 377bhp and 419lb ft of torque on soft tyres it's great but on a wet day it'd be a handful.'

We pull over and swap places. I have giraffe syndrome but I'm just as easily accommodated in the cabin. He's right about that seating position, it's perfect; there are no offsets or other irritating annoyances and the seats have just the right mix of sports bucket and leather sofa. My first ten minutes behind the wheel are devoted to trying to work out how to use the clutch and ZF gearbox most efficiently. Once I've learned how to get the best from them neither

'There's a hooliganism about this car, it's always at the back of your mind'

detracts from the awe-inspiring performance. Bury the accelerator, feel the rear tyres grip then light up as you're launched forward – a visceral assault on the senses. I need to choose carefully where to deploy full power because it just wants to go and go, and then add further dollops of go to the equation. Overtaking is done before you know it. That Lotus was able to make the car deploy its colossal performance this safely is testament to the prowess of its engineers; the turbos kick in smoothly and always predictably.

That fact allows it to be thoroughly enjoyed as an A- and B-road blaster. The level of grip from the tyres is prodigious and, although the steering was criticised in period for lacking feel, it's responsive enough. Braking technology has also come a long way since this car's release but as I employ the anchors the Group C racing-derived AP system still impresses and pulls it up on the spot – that phenomenal 0-60-0mph time of 8.5 seconds still firmly in evidence.

Back at HQ Tim and I reflect on the exhilaration of the day's driving. 'It's been most entertaining and revealing,' says Tim. 'Expectations have not been diminished at all; it's lived up to

everything I'd heaped upon it. Back then a 175mph-plus car would have been the preserve of your Porsche, Ferrari and Lamborghini owner – it wasn't for the masses.' Strictly speaking, the £48k price meant that neither was this and it took a brave decision to fork out such a sum for it, but then it is *the* car that raised the bar.

'It has all the get up and go you need, but still remains understated – the perfect Q-car,' adds Tim. 'That said, if you have your foot on the accelerator, you need to be pretty dialled into it and always aware.' He's right, losing your licence remains just an enthusiastic throttle squeeze away. In a supercar you have visual reminders of its capabilities, but the Carlton's docility can lull you into thinking you're in a normal car.

'If funds were available it would be my weapon of choice for a big road trip,' he adds, as we take one last look at it. 'That's the view most people see – two square exhaust pipes and those huge rear tyres. If my lottery numbers were to come up I'd be back to see Bernard to buy it.' Where then? I ask. 'A wee trip to Germany and the autobahn,' he adds with a raised eyebrow.

Thanks to: Bernard Hoggarth and Cars of Extinction (carsofextinction.com)



See this in your mirrors!
Not for long you won't

1991 LOTUS CARLTON

Engine 3615cc 24-valve dohc in-line six-cylinder, Rochester fuel injection and twin Garrett T25 turbochargers **Power and torque** 377bhp @ 5500rpm; 419lb ft @ 4200rpm

Transmission ZF six-speed manual, rear-wheel drive, limited-slip differential **ABS Suspension** Front: independent by MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: independent by semi-trailing arms, coil springs, telescopic dampers, anti-roll bar

Steering Recirculating ball, power-assisted **Weight** 3726lb (1690kg) **Performance** 0-60mph: 5.1sec; top speed: 176mph **Fuel consumption** 22.3mpg **Cost new** £48,000 **Value now** £10,000-£20,000

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.

HONING HETHEL'S HELLRAISER



The Lotus Carlton caused a storm when it was unveiled at the 1989 London MotorFair

WORLD'S FASTEST SALOON

Built as a technical showcase, the Lotus Carlton was much more than another Hethel 'special' – it took on the Germans and won

Stuart Harris, then Product Analyst (Large Cars) at Vauxhall, acted as the go-between linking Opel Germany with chief engineer Simon Wood and the team at Hethel. 'The Lotus-developed Chevrolet Corvette ZR1 engine was never considered,' he recalls. 'Opel would only release the project if it were taken as far as it could within the company, so the engine was always going to be six-cylinder. It did help that the 3.0-litre 24v unit was in development.'

The only transmission capable of handling the torque was the Corvette's six-speed ZF and this was used with a heftier 9.5-inch clutch. The former was linked to a Holden-derived rear axle by a three-piece propshaft.

'The cylinder head remained unchanged but the rest of it was all new,' says Harris. This included a stiffened block, increased to 3.6 litres, forged alloy Mahle pistons, new connecting rods and a forged steel crankshaft – with a dozen counterweights, for extra-smooth running. This was helped by a new induction system and manifold, while two liquid-cooled Garrett T25 turbos – utilising a single intercooler, but each with its own wastegate – were added.

'The main engineering took place at Lotus but if there was a problem on a GM

part then our engineers got involved,' says Harris. AP Group C-derived brakes – four-pot calipers with 330mm ventilated discs at the front, and two-pot ventilated rear – sat behind specially developed Goodyear tyres. 'Weirdly it was the braking system that led the car to become type-approved as a Lotus,' says Harris. 'The Opel guys said they weren't signing it off as they didn't do the development work; other than that it would have remained an Opel.'

A wind-tunnel-developed body kit was added. And underneath, chassis engineer Tony Shute went to work on the MacPherson strut front and multi-link rear

suspension, with the latter's semi-trailing arm gaining an extra link and twin tube automatic self-levelling dampers. The end result, substantially lower and stiffer, dramatically improved its dynamics. 'The old Lotus magic,' as Harris calls it.

The resultant performance figures in a 1990 Autocar road-test were staggering – 0 to 100mph in 11.1sec. 'The Lotus guys said they could have gone a bit more, but they would say that. The Opel guys wanted to limit it to 155mph but at Vauxhall we thought "it can do what it can do, so let's run with it".'

'The performance figures were staggering – 0 to 100mph in 11.1sec'

WORLD-CLASS MOTOR CARS AT BONHAMS

Bonhams prestigious sale calendar presents exceptional motor cars at world-class venues to a global market.

The property of Sir Stirling Moss

*The ex-Bob Holbert, Thomas Payne, Millard Ripley
1962 Watkins Glen SCCA National Winning*

1961 PORSCHE RS61 SPORTS-RACING

Chassis no. 718-070

£1,700,000 - 2,000,000

The Goodwood Festival of Speed Sale

The Goodwood Festival of Speed Sale

26 June

Goodwood, Chichester, UK

Quail Lodge Auction

13 - 14 August

Carmel, California, USA

The Chantilly Sale

5 September

Château de Chantilly, France

The Goodwood Revival Sale

12 September

Goodwood, Chichester, UK

ENQUIRIES

UK

+44 (0) 20 7468 5801

ukcars@bonhams.com

USA

+1 212 461 6514, East Coast

+1 415 391 4000, West Coast

usacars@bonhams.com

Europe

+32 (0) 476 879 471

eurocars@bonhams.com

Entries are accepted for these sales



Bonhams

➔ THE MONTH IN CARS

Bentley lights up Essen, Audi racers return to UK and a vintage Citroën takes on Manx



TECHNO CLASSICA, ESSEN, GERMANY

Bentley milestone unearthed at Essen

Techno Classica Essen paraded a typically strong selection of classics, with scarcely believable prices on dealer stands for Ferrari Testarossas in particular. The restoration business is booming too, with ever-more manufacturers getting involved officially, but above all the show remained a celebration of the cars themselves.

➔ 1929 BENTLEY 4½-LITRE 'BLOWER'

Collector Robert Fink's imposing Bentley was the star of the central display from Techno Classica organiser SIHA, celebrating cars that contested the 1929 RAC Tourist Trophy. 'It's the very last of the Blowers, chassis MS 3950,' said Fink. 'It was bought new by the Bradley brothers, and wore drophead coupé bodywork, but this was actually changed to the Vanden Plas Le Mans style very early on, when the Bradleys decided to contest the Goodwood Rolls-Royce Trophy.'

'I was at the Silverstone Classic with this car ten years ago, and came back to the car park to find an 80-year-old man looking at the engine bay. He said, "This was my car" – it was Bob Bradley! After 20 minutes chatting, he said, "I can send you all the history". I didn't hear anything for a month, then I got a phone call from his daughter, who said the day after I'd met him he'd hit a tree on a hillclimb and been killed, but he'd left the history file along with my card on his desk. It's such a pity I was never able to get to know the man, but I am so grateful for those 20 minutes.'



Robert Fink and his Bentley 4½-litre 'Blower'



From Mustangs to Testarossas, Essen had plenty for every taste and sensibility

Citroën Ami lights on this Maserati predict the companies' brief future together



1963 MARCHESI MASERATI SEBRING 'BOMPANI'

This unusual Maserati jostled for space with the 906 (below) under Movendi's familiar arch. 'A Modenese industrialist called Bompani ordered a new Maserati Sebring Series 1 in 1963, but wanted it restyled to look more like the 5000GT Allemano Indianapolis, so he sent it to Carrozzeria Marchesi,' said Movendi's Philippe Hundt. 'Without telling him of their origin, Marchesi's stylists reworked the front end around a pair of Cibié lamps from a Citroën Ami 6, as on the 5000GT Allemano.'

'Then Bompani wanted the colour changed – it was originally Blu Vincennes, but it was repainted Verde Caliente by Max Meyer. Also, Bompani insisted Borrani fit it with steel wheels rather than wires.'

'From what we understand, Bompani felt that the production Sebring didn't resemble the original sketches closely enough. He was quite a demanding character!'

1955 PEGASO Z-102 COUPÉ PANORAMICO

Pegasos are a rare enough sight as it is, but this example on Steenbuck's stand features a radical reworked roofline with an American-style reverse-rake windscreen.

'It was one of just eight built by Touring featuring this panoramic windscreen plus deep gills and bonnet vents,' said dealer Richard Sachse. 'Only four remain – the others were dismantled, as it proved too complex to put into regular production.'

'We don't know quite why it came about. It just seems that one of Touring's designers at the time just said, "I want to do this", or maybe they found a windscreen they wanted to use to try to modernise the design along contemporary American lines. Either way, it's special. A stylist's whim.'



Pegaso Z-102 is one of just eight built with this windscreen style



Porsche 906 back in Monza livery

1967 PORSCHE 906 CARRERA 6

'This is the last-ever 906,' said Philippe Hundt, 'and the only one that wasn't a factory racer – instead, it was used to take the 2000cc-class speed record back from Abarth at Monza in 1967 with Jo Siffert. It averaged 216.99km/h (135mph) over 2000 kilometres.'

Its second owner, Dr Hans Kühnis, entered it in the Sports 2000 championship. With Max Müller he used it to win at Hockenheim in 1970 and the Salzburgring in 1971, and it was still competitive in 1973 when Manfred Pade came first at the Nürburgring. The car has been much modified over the years, repainted several times with privateers' liveries, and Kühnis widened the wheelarches to accommodate grippier rubber as the car aged. It's now restored in the original works-era Monza livery, but retains the wide-body coachwork.



Student reworking of the 911 was deemed unsuccessful by the marque and doomed to a garden

TECHNO CLASSICA, CONTINUED

Porsche's secret future

❖ PORSCHE HLS CONCEPT

This radical – if badly rusty – Lamborghini-style vision of the future could have been the new 911 had Porsche not had a last-minute change of heart. This was its first public showing.

'In 1968 Porsche sent a three-year-old 911 chassis to Aachen University to see what the students in the design department could do with it,' said owner and early Porsche expert Manfred Hering.

'This is what they came up with, built by Karosserie Senden, but Porsche wasn't satisfied with the results so it remained in the garden behind the design department, rusting and overgrown with weeds for more than 30 years.'

'We don't know the names of any of the design students involved, so I guess we have to look for clues in the design that ended up elsewhere.'

'It's in very poor condition but I'm not going to restore it, just preserve it as it is.'

♥ DEVIN 'DEUTSCH' PORSCHE SPYDER

This unusual Porsche on Mirbach's stand actually hails from America – one of the first of a run of 46 Devin Ds built between 1957 and 1963 by Bill Devin in El Monte, California. It was inspired by Porsche's own 550 Spyder, the 'D' stands for 'Deutsch', and the cars used 356s as a basis but weighed just 600kg.

This example was found in poor condition in Colorado in 2011 and has just been restored. It's believed to have been a Sebring racer – it was upgraded when new with 550 parts including race-spec dashboard instruments, front anti-roll bar, a 50-litre endurance fuel tank and twin two-choke Solex carburettors.



♥ FERRARI 348 PROTOTYPE

Prices for Eighties Ferraris ran wild at Essen, but even so, €119,000 (about £87,500) didn't seem so unreasonable for this unique 348tb, which was something a little special.

'It is chassis number one, a scratchbuilt pre-production prototype,' confirmed Tim Albers of Netherlands-based Albers Sports Cars. 'The bodywork is all hand-finished – if you look down the side you can see just how "wavy" the coachwork is.'

'The door mirrors are different, there's no battery tray and the front bumper isn't as smoothly integrated into the nose as it was on production cars.'

'It's actually a badly built car because it's a prototype – but that's what makes it collectible.'



Ghia-Aigle Alfa Romeo, penned by Michelotti, is believed to be one of just four examples and has Alvis overtones



This single racing BMW 507 is responsible for its siblings being allowed on the classic Mille Miglia

🚗 BMW 507 'MM'

'This is the only BMW 507 with period race history,' said Florian Moser of BMW Group Classic's centrepiece on its stand. 'Mauro Enriques – an Argentinian – entered it in the 1957 Mille Miglia, the last time the event was run as a proper race rather than a rally. It was number 413, and sadly retired early on with engine failure – but because of this car, 507s are eligible for the classic Mille Miglia.'

'The 507 had more success in hillclimbing with Hans Stuck and Alex von Falkenhausen, but BMW never had the money to develop it as a racer.' Instead, the car's lack of sales success, despite its beauty, almost took BMW into bankruptcy and just 252 production models were built up to 1959.

'The restoration took two years. It was painted black when we found it and didn't look so bad, but the owner wanted it restoring to how it was when Enriques drove it, so we stripped the paint and found it was full of holes where the aluminium body met the steel chassis – not good.'

'We'd love to see it back on the classic Mille Miglia – and finish it this time!'

🚗 FRUA SEAT 600 SAVIO AND MARBELLA 'PAPAMOBIL'

Seat celebrated its Centro Technico heritage with an array of cars including this futuristic-looking MPV, and the world's smallest Popemobile.

'The 1966 Savio was designed to transport visitors, politicians and board members around the Seat factory,' said Seat press officer Matthias Becher. 'Frua's design is similar to other prototype MPVs by Renault and Pininfarina, but its panoramic roof can be completely removed – it's a convertible! It's based on a Fiat 600 and its cab-forward design is very deliberate, so it can be manoeuvred around the production lines more easily.'

Continuing the VIP transport in miniature theme was an Ibiza-based Papal vehicle. 'The Papamobil was created very quickly in 1982 when the organisers of John Paul II's visit realised his Range Rover-based Popemobile wouldn't fit through the entrance tunnels to the Camp Nou.'

'It was built in just 15 days using a showroom car, and was used only twice – at Camp Nou and the Bernabau. It's only got 678 miles on the clock.'

🚗 1957 GHIA-AIGLE ALFA ROMEO 1900 CSS LUGANO

This stately-looking Alfa Romeo contrasted strongly with the Eighties supercars keeping it company on German specialist dealer Axel Schuette's stand. 'Although Ghia-Aigle was a Swiss subsidiary of Ghia, it produced its own design commissions – this one is by Michelotti,' said Nicolas Hollanders de Ouderaen from Schuette. 'Alfa Romeo supplied five chassis but we can only find evidence of four completed cars – there seem to have been some discrepancies between the Ghia and Alfa factories.' Neither kept particularly accurate records.

The Alfa's high price tag was the reason so few were built. 'It was rare largely because despite being a "normal" 1900 under that coachwork, it cost the same as a Mercedes-Benz 300 SL. It's been restored once, in 1993, but this is the first time it's ever been outside of Switzerland.'

'You can see hints of the Graber Alvis in the kick-up in the doors. It's a very Swiss car all round.'



OUR PASSION PRODUCES RESULTS

CONSIGN TODAY



1960 FERRARI 400 SUPERAMERICA SWB CABRIOLET Sold for \$6,380,000 at Amelia Island in 2015.

Around the world, RM Sotheby's is known for its incredible reach in the collector car market. Our in-house photography, design, marketing, and PR teams ensure that every consignment is presented to a prime audience in the best possible light and with the widest possible exposure. Whatever your automobile is worth, it will have the best chance of achieving an excellent result with RM Sotheby's.

MONTEREY 13-15 AUGUST 2015
LONDON 7 SEPTEMBER 2015

www.rmauctions.com

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



Sotheby's

DONINGTON HISTORIC FESTIVAL

Ingolstadt titans reunited at Donington

Keith Butcher's A4 quattro took pole position...



... but Paul Smith's suffered misfire problems



AUDI A4 QUATTROS

May's Donington Historic Festival again demonstrated the popularity of the Super Touring Trophy in reuniting cars and drivers of the golden age of the BTCC.

Keith Butcher and Paul Smith both acquired their Audis from Spain, where they were being used for hill climbing.

Smith's ex-Abt car is painted in the same livery it wore when it raced in the RAC Tourist Trophy at Donington in 1997. 'We had to restore the bodywork to its original state, but other than that it's been a really well-loved car,' said Smith, who took full advantage of four-wheel drive to beat much more modern Super Tourers

– including the Vauxhall of John Cleland and the Peugeot of Patrick Watts – to pole position in a wet qualifying session. 'I've never driven it in the wet before, but with a proper set-up I reckon we could probably go a second quicker,' he said afterwards.

Race one didn't go so well for Smith, who rotated at the Craner Curves. 'The handling is still a bit wild,' he said later.

Butcher's car competed in the ST2 class for cars that raced until 1995. 'We had to put a lower-spec engine in to compete in ST2. Other than that we haven't done much to it, so this meeting's a bit of a test,' he said. He too had teething problems, suffering from a misfire all weekend.

1960 ELFIN

Star of the Formula Junior races was Tony Olisoff's unique front-wheel drive and front-engined Elfin, created in 1960 by Peter Emery, co-designer and builder of the Emeryson F1 cars.

'This car went to a guy in New York after it was built and it hasn't been back to the UK until now,' said Auckland-based Olisoff, who has raced the Elfin extensively throughout Australia and New Zealand.

'It's so nice that it has come back to the UK after all these years,' he added. 'Shortly after this I'm taking the car down to Cornwall to show Peter Emery. His children have never seen the car before, so this trip is a bit of a homage for me to take the car back to the man who designed and built it.'

The Elfin performed well on track, coming home 14th overall and second in class despite a couple of spins at the chicane. In race two Olisoff climbed to 12th before pulling off with an oil leak.



Unique 1960 Elfin took second in class despite a couple of spins



McCluggage in full flight in her Ferrari 250 Spyder at Sebring, 1967.



DENISE McCLUGGAGE, 1927-2015

US racing driver and motoring journalist Denise McCluggage has died aged 88. McCluggage raced in club-level events in her MG TC, but after meeting Briggs Cunningham while reporting on a 1955 yacht race she made a successful move into GT racing. Her most notable victory was at Sebring in 1962 in a Ferrari 250 GT.

Despite her skill, McCluggage's racing career was often stymied by organisers who were reluctant to let a woman compete. In 1958 she was the founding editor of *Autoweek* and she contributed to it for the rest of her life.

➔ THE MONTH IN CARS



Clockwise from this pic: Citroën AC4; Frazer Nash Nürburg; Sunbeam 3.0-litre



MANX CLASSIC, ISLE OF MAN, APRIL 24-26

Return to the Mountain

1928 CITROËN AC4/MOTH

David and Scott Kaniewski had a successful maiden outing in the pre-1941 over 3.0-litre class in their Citroën powered by a 6.2-litre engine from a de Havilland Tiger Moth. The rest of the running gear is 1928 Citroën AC4. The only other runner, Branislav Sudjic, retired his 1938 Hotchkiss Monte Carlo after one practice run with a broken valve spring and dropped valve.

1921 SUNBEAM 3.0-LITRE

Also known as Sunbeam VII – named after the number it wore in its most famous race – this GP car returned to the Mountain Course for the first time since it won the last TT for cars on the island, in 1922 with Jean Chassagne. The racer now leads a quieter life on tarmac, and ran demonstrations on all three days of the Classic.

1932 FRAZER NASH NÜRBURG

Frazer Nash and Manx Classic stalwart Dick Smith brought his Corsica-bodied racer to the island, along with son and grandson Simon and Dan in their 1926 Nash Boulogne Vitesse, son Adam in a 1929 Supersports and son Andrew in his 1957 Cooper T43. Only three Nürburgs were built and this is the only works racer, driven at the 1932 German Grand Prix meeting. Eighty-year-old Dick has owned it since 1960, when his new wife bought it for him with money she had saved during their courtship – to buy furniture.

Sadly, the supercharged 1500cc Meadows engine refused to run cleanly on all cylinders and bent a couple of pushrods, putting the car out of action after a couple of runs. 'Strange,' mused Dick. 'It's the first time it's done that in 55 years...'

CONCORSO FERRARI, CALIFORNIA, APRIL 26



1952 Ferrari 212 Vignale Export Coupé

This year's Concorso Ferrari, held on the streets of Pasadena, California, included three early 212 coupés, a 1955 250 Europa GT and a 1959 250 GT coupé, but it was Peter McCoy's 1952 Ferrari 212 Vignale Export Coupé that won Best in Show. SN 0092 was raced by Phil Hill and Ernie McAfee and used as a road car by Alberto Ascari when he qualified the only Ferrari for the 1952 Indy 500.

The 212 had been out of sight for 42 years until current owner Peter McCoy acquired it in 2008 and commissioned a full restoration. Two years later it picked up a Best in Class at Pebble Beach. Since then McCoy has completed the 2012 and 2014 Mille Miglias in the car.



1966 Ferrari 275 GTB

Malcolm Barksdale's 1966 Ferrari 275 GTB, SN 8545, is finished in very unusual Verde Medio, but when Barksdale bought the car a decade ago it had been repainted in Rosso Corsa. Its restoration was finally completed earlier this year, with Barksdale carrying out two bare-metal resprays before getting the original colour right.

Before immersing himself in the restoration project, Barksdale drove the 275 GTB more than 35,000 miles, including two Targa Florios. The car has covered 112,000 miles in total.

1^{ER} MAI, FRANCE

SEBRING ARNOLT

The French town of Cassel swarmed with historic race cars, from Bugatti Type 35s to an Arnolt-Bristol, on May 1. They were on their way to dealer Christophe Pund's Galerie des Damiens for a biennial garden party in the grounds of his home near the Belgian border.

In between the picnic rugs and shady trees was the Arnolt driven to 18th overall in the 1955 Sebring 12 Hours by John Panks and Ernie Erickson, leading a 1-2-4 in the Sports 2000 class for the Arnolt factory cars. Enthusiast Lieven Goeman bought the car in 2010 and restored it from a filler-laden mess to the attractively mellow finish it wears today.

Christophe's father Albert-Jean brought his unique Jaguar Flying Coupé, an XK120 bodied by Farina for the Belgian importer to exhibit at the 1952 Brussels Auto Salon. He has owned the car since 1988.

Bugattis and more at Christophe Pund's garden party



Restored Arnolt-Bristol was a Sebring class winner



Jaguar Flying Coupé is a Farina-bodied one-off



Barons

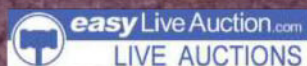
CLASSIC COLLECTOR
AND
JAGUAR HERITAGE AUCTION

Esher Hall Sandown Park - Esher - Surrey
15th - 16th June 2015

QUALITY ENTRIES NOW INVITED



Enter online at www.barons-auctions.com or call: 08454 306060 (lo-call)
Catalogue Closes Friday 5th June



www.barons-auctions.com

Tel: 023 8066 8413/8409 Fax: 023 8042 8469 Email: info@barons-auctions.com





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

EVENTS PLANNER

Classic season is well underway with tours, shows & sport

Precious vintage vehicles such as this ERA will be on show at the Shuttleworth & Nuffield Trophy Meetings at Cadwell Park



Photo: Dennis Rushton

WHAT'S COMING UP

♥ June

2-7 Modena Cento Ore Classic, Modena, Italy
modenacentoreclassic.it

3-6 Three Castles Welsh Classic Trial, Llandudno, North Wales three-castles.co.uk

6-7 Wilton Classic & Supercar Show, Wilton House, Salisbury, Wiltshire
wiltonclassicsupercar.co.uk

7 Bromley Pageant of Motoring, Norman Park, Bromley, Kent bromleypageant.co.uk

7 Shuttleworth & Nuffield Trophy Meetings, Cadwell Park, Lincolnshire vscc.co.uk

11 Classic Cars at the Ace, Stonebridge, London
ace-cafe-london.com

12 Classic British Welcome, St Saturnin, France
classicbw.org

12-14 Cholmondeley Pageant of Power, Cholmondeley Castle, Cheshire cpop.co.uk

13-14 Brooklands Double Twelve Speed Trials, Surrey brooklandsmuseum.com

14-20 Classic Marathon regularity rally, Italy
heroevents.eu

18-20 Coupe des Alpes, Evian-Cannes, France
rallystory.com

19-21 Coppa Intereuropa, Monza, Italy
monzanet.it

25-28 Goodwood Festival of Speed, Sussex
grc.goodwood.com

26-28 Spa Summer Classic, Spa-Francorchamps spasummerclassic.com

FIVE THINGS YOU NEED TO KNOW ABOUT WILTON CLASSIC & SUPERCAR SHOW

Bugattis!

Lord Pembroke, who hosts the event, is a lifelong Bugatti aficionado, and is aiming to assemble an example of every type of Bugatti built, from the earliest Brescias to the latest Veyron.

A massed display of Bugattis is worth travelling to anyway, but the thought that their number could include Royales, Atlantics and Grand Prix winners would have us camping on the doorstep.

Supercars!

While Saturday 6 is 'Classic Day', Sunday 7 is dedicated to supercars both classic and modern. The modern trio of McLaren P1, LaFerrari and Porsche 918 Spyder will be joined by the Bloodhound SSC land-speed record car, and supercars of all kinds are invited so expect classic Lamborghinis and their ilk. Maserati is an official show sponsor, and Tiff Needell will be on hand to interview guests and participate in question-and-answer sessions.

Restoration is a major theme

A major classic discovery – the Alfa Romeo Giulietta Zagato prototype – will be displayed in public for the first time. Classic Lancia specialist Thornley Kelham will also be restoring a car live at the show, and their display will demonstrate the whole restoration process from beginning to the end.

...and the food isn't bad either

Premium tickets will secure entry to Wilton House's state rooms and garden enclosure, which includes the WCS Wine Bar, the Bread and Flowers Café and the Pembroke Restaurant. A large marquee will also host caterers serving locally sourced food as well as ales from the Downton Brewery.

Interested in going?

Premium tickets – which include access to the House, Restaurant areas and reserved parking – are £35 per day or £50 for the weekend. Otherwise, it's £16 per day or £24 for the weekend, with big discounts for children and families available. Visit wiltonclassicsupercar.co.uk.



Lord Pembroke (left) and Tiff Needell are ready to serve up supercars from across the eras at the Wilton Classic and Supercar Show



The Eifel Rallye Festival in July is one of the few places you can see Group B monsters like the Audi quattro go flat-out

THE MONTHS AHEAD

July

10-12 Dragstalgia, Santa Pod, Northamptonshire santapod.co.uk

11-12 Chateau Impney Hill Climb, Droitwich Spa, Worcestershire chateauimpneyhillclimb.com

12-13 Brands Hatch Historic Superprix, Brands Hatch, Kent brandshatch.co.uk

18-19 Classic Nostalgia at Shelsley Walsh, Worcestershire shelsley-walsh.co.uk

19 Classics at the Castle, Sherborne Castle, Dorset classicsatthecastle.co.uk

23-25 Eifel Rallye Festival, Daun, Germany eifel-rallye-festival.de

24-26 Silverstone Classic, Silverstone, near Towcester, Northamptonshire silverstoneclassic.com

31-August 2 CarFest North, Oulton Park, Cheshire carfest.org

August

1-2 CSCC Mallory Park raceday, Mallory Park, Leicestershire malloryparkcircuit.com

7-9 Oldtimer Grand Prix, Nürburgring, Germany nuerburgring.de

13-16 Pebble Beach Concours d'Elegance, California, USA pebblebeachconcours.net

13-16 Monterey Motorsports Reunion, California, USA mazdaraceway.com

14 The Quail, A Motorsports Gathering, Monterey, California, USA signatureevents.peninsula.com

23 Tewkesbury Classic Vehicle Festival, Gloucestershire tewkesburycvf.org

30 Stamford Car Show, Town Meadows, Stamford, Lincolnshire stamfordroundtable.co.uk/car-show

September

3-5 Salon Privé, Blenheim Palace, Oxfordshire salonpriveconcours.com

5 Brighton Speed Trials, brightonandhovemotorclub.co.uk

5-6 Beaulieu International Autojumble, Beaulieu, Hampshire beaulieu.co.uk

6 Chantilly Arts & Elegance, Chantilly Estate, France peterauto.peter.fr

11 Watkins Glen Grand Prix Festival, New York State, USA grandprixfestival.com

11-13 Goodwood Revival, Goodwood Circuit, Sussex grrc.goodwood.com

RECOMMENDED



Brands Hatch Historic Superprix

August 12-13 Brands Hatch has always been a great place to watch racing, especially with the variety the Historic Superprix has to offer at the height of summer. This year promises new cars aplenty, as the new World Endurance Championship Revival series brings classic Group 5 and 6 endurance racing cars of the Seventies to the circuit, rekindling memories of the BOAC 500. The Super Touring Trophy grid is set to expand too, as yet more of the Nineties classics are unearthed and reunited with their original drivers. Head to brandshatch.co.uk to buy your tickets.



Chantilly Arts & Elegance

September 6 Chantilly is the latest entry on a groaning summer concours roster, but it got off to a strong start last year with such stars as the Ingrid Bergman Ferrari 375MM, Zagato Aston Martin DBS and Giugiaro Maserati Boomerang among elegant surroundings.

This year's categories have been announced, and suggest a taste for the offbeat. Classes include 'iconoclastic interiors', a gathering of the ACF Grand Prix cars of the pre-World War One era, and a tribute to former Peugeot rally and Ferrari F1 boss and current FIA president, Jean Todt. Go to peterauto.peter.fr for more.



Watkins Glen Grand Prix Festival

September 11 This festival of motor sport celebrates the original Watkins Glen – the challenging 6.6-mile closed-road circuit used prior to the building of the famous racetrack in 1956. For one day each September the roads of the village of Watkins Glen are closed off once again to host high-speed laps by cars from the days of pre-World War Two Indianapolis-style racing, post-war SCCA-style sports cars and even Seventies NASCARs, with cars chosen by the organisers to illustrate the track's heritage. Best of all, it's free to watch (but it is dependent on donations). Visit grandprixfestival.com.



NEW DATE, NEW VENUE

You spoke, we listened!

SATURDAY 6TH JUNE 2015

The Warwickshire Exhibition Centre, Leamington Spa CV31 1XN

Saturday Sale ■ Indoor Auction Hall ■ On-site catering

Specialising in cars from £5,000-£25,000

ONLY 6% BUYERS PREMIUM

INVITING CONSIGNMENTS

+44 (0) 1926 640888

www.classiccarauctions.co.uk

Auction starts at 14:00

Viewing from 09:00, Catalogues £5

➔ WILLSON'S SMART BUYS

Quentin on the Greyhound it's worth sprinting for, a Fifties Austin that's still with reach and an attainable Aston



'AC Greyhound feels behind the market'

Why, with only 83 AC Greyhounds ever built, don't prices reflect such

rarity? I think we're missing a trick here. A stretched four-seater Aceca using familiar Ace engines, tubular chassis and alloy body, this is a handsome, practical, 110mph British GT with Aston styling echoes.

Maybe the lukewarm reception in 1959 has hung around like a bad smell or they've just been overshadowed by the sexier Aceca, Ace and Cobra but sixty grand doesn't feel expensive. Castle Classic Cars in Sussex has a nicely patinated '61 with rebuilt Bristol engine, fine paintwork and interior for £59,500. That one feels intrinsically cheap and a thumping bargain against the current monster money being asked for DB4/5s.

But Greyhound prices have always been on the low side and in April last year H&H sold 500 APX, another Bristol-engined '61 for £44k, while in July 2014 Silverstone sold a '62, with a Zodiac 2.6 engine swap, for just £39,000. Built from '59 and '63, the Greyhound was billed as 'a four-seater sports saloon for motoring connoisseurs' but the £3185 price tag looked daft against the two grand E-type and £824 Austin-Healey 3000. Like the MGC, tyre issues blighted the press launch of the Greyhound and *Motor* magazine described handling on test cars shod with Michelin radials as 'lacking in confidence'. Modern rubber and suspension bushes cure most vagaries and the standard rack and pinion steering actually feels direct and sharp. The interior is beguiling too, with Reutter seats, wood dash, period clocks, toggle switches and

nearly enough room for four adults. Optional overdrive is worth having as well.

Only three left-hookers and three Ruddspeed Ford 2.6-engined versions left the factory, making both ultra-desirable. Interestingly the American market seems to value Greyhounds higher than we do, with that £39k 2014 Silverstone car going to a Texas auction a few months later and being resold for £75k. A RHD Greyhound sold in New Zealand for £70k, so we should think hard about the low level of UK prices.

Finding an original cherished Greyhound will definitely take some time, but at current market money it's going to be worth buying. This pretty AC alloy GT of the Sixties feels way behind the market to me.

'Austin A30/A35s have really romped in value of late'

So cute you want to give it a saucer of milk the A30 and A35 have really romped in value of late. Interest began several years ago for rust-free shells to make into historic racers but all the Fifties roundy-round Austins are now chasing early Mini values.

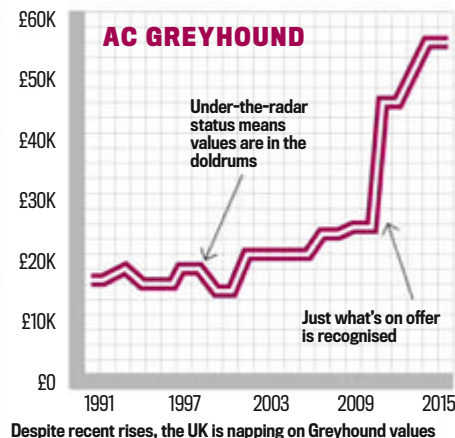
And you'll be surprised just how high asking prices are heading, with PJ Taggart in Northern Island offering a mint restored '53 for a solid £13,495. More reasonable is Isle of Man Elite Vehicles' near-concours '55 example in black with 51,000, lots of history and three owners for £5250. But the rise in values has just happened in the past year and private sellers are still offering decent A30/35s for less. Like the Essex man with an older-restoration 1955 A30 with 16,000 miles from new, but now needing remedial paint for £1750 – and it comes with £4200 worth of bills.

Austin's answer to the Morris Minor debuted in 1951 and was the firm's first unitary body. Post-war fuel shortages made the 40mpg 803cc A Series engine a big hit even if 70mph was as fast as you could go. A four-door appeared in 1953 followed by the Countryman and van in 1954 (which carried on until 1968). There was even a pick-up that didn't sell well as it was always taxed as a saloon so only 475 were built. The 948cc A35 arrived in 1956 with 34bhp, larger rear window, better gearing and indicators instead of trafficators.

A30s and A35s are now being seen as charming relics of a simple and uncomplicated Fifties Britain. Best buying comes from the vans, Countryman and pick-ups that are seen as more desirable than saloons because of lower survival rates. Converted racers are in their own value class and can make £20k-plus. Expect original or restored saloons to hit £7k soon and a nice Countryman to be £15k. If you've got one of the few pick-ups left you can virtually name your price.

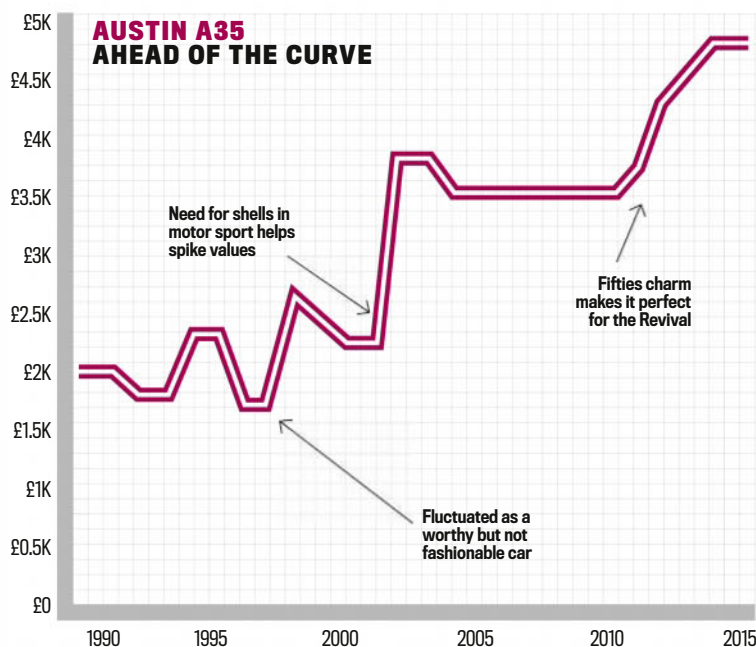
'I'm seeing steady interest in the Aston Martin DB7 3.2'

We've steadfastly ignored the Ford-designed Aston DB7 coupé, never liking its obvious Granada and Fiesta interior switchgear, similarity to the XK8 and large run of 7000 cars. But with values of every other Aston now going stratospheric I'm seeing steady interest in proper low-mileage DB7 3.2 coupés. The Volantes have picked up noticeably along with the V12s, but you can still buy a six-pot tin-top with sensible mileage for around £20k. A1 Classics in East Lothian has chassis number 116, a '95





Rarity means it's best to catch a Greyhound now before the hare of hype is released



A30/A35s are starting to pique interest - but bargains can still be found



TRADING HIGH

Porsche passion shows little sign of abating - as this 930 Turbo showed



YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1972	Alfa Romeo Montreal	ACA/Apr 4	39,900	10,900	37.6
1987	Alfa Romeo 75 V6	ACA/Apr 4	5250	2250	75.0
1996	Alfa Romeo Spider V6	Barons/Apr 21	7852	2852	57.0
1934	Austin 7 Tourer	H&H/Apr 15	6048	1048	21.0
1971	Austin Healey Sprite	ACA/Apr 4	5460	1710	45.6
1954	Bentley R-type Continental	Barons/Apr 21	739,212	339,212	84.8
1981	BMW M1	Coys/Apr 18	329,832	79,832	31.9
1930	Cadillac V-16 Convertible Sedan	RM/May 2	1,266,477	345,477	37.5
1957	Chevrolet Corvette 'Fuelie'	RM/May 2	112,171	20,171	21.9
1963	Chevrolet Corvette Sting Ray	RM/May 2	166,447	94,079	130.0
1953	Citroën Traction Avant	ACA/Apr 4	9240	4240	84.8
1989	Citroën CX 2500 GTi S2	Barons/Apr 21	5612	1112	24.7
1969	Daimler V8 250	ACA/Apr 4	7245	2245	44.9
1973	Datsun 240Z project	ACA/Apr 4	8400	3150	60.0
1972	De Tomaso Pantera	Coys/Apr 18	66,068	12,498	23.3
1931	Duesenberg Model J Convertible	RM/May 2	2,315,789	342,105	17.3
1972	Fiat 500L	ACA/Apr 4	11,287	2287	25.4
1968	Ford Cortina MkII Crayford	ACA/Apr 4	5880	1130	23.8
1977	Ford Capri 1600L	ACA/Apr 4	10,080	2080	26.0
1962	Jaguar E-type 3.8 fhc	Coys/Apr 18	99,638	13,924	16.2
1965	Jaguar E-type roadster project	ACA/Apr 4	39,370	9370	31.2
1973	Jaguar XJ6 S1 4.2	H&H/Apr 15	7280	1780	32.4
1991	Jaguar XJS V12	ACA/Apr 4	5565	2065	59.0
1952	Jowett Jupiter	Charterhouse/Apr 15	24,640	4640	23.2
1953	Jowett Jupiter	ACA/Apr 4	27,300	9300	51.7
1990	Lancia Delta Integrale 8V	CCA/Apr 21	11,792	1792	17.9
1931	Marmon Sixteen Convertible	RM/May 2	868,421	276,421	46.7
1985	Mercedes-Benz 500 SL	H&H/Apr 15	8400	3400	68.0
1960	MGA Coupé project	ACA/Apr 4	8190	1690	26.0
1969	Morris Minor pick-up	ACA/Apr 4	7875	1375	21.2
1934	Packard Twelve Individual Custom	RM/May 2	2,750,000	776,316	39.3
1986	Porsche 944 Turbo	ACA/Apr 4	12,810	6310	97.1
1989	Porsche 911 Turbo	RM/May 2	83,224	17,435	26.5
1977	Rolls-Royce Silver Shadow II	ACA/Apr 4	18,375	8375	83.8
1984	Rolls-Royce Silver Spur	H&H/Apr 15	19,040	3040	19.0
1974	Rover P6 3500 auto	ACA/Apr 4	4935	1435	41.0
1966	Sunbeam Tiger I project	ACA/Apr 4	24,150	4150	20.8
1966	Triumph Vitesse 1600	ACA/Apr 4	4725	975	26.0
1974	Triumph Stag	Barons/Apr 21	14,292	2292	19.1
1974	Triumph TR6	ACA/Apr 4	18,060	3060	20.4
1937	Wolseley 14/56 Tourer	H&H/Apr 15	42,560	7560	21.6

TRADING LOW

Market for BMWs is taking a breather - this bargain 2000CS is one of few right-hand drive survivors



YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1955	Austin A30 van	ACA/Apr 4	4620	1130	19.7
1968	BMW 2000 CS	H&H/Apr 15	8680	3320	27.7
1973	BMW 2002 Cabriolet	H&H/Apr 15	5880	4120	41.2
1935	Cadillac V-16 Imperial Conv Sedan	RM/May 2	398,000	95,421	19.3
1962	Chevrolet Corvette 'Gulf Oil' racer	RM/May 2	1,085,526	230,263	17.5
1963	Ferrari 400 Superamerica Coupé	RM/May 2	1,881,579	418,421	18.3
1947	Lea Francis 14 HP saloon	H&H/Apr 15	4746	2254	32.2
1959	Lister-Chevrolet	RM/May 2	271,382	57,568	17.5
1969	Mercedes-Benz 280 SL	Bonhams/Mar 28	35,278	12,167	25.6
1975	Mercedes-Benz 280 S	Bonhams/Mar 28	15,106	3144	17.2
1929	MG 14/40 Tourer	H&H/Apr 15	33,333	6667	16.7
1962	MGB Lightweight	RM/May 2	57,895	34,105	37.1
1957	Morris Oxford S3 police car	CCA/Apr 21	1930	570	22.8
1962	New-Map Solyto	ACA/Apr 4	1100	700	38.9

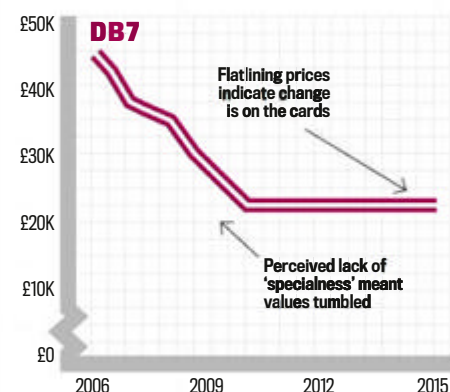
Original 3.2-litre DB7s are cheap now – but not for long



auto with 77,000 miles and 21 stamps in the book, for £18,750 while Oselli in Oxfordshire has a rare 1995 five-speed manual with 66,000 miles and full dealer history for £23,950. Quite soon we'll be saying these prices sound cheap and kicking ourselves that we didn't buy sooner.

And let's not forget this is an enormously pretty car, and with 335 horses it's good for 165mph and 60mph in 5.8 seconds (the V12 Vantage can hit 185). I'd go for a standard, unmolested early six-cylinder car up to 1999 as these are the cheapest now and likely to become the most collectible if low-mileage and mint. The composite body panels can be expensive if damaged, all fluids need 7500-mile changes, and look in the history for work done on exhaust manifolds (they can crack) plus timing chain and timing belt changes. And if the air-con isn't working beware – fitting a new evaporator is a two-day job. The interior only suffers from wear on the leather seat bolsters and bases, plus broken seat catches – both of which are easy to fix. Manual cars may be rare but the clutch is heavy and the change a bit clumsy. And you'll never get used to the turning circle because it's huge.

There are still a few sub-50,000-mile early 3.2s out there and these are the ones I think will become the most desirable. Be really fussy and insist on a forensically perfect service history and you'll have a good-value Aston that will only appreciate. I'm seeing lots of wanted ads from dealers at the moment so start looking now before all the twenty grand cars disappear into the hands of Aston specialists to be priced up later at £30k plus. The early DB7 coupé has matured into a proper classic that needs to be bought now. **You** read it here first.



DB7s are coming into their own as bona-fide classic heroes

CLASSIC ON THE CUSP

Mercedes-Benz SL 55 AMG

Don't let its slinky exterior fool you – this is a proper factory hot-rod



Cost new £89,995 ✓ **Value now £16,000**

The R230 SL 55 AMG is a bit of a legend. Back in 2002 it was the most powerful production Benz ever to come out of Stuttgart and everybody raved. In the UK one in four SLs sold was a 55. The supercharged V8 pushes 476 horses through quad exhausts, which means 0-100mph comes up in 10.9 seconds – only a heartbeat less than a mighty 427 Cobra. Take off the limiter and you'll see 180mph and I well remember a Stuttgart engineer grin as he told me they'd recorded 205mph on prototype testing at the 'Ring. But it's all so civilised and fuss-free. Apart from the relentless kettledrum engine note you can sashay round town like a normal SL without any effort at all. But follow that nutter on a Kawasaki and you'll cling to his slipstream like a leech. This is an enormously fast car and one of the cheapest ways I know to knock on the door of 200mph.

A private seller in Berkshire has a fully loaded black 2002 with 45,000 miles and full MB history for just £16,500 and I'm sure you could get that down even further. Lower-mileage cars pop up regularly at around £20k and Four Star Classics in Hampshire has just sold a perfect Fire Mist red 2003 with just 18,000 miles and full dealer history for only £24,995 – that's serious value given its original £90k list price. I ran a SL 55 as a daily driver for nearly a year and loved every mile. Apart from mid-teens mpg it provided the perfect amalgam of quiet looks, smooth-riding comfort yet devastating heave.

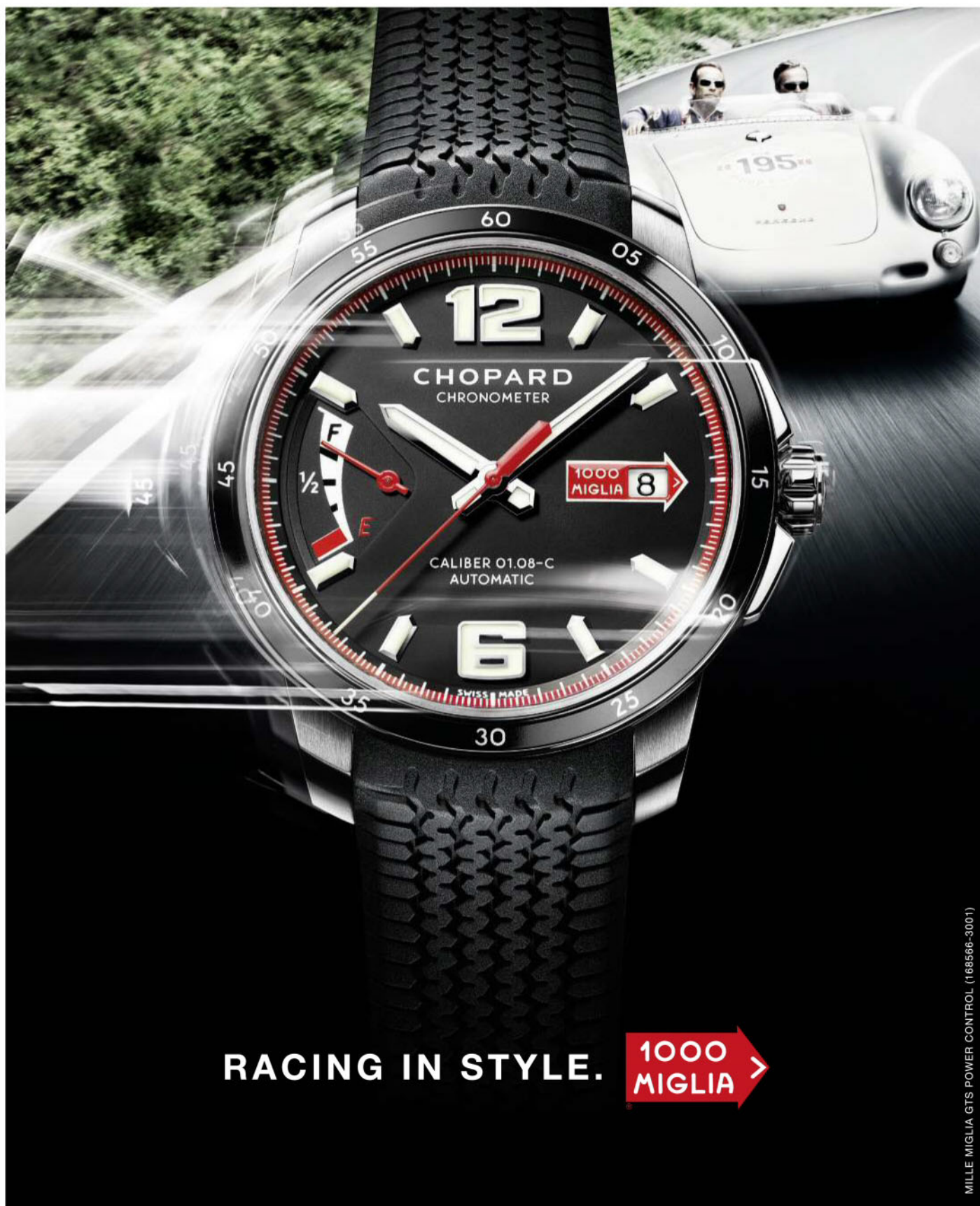
Only the turbine alloys, supercharger badges on both front wings and four exhausts make it look visually different from a stock SL500 yet to Those Who Know it's become a hardcore, old-school hot-rod that actually drives and handles better than the 2008-on 6.3 and 6.5 SLs. I can see the SL55 becoming one of those landmark Mercs that matures into a really hot and desirable classic.

'Follow that nutter on a Kawasaki and you'll cling to his slipstream like a leech'

That 5.4-litre lump is really tough and so is the supercharger that can spin up to 23,000rpm. Gearboxes need fluid changes every 30,000 miles and check that the Active Body Control pipery isn't leaking or corroded. The biggest problem on all R230 SLs is water leaking into the boot on pre-2005 cars and soaking the motor that raises the snug steel roof. If the boot is damp, you'll definitely have to fork out a couple of grand for a new roof motor and fitting. Some body panels are aluminium so don't think you'll repair parking wounds cheaply. And expect some of the electric sensors to ping on occasionally – they're over-sensitive. The cabin lacks a sense of occasion and there are lots of switches and buttons you see in other Mercs of the era but everything is hard-wearing and it's deeply comfortable. For a very fast two-seater neo-classic that can be pressed into daily service the SL55 makes lots of sense. Find a low-miler with long

Mercedes-Benz dealer history now and you'll be buying at the bottom of its price curve. This is a legendary AMG Benz that needs buying now.

**MORE
QUENTIN
WILLSON
p 45**



A large Chopard 1000 Miglia watch is the central focus. It has a black dial with white Arabic numerals at 12 and 6, and white stick markers for other hours. The dial features a date window at 3 o'clock showing '1000 MIGLIA' and the number '8'. A small seconds sub-dial is at 9 o'clock. The watch has a black rubber strap with a tire-tread pattern. In the background, a silver vintage race car is shown on a track, with two drivers visible. The car has '195' and 'CHOPARD' on its side. The overall theme is racing and motorsport.

RACING IN STYLE. **1000 MIGLIA** ➤

MILLE MIGLIA GTS POWER CONTROL (168566-3001)

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

MILLE MIGLIA
Chopard

➔ MARKET WATCH

Russ Smith reports on which Aston Martins took most of the interest at the Works sale, explains why now is the time to Intercept a Jensen and discusses why Jaguar Mk2s are rising



MARKET MOVES

Two broadly similar cars accounted for 30 per cent of Bonhams' £10m total for their annual Aston

Martin Works sale, but there were stark differences in their pasts. With just 70 built, the DB4 drophead is the rarest of non-Zagato DBs, and the one offered was even more rarified having been ordered new by actor Peter Ustinov with a Vantage-spec engine. Still largely original, it had spent much of the past 30 years in a Swiss collection being little used. All provenance gold.

The other car was a DB5 drophead, which according to guides adds a £150k premium. It certainly looked showy enough, and wore a rare hardtop, but was a real Trigger's Broom. It had a new body and

chassis in the Eighties after an accident, then later on a non-original Vantage-spec engine. It had also been colour-changed from black-on-black to silver (yawn) with red interior. Both sold for a well above estimate £1.5m, but the DB4 must be the better investment.

JENSEN INTERCEPTOR

Having steadily fallen from grace after the last boom, Interceptors then hibernated for a decade under a banner marked 'probably too thirsty and expensive to bother with'. Much like Aston V8s did, to be honest, both even falling prey to brave and enthusiastic home restorers who found they could buy a slice of exotica for peanuts.

But as Aston prices started to rise seven or eight years ago, Interceptors followed, tentatively at first but soon with enthusiasm. They've now tripled in price, though are still

less than half the price of Astons. As those are still rising and collector interest in the Jensens is getting serious, expect them to keep heading upwards. So if you do hanker after one, strike sooner rather than later – some special examples are hitting £45-50k.

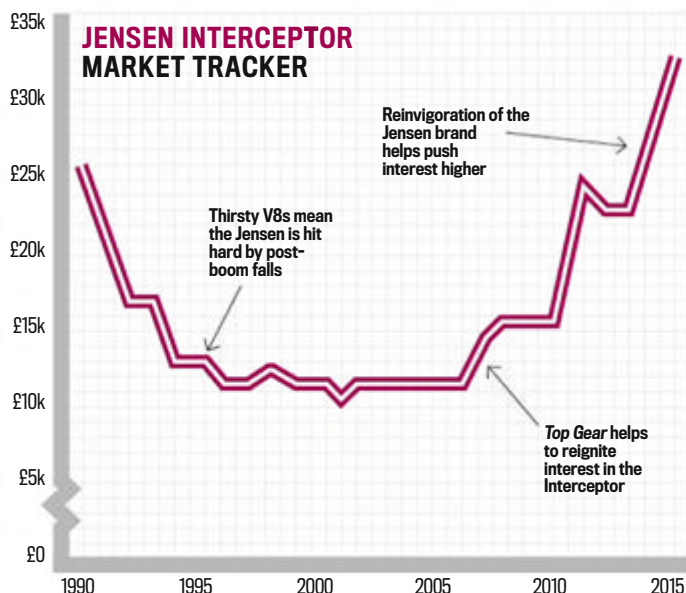
JAGUAR Mk2

Heavily pumped up in the last boom, Mk2s have been a real slow burner since classic car prices started rising this time around. Which has been wonderful for those who love these old-school, slightly bad-boy Jags. But in the past year or so prices have begun to get serious again, though mainly for the very best or recently restored examples.

You can still pick Mk2s up for decent prices, but the market is strong across the board, as you can see in the table from the majority of them selling for above estimate.



Despite the recent rise in interest, Jensen Interceptors are still half the price of an Aston V8 – but for how much longer?



ANALYSIS JAGUAR MK2

Still one of the best affordable classics, even if you now have to reach a bit deeper into your pocket



YEAR	MODEL	Which sale	Estimate	Sold for	% diff.
1961	Mk2 3.4 auto	Historics/29.11.14	10,500	11,200	6.6
1961	Mk2 3.4	H&H/12.11.14	16,000	12,600	-21.3
1961	Mk2 3.8	Bonhams/21.3.15	28,000	29,900	6.8
1961	Mk2 3.8	Artcurial/2.11.14	46,875	44,688	-4.7
1961	Mk2 3.8	Osenat/16.3.14	31,250	34,939	11.8
1962	Mk2 3.4	RM/9.9.13	28,500	29,120	2.2
1962	Mk2 3.4	ACA/31.1.15	21,000	23,625	12.5
1962	Mk2 3.8	Bonhams/28.4.14	27,500	27,600	0.4
1962	Mk2 3.8	Silverstone/15.11.13	40,500	55,200	36.3
1962	Mk2 3.8	Bonhams/16.1.14	33,750	37,699	11.7
1963	Mk2 2.4	Coys/14.6.14	16,800	19,847	18.1
1963	Mk2 3.4	Bonhams/7.12.14	17,500	14,375	-17.9
1963	Mk2 3.8	CCA/3.3.15	17,000	15,900	-6.5
1963	Mk2 3.8	Silverstone/22.2.15	50,000	55,688	11.4
1966	Mk2 3.4	H&H/26.2.14	17,000	18,480	8.7
1966	Mk2 3.8	CCA/21.4.15	22,500	22,512	0.1
1967	Mk2 3.8	Bonhams/13.11.13	18,000	29,325	62.9

1963 Ferrari 400 Superamerica ♥ £1,881,579

RM SOTHEBY'S, MAY 2. Offering an entire collection at 'No Reserve' can be a powerful draw for punters, but you don't always get what you want. This Aerodinamico coupé was one of the stars of the Andrews Collection sale, yet struggled to get as high as the price eventually paid – well short of the £2.3m lower estimate figure and a superb buy if you shop at that end of the market. Overall the Andrews didn't shed too many tears though, as their collection pulled in a grand total of \$54m (£35.5m).



1980 Aston Martin V8 Vantage ♠ £149,340

BONHAMS, MAY 9 The rise in Vantage prices continues at a fair old pace. This car's seller appears to have got good value from the £30,000 spent during his seven-year tenure on sills, paint, interior trim and an engine top-end rebuild. The car looked the part, despite being regularly driven and showing more than 105k on the clock, which was refreshing alongside all the mothballed low-milers offered at Newport Pagnell. Well sold, but probably well bought too the way things are heading.



1954 Bentley R-type Continental ♥ £739,000

BARONS, APRIL 21. 'The Lost Continental' became the most expensive car Barons has ever sold. Its barn find Bentley, missing from the enthusiasts' map for around 50 years, attracted a vast number of bidders, who soon made a nonsense of the £200k-£400k estimate, despite needing a full restoration. Originally owned by Welsh racing driver RD Weatherall and still wearing his 'RDW' number plate, it was bought by a British collector. We hope he returns it to the original Royal Purple colour scheme.



1962 Aston Martin DB4 ♠ £303,900

BONHAMS, MAY 9. There's a well-established tradition in paying what look like over-the-odds sums for project cars at the Works Service sale, and this was a fine example. Bought to restore and partly completed more than 30 years ago, only time and today's experts will be able to tell how much of that work matches today's high standards and how much will need to be redone. Either way, the price paid was £80k over top estimate and ought to buy you a driveable DB4, which this is a long way off.



1957 Morris Oxford S3 ♥ £1908

CLASSIC CAR AUCTIONS, APRIL 21. It might look a little dull, but this is a cop-spec Oxford with a cop-spec 1750cc engine instead of the standard 1500 lump. It also has full history all the way back to its early days with the Chief Constable of Mid Wales Police. There are a few cosmetic improvements to be made but it still looked right for its £2500-£4000 estimate so someone bagged a bargain. Throw in some period truncheons and it would be perfect for a bit of fun at the Goodwood Revival.



1963 Chevrolet Corvette Sting Ray ♠ £166,447

RM SOTHEBY'S, MAY 2. This was one of those classic cases of several guys wanting the same car and being less concerned about what it might cost. And this 'Vette did have the rare delight of being completely original and unrestored, even if it was only one notch up from the base spec model, with a 300bhp 327ci motor. It had also previously been owned by a noted Corvette 'player', Chip Miller. Even so, no one saw that hefty price coming – more than double the £72,500 top estimate.





Ferrari 250 GT SWB and 275 GTB/4 will be sold for charity

Ferraris to help fund RNLI

Renowned British Ferrari collector, the late Richard Colton, has bequeathed his star pair of cars – a 250 GT SWB and a 275 GTB/4 – to be sold for the benefit of the Royal National Lifeboat Institution. The cars will be auctioned by H&H on October 14 at its Duxford sale in Cambridgeshire.

A Northamptonshire-based businessman, Richard Colton was well-known and well-respected in Ferrari circles, particularly as he preferred to use his cars rather than mothball them.

He bought the 275 GTB/4 in 1974 and it now shows 78,000 miles on the clock, many of

which were covered on Colton's regular and enthusiastic journeys to the continent.

Chassis 10177 GT was originally Maranello

'Colton was well-respected in Ferrari circles, particularly as he preferred to use his cars rather than mothball them'

Concessionaires' demonstrator and was one of just 27 right-hand-drive 275 GTB/4s supplied to the UK market. No estimate has been given yet, but it can be expected to sell for £1.5m-£2m.

Chassis 1993 GT was only the second steel-bodied right-

hand-drive 250 GT SWB delivered and had all the options boxes ticked, which included competition-spec engine, gearbox, fuel tank and differential.

Colton bought the car in the late-Seventies and had covered 60,000 miles in it. Conscientiously maintained and never fully restored, the SWB could make £5m to £7m.

Proceeds from the sales will be used to build a new lifeboat for the RNLI.

IN BRIEF



ARTCURIAL HIGHLIGHTS

French auction house Artcurial has released details of headline lots for its Champs Élysées sale on June 22. If you ignore the 5000-mile Ferrari F40, the most exciting lot is a 1962 Maserati 3500 GT, one of only four bodied by Frua. It's been in the same family since 1967 and remains in remarkably original condition. Estimate is £290k-£438k. And there's a whiff of bargain around the estimate suggested for an original one-owner BMW M1 in the sale: just £73k-£110k.



HANWELLS REACHES 40

London-based Hanwells is celebrating 40 years in business, during which time it has established a reputation as one of the country's leading classic Rolls-Royce and Bentley dealers. Still run by founder Stephen Brown, it turns over about 200 cars a year, backed by a unique guarantee that covers every single part of the car for 60 days. As part of its celebration, every car sold until the end of June will get free GardX exterior and interior protection that normally retails for £600. See hanwells.com for more.



AFFORDABLE WEDDING COVER FROM FOOTMAN JAMES

Specialist classic car insurer Footman James has added what could be a popular option to its range of policy extensions. Anyone wanting to do occasional wedding hire, perhaps to fund a bit of upkeep on their classic, can now extend their FJ policy with 'Wedding Hire 2' (to cover two weddings a year) for a flat rate of £25, or Wedding Hire 5 (covering you for five weddings per policy year) for £50. For full details see footmanjames.co.uk.

NEW BATCH OF MGB SHELLS

British Motor Heritage has celebrated its 40th birthday by completing construction of another batch of bodysells for the MGB. The company has now produced more than 6000 replacement shells for MGs, Minis and Triumphs since their manufacture started 28 years ago. The shells are produced using the original dies and assembly jigs.

BMH managing director John Yea said, 'One of the great things about the MGB is that good-quality spares are so readily obtainable. We are proud to have been a major contributor to the car's longevity.'

Currently being built at the rate of about 30-35 a year, 14 variants of the MGB shell are available, including roadsters and GTs of all marks, V8s and even cover cars being converted from rubber to chrome-bumper spec. Prices start from £8250 and they are available from motoringclassics.co.uk.



The motor car that takes the breath away*

Mercedes-Benz C 111 – an eternal object of desire without equal



1969 will go down as a special year for Mercedes-Benz. Rumours had been circulating for a long time that the inventor of the motor car was working on a sensation. At the International Motor Show in Frankfurt the secret was finally revealed – and it really is a sensation: the C 111, a super sports car with gullwing doors and a Wankel rotary engine.

The industry was dumbstruck, the press couldn't get enough of it and the public were bowled over. Not long after, in the spring of 1970, the even more attractive and even more powerful variant of the C 111 experimental vehicle was unveiled – and it quickly became the unrivalled dream car of an entire generation.

*Source: 'DAZ', issue 20, 1969

Until November 15th 2015 the Mercedes-Benz Museum is showcasing the Mercedes-Benz C 111 in a fascinating special exhibition. More information at: www.mercedes-benz.com/classic-c111



STONDON MUSEUM COLLECTION: CLASSIC CARS & OTHER VEHICLES



Wednesday 10th June 2015

Stondon Museum is now offering its full collection of 140 vehicles, all with **NO RESERVE**.

Viewing of Cars: at Easters Court, HR6 0DE on the Tuesday prior to the sale (9am until 5pm) and on the day of sale from 9am.

Viewing of the larger vehicles: at Stondon Motor Museum, SG16 6JN on Friday 5th June from 10am until 4pm.

A fully illustrated catalogue will be available approximately 10 days before the sale. For details on how to purchase, including online bidding, email classiccars@brightwells.com or phone 01568 611122.



CLASSIC & VINTAGE CARS & MOTORCYCLES

Currently accepting consignments for our **Wednesday 15th July Auction**

Our results speak for themselves:

- Sale rate of over 80% • Average prices at their highest since 2010, with numerous record prices achieved
- Over 1000 people attend each sale

Catalogue closing date: 15th June

To watch the catalogue build, visit brightwells.com.

**For a free no obligation
appraisal, please contact:**

Tel: 01568 611122

email: classiccars@brightwells.com

Already consigned
to the July Sale...
1973 De Tomaso Pantera
Est: £40,000 - £50,000





TEMPTATIONS

Russ Smith studies the auction catalogues and adverts in a quest for the stand-out cars available

♥ 1931 ROLLS-ROYCE 20/25 SPORTS SALOON

For sale at H&H, June 20, handh.co.uk

Why buy it? Unique Barker-bodied car displayed at the 1931 Paris Motor Show, with complete history since.

Painstakingly restored to original livery and specification four-to-six years ago and has since won several awards.

Price estimate £100,000-£120,000



♥ 1979 ALFASUD 1.3 SUPER

For sale at Anglia Car Auctions, June 13, angliacarauctions.co.uk

Why buy it? Rare opportunity to acquire an unrestored original Alfased that has a genuine 19,000 miles on the clock. The car was stored for 20 years until 2014 and has recently been carefully recommissioned. **Price estimate** £5500-£7500



♥ 1933 ASTON MARTIN 1 1/2 LITRE LONG CHASSIS TOURER

For sale at Dorset Vintage & Classic Auctions, dvca.co.uk

Why buy it? If the Works Aston Martin Ulster shown over the page looks a little rich for your tastes then this sporty, open Aston from the same era should be buyable for less than a tenth of the price. Very Bertie Wooster. **Price estimate** £125,000-£135,000

♥ 1952 CITROËN 2CV TYPE A

For sale with KGF Classics, Peterborough, kgfclassiccars.co.uk

Why buy it? Believed to be the oldest 2CV in the UK. Was subject to a £20,000 restoration that focused on authenticity, and has since formed part of a collection.

Just don't expect its original 375cc engine to get you anywhere in a hurry.

Price £14,995



♥ 1983 TATRA 613

For sale with SVW Spares, Hull, svwspares.co.uk

Why buy it? This is a Czech luxury car that stands out just about anywhere. It has been used by an MG specialist as regular transport for many years and is now fully restored. And where else will you find a rear-mounted, aircooled 3.5-litre V8? **Price** £9000



📌 **1935 ASTON MARTIN ULSTER COMPETITION SPORTS**

For sale at Bonhams, June 26, bonhams.com/cars

Why buy it? Former AM Works car that raced in 1935-36 at Le Mans, in the Mille Miglia and many others. Lots of supporting documentation and period photos with the car. In current family ownership for 46 years. Price estimate £1.6m-£2.2m



📌 **1991 ROVER SCOUT**

For sale at Brightwells, June 10, brightwells.com

Why buy it? This Metro-based mini-MPV prototype was built by Automotive Development Consultants to display at the Automotive Engineering Show. Only 1290 miles on the clock and it comes with guaranteed one-off status. Price estimate No Reserve

UPCOMING SALES

♥ **May**

Sun 31, Connecticut, USA. Bonhams' Greenwich Concours D'Elegance sale. bonhams.com/cars

♥ **June**

Sat 6, Warks. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. classiccarauctions.co.uk

Sat 6, Surrey. Historics, Brooklands Museum, Weybridge. historics.co.uk

Wed 10, Herefordshire. Brightwells' Stondon Museum sale, Easters Court, Leominster. brightwells.com

Sat 13, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. angliacarauctions.co.uk

Sat 13, Greece. Coys' Athena Auction, Athens. coys.co.uk

Sun 14, Somerset. Charterhouse Auctions, Shepton Mallet. charterhouse-auction.com

Tue 16, Surrey. Barons Auctions' Jaguar Heritage sale, Esher. barons-auctions.com

Sat 20, Oxfordshire. Bonhams, Shipton-on-Cherwell, Kidlington. bonhams.com/cars

Sat 20, Lincolnshire. H&H Classics' RREC Sale, Burghley House. stamford.handh.co.uk

Fri 26, W Sussex. Bonhams' Goodwood Festival of Speed sale, Goodwood House, Chichester. bonhams.com/cars

♥ **July**

Thu 9, Dorset. Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester. dvca.co.uk

Sat 11, Worcestershire. H&H Classics, Chateau Impney. handh.co.uk

Wed 15, Herefordshire. Brightwells, Easters Court, Leominster. brightwells.com

Sun 19, Dorset. Charterhouse Auctions, Sherborne Castle. charterhouse-auction.com



📌 **1963 ALFA ROMEO GIULIA SPRINT**

For sale at Percival Motors, percivalmotorco.co.uk

Why buy it? This is a rare right-hand drive example, having been converted by Ruddspeed in period. It's a lovely example that's never been fully restored, just well cared for. A recent mechanical overhaul and full engine rebuild mean that it's all set up for your future adventures. Price £49,995



📌 **1973 ISO FIDIA**

For sale at Historics at Brooklands, June 6, historics.co.uk

Why buy it? One of just 16 right-hand drive FidiAs built and displaying 51,500 miles, you don't get many chances to buy one like this. The Ford 5.7-litre V8 has been uprated with alloy heads; overdrive transmission and vented discs are other sensible and reversible upgrades. Price £75,000-£85,000

classic **tyres** for your classic

authentic tyres from the ultimate tyre authority

 **DUNLOP**

AVON

WAYMASTER

ENSIGN

Firestone


VREDESTEIN

MICHELIN



 **vintagetyres.com**
 **vintagetyres.fr**
sales@vintagetyres.com

t: 01590 612261
f: 01590 612722

VINTAGE TYRES



BARN FINDS

Nigel Boothman searches out forgotten classics hidden in barns and garages. Yes, they're still out there, somewhere...

★ STAR FIND



FORD SIERRA RS COSWORTH If you can see beyond - or at least beneath - all the dust and dirt, this looks to be a very good example of Ford's fearsome Sierra. Some hard elbow grease should improve it greatly



At least the cambelt and oil are fresh, even if a lot else isn't



Who will be the lucky person to take this Ford over 60,000?



Keeping the Sierra company was a fast Ford from an earlier era, also for sale



Ford Sierra RS Cosworth

It's rare for us to feature a car built in the Eighties in Barn Finds, often because most of our usual subjects were already forgotten in a farm building when such cars were new. But this 1987 Ford Sierra RS Cosworth in Moonstone Blue is remarkable. While there are Cosworths out there that never see the light of day, they are cherished low-mileage jewels rather than something lying dusty and apparently unloved in a garage. Yet, despite its current appearance, this example seems to have been very well cared for by its previous keeper, as Rob George of Anglia Classic Auctions explains.

'The car was purchased new from Wellingborough Ford by its first owner, who lived about 30 miles away in Stamford, Lincolnshire. He kept it in very good condition until he died in 2007. At this point the car was sold to his near neighbour, who hardly used it and stored the car some

eight years ago. He passed away recently and his executors consigned the car for sale. A cambelt and oil service were carried out after we extracted the car and upon completion, with some new fuel and a fresh battery, it started first time! We are debating whether to clean the car for the first time in eight years prior to the auction on June 13th, but we'll probably let the third owner have that pleasure.'

The car is showing a total of 59,449 miles and comes with service history. The estimate is £15,000 to £20,000, which could represent a good buy - low numbers of owners, unmodified specification and modest mileage are all much sought-after qualities in the Cosworth market. In the same garage was a rally-prepared 1978 MkII Escort with some expensive components, also unused for some time. As we went to press, the exact specification was yet to be established but the car will be auctioned at the same sale.

Jaguar E-type V12

Early 3.8-litre E-types have been making headlines recently, with some dismal, long-stored wrecks prompting furious bidding. That makes the estimate of £75,000 to £90,000 applied to this 1973 Series 3 V12 roadster seem almost reasonable, when you see how sound and original this example is.

The car was bought new by the current owner's grandfather and registered on August 15 1973, yet was rarely used, clocking up a mere 7740 miles before its most recent tax disc expired in 1990. In 1993 ownership passed from grandfather to father, but the car did not stir from its garage. In October 2006 the car was extracted and given a full service, but once again returned to storage. When the owner's father passed away in 2014, ownership passed down the generations again and the decision was made to offer the car for sale.

Storage conditions appear to have been extremely favourable, with efforts made to



ARMSTRONG-SIDDELEY 17HP TOWN AND COUNTRY LIMO Once quite the car to learn to drive in



AUSTIN SEVEN RUBY Fresh marks around the starter handle suggest recently turned engine



JAGUAR E-TYPE V12 This E-type could probably be brought back to life without the need for a comprehensive rebuild



Earlier considerate storage means the hood is still reasonable



Low mileage of 7740 suggests the V12 won't need much work

WORTH RESTORING

1973 JAGUAR E-TYPE V12 RESTO ESTIMATE: £5000-£7000

Preservation and gentle renovation calls for a different approach from a bare-metal stripdown and rebuild. Patient cleaning, followed by gentle disassembly and lubrication of the hood mechanism, door locks and handbrake could be done at home but replacement of suspension and steering bushes, exhaust and coolant hoses (if not performed in the pre-sale recommissioning) might be better performed by a professional. Courage to leave the paint as it is would surely be rewarded, and likewise any chrome trim re-plated to as-new condition would also stand out as incongruous. Find lightly patinated used replacements instead?

It's far easier to buy a restored, immaculate E-type than a 7500-mile example like this, though such a survivor brings a need for vigilance to slow its natural deterioration to a crawl.

It could be a fine candidate for careful improvement and confident entry to preservation-class concours events.

immobilise the big Jaguar properly – oil was poured into the bores back in the early Nineties – and it was kept first in a heated garage, later in a storage bubble. The original hood and interior remain in good (if patinated) condition and the original spare tyre and toolkit also remain in place.

The E-type was treated to a careful recommissioning from Tolman Motorsports (its invoice is included in the car's history file) before it went up for sale at Silverstone Auctions on May 23.

There can't be many unrestored E-types like this, and while the paint and chrome have deteriorated in places, what's underneath appears solid and presentable.

Armstrong-Siddeley 17hp Town and Country Limousine

For the second month in a row, Barn Finds turns up an example of a neglected British luxury marque. Last month's Armstrong-Siddeley Sapphire is a couple of generations

younger than this 1935 17hp Town and Country limousine, which has emerged from the back of an industrial unit in Stockton-on-Tees that also concealed a Austin 7 Ruby.

The Armstrong has a great deal of family history. It was owned when nearly new – possibly bought brand-new – by the current owner's grandfather, who taught his wife to drive in it before the war. Later, when the owner's father was of the right age, he too learned to drive in it, no doubt benefitting from the easy pre-selector gearbox.

Many years later, with the car long since sold on, the owner's father saw it going for scrap and bought it back on the spot. In the 30-odd years since, the planned restoration never began and vandals have smashed some of the windows. However, the car comes with a pallet of assorted spares and should be saveable. The owner is very keen for it to be preserved. If interested, please contact the magazine.



ASTON MARTIN DB MkIII Over 40 years of storage following an accident that left this Aston with a damaged chassis means this DB MkIII will need a total rebuild, but its sale estimate reflected this



Cabin seems to have survived without losing anything crucial



Suspension turrets need replacing. And that's just for starters



MERCEDES-BENZ W108 AND RILEY RMA Hiding out in Sai Kung

Aston Martin DB MkIII

If David Brown-era Aston Martins are now seen to demand top-drawer restorations, why not cut the entry price and start with one that really deserves the attention? That seemed a reasonable theory to anyone heading for Bonhams' Aston-Martin Works Service sale on May 9, where this example had an estimate of £30-£50k. Its premium-inclusive sale figure of £104,540, together with that of £115,740 for a part-finished example suggests there are no longer such things as an entry-level DB Aston project.

The car was attractive enough as a restoration candidate – it appeared complete and was roadworthy when it entered storage in the UK in October 1977. Before

that, however, it led a relatively tough life, leaving a few challenges for the next owner.

After an early period with Littlewoods Mail Order Stores, the car had five owners before finding its present one in 1975. By then there were splits in the front suspension turrets, which were welded up. Much other work was done until the car earned an MoT in 1976, though more needed doing, such as a brake rebuild and a replacement MkII cylinder head after the original DBA unit cracked. The car suffered an unspecified mechanical failure in the Netherlands, causing a crash that damaged the offside body and rear chassis. Both were repaired, but the chassis is said to need re-aligning. It was used a short time before being stored.

Mercedes-Benz W108 and Riley RMA

Reader Terry Floyd from Hong Kong sent us this photo from the New Territories.

'I was on a walk into Sai Kung, a relatively sleepy village, when I saw the front halves of these two cars under a tarpaulin in someone's front yard. One is obviously a Mercedes, but I have no idea about the other car.'

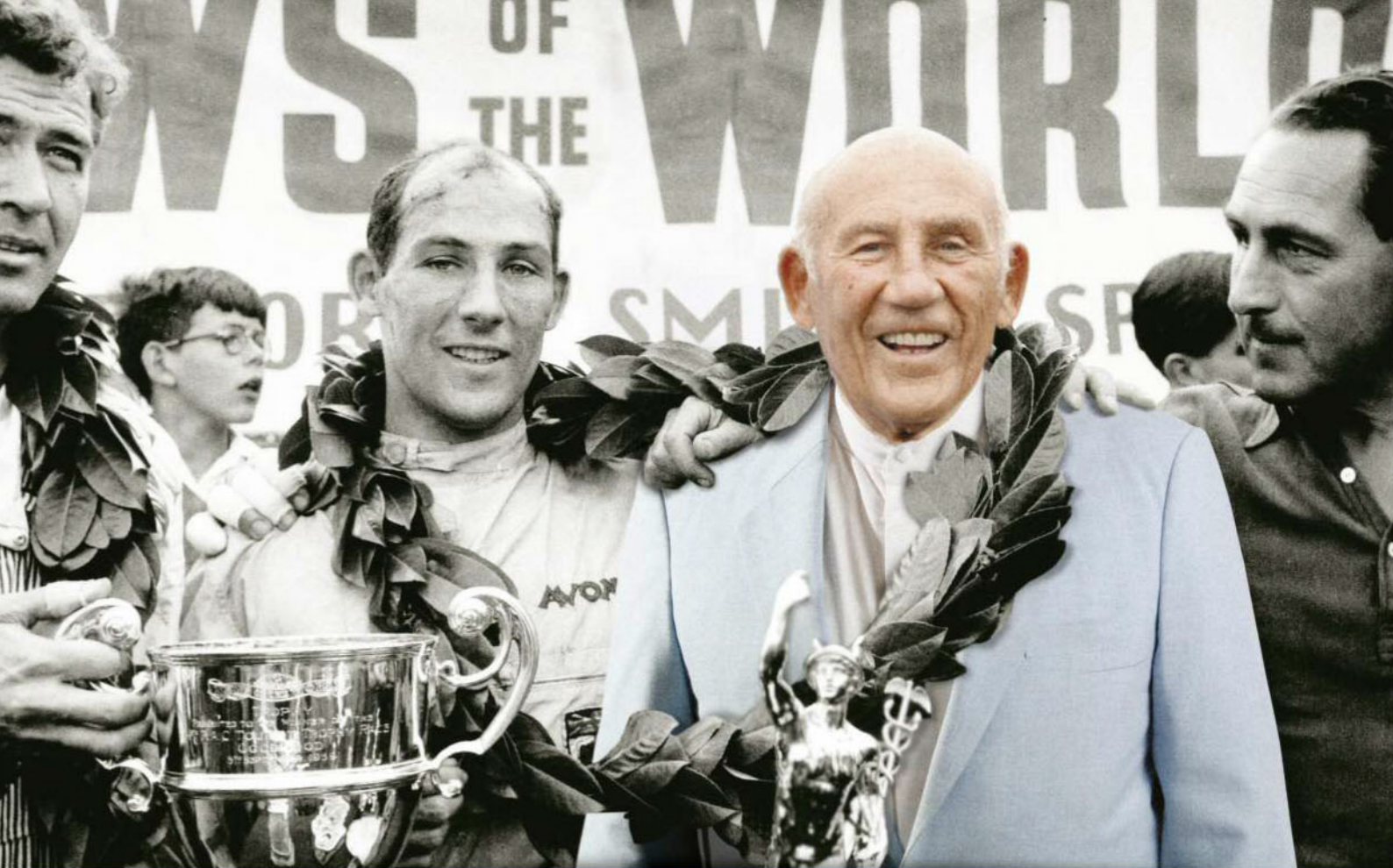
From what we can see of the Mercedes, it appears to be a W108 saloon, predecessor to the S-class. Next to it is a slightly dented Riley RM, its identity as the 1.5-litre RMA given away by the dark blue badge on the radiator: the 2.5-litre RMB and RMF sported a light blue badge.

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.



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
Sir Stirling Moss OBE



STEWART MILLER INSURANCE

Two Leading Names - One Market Leader

Commercial, Personal & Household

0121 422 2282

www.stewartmillerinsurance.co.uk



SM_PJInsure



stewartmiller&peterjamesinsurance



PETER JAMES INSURANCE

Specialist Vehicle & Multi Vehicle

0121 506 6040

www.peterjamesinsurance.co.uk

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.

Classic

— Car Auction —



IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY

SPECIAL JULY AUCTION OF CLASSIC VEHICLES

**Extremely popular & very well attended auction at
Kent's leading Independent Auction Centre.**

**Entries are now invited. Early bookings recommended to attract greater
interest. Please contact James Johnson.**

Call or email: ClassicCars@hobbsparker.co.uk

Friday 17th July ~ 12 noon

Ashford Market | Orbital Park | Ashford | Kent TN24 0HB | Just off Junction 10 M20

01233 506266

Hobbs Parker Car Auctions LLP

Ashford Market | Orbital Park | Ashford | Kent TN24 0HB

www.hobbsparker.co.uk/cars

**ENTRIES
INVITED**

HOBBS • PARKER

Car Auctions

Visit our website for full list of auction lots

➔ QUENTIN WILLSON

There are no excuses for poor-quality cars in the market – only the best will succeed



I'm relieved to see some subtle market adjustments going on.

Fine, well-documented classics may be in short supply but the average stuff isn't making the money it once was. Dealers tell me that there's lots of demand for really proper specimens but buyers won't tolerate obviously fresh paint, unoriginal colours, a cast of thousands in the log book and scant service histories. The average cars that have been blown over for a quick return are making average money.

We saw a lot of hastily improved cars going through auctions in 2014 (and some made silly amounts) but the game seems to be up now and only investment-grade metal breaks records. An influx of US and European left-hook imports has hit E-types badly and Testarossas may be slowing too. The current weak Euro and dollar has brought too many left-hand drives onto the market, which has softened prices and put UK-supplied RHD classics at a premium.

911s are easing slightly and we may be seeing a price peak (not before time), and there's even a slight suspicion of weakness in the Ferrari market too. John McGurk, of McGurk Cars in Warwickshire, reckons, 'things are cooling off back to 2014 levels and the market is gently recalibrating itself.

There are still some over-imaginative sellers out there like the bloke who was asking me £80k for a 6000-mile '96 Ferrari 456, but I think that's over its value threshold.' Rare and special stuff under £350k is the market sweet spot but the traditional bullet-proof icons, if they're perfect, will still make money. The Porsche Carrera GT is very desirable, going from £300k last year to nearly £500k this year. A tiny-mileage Dino has just sold for £360k and one of the nicest Daytonas on the market changed hands for

'Special stuff under £350k is the market sweet spot but the traditional bullet-proof icons will still make money'

£700k. Ferrari 550Ms look good too with demand for low milers outstripping supply – I can see them at £100k soon.

But to make the big money the big ticket items must be right. At Bonhams' recent Aston Martin sale a '68 DB6 Volante – normally a fiercely desired collector jewel – made £561,500 – less than expected, but there was a reason. A busy life had seen a conversion from right to left-hand drive, no fewer than four colour changes, eight owners, a trim colour change, three plate changes and a new speedo. When a classic

gets so totally separated from its original period specification the value goes down markedly. The DVLA has made it easy to apply for lost numbers, so a paint job back to the original hue plus some detailing might have pushed this DB6's value closer to where it should have been – £650k.

Our hobby is all about preservation and keeping these automotive antiquities as close as we can to the moment when they rolled, glinting, out of their respective factory gates. Such obsessive attention to period accuracy may seem anal but that's what informed buyers want these days. Detailed and sympathetic preservation is what makes a classic stand out and boosts its value significantly. Owners, dealers and auction vendors take note – today's value is in the detail. Happily the signs of a market recalibration in 2015 include a growing awareness and understanding of quality and originality – and that has to be a very good thing for the long-term future of our hobby.

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.



Proper restorations or well-preserved originality like this is the only way to guarantee a strapping sale price

SilverstoneClassic

Rocking and Racing

24 | 25 | 26 JULY 2015

The WORLD'S BIGGEST Classic Motor Racing Festival

Celebrates its 25th Anniversary with more **Flat Out Family Fun** than ever

- The cream of historic Grand Prix, Le Mans Prototypes, Sports, GT and Touring cars covering 80 years of racing.
- Live classic rock from the legendary **Status Quo** plus **Paul Young** accompanied by Ol&B Zucchero.
- Over 10,000 classic cars on display across the weekend with many anniversary celebrations and parades including the special jubilee 'Silver Sunday'.
- **Mike Brewer** Car Clinics, Aerial Displays, Giant 40m Wheel, Vintage Fun Fair, Huge Shopping Village, Caterham Hot Laps, Streetcar Shoot Outs and much more.



ADVANCE TICKETS & INFORMATION

Ticket Hotline: **0871 231 0849**

Calls cost 10p per minute plus network charges

www.silverstoneclassic.com

Official Partners



The Daily Telegraph



/SilverstoneClassic



#SilverstoneClassic



@SilverstoneClassic



/SilverstoneClassicTV



➔ TOM TJAARDA

Tom travels to India to help a transformation of automotive culture



For the past ten years I have been invited numerous times to China and India for design conferences. Interesting experiences, yet in some

cases rather frustrating – in China because of their propensity to copy, but interesting because they are working hard to change this mentality; in India because of a lack of design culture, but things are changing.

For years the Indian car culture consisted of the very wealthy maharajahs' exclusive collections of Rolls-Royces and big American cars of the Forties, and at the other end of the scale the congested streets full of three-wheelers, 40-year-old Fiat Milicento taxis and Mahindra trucks. Nothing very interesting to inspire a new generation of designers.

I was recently invited to Mumbai for a design conference that had an entirely different approach to educate and create a design and car culture. An ambitious project called Osianama was created in 2014 by founder/chairman Neville Tuli, an entrepreneur with international experience in the arts and boundless energy, and veteran automotive journalist/historian Gautam Sen. The organisation aims to enlighten the country to the benefits of the arts in general, and at their first conference

in January this year I headed a discussion on Italian design from the Fifties.

The cinema part of the conference consisted of a red carpet premiere of the film *Baby* – a slightly misleading title because it was about international terrorism. But it was a really professional film that shows how far Bollywood has evolved since its soap-opera days.

Some magnificent cars were on display, as can be seen from the photograph below of the 1939 Delahaye roadster designed by

'I was invited to Mumbai for a design conference to educate and create a design and car culture'

Figoni & Falaschi from the collection of Maharaj Dalip Singh of Jodhpur.

A month later a second conference followed which featured an interesting presentation by Robert Cumberford on the history of Rolls-Royce. Of course, numerous examples of the marque and its rivals from the Thirties and Forties from car collectors in India were on display.

The third conference was held just recently, entitled 'The Art of Motorsport'. Invited as the featured speaker was the talented Michèle Mouton, the only woman

rally driver ever to win a world rally championship event. She also set a record for the Pikes Peak hill climb in 1985 driving her Audi quattro. The cinema part of this conference featured the film *Senna* and numerous racing cars were on show.

In each conference the presentations are followed by debates amongst the speakers and invited specialists and journalists. These conferences are held at the iconic Liberty Cinema park in downtown Mumbai in a fascinating art deco-style theatre. The huge space inside the theatre is used to display paintings, sculpture and compositions plus numerous original automobile designs and paintings. The outside area is used to set up vintage car displays.

Neville Tuli has a specific goal in mind. In his own words, he would like to encourage and enlighten the automotive art and design culture in India and 'step by step have India emerge as a creative force and hub of research to become an international leader'.

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



From left: Delahaye Club President Jean-Paul Tissot, Tom, author Richard Adatto and a 1939 Delahaye roadster by Figoni et Falaschi

SWISS WAXMAKERS SINCE 1930



SWISSVAX™

HIGH PERFORMANCE CAR CARE
HAND MADE IN SWITZERLAND



CARE FOR YOUR DREAM™



Swissvax is a uniquely handcrafted car care system made in Switzerland and designed to be the finest product line of automotive cosmetic maintenance in the world. Since 1930, the Anwander family has been creating magnificent Carnauba wax formulations. The Swissvax system comprises two major components: a cleaning pre-wax oil which prepares and nourishes the surface, followed by the wax formulation of your choice. The essential oils found in Swissvax waxes including avocado, passion fruit and orange produce a wonderfully aromatic fragrance, combined

with high volumes of pure Brazilian carnauba, the world's purest, hardest and most transparent natural wax. These exclusive formulas are very easy to apply, leaving no white residue or wax build-up. There are, quite simply, no compromises when it comes to our pursuit of the ultimate wax and car care system. No wonder Swissvax is OEM to several of the most prestigious vehicle manufacturers like Rolls-Royce, Bugatti etc. We invite you to see for yourself what delighted enthusiasts and collectors all over the world are discovering about Swissvax.



Swissvax «Onyx»
Standard wax for all types of paintwork. Thanks to its 30% by volume of pure Brazilian Grade-One-Carnauba it produces a streak-free gloss on all paintworks. Price: \$119.00



Swissvax «Mirage»
Premium wax with over 40% by vol. of Brazilian Carnauba and an excellent choice for modern water based paints. Price: \$199.00



Swissvax «356»
Special wax for older synthetic resin based paints encountered on German classics (e.g. 356/550). With a 40% by vol. of pure carnauba it caters for the specific paintwork refreshing. Price: \$169.00



Swissvax «Zuffenhausen»
Premium wax with over 40% by vol. of Brazilian Carnauba for the two-component coatings on modern Porsche vehicles. Price: \$199.00



Swissvax «Concorso»
Our famous concours wax with 50% by vol. of pure Brazilian Carnauba for a deep, wet «show car» shine. Price: \$329.00



Swissvax «Nitro»
The standard wax for old nitrocellulose lacquers. With its grade-one pure Brazilian carnauba wax (30% by volume), it produces a haze-free shine, while preventing the «chalking» appearance often seen on nitro lacquers. Price: \$169.00

First application requires a wax pretreatment with «Cleaner Fluid Regular» or Swissvax waxes will not adhere to the paint surface. Price: \$59.00



Swissvax «Master Collection»
The complete valet kit for your car will enhance every detail of your automobile to award winning Concours standard. Includes our products for surface care, leather seats, wood, plastics, vinyl, wheels, tyres, chrome, brass, nickel, glass. Price: add \$859.00 to your wax selection (see above)



Swissvax «Entry Collection»
The perfect introduction for your first 10 Swissvax applications. And it comes in its own handy cooler bag. You will cause a sensation when you use these hand-made products for the first time. Price: add \$239.00 to your wax selection (see above)



Swissvax «Discovery Kit»
incl. wax «Onyx» 50 ml, Cleaner Fluid and Cleaner Fluid Medium for paintwork preparation plus Nano Express, 100 ml, to quickly achieve a top finish on multiple surfaces. Price: \$165.00



Swissvax Leather Care Kit
Easy to use and everything you need to clean and maintain your leather in perfect condition. With UV-protection. Price: \$115.00



TOP QUICK DETAILING OFFER

35% cheaper than if bought individually

«ON-THE-ROAD» CAR CARE KIT
Detail your car in minutes – enables an always neat appearance of your automobile on travels or on the move! **Quick Finish:** Spray to remove insect tar, fingerprints, water spots, brake dust, etc. on paint, chrome and wheels. **Quick Interior Finish:** A clean interior in minutes. Removes fingerprints, dust, grease stains, etc. on multiple surfaces like plastic, exotic wood trim, navigation screens, leather, aluminum, etc. **Crystal:** Glass cleaner for streak-free windows, inside and out. **Pneu:** Tyre care for glossy, deep black tyres (suitable for white wall tyres, too). 4 microfiber towels and practical textile bag. Price: \$129.00

WHEEL SEALING



«Autobahn» Wheel Wax
Containing PTFE, this wax helps prevent the unsightly and damaging build up of brake dust. It withstands high temperatures, eases subsequent washing and protects your wheels from pitting. Price: \$59.00 50 ml / \$189.00 200 ml

WHEEL CARE



WHEEL CLEANER

NEW

«Wheel Spray Forte»
A modern wheel cleaner gel for easy cleaning of wheel rims. Säure- und phosphatfrei. Acid-free, phosphate-free and suitable for all wheels (including chrome wheels, polished aluminum wheels and multi-piece rims). Price: \$59.00 500 ml



NEW

WITH 76% VOL. CARNAUBA

P. Dalton's «Crystal Rock»
Now available in 50-ml can. Good for at least three applications. **State-of-the-art-wax with 76% by wax vol. of pure Brazilian ivory carnauba wax.** It coats a car's paintwork in a smooth and glossy, yet tough and protective, water-repellent film. Price: \$495.00 50 ml



ONLINESHOPS

ORDER YOUR SWISSVAX HANDBOOK FOR FREE



SWISSVAX INTERNATIONAL

AUSTRALIA • AUSTRIA • BELARUS • BELGIUM • CANADA • CARIBBEAN • CHINA • CROATIA • CZECH REPUBLIC • DENMARK • FINLAND • FRANCE • GERMANY • GREECE • HONG KONG • HUNGARY • INDIA • INDONESIA • IRELAND • ISRAEL • ITALY • JAPAN • KOREA • MALAYSIA • LUXEMBOURG • NETHERLANDS • NORWAY • PHILIPPINES • POLAND • PORTUGAL • ROMANIA • RUSSIA • SINGAPORE • SLOVAKIA • SOUTH AFRICA • SPAIN • SWEDEN • SWITZERLAND • TAIWAN • THAILAND • TURKEY • UKRAINE • UNITED KINGDOM • UAE • USA

SWISSVAX AG • CH-8117 FÄLLANDEN • PHONE +41 840 850 850 • FAX +41 44 730 45 02 • SALES@SWISSVAX.COM • WWW.SWISSVAX.COM

SWISSVAX USA

SWISSVAX USA, LLC • 400 ALTON ROAD TH-1A • MIAMI BEACH, FL 33139 • SALES@SWISSVAX.US • WWW.SWISSVAX.US

➔ SIMON KIDSTON

Simon has dinner in Bahrain with the F1 elite, and discovers a room full of classic fans



From a glance outside as snow falls on the Scottish hills – yes, in May – you’d be forgiven for wondering what happened to spring in the Highlands, but

further afield the classic season’s already in full swing. I’m up here for a back-to-basics weekend quad-biking and go-karting after enjoying the other end of the spectrum a few days ago in sunny Bahrain, where motoring friends of the F1-loving crown prince got together to watch Lewis Hamilton romp to victory and catch up on the latest high-octane news from around the world. Think of it as Davos for petrolheads.

At the pre-race dinner Martin Brundle regales me with tales of a trans-European dash in his Eagle E-type (‘I love old cars, Simon, but what else could have done that journey with nothing more dramatic than a blown light bulb?’) as he ponders what he’ll try next. I have some suggestions...

Meanwhile Ron Dennis is excited about the sales figures of his road car operation, with all 375 examples of the P1 hypercar long sold out (‘but you might still be able to get a P1 GTR if you’re quick’), the order book for the limited edition 675 Long Tail that debuted in Geneva already closed, and buyers clamouring for the ‘baby’ 570S. Just don’t mention the Grand Prix team...

Former F1 ace Gerhard Berger is more interested in classics (‘Should I have a Miura?’ – you can guess the answer) while TAG Aviation boss, McLaren shareholder and supercar-driving man-about-town Mansour Ojeh is amused when I say I’ve seen his old Porsche 935 road car for sale at the Essen show. ‘That thing?! I think I gave it to my nephew.’ When I say what they’re asking now he almost chokes on his juice.

The Queen Mother of British car collectors, Lord Bamford – he started first

‘Former F1 ace Gerhard Berger asks me, “Should I have a Miura?” You can guess the answer’

and still shows the rest how it’s done – has jetted in with his son George. He’s the founder of the family’s watchmaking arm, which will create a personalised, commando-style timepiece suitable for whatever your favourite leisure pursuit might be – bullfighting and skydiving come to mind – in any colour as long as it’s matt black, although Henry Ford would have blanched at the price tag.

F1 is a fascinating circus. Its cut and thrust makes classic cars seem positively genteel, but what surprises me most is how

much interest the major players are now showing in classic cars. Bernie Ecclestone’s collection is legendary (his latest tip – buy E-types) and Adrian Newey’s enthusiasm for historic racing is well-known, but make no mistake – there’s a new generation of team bosses and drivers who are quietly making their presence felt as collectors and, sooner than you may think, connoisseurs.

A final mention should go to the Techno Classica show in Essen, Germany, which I managed to fit in en route to the Gulf. If you consider yourself an enthusiast first and foremost, with little interest in the commercial aspect of the market (sorry, I mean *hobby*) a word of caution; you won’t like Essen. It’s grown over the years, and now occupies 11 halls showcasing everything from sausages to supercars. And everything is for sale, at twice what it was worth last week ‘because, you know, these are now investments’. No wonder it’s nicknamed the Festival of Greed.

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.



Anywhere else, a motor show. In Bahrain? One man's garage

GRAND DESIGNS

We bring together five coupés at sundown to argue their case for style supremacy while Tom Tjaarda adjudicates – who will be the winner come the dawn light?

Words JOHN SIMINSTER, TOM TJAARDA Photography TIM ANDREW



Left to right: Aston Martin DBS,
Citroën SM, Buick Riviera, Jaguar
XJ12C, Mercedes-Benz 280 CE



Complex business, car design. Why does one car set your heart a-flutter and another leave you cold or, worse, bring on a sense of visual nausea? It's subjective, of course, but there are also design rules relating to proportion, tension, flow and appropriate embellishment.

One key job of a car's design should be to evoke desire. An indulgent coupé needs to do that particularly well; while no one *needs* a coupé, its creators try hard to make you want one instead of something cheaper and less able to attract the eye. And if eyes are attracted to a car, they

may well alight upon its occupants. Drive a coupé, look good, feel good – the world sees you as a person of taste and sophistication as you cruise the affluent streets of the metropolis, and the glint of streetlights on a coupé's seductive curves only heightens the theatre.

Here are five designs lauded at launch and celebrated as groundbreaking ever after. They span a decade and a half but each still looks fresh. We'll assess their style outside, inside and on the road, with a professional designer's critique on each from Tom Tjaarda. He and I won't always agree.

Take your sides as you wish, and join us for the ride.



As well-appointed as the dapper gents who piloted it when new



Six-cylinder soothes rather than shouts, delivering an alleged 325bhp



ASTON MARTIN DBS

When I, not quite a teenager, first saw the DBS at the 1967 Earl's Court motor show, I was blown away. Here was a car that somehow embodied Aston Martin-ness and the crisp-edged modernity of the latest Italians and Americans all in one stunning package. And it was all done in Britain.

Aston Martin had been looking to replace the DB6 for a while. Touring of Milan, which designed the previous DB4 and its DB5 and DB6 evolutions, was commissioned to create a replacement. It came up first with what Aston designated MP220, a putative DB7, but it was an oddly frumpy, dated-looking thing.

A parallel thought was to widen the DB6 to take the planned new V8 engine, and add a new two-seater, V8-powered model to be called DBS. Touring made a prototype for this car, too, designated MP226 and extremely handsome.

But time was short, and the DB6 was getting very dated – widening it seemed a half-hearted evolution and Touring couldn't promise that it would be able to create a production-ready DBS in time for the 1967 show.

Meanwhile William Towns, formerly a designer of seats at Rover and newly employed by Aston Martin, had been sketching a brochure for the 'DB7'. He had also been creating his own drawings for a future Aston Martin, and on seeing these the management abandoned the Touring proposals and the fatter DB6. Towns' design became the DBS, now with four seats and to be built on a

wider, stronger version of the DB4/5/6 platform incorporating new De Dion rear suspension.

In its first clay model, the DBS had a more pointed snout than in the car you see here, plus flush-mounted rectangular headlights and no bonnet scoop. It also lacked the characteristic Aston air vents in the front wings, featuring two groups of horizontal louvres instead. At this point it had even more of the contemporary Italo-American look, but it was soon Aston-ised.

Certain hard points dictated the outline – engine height, wheelarch limits, rear headroom. There were simple constant radii and cross-sections to make manufacture easier, and they helped give the shape the crispness and purity that has made it last so well. And, crucially, it looked like a proper Aston Martin once given its scoop and vents; the rear-set cabin squatted powerfully on its haunches, and the raised section in the middle of the front panel brought about a broadened interpretation of the Aston front grille, with four round headlights set in its extremities.

Today, as the light fades, David Lewington's Fiesta Red DBS looks magnificent. It has never been restored, and shows a few exposures of primer where it has been polished devotedly over the years. 'It's had two owners from new,' says David, 'and I bought it in 1995. The only non-original parts are the rear dampers, now Konis instead of the lever-arms. The engine was rebuilt after just 2000 miles, and the factory paid half the cost.

'I've taken it to Le Mans a few times. It's interesting that people like these original DBSs now.'



'It feels eager today, crisp to respond, smooth in its revving, the deep bark from its exhausts somehow more cultured than the V8's NASCAR blatter'

The point here is that not everyone did to start with. Bigger and heavier than a DB6, with a greater frontal area, the DBS was slower although *Motor* still piled plaudits upon it in the December 1968 road test, '...unanimous assent... a rare and worthy car... reviewed with almost lyrical praise by all who drove it here,' it enthused, despite detail failings and a ferocious fuel thirst. Yet the DBS became a bit of orphan in the Aston Martin pantheon, slower than its predecessor, therefore pointless when buyers could, from 1969, have a V8 with a true 320bhp for an extra £795.

Aston Martin didn't publicise a power figure for the DBS Vantage, its tuned, Weber-fed, twin-cam straight-six strangely a no-cost option versus the standard SU-carburetted unit, but if pushed would claim 325bhp. The truth is about 280bhp, enough to make the DBS a rapid enough car for most tastes at the time.

It certainly feels eager today, crisp to respond, smooth in its revving, the deep bark from its exhausts somehow more cultured than the V8's NASCAR blatter. The driving position is just right, low-set but not engulfing, and I find it very easy to forgive the hard bar at the base of the age-squashed, highly patinated driver's seat in its creased black leather.

The five-speed ZF gearbox requires deliberate lever movements but yields its ratios cleanly, and the combination of a powered rack and quite a small steering wheel makes this wide, heavy car feel a lot smaller than it is. It's a wieldy, pointable delight, beautifully matured and very fit. A properly covetable Aston Martin? Absolutely. And just watch those prices rise...

TOM TJAARDA ON THE ASTON MARTIN



Back in 1967 when I first laid eyes on the DBS I remember thinking that something had suddenly gone wrong. This fastback with the squared off frontal area was something that might have come from Ford or GM. But from Aston Martin, what were they thinking?

Being used to the soft, elegant and sporty DB6, it was a complete departure from that positive tradition. The DBS at first glance seemed influenced by the American muscle car design, as though the

designers were suddenly obliged to abandon tradition and latch on to the more contemporary styling produced in Detroit.

When I see a DBS these days it still turns me off – the angular mediocrity of its design seems an insult to the Aston Martin tradition.

It took a few years and a number of directors for the company to come around, but as we all know it eventually did. Aston Martin has been back on the cutting edge for many years now, and at this year's Geneva show I thought that they had the best display of automotive design in the entire show.

ASTON MARTIN DBS VANTAGE

Engine 3995cc, 6cyl, dohc, 12 valves, three Weber 45 DCOE carburettors
Power and torque 280bhp @ 5500rpm; 290lb ft @ 4500rpm

Transmission Five-speed manual gearbox, rear-wheel drive **Steering**

Rack and pinion, power-assisted **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: De Dion beam located by trailing arms and Watt linkage, coil springs, adjustable lever-arm dampers. **Brakes** Discs all round **Weight** 1717kg (3782lb) **Performance**

Top speed: 142mph; 0-60mph: 7.1sec **Fuel consumption** 14mpg **Cost new** £5842 (1968) **Value now** £52,500-£120,000



'It pays to plan your path carefully when roads are narrower than those of Texas'

BUICK RIVIERA

Did you have the Corgi model with the Trans-O-Lite head and tail lights? In 1/43rd scale, or thereabouts, it oozed modernity, crispness and forward-thrusting dynamism. I bought it because of its early manifestation of fibre-optic technology, but it wasn't until the *Motor* road test in September 1965 that I grasped the full grandeur of the real thing. All it lacked were the four headlights rendered in miniature in the model, because that test car's lights were stacked vertically behind clamshell doors thrusting forward either side of the cast-aluminium lattice of a front grille.

Were the model's headlights a figment of the modeller's imagination, there only to show off Corgi's latest gadgetry? I felt cheated. Then I discovered that the 1963 Buick Riviera, the first model year of this shape, did indeed have four hefty headlights and those vertical grille-bookending monuments were, in 1963, housings for sidelights and the world's biggest direction indicators. The '63 also had fake air intakes paired in the rear wings just ahead of the wheels, and tail-lights set in the rear panel. For '65, the lights were in the back bumper and the fake intakes were deleted. Seldom has a full-size American car looked cleaner and purer than a '65 Riviera.

General Motors' styling head Bill Mitchell, responsible also for the Corvette Sting Ray and the fabulously bonkers first-gen Oldsmobile Toronado, set a template here for GM cars all over the world. In plan view the nose is W-shaped. The waistline has a 'Coke-bottle' upward swoop over the rear wheels. The rear pillar is

thick, the others are slender. The glass goes right into the corners; nothing is rounded off. The wheelarch tops are slightly flattened. Look now at a Vauxhall Viva HB, Victor FD or Cresta PC. Look at an Opel Rekord or Commodore, mid-to-late Sixties, and numerous Stateside GM products. All those motifs started here in the Buick. There's one big difference, though. The Riviera is a whole lot bigger than any of those Euro-cousins. It's 17ft 5in long, 6ft 5in wide. It also has rather vague, super-light steering. It pays to plan your path carefully when roads are narrower than those of Texas, where Stewart Bickel's 1963 example started life.

It also has a very curious transmission attached to its Wildcat 445 V8 engine. That number relates to the gross torque output in lb ft; it's actually the least lusty engine offered in the Riviera, with a mere 6.6 litres and 325 (gross) bhp. It's the carhorse among Buick V8s, the colloquially named 'Nailhead' engine, and it sends its lazy burblings through a Dynaflo Twin Turbine two-speed automatic. Except that the first of those geartrains requires manual selection and is almost never used, which means in practice that the entire spectrum of ratio change is handled by a very busy torque converter with variable-pitch vanes, like an aircraft propeller's blades.

It's like driving a car with a CVT automatic, but with a greater sense of ample energy dissipating long before it gets to the rear wheels. Slow step-off apart, the Buick can be hustled along and it's a good cruiser, but the 1964 model year's three-speed Hydramatic made for a more engaging powertrain, if not quite such a seamlessly smooth one. The all-drum brakes feel powerful, too, thanks to the



TOM TJAARDA ON THE BUICK



When I came to Italy in 1958 American cars were mostly loaded down with chrome and cumbersome styling motifs; lead sleds, we designers called them and not only for their appearance but also for their excessive weight and hopelessly low gas mileage.

When the Buick Riviera appeared it was a design revelation. Finally, a clean and well-proportioned American automobile that influenced other US car firms.

Buick needed something to stimulate its sales and this return to simple styling was the answer. The name itself – Riviera – pointed towards the affluent image and popularity of the Italian and French coastline that was in vogue with American tourists. It was an elegant and radical departure from the negative look that Detroit's stylists had created for themselves.

It's a styling landmark and looks at home in numerous concours d' elegance. It was still a heavy car and gas was still cheap, but at least it was a step in the right direction.

BUICK RIVIERA

Engine 6572cc, V8, pushrod ohv, 16 valves, Rochester 4GC carburettor
Power and torque 325bhp (gross) @ 4400rpm; 445lb ft (gross) @ 2800rpm
Transmission Dynaflo two-speed automatic gearbox, rear-wheel drive
Steering Recirculating-ball steering box, power-assisted
Suspension Front: double wishbones, coil springs, telescopic dampers. Rear: live axle located by radius arms, coil springs, telescopic dampers.
Brakes Drums front and rear
Weight 1815kg (3998lb)
Performance Top speed: 119mph; 0-60mph: 8.5sec
Fuel consumption 13mpg
Cost new £3092 (1963) **Value now** £15,000



Riviera is surprisingly wieldy for its size

hair-trigger sensitivity that comes from a hefty servo. Whether they'd still work after one stop from high speed is another matter.

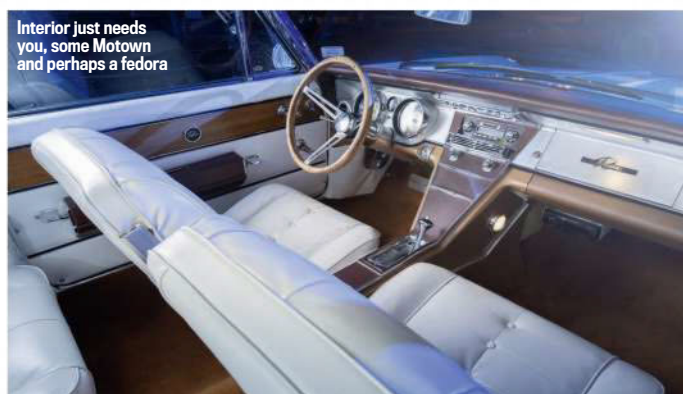
'I wanted a '64,' Stewart says, 'but I found this one in Portsmouth and its body is original. The interior got fried in Texas, so it's been re-trimmed. I didn't have the bottle to buy one unseen from the US. I had considered one, but I had an expert look at it and it was nothing like it seemed in the ad. We went to Normandy in its last summer, cruising along and enjoying the open frameless windows. I love it, and I think they're seriously undervalued. Maybe it's because they're not part of muscle car culture, but their time will come.'

Certainly the Riviera is a fabulous machine in which to cruise, its ride yielding but not floaty, its interior a temple to ribbed aluminium, metallic gold and imitation wood. The heater controls resemble those of a mixing desk, the dials are as supersized as the big, squashy seats. Interior dome-lights abound, and Sixties soul grooves from the hidden CD player make the experience perfect.

When Mitchell's team created project XP-715, it was badged as a 'LaSalle II', in homage to the GM brand that died in 1940 and whose radiator grille XP-715's giant, slatted headlight covers (as eventually productionised for 1965) emulated. They tried to get Cadillac to take the design, but got no joy. Same at Chevrolet. Pontiac and Oldsmobile were more interested but wanted to fiddle with the styling. Only Buick wanted it as it was, and after a slick internal pitch to GM management Buick got its chance to take on Ford's Thunderbird. And with it, one of the best-looking, most influential cars ever to come out of Detroit.



6.6-litre Nailhead V8 delivers a meaty 445lb ft of pulling power



Interior just needs you, some Motown and perhaps a fedora

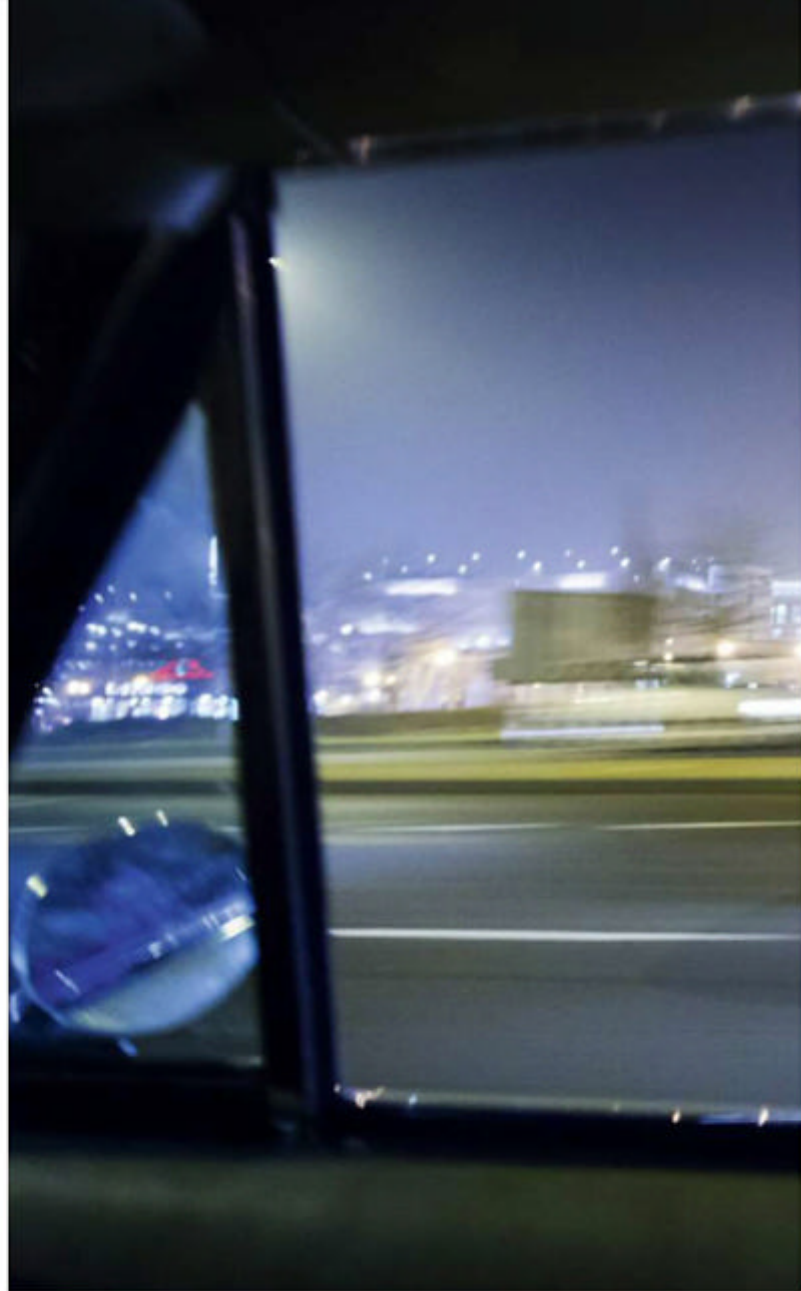
CITROËN SM

Ever since the DS there has been a Citroën 'look'. Even the ZX and the Xsara, despite their role as bargain-bucket Citroëns deliberately designed to bury the brand's heritage during its darkest days, had elements of it. The most dramatic Citroën of all, though, a sort of DS-flavoured coupé auditioning for a role in *2001: A Space Odyssey*, must surely be the SM, styled by Robert Opron whose next creation was the DS-replacing CX.

The SM has it all – the low, streamlined, seemingly grille-less nose, the long, curved bonnet, a waistline falling rearwards over concealed rear wheels all shout Citroën, but here it's sharper, more muscular, suggestive of power but with the action coming from traction avant. Then there's that full-width glassy enclosure for the six main front lights and the numberplate, the outer lights swivelling to point in the direction the driver is steering. It would be many years before 'cornering lights' reappeared on production cars. The chopped-off tail is barely less dramatic.

Inside, the scene is similarly iconoclastic. The majority of modern car interiors are broadly similar to each other, but back in the Seventies there was more scope for individuality. The SM takes that scope to the extreme, with a dashboard dominated by a single, sweeping curve, a steering wheel supported by a single spoke and soft, tan-leather seats shaped in a continuous cushion-to-backrest curve despite their reclinability. Then there's the gearlever, which looks like an automatic transmission's selector but actuates five

Inside offers spaceship style to match the out-of-this-world driving dynamics

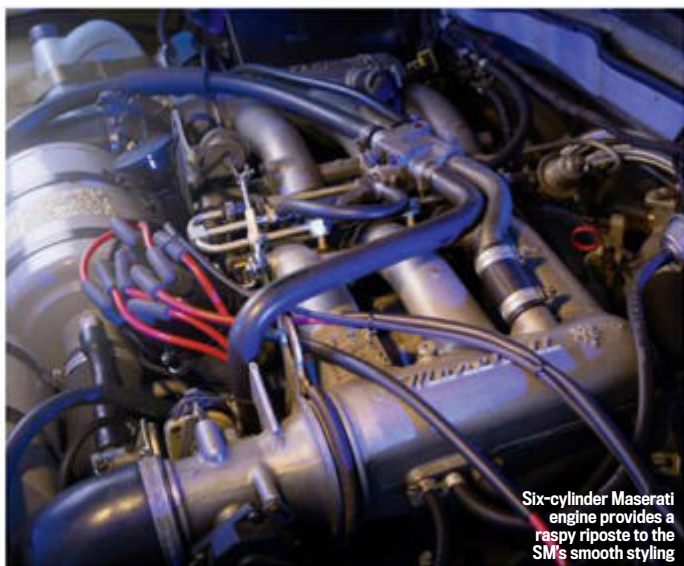


forward gears manually; the slot for the radio, mounted far out of the eyeline next to the handbrake; the giant red warning light in the rightmost of four oval dials, which glows menacingly when any other malfunction-light illuminates or, indeed, when the sun catches it. And, behind and under it all, technology like nothing else.

This is best experienced as the SM is driven. On start-up, the oleopneumatic suspension rises and the slop in the steering vanishes as the 2.7-litre, 180bhp, fuel-injected Maserati-built V6 with its low-profile, 90-degree vee-angle bumbles happily. Into gear and off we float, ready for the SM's other-worldly blend of an unruffled, topography-redrawing ride, ultra-quick, fully powered steering and potent brakes triggered by a toe-flex on a giant rubber mushroom.

It's fast enough to battle with modern traffic on equal terms, and I know from recent experience with another SM – it won a coupé group test last year in this magazine – that the ride should be as bump-smothering as a DS's but without the heave and float, and that the steering can feel much like a modern car's electrically assisted system. Exposure to moderns has made the SM's helm feel less alien than described by contemporary road testers. True, there's no real road feel, your efforts instead working against a hydraulic synthesis of what the engineers considered the weight variation should be, but that last SM felt entirely intuitive.

This one doesn't. It conforms to road-test type, Seventies style. The response is ultra-sensitive with little to 'lean' against, and the ride is surprisingly lumpy over poor surfaces. Its engine's gravelly blare, a sound hard to reconcile with a Citroën shape, is a touch



Six-cylinder Maserati engine provides a raspy riposte to the SM's smooth styling

'Into gear and off we float, ready for the SM's other-worldly blend of an unruffled, topography-redrawing ride, ultra-quick, fully-powered steering and potent brakes'



Robert Opron design speared the SM into the future

more enthusiastic at high revs – the last one was an earlier, triple-Weber-fed example – but this SM is a lot harder to flow with. It feels as alien as it looks.

Why the difference? Tyres, possibly; the earlier car was on more-modern Michelins. Maybe the suspension's spheres were pressurised to different degrees. Whatever, Des Burnett's SM appears to give more of the authentic SM experience, while the other was the better for its newer tyre technology. None of this stops this 1973 example from being a captivating car, however.

It has a great history, too. Originally a Citroën UK press car with a Slough TKX registration, it was road-tested by John Bolster in period. It's been in the Burnett family since 1978, and Des's father used it to go between London and Ireland on business trips. He'd bought the car as an unwanted and unloved part-exchange, with all the valves damaged after the timing chain's tensioner had broken, and rebuilt the engine.

He had it restored in 2007 by SM specialist BM Autos, and Des's brother Gareth (an expert in vintage Talbots among other things) rebuilt the engine again, now with gas-flowed cylinder heads.

'Dad had stripped it all down to the bare shell,' Des relates, 'and managed to get the last two genuine Citroën rear wings plus a used but sound inner rear wing from the US, where they don't rust. The rest of it was okay, because the main structure tends not to rust.'

Des acquired it in 2008. 'I'd had a GS, a CX and an XM, so I was of the faith. I'd been running an old 911 for a few years, but I sold it once I had this on the road. The 911 was boring by comparison.'

TOM TJAARDA ON THE SM



The Citroën DS and SM created a design world of their own. They were so exclusive and innovative that it inhibited other designers to come up with similar proposals.

No other car company ever dared to emulate this design. The DS still looks futuristic. Robert Opron penned the SM to follow this exclusive design, and it had all the quality characteristics of a true GT, such as comfortable long-distance travel, relaxing high-speed capability and a quality interior.

Using the Maserati engine and Citroën's suspension and steering technology created concerns that there might be maintenance problems, but when it was working to specs it was a dream car to drive. The styling was certainly exclusive and attractive and, especially in this case, a matter of personal opinion. To me this car seemed more suitable as a four-door sedan than a two door GT. It didn't have that nervous high-tension look of a compact super GT sports car. It looked like it could be great going in a straight line but not going around a high-speed bend.

CITROËN SM

Engine 2670cc, 90deg V6, dohc per bank, 12 valves, Bosch D-Jetronic fuel injection **Power and torque** 180bhp at 6250rpm; 171lb ft at 4000rpm **Transmission** Five-speed manual gearbox, front-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: double wishbones, self-levelling oleopneumatic springs, anti-roll bar. Rear: trailing arms, self-levelling oleopneumatic springs, anti-roll bar **Brakes** Discs front and rear, fully powered **Weight** 1448kg (3189lb) **Performance** Top speed: 139mph; 0-60mph: 8.3sec **Fuel consumption** 20mpg **Cost new** £6691 (1970) **Value now** £22,000-£60,000



TOM TJAARDA ON THE JAGUAR



There is little doubt regarding the fascination factor of this vehicle. The first thing that stands out are the pillarless side

windows that provide an exclusive touch. This created an elegant appearance but gave headaches to the engineers who had to make it work, to prevent water leaks, rattles and wind infiltration.

The frontal area is set off by the refined grille and headlight clusters. This is probably the most elegant area of the car compared to some of today's

vehicles, which have a tendency to become rather bland and simple. But it was also the mechanics that had a huge contribution to the its prestige factor, beginning with the fascination of a V12 engine.

English cars have a reputation for fine interior design. This car has the traditional wood appointments and fine leather seats that make this car such a desirable place to be, especially on long excursions. These interiors have perfect stitching and leather quality, which makes occupants feel satisfied in such an expensive purchase. It's a vehicle with lasting appeal.

JAGUAR XJ12C

Engine 5343cc, V12, sohc per bank, 24 valves, Lucas fuel injection **Power and torque** 285bhp @ 5750rpm; 294lb ft @ 3500rpm **Transmission** Three-speed automatic gearbox, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: double wishbones, coil springs, anti-roll bar, telescopic dampers. Rear: lower wishbones, driveshafts acting as upper links, radius arms, paired coil-spring/damper units **Brakes** Discs front and rear, inboard at rear **Weight** 1835kg (4045lb) **Performance** Top speed: 147mph; 0-60mph: 7.6sec **Fuel consumption** 15mpg **Cost new** £7281 (1973) **Value now** £4500-£15,000

JAGUAR XJ12C

It looks smaller than an original XJ6 saloon, but that's an optical illusion brought about by thick rear pillars and two long doors instead of four short ones. So it's built on the same wheelbase, but coincidental with the XJ coupé's launch was the Series Two saloon in original short- and new long-wheelbase guises. All three also wore higher bumpers to suit US regulations, and a squatter front grille now edged in chrome.

Like the Buick, and the Mercedes to come in this story, the Jaguar has no centre pillars. The doors are frameless and occupants can wind all the side windows down to create an unobstructed, uncluttered daylight opening, as car designers called it, or nightlight opening as it is here. The apparent abbreviation of the XJ coupé's form is echoed in what looks a particularly cosy rear cabin but, again, it's an illusion. Four people do have plenty of space in here.

XJCs came with the regular XK straight-six, of course. But they also came with Jaguar's 5.3-litre V12, destined later for the XJ-S that effectively replaced this XJC after too short a time, although they did briefly run together. The XJ12C thus powered spawned a mad, bad ETCC race car run by Broadspeed, fast but fragile and prone to destroying its brakes. However, the race car's roll cage did help put back the rigidity lost by removing the centre pillar.

There's a case for regarding the roadgoing XJC as the best-looking Jaguar XJ of all, across all five major generations over the years. The vinyl roof sows an element of doubt here, but it was



Pillarless design brought a little riviéra style to Coventry



Plush cockpit is a joy for all the senses



Fastback Continental allowed Bentley to take risks

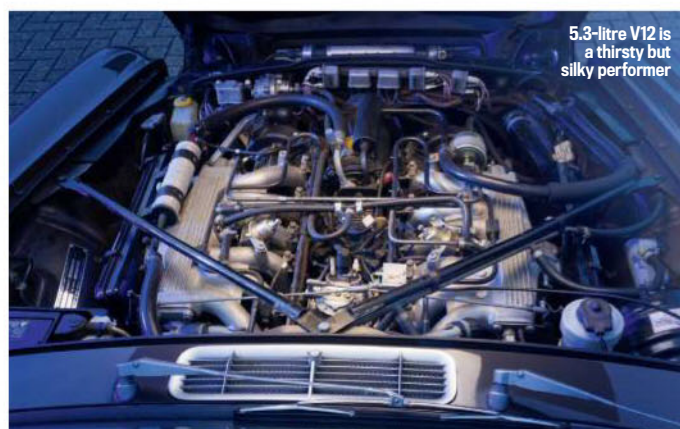
Vinyl roof is a minor distraction from the Jaguar's refined form

fashionable at the time and reduced the cost of finishing the seams in the steel beneath. Of painting them, too, judging by the horrors restorers have found in later years. Some XJCs have had their roofs retrospectively painted in the main body colour and look better for it. But for originality, it has to be black vinyl.

Steve and Tracey Arnold's XJ12C is very original. It's unrestored, and some parts of the painted coachlines have been polished away. And it's brown, a very Seventies colour. 'Before we had this car,' remembers Tracey, 'I was looking at a new car in brown and I said I'd never have one that colour. And now look at this one. But it looks right on the Jaguar.'

It's similarly brown inside – seats, carpets, door trims, walnut dashboard. It oozes welcoming, relaxed luxury, playing down evidence of Leyland-era expediency in some of the cheaper plastic mouldings. The steering wheel has a thin rim to aid the subtle deployment of the directional delicacy I'm about to experience, and after the Citroën it all feels reassuringly, well, normal.

The engine, of course, is a powerhouse of silken shove, its languid 285bhp channelled efficiently to the rear wheels via a three-speed Borg-Warner automatic. The XJ12C feels very eager, helped by the way it sits planted on the road and disguises its considerable mass through its accurate, consistent steering, strong grip and fabulous damping. Dynamically it feels the most agile and the most modern car here, with just an occasional hint of structural shudder to chip away at dynamic indomitability.



5.3-litre V12 is a thirsty but silky performer

In short, it's delightful, especially if I eradicate from my mind the zeal with which the twin fuel tanks jettison their loads. It helps that this Jaguar retains the integrity and tactile authenticity that comes from still being in its Browns Lane-assembled state, with just 57,000 miles under its wheels. 'My father had one of these and got rid of it in the early Nineties,' Steve says. 'I cried when it went.'

'We saw this one at the Windsor Castle Concours d'Elegance in 2012. It had been in storage for 20 years, but the guy who rescued it just serviced it and overhauled the brakes. It was built in late 1975 and sold by W&W Webber Ltd, Basingstoke, in 1976. The only non-original bit is the Retrosound radio.'

MERCEDES-BENZ 280 CE

Motor described the Mercedes C123 (M-B code for the sybaritic version of the W123 saloon) as ‘a pleasant, if conservatively-styled, two-door coupé’. With such faint praise was it damned. But at first glance, and in the context of its time, there did indeed seem to be little remarkable about the C123 if it is viewed as a collection of parts and attributes.

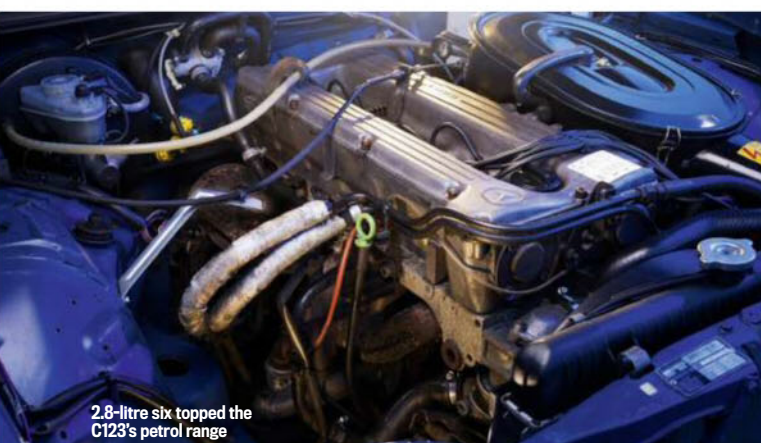
It's only with the benefit of hindsight, and with a chance to stand back and take it in afresh, that the spare, functional beauty of the thing becomes apparent. Less is more here. The designers of today's overwrought, slash 'n' burn Benzes, cars unlikely to appear in the 2050 version of this feature, should take note.

What's so good about it, then? It's the slightly frivolous application of styling flourishes – fractionally rising waistline, a lavishly convex rear window, bright-metal mouldings in subtly varying cross-sections and in unlikely places – to an otherwise solidly rational shape. It shouts self-indulgence. It adds virtue to necessity. Friedrich Geiger masterminded the look. He must have loved reconciling the opposites.

Of course, when driven the experience is one hundred per cent rational Benz. The pillarless sides and frameless doors generate the



A fine way to view the Mercedes' simple but solid interior

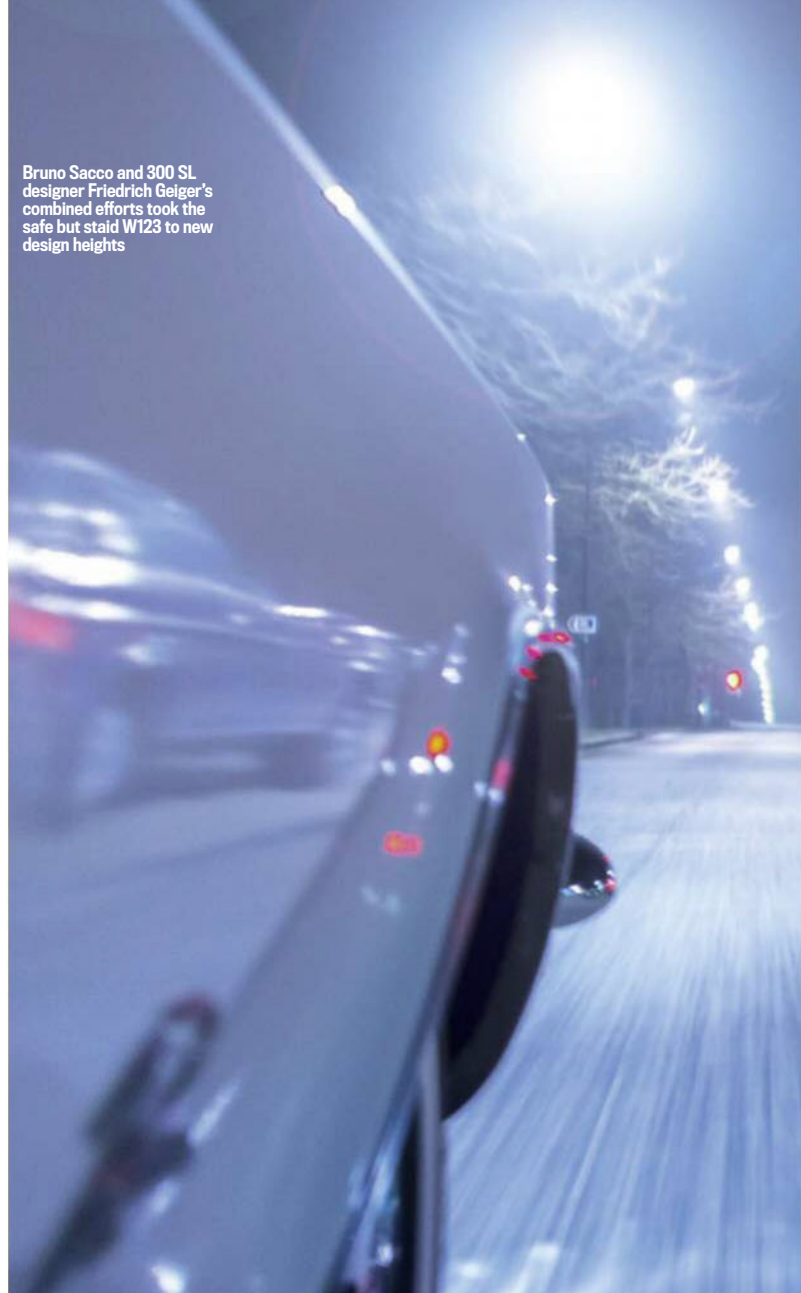


2.8-litre six topped the C123's petrol range



Durable but unexciting saloons transformed by removing two doors

Bruno Sacco and 300 SL designer Friedrich Geiger's combined efforts took the safe but staid W123 to new design heights



least wind noise heard in any car here, regardless of centre-pillar presence. The steering wheel is huge, despite the employment of power assistance; it's so drivers can retain control if the assistance fails, or so the engineers used to say. The single steering-column stalk performs far too many functions, so some are less versatile than they could be owing to a lack of available switch positions. And the front seats give that unique Mercedes feeling of sitting on a well-upholstered piece of coil-sprung plywood.

This particular car has an unusual specification. The engine is the 2.8-litre, twin-cam straight-six that topped the range, 185bhp on tap in this later fuel-injected form. But it drives not through the usual automatic, nor even a five-speed manual, but a short-gearred, hair-shirt four-speed with a laborious shift action and a short-ratio limited-slip differential. There is no rev-counter, just a giant clock, and only one door mirror. Windows are wound manually, there's no radio and the paint is solid, safe Marine Blue. Buyers could specify all the toys when new, however – it was almost possible to double the car's price should they have had one too many pre-purchase pints before setting about the options list.

As such, this car has a sunroof, headlamp wash/wipe and lovely 'Mexican hat' aluminium wheels. The UK importer would never have supplied such a car; it's from Brussels. 'It was loved by its first owner,' says today's custodian Roger Needham. 'He took it to Wales and did 100,000 miles in 15 years. It then had a series of owners who kept it off the road, until Martyn Marrocco of the Mercedes-Benz Club bought it as a barn find and sorted it out.



'The way it steers, handles and rides is more reassuring than inspiring, but that's how a Mercedes-Benz was meant to be'

'I was looking for a more solid and basic Mercedes, having had a rogue W124, a late one. It had all the toys, which failed at odd moments. This is the antidote. Martyn was attracted by the strange specification and the fact that it was extraordinarily solid.

'It's a bit rough round the edges to drive, though, and I'm hoping he and I can sort it out a bit. We might fit a five-speed gearbox to give it longer legs.'

Other details? The bonnet opens right up to a right-angle, so you don't bang your head on the front grille attached to it, to reveal an unrestored engine bay that looks almost new. The rear numberplate is held on with the usual M-B four screws threading into built-in captive nuts. The cabin wood is shiny, stripy Zebrano, a Merc speciality. The doors thud shut like the door of a safe, and are pulled open in one easy movement via pull-out door handles that presaged those fitted to most new cars today.

Sadly, in this particular specification, it's not that great to drive. The engine pulls keenly, with a fruity thrum, that short gearing imparting a superficial eagerness. The fruity soundtrack might be exaggerated by the time-expired condition of various rubber mountings, reckons Roger, and this is certainly no relaxed cruiser. The way it steers, handles and rides is more reassuring than inspiring, but that's how a Mercedes-Benz, that most permanent of automotive artefacts, was meant to be.

To drive it, as I did, for just a few miles is barely to scratch the surface. I suspect that as a car with which to share your life, it would surely be the most faithful of friends.

TOM TJAARDA ON THE MERCEDES-BENZ



The first thing that I notice is the huge difference in the styling between this and the four-door sedan. It almost looks like they are from two different companies. The sedan was, and still is, a rather bland attempt at elegant design that never gained much popularity with classic car owners. On the other hand the coupé version seems to be in another world.

It is the same basic car but someone put in a touch of timeless elegance converting this car to a

two-door coupé. The roof area and especially the rear pillars are designed to perfection, with soft curves and harmonious proportions. I do not know who designed this coupé but it certainly has a hint of Italian influence.

Even today the coupé version is a sought-after classic and can fetch up to ten times the value of the four-door version.

This is a perfect example of how simple yet well-proportioned auto design can stimulate emotions. It is different yet integrates well with the basic design theme of the four-door version.

MERCEDES-BENZ 280 CE

Engine 2746cc, six-cylinder, dohc, 12 valves, Bosch K-Jetronic fuel injection

Power and torque 185bhp at 5800rpm; 177lb ft at 4500rpm **Transmission**

Four-speed manual gearbox, rear-wheel drive **Steering** Recirculating-ball

steering box, power-assisted **Suspension** Front: double wishbones, coil

springs, gas-filled telescopic dampers, anti-roll bar. Rear: semi-trailing

arms, coil springs, gas-filled telescopic dampers, anti-roll bar **Brakes** Discs

front and rear **Weight** 1337kg (2945lb) **Performance** (figures for automatic

version) Top speed: 118mph; 0-60mph: 9.5sec **Fuel consumption** 18mpg

Cost new £10,990 (1977) **Value now** £5000-£12,000

'The Aston Martin DBS is the most exciting mix of visual desire and driving thrills on offer here'



Five shades of visual seduction - Jaguar, Aston, Mercedes, Buick, Citroën



Sergio Pininfarina once called the Riviera the most beautiful American car

VERDICT

Style needn't be expensive, although you could buy six or seven of the least valuable car here (the Mercedes, currently) for the cost of the most valuable (the Aston Martin). To me the real bargains are the Buick and the Jaguar, the former misunderstood, the latter perhaps tainted by the Leyland association.

All of them sum up their eras' styling highs adeptly, and together they create a perfect continuum from early Sixties to late Seventies. As for a winner, do we base this on driving qualities (a win for the Aston Martin and Jaguar), on visual drama (Buick and Citroën) or on financial accessibility and likely freedom from aggravation (Mercedes-Benz)? There is no set answer to this conundrum. All we can do is go with our individual gut feeling.

This writer's gut feels best in the Aston Martin DBS. It's the most exciting mix of visual desire and driving thrills on offer here, as well it should be at the price.

That said, if I had the garage space I'd love to fill it with a Riviera, especially a full-fat, 360bhp Super Wildcat version. I've dreamed of driving one for years, and now I've managed to achieve that ambition. So much style, so little cost.

Bargains come no better-looking than this.

Thanks to: The SeMantics section of the Citroën Car Club, the W123 Model Captains of the Mercedes-Benz Club, the Jaguar Enthusiasts' Club, the Aston Martin Owners' Club and Star Car Hire (starcarhire.co.uk)

EVERY PART FOR every PORSCHE

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

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



**WAYS
TO BUY**



IN PERSON



PHONE



MOBILE
SHOP



WWW



E-MAIL

DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911T 1973 2.4L Targa, LHD
CIS Engine, 5-Speed Manual Gearbox,
Signal Red with black interior.



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



Porsche 911T 1969 Coupe 2.0L
Manual Gearbox, LHD, Bahia/Guards
Red with Black interior.



Porsche 911T 1973 Coupe 2.4L MFI
Engine, 5 Gear Manual LHD, Sepia
Brown with a dark brown interior.



Porsche 911T 1972 Targa 2.4L,
Manual Gearbox LHD, Red with
Tan interior in excellent condition.

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

Official UK Distributor - Dansk
Dansk

UNIT 5 • BRACKEN INDUSTRIAL ESTATE
185 FOREST ROAD • HAINAULT • ESSEX IG6 3HX



THE LIFE STORY OF AN MGB

It started life in 1979 as a standard roadster but, after three owners and two restorations, this MGB is a sharp little roadburner

Words MIKE RENAUT Photography ALEX TAPLEY

1979 Bought brand-new for £3655



Putting down a £100 deposit on January 3, 1979 and with a loan from National Westminster bank the following week, David Geraghty bought a new MGB in Pageant Blue with Silver Grey trim from Wadham Stringer (Cliftons) Ltd of London SE12. The total price of £3650.45 included £50 road fund licence and £7.50 for a passenger side mirror. Ziebart rust protection made up another £88. 'We always wanted a convertible sports car,' explains David. 'It had to be a British one; E-types were too expensive and my wife Gita loved this MG's colour.'

1979 Driven on the beach during an eventful Irish holiday

David and Gita took the car on a long holiday to Ireland. 'The crossing was awful,' remembers Gita. 'It was the same storm that caused the Fastnet yacht disaster.' One bumper was lightly damaged when the MG

grounded on a rough bit of road, but there were many good times. 'My first time driving the MG was on an idyllic sandy beach near Lahinch,' says Gita. 'I loved it.'

1980 Uh-oh, salt water issues

David used the car for daily commutes to work, averaging 15,000 miles a year. Despite that application of Ziebart, an AA report dated October 24, 1980 concluded the MG had 'an undue degree of surface corrosion present within the right front wing panel trimming location area and boot panel area.' The steering geometry and noisy heater motor also required attention. On the plus side, three of the tyres would last for over 40,000 miles – a mileage the car passed just after its first MoT in 1982.

In 1984, the MG, now with just under 56,000 miles on the clock, had its front suspension rebushed at a cost of £103.50, plus another £10 for the MoT. Two months later, new front brake pads cost £33.62.

Looking a bit tired at 15 years of age, the car was booked in for bodywork and paint



The MGB today, in rude health and looking purposeful with its Sebring conversion





Showing off its new spotlights and Clubsport wheels in 1995



As found in a garage in 2011...



... prompting the final change of ownership



Recent front-end restyle...



... and new rear panel...



... et voilà! - the Sebring lok

he explains. 'It was also a problem to drive in heavy rain because the wipers weren't great. I'm glad I got it back on the road and had a lot of fun driving around in summer. I just hadn't realised it would take so much looking after; I suppose we *all* do when we get older!'

'It had more than 100,000 miles on it by then,' says David, 'so I went to Oselli in October for a brand-new engine; the old one was very tired.' Oselli fitted an overbored 1995cc engine with unleaded head, twin 45DCOE Webbers and fast road cam. On the dyno it was putting out 122bhp at 5332rpm at the flywheel and 84bhp at 4816rpm at the wheels.

Oselli also fitted new suspension (including conversion to telescopic dampers all round), brakes and radiator.

During the month they had the MGB in to carry out the work detailed above, Oselli spent a total of 63 miles test-driving the car. Then, once returned to him, David kept detailed notes of all mileage and fuel use in

a notebook, from which he calculated that the car was averaging around 18mpg.

Later David wrote that the MG 'stalls easily and frequently'. He felt the car was running too rich and noted 'the accelerator cable is faulty'.

In May 2005 the car was booked into the workshop at the MG Owners' Club, where halogen spotlights were fitted. 'I was finding the standard headlights weren't bright enough at night,' explains David. The spotlights were removed sometime after, but a black hardtop bought around the same time remained with the car for much longer.

In June a set of Clubsport 5x15-inch wheels and Pirelli 185/65 R15 tyres were fitted, as was a Kenlowe hot-start engine pre-heat system. The engine also got a retune. The following month it returned for a new propshaft and in August a repair was made to the 'collapsed steering column'.

The MG seemed plagued by running problems. David had a new accelerator cable and a Facet fuel pump fitted at Oselli;

the carburettors were retuned and new spark plugs fitted; a little over a month later David found the nuts holding the carburettors to the manifold were loose and the lead to the coil was not firmly fixed. At this point the MG had 108,058 miles on it and David or Gita were covering 160-210 miles a week in the car.

A session on BD Engineering's rolling road and a carburettor re-jet saw 85bhp at the wheels before work began and, following timing and spark plug changes, an indicated 96bhp at 5200rpm.

'By 2002, the MG was very much a third car and wasn't being used,' remembers Gita. By now it had covered 121,214 miles – although a great deal of those mechanical parts were much newer.

David took it to a garage to cure a fault that caused it to cut out at idle. Soon after its return, it suffered what David described in a subsequent letter of complaint as 'a catastrophic oil leak' when the alternator dropped off its mounting on to the water



A happy ending... driving off into an assured future



1995cc engine has hot cam and twin Webers



MGB now provides pleasure to members of the GT100 club



Mark's normally a Maserati man, but this MGB won him over

pump, puncturing the braided hose to the oil cooler. David felt the bolts holding the alternator in place were not put back in correctly and claimed reimbursement from the garage of the subsequent £131.55 repair bill. The MG was taken off the road in 2004, although David ensured it was started regularly, warmed up and given a run up and down the driveway.

2011 A new owner is sought...

Classic car enthusiast Mark Donovan from Prestige and Performance Car Services of Northfleet admired the MGB while collecting Gita's modern BMW for servicing. 'My mother had a BGT when I was a kid,' says Mark. 'I've always loved these cars.' Feeling sorry for the car, Mark offered to find a buyer for the MG, but despite his best efforts had no success.

2013 Another loving home

The MGB needed some tender loving care, so Gita and David came to a tough decision.

'The car needed work after sitting for so long. We gave Mark the MG at the end of August,' says Gita. 'I waved it off with a tear in my eye, but I knew Mark would look after it.'

2013 New owner and a full rebuild



'It wasn't a car I'd ever intended to own,' says Mark.

'It was a bit tired – it needed recommissioning, but it had been meticulously maintained.

'At first I was going to do a chrome bumper conversion, but I decided I wanted to put my individual mark on it. Hence the Sebring front and rear conversion.

'I stripped it all down and then once it came back from the paint shop I put it back together in a week.'

The de-badged B was painted Mineral Blue by RS Auto Care. 'I bought a Motorsports hardtop, recovered the seats and fitted uprated, grooved disc brakes,' remembers Mark.

'It's a nicely balanced car that's easy and fun to drive.'

2015 The B joins a cool club

'I really love this car,' says Mark. 'Everywhere I go people say, "that's not standard, is it?" It's one of my real favourites.' That's quite a compliment from someone who owns a selection of classic Porsches, Maseratis, a quattro, a Delta Integrale, Mercedes and a pair of BMW 635 CSis, all of which, along with the MGB, now form part of the GT100 club (thegt100club.co.uk).

'It's a way of letting people enjoy these cars and ensuring they get used,' says Mark. 'I'm thrilled that this MGB's Life Cycle will continue with a new generation of drivers.'

TELL US YOUR CLASSIC'S LIFE STORY

If you know its history from new we'd love to feature it – email classic.cars@bauermedia.co.uk with Life Cycle in the subject line or telephone 01733 468582

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**
Multi-Car Discounts up to **50%**
Modern & Classic Cars on One Policy
Special Rates for Collections

FREE Agreed Value
FREE Breakdown & Recovery
Club Member Discounts
Various Mileage Options

PBIS only uses High Quality Insurers.

Terms & Conditions apply

Classic Car - Modern Car - Classic 4x4 - Classic Bike - Classic Military - Classic Commercial

30 YEARS OF QUALITY CLASSIC CAR INSURANCE

01376 574000

www.peterbestinsurance.co.uk

19 85 **PBIS**
PETER BEST INSURANCE

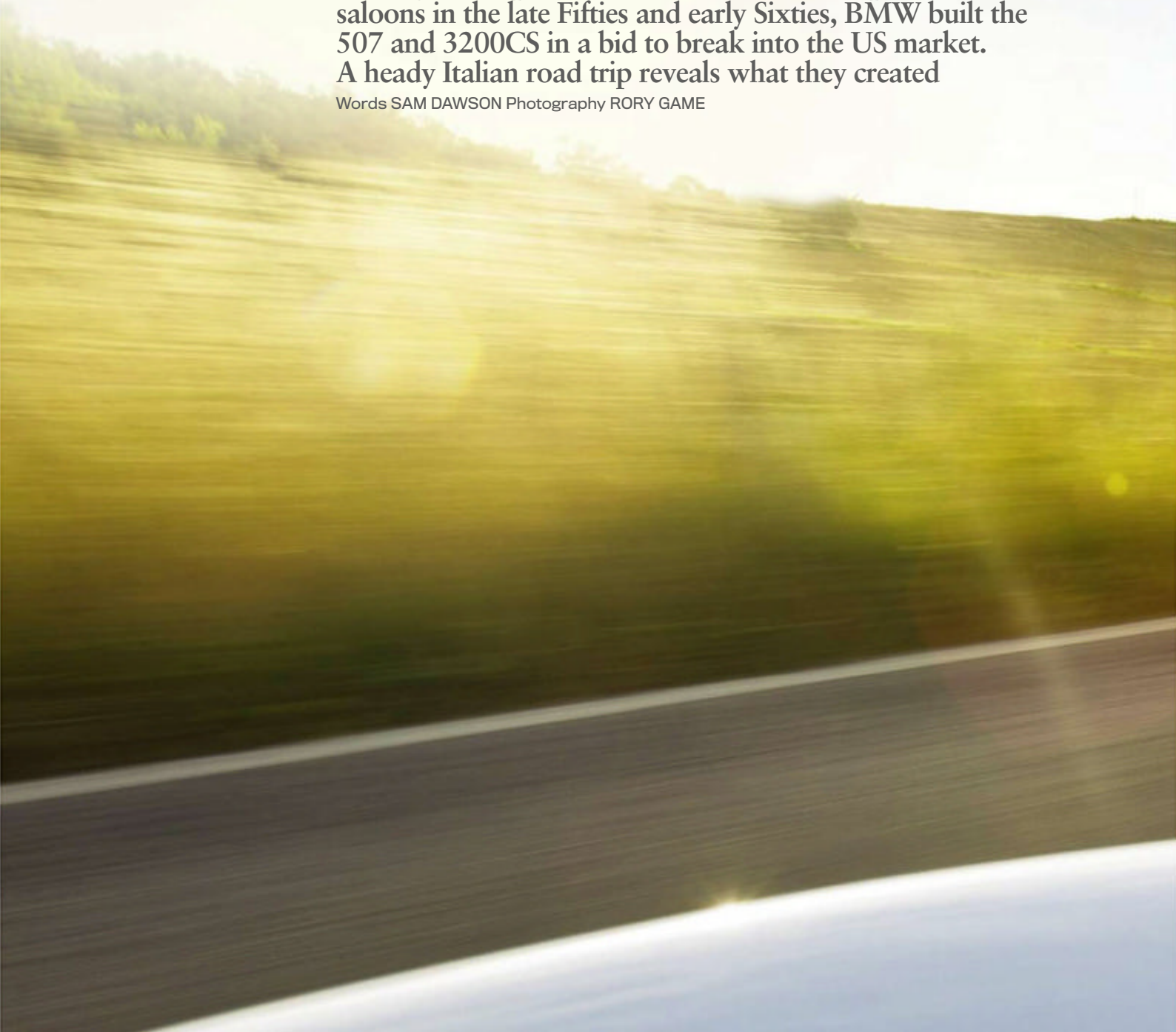


Authorised and Regulated by the Financial Conduct Authority

ULTIMATE DRIVING MACHINES?

Seeking a new path between bubblecars and ponderous saloons in the late Fifties and early Sixties, BMW built the 507 and 3200CS in a bid to break into the US market. A heady Italian road trip reveals what they created

Words SAM DAWSON Photography RORY GAME





On twisty Italian
mountain roads the
507 leaves its 3200CS
successor eating dust

BMW 507 AND 3200CS

Just five minutes have passed since I fired up this BMW 3200CS, yet I already feel compelled to drop all four of its pillarless windows. That's partly because of the relentless midday heat pressing down over Lake Como intensifying through the massive glasshouse, but mainly so I can catch a better earful of the wonderful noise emerging from the exhaust.

A deep, distinctive marine-engine throb kicks gently across the cobblestones of the narrow single-lane roads out of Tavernola, rising in volume as stone walls built long before the invention of the internal combustion engine close in around it to create a bassy echo chamber. It's a low note not unlike an American small-block, but with a metronomically regular, thumping tickover that speaks of multiple European carburettors rather than a gobbling four-barrel.

An oncoming truck driver catches sight of the sun glinting off the rounded ivory coachwork and respectfully pulls over to let us through – the 3200CS may carry the Bavarian propeller on its nose and the Hoffmeister Kink at the base of its slim-pillared rear three-quarter windows, but it looks more Italian than German.

There's a good reason for this aural and visual culture clash. The engineering is Teutonic, but the bodywork is resolutely Torinese. Yet like so many flamboyant, musically loud Europeans, its intention was to sell in volume in America – where only a V8 would do.

The 3200CS story began in 1960, when BMW marketing manager Helmut Werner Bonsch mooted the idea of persuading Pininfarina to rework its recently discontinued Lancia Flaminia Coupé body around a BMW 503 chassis and 3.2-litre V8 engine, creating an exclusive – and powerful – new flagship to replace the



Aluminium-bodied 507 weighs in at 170kg less than the 3200CS

Bavaria meets Turin in the 3200CS, with its BMW 503 chassis and V8 clothed in a Bertone-styled body inspired by Pininfarina's Lancia Flaminia Coupé



‘On the *autostrada* the 3200CS reveals itself as a refined highway cruiser – but its composure completely falls apart on mountain roads’



loss-leading 507 roadster that had been discontinued the previous year. BMW needed a car that could be produced more cost-effectively and use fewer bespoke parts, while at the same time retain the 507's distinctively hand-built European aura.

The BMW board liked Bonsch's idea, but employed Nuccio Bertone instead and designed a new chassis. Although Bertone's design is fresh, there's something about the proportions of the front end, with the plinth supporting the BMW 'kidneys' fouling the edges of the grille, suggesting a hasty afterthought at the clay model stage. It would look more comfortable playing host to a Lancia badge. The 3200CS looks much more elegant from the rear three-quarter view, with a subtle barrel-curve linking headlights to taillights.

It doesn't feel particularly wieldy at low speeds. The driving position is typically Fifties, with the big squashy driver's seat squab almost brushing the bottom of the steering wheel when no one's sitting on it, and the big wheel itself compensating for heaviness. My legs are cranked at awkward, splayed angles, inadvertently adding to the car's Italian flavour and making braking an awkward under-wheel shuffle that has the effect of lengthening braking distances.

Once on to the E35 *autostrada* for a three-hour jaunt, the 3200CS reveals itself as a sophisticated, refined highway cruiser.

Once the annoying high-speed buffeting has outweighed the threat of Italian summer heat, I wind the windows up again, and that heady, pulsating engine note dulls into the background. With the exception of some typical period irritations – a slight whiff of petrol and woefully bad cold-air ventilation – it feels modern and civilised at 70mph, solidly planted, square to the road and unflustered. Not unlike an Aston Martin DB5, in fact.

Braking is a cause for concern, however. At 1500kg it's a heavy car, and although the long-travel dampers and soft springs make for excellent ride quality they struggle to keep the 3200CS's mass in check, the body lurching forward under hard deceleration, front disc brakes eager to lock, tyres squealing. I adapt a cadence-



Push it into a corner, jab the throttle at the apex and the 507 will carry you sweetly through to the next straight

braking technique, and I'm forced to use the outside of my right foot because of the steering wheel position. It's uncomfortable, but essential to avoid losing control.

The coupé's composure completely falls apart on mountain roads. Any corner tighter than a moderate sweeper reveals the limitations of its American-style perimeter-frame chassis and live rear axle. The body leans so hard and severely that it feels as though the outside sill will scrape along the tarmac.

This tendency to sway about makes it difficult to work out where its centre of gravity is, and as the wildly yawing car hurls me across the flat leather seats there's no scope for any mid-corner steering adjustment on the hefty wheel.

You just have to get all your braking sorted before pitching the car through the bend, choose your cornering line, stick to it and hang on. The weight blunts acceleration out of corners too, most markedly uphill.

Beautifully made though it is, I reluctantly conclude that the 3200CS is a bit of a dud. Initially you're taken in by its dazzlingly handsome lines and thundering engine, and seduced by its high build quality, but its handling is too American for Europe. It's also too European for America in that it's just too much hard work. Perhaps it could be forgiven if it were a Ford Thunderbird competitor, but at \$7875 in 1962 it was Cadillac Eldorado money, and those buyers wanted power-assisted, electrically adjusted effortlessness. So it comes as no surprise to discover that BMW sold only 603 of them in three years.

As evening falls in the hills above picturesque Castelnuovo Berardenga, in the Chianti wine-producing region east of Siena, I switch to the 507. It too failed in America, and even more spectacularly with a mere 252 being built in four years. Yet something in the way it surges up these mountain roads tells me I'll enjoy the next stint on the legendary Futa Pass, part of the Mille Miglia route, a great deal more.



Rich V8 burble best enjoyed with the roof down

First impressions are good. Although it donated its massive steering wheel to the 3200CS, I'm sitting lower in better shaped sports seats, legs thrust straight out towards the pedals. The same snick-snicking, knitting needle-like gearlever that incessantly pinched my right knee in the coupé is a positive and unobtrusive reach forward in the 507. Odd to think that something so mechanically similar with so many identical parts feels so different. It's a proper driver's interior.

But the real treat comes when I press the tiny starter button mounted on the steering column. Freed from layers of saloon-style soundproofing, and channelled through sports exhausts, the 3168cc overhead-valve V8 explodes into life with loud, menacing fury. It's like listening to a pair of millimetrically co-ordinated piledrivers taking turns to smash concrete slabs to smithereens – savage and visceral, yet with the precision of a true thoroughbred.

North of Florence on the SP8, the 507 reveals a character that's more akin to a British roadster than anything German. Its aluminium body is light, but feels exposed with the low door sills hinting at MGA-style cutaways. Yet there's no avoiding that rampaging V8, pushing the MG experience towards raucous Allard or even AC Cobra territory with every jab of the throttle.

I join the Futa Pass at Barberino di Mugello, and the 507 reveals ever-greater abilities. It may have a live rear axle, but it's well-located with a Panhard rod, and the driving position puts the base of my spine just a few inches ahead of the rear wheels.

The effect feels like chariot racing as I sit well back and guide 150 charging horses ahead of me through each corner. Unlike so many front-V8-engined cars, where the centre of gravity feels as if it's somewhere ahead of the gearlever, the 507 appears to pivot around the base of its seats, more like a Seventies monocoque with a transaxle gearbox than a separate-chassis Fifties roadster.

That's thanks to thorough development – early prototypes based on cut-down 503 saloon chassis flexed far too much, so the reworked frame was reproduced in thicker-gauge steel, up to 2.5mm from 1.75mm.

With less weight to rein in, and double wishbones plus an anti-roll bar up front, the rack-and-pinion steering is precise, the wheel rim communicating potholes and ruts rather than the dull eddies detected through the top-heavy 3200CS.

Braking is also a much more positive experience. It's the same front disc/rear drum set-up the 3200CS inherited, yet because it's got less heft to cope with the car pulls up much more precisely, its poise unruffled into corners.

As I discovered last night, if you're in the right gear at the apex when you hit the throttle, a kick of torque fires the car into the next straight with ease.

528 - THE BMW SPORTS CAR THAT NEVER WAS



Photo: BMW Group Archive

New York importer Max Hoffman's desire to see BMW succeed in the US spurred the final versions of the 507 and 3200CS, but the glitz hides a story of hard work and tragedy.

In 1953 Ernst Loof, the man behind the Veritas sports-racers, set up BMW's External Research and Development Department at the Nürburgring, where most of the work was preparing 501-based works rally cars. However, he had a personal desire to create a successor to the pre-war 328, perhaps with a supercharged 501 six-cylinder engine.

The introduction of the V8 503 changed his mind, and the 528 project was born. Heinz Jacht penned a swoopy roadster body, to be built by Baur in aluminium, and Loof prepared a chassis dubbed

'507a', essentially a shortened, wide-track 503. The new 2.6-litre V8 was fitted with twin Zenith carburettors yielding 150bhp, and the resulting 528 arrived at the Nürburgring in August 1954.

The new car was well received at concours events, but Loof was less impressed with its roadholding and performance. The BMW board vetoed his request for a 3.0-litre version of the V8, and the 528 project was brought under Jacht's supervision within the Munich factory, where the necessary chassis revisions were made.

Loof was kept on as an advisor, but he died suddenly on March 3, 1956 aged just 49, never to see Albrecht Goertz's final design take shape, or the transition from 528 project to 507 reality.



Push the 3200CS into a corner and you'll be sliding right across that flat driver's seat



3168cc V8 was carried over from the 507, but acceleration and top speed were well down in the coupé



BMW hoped slotting a V8 into the 507 would help smooth its path into the lucrative US market



507's gearlever sits just where you want it, not crowding your knee like that of the 3200CS



‘With the base of my spine inches ahead of the rear wheels, it feels like chariot racing as I sit well back and guide 150 charging horses ahead of me through each corner’

And that wonderful engine note, a meeting of American V8 aggression and European mid-capacity timbre, is ever-present and utterly intoxicating.

As well as being superior to its own successor, the 507 is also much better to drive than its arch-nemesis, the Mercedes-Benz 300 SL. The Mercedes appears more advanced, with its high-sided motorsport-derived chassis and fuel-injected engine, but on the road its swing-arm rear suspension and recirculating-ball steering make it feel alarmingly unstable compared to the 507 when you're trying to make swift progress. The 507 is a much more precise car, even if its bigger, pushrod V8 is more than 60bhp down on the Mercedes' silken straight-six.

Sadly, such thorough engineering couldn't save BMW's dream (spurred on by charismatic US importer Max Hoffman) of bespoke hand-built BMWs rivaling British and Italian exotica in America. The car's protracted birth – which saw it repeatedly re-engineered and expensively restyled – resulted in a masterpiece, but it nearly bankrupted the company.

With no money left to prove the 507 in motor sports despite Hans Stuck's efforts in hill-climbing and Mauro Enriques in an unreliability-blighted 1957 Mille Miglia, it was too expensive and too obscure to make the impact BMW wanted, even though Elvis Presley bought one.

An emergency shareholders' meeting on December 9, 1959 both brought the life of the 507 to a premature end and effectively sealed the fate of the 3200CS. Despite its expensively hand-finished Italian bodywork and convoluted production process, BMW just couldn't afford to spend the money needed to develop and hone the low-volume coupé properly, and it was effectively rushed into production. No wonder it's so disappointing to drive.

It's ironic that BMW ultimately found salvation in the mass market. Although the Neue Klasse saloons and the coupés they

spawned were products of post-war economic necessity, it would be thorough engineering that returned BMW to a position comparable to its pre-war greatness, ultimately resulting in the E9 coupés of 1969-75. With its coachwork hand-built by Karmann and underpinnings developed through touring-car racing, the E9 can perhaps be seen as the car the 3200CS wished it was. It wasn't a long wait either – the 2800CS arrived just three years after its predecessor's demise.

But despite the try-hard pastiche Z8 of 1999, the 507 has no true equal in BMW's post-war era. Nor has the company managed to produce such an exquisite combination of design-house elegance, hand-crafted exclusivity and genuinely satisfying sporting poise. So it's hardly surprising that, 55 years after the 507's demise, its price tag ensures it shares collection space with the kinds of car Max Hoffman wanted BMW to rival. The 507 may have had a hard life – but it also had the last laugh.

Thanks to: BMW Group Classic

1959 BMW 507

Engine 3168cc V8, ohv, two Zenith 32NDIX carburettors **Power and torque** 150bhp @ 5600rpm; 184lb ft @ 3600rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, wishbones, torsion bars, telescopic dampers, anti-roll bar. Rear: live axle, Panhard rod, torsion bars, telescopic dampers **Brakes** Discs front, drums rear, servo-assisted **Weight** 1330kg (2930lb) **Performance** Top speed: 124mph; 0-60mph: 10.5sec **Fuel consumption** 24mpg **Cost new** £2253 **Values now** £825,000-£1.2million

1962 BMW 3200CS

As 507 except: **Weight** 1500kg (3307lb) **Performance** Top speed: 120mph; 0-60mph: 13.2sec **Fuel consumption** 20mpg **Cost new** £2812 **Values now** £80k-£125k



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



'We believe that this is expert personal service at its best'

Mark Wilkinson Managing Partner

Chris Wilkinson Senior Partner



To speak to your personal
client manager call now on

0121 248 9207

www.heritagecarinsurance.co.uk



1935 DE SOTO AIRFLOW
This fine example of revolutionary pre-war US design was on the brink of being broken for parts before five years of intensive work turned it into a concours-winning example



EPIC RESTORATIONS

‘Most people would have decided it was just too much work’

A broken chassis and rotten bodywork from the early days of car aerodynamics were some of the hurdles to overcome, but an Australian team were determined to rehabilitate this US ex-pat

Words STEWART PERRY Photography KIERAN MALLOCH

THE OWNER

'We all had the same vision – to create a true concours car'



'It was only when I saw the De Soto Airflow roll off the trailer at Charles Restorations that I realised how far gone it was. I reckon most people would have decided it was just too much work and should be broken up for spares,' recalls Colin Osborne.

Colin (above) is curator of the Turner Foundation, which owns this De Soto. 'Our founder David Turner didn't want his cars sold after he passed on – he wanted them preserved. He was especially keen to provide chances for old guys with the skills to keep old cars on the road to mentor younger guys in the industry.'

David Turner bought the 1935 Airflow as a wreck in about 1980. A later search of Chrysler archives confirmed it as top of the line, with overdrive and the rare, export-only full leather interior, a \$35 option.

'David planned to restore this car himself, but as his health deteriorated he moved the job to Charles Restorations in Melbourne in 2010. He was with us until the steelwork was finished; that's when we lost him,' says Colin. But the project continued. 'We all shared David's vision – to create a true, correct concours car.'

Mark Catania, manager of Charles Restorations, had already worked on four of David Turner's cars. During an earlier De Soto project, Mark met and eventually employed international expert John Spinks, who would be instrumental in saving and restoring the Airflow.



The De Soto in 'challenging' pre-restoration state



Research revealed it was a leather-trimmed export model



Beneath bodywork, chassis was badly weakened

THE STRIPDOWN

'The De Soto's chassis fell into many pieces – just like a jigsaw'



'I have loved Airflows my whole life,' says John Spinks (left). 'They were just so revolutionary. Chrysler's engineers even enlisted support for the aerodynamic design from the Wright brothers!'

'My father got an Airflow when I was four and I grew up riding around in it. I got my own when I was 16 and I still have them both. So naturally, when Mark and David approached me with their offer to work on this one, I jumped at the chance.'

The first job was to rescue the car from its 20-year hibernation in David's shed. 'The car was buried so deep it took us two days to extract it,' John recalls.

Back at the workshop, each part that came off the Airflow increased the enormity of the task. Not only was the body damaged and severely rusted, but the chassis was also badly broken. John believes it carried a gas generator during World War II, when fuel was scarce.

'The Airflow's body is a structural member that provides a lot of the stiffness, so the chassis is much lighter than most Thirties cars – not strong enough to stand the extra weight of a gas generator,' he explains.

'Someone had tried to patch up the chassis but just made a hell of a mess,' he continues. John started by cutting away all previous repair attempts, whereupon 'the chassis fell into many pieces – just like a jigsaw.' John then re-assembled it painstakingly, piece by piece, using a MIG welder and Charles Restorations' chassis jig.



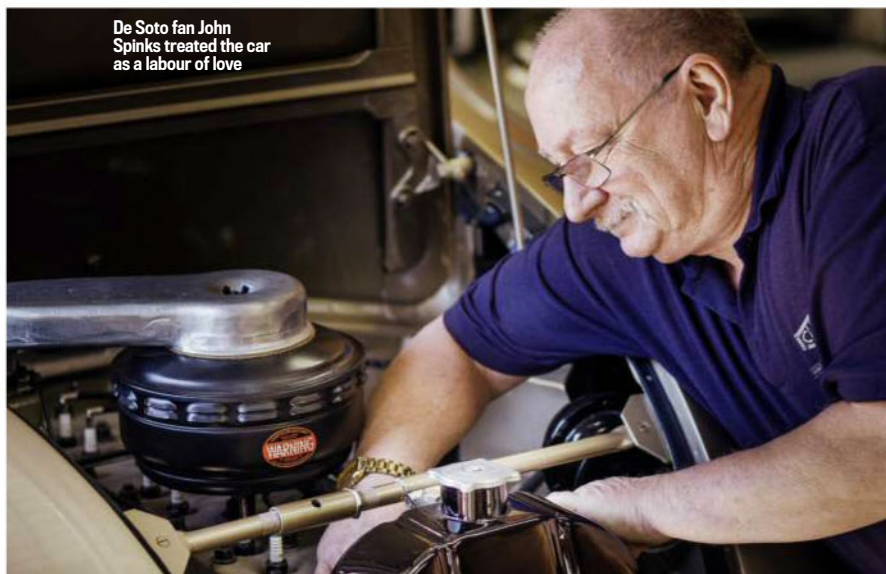
Even after an involved rebuild, the engine started up with a death rattle



Engine had been used for machining practice by a local technical college



Gearbox had teeth missing



De Soto fan John Spinks treated the car as a labour of love



ENGINE AND RUNNING GEAR

‘The engine had been machined to within a thou of its life’

John then turned his attention to the drivetrain, which proved a new disaster. A local technical college had used the engine for machining practice and had ‘machined it to within a thousandth of an inch of its life’. A set of sleeves weren’t installed square to the crank, the deck height was down significantly and the crankshaft had been ground so much that no available bearings would fit. But the team were determined to salvage it.

John enlisted the specialised machining services of Powerhouse Engines in Warragul, near Melbourne. Removing the misfitted sleeves, reboring and fitting a new set at the correct angle saved the engine block; spacers under the springs remedied the low valve-spring pressure; and a submerged arc-welding process built the crankshaft journals back to an acceptable size for regrounding. The cylinder head was too badly corroded to salvage, so a repro item was sourced from the USA.

‘But when the reassembled motor started up it had an awful rattle,’ John recalls. ‘We tried a huge number of things to fix it. We reset the valve clearances and went hunting for something out of the ordinary – we even built up the side faces of the conrods with white metal to ensure a perfect fit to the crankshaft.’

Ultimately the team solved the mystery. Pins in the new pistons had been offset by 1mm, as is common modern practice; installing a set of old-stock pistons with no offset did the trick. ‘I was very relieved when it started up and ran quietly!’ John exclaims.

Gearbox, suspension and differential

‘The gearbox had teeth missing off the cluster gear and the bearings on the countershaft were badly damaged,’ John recalls. The overdrive unit had suffered lack of lubrication – and worse still, it was never made to be disassembled. But much delicate drilling eventually allowed John to get the bearings out and the unit apart. With a new set of caged needle rollers grafted in place, and new pinion shafts, the overdrive was rejuvenated.

‘Like everything else on the Airflow, the suspension was very well thought-out,’ John continues. It features adjustable two-way hydraulic shock absorbers, a front anti-roll bar and a complex bushing system that, when greased, gives almost endless life and ensures very accurate spring location. But with this car the bushes had been rotating for years, wearing out the chassis threads. John re-welded the chassis and retapped the threads carefully into the spring hangers.

Electrical

Dismantling the dash revealed mechanisms surprisingly intact and functional. ‘We wanted modern turn signals, but didn’t want to graft on ugly auxiliary lights,’ says John. ‘So we fitted an extra bulb using a modern bayonet fitting into the headlight buckets and installed a circuit that allows the tail lights to flash, giving us turn signals without spoiling the look of the car.’

EXPERT TIP

‘When I build these engines, I replace the original copper oil lines with modern braided lines,’ says Spinks. ‘Over the years, with the hot flowing oil, the original copper stretches and starts to leak pressure, sometimes causing premature engine failure.’

'Everyone struggles to get '35s and '36s straight in the rear end'



Mark Charles Catania (above), the man with overall responsibility for turning the De Soto into a concours-class car recalls 'As soon as John stripped the car down, we sent it out for light sandblasting to see the extent of its problems. I was surprised how bad the surface corrosion was – the sills were almost completely missing. Without them, the body would have literally bent in half if we tried to lift it off the chassis.'

Because of this, Mark elected to replace the sills as a first step. 'Luckily, when we did David's other Airflow I made templates, because otherwise I wouldn't have known what to make this time,' he says. With new sills fitted, along with supplementary braces for safety, Mark and John separated the body and chassis using a car hoist. The body went for more sandblasting, this time to remove as much rust as possible, but all the heavy blasting had warped the large back panel.

'Everyone struggles to get the '35s and '36s straight at the rear. I spent ages with the flipper and dolly working the panels. I wanted to get it as close as I could before I had to shrink the metal to take out the distortion, but in the end I did have to put in a couple of small hot shrinks,' recounts Mark.

The T-slot in the roof that secures the fabric's centre section was completely rusted through. By chance, John knew exactly where there was one in storage in New South Wales. 'Apparently it was saved from a wrecked Airflow abandoned at the bottom of a cliff in the Forties after a series of robberies,' Mark relates. 'Welding the new T-slot into the roof took ages. We had to go very slowly to minimise heat distortion and, even so, needed a fair bit of panel-beating to get it smooth afterwards.'

All four doors needed some reskinning. Mark installed a half skin on one door and quarter skins on the other three. Next he called on lead-wiping expert Dennis Robertson to lead-load the weld joints the way the factory did to blend them in. Dennis is well known to locals, moving between panel shops doing speciality lead-wiping and making complex panel sections. 'There is more lead in an Airflow than you'd think,' Mark says.

Once straight, Mark semi-file finished the body to minimise filler work. 'That's where the time goes – it takes hours,' he says. Finally, the car was ready to paint. Mark used a Glasurit clear-over-base system, starting with an epoxy primer CV, a rub-down, then a skim of fill covered with SF primer, which acts almost like an etching primer to ensure a good bond to the metal. He painted the car in poly primer, followed by high fill and a specially selected base coat from Glasurit's 'seven shades of grey' range. After a few coats of French Beige poly base (the car's original colour), he rubbed back the body with 1500-grit paper before the last coats of base colour, finished off with a clear coat and baked it to set it. With the painting done, Mark rubbed it down with wet and dry paper – all the way up to 3000 grit.

EXPERT TIP

'I try to keep the paint fairly thin, because that's how it was back in the Thirties,' says Catania. 'If you lay it on like crazy as they used to in the Nineties, it spoils the sharpness of the bodylines.'



John Spinks' own car, in the workshop at the same time as David's, provided useful information on the sills



Templates from another Airflow were used to fabricate new sills



Paint job applied thinly to match original Thirties factory finish

TRIM

'I had to make 29 separate pieces and seam them together'



'The headlining and carpet were both completely gone when I got the car. The seats were there, but in a pretty bad way,' recalls trim maestro Mick Stevens. 'Because this car was destined for concours

I had to make sure every detail was perfect.'

Mick completely disassembled the seats from the Airflow and was able to save most of the springs and re-use the frames. 'We took special care to paint the springs and the back of the rear seat, because you see it when you open the trunk,' he adds.

'The headlining was difficult because we didn't have the old one to pattern from. I started by making paper patterns using photos of other cars as reference and fitted them to the car. I had to make 29 separate pieces, stitch them all together and hope I got the measurements correct.' They were perfect – it went in first time.

'Door trims are much more complicated than people realise. Luckily John came down for a week and helped me out with them. It really was hard work to get them to look right,' remembers Mick.

'Working out what to do inside the boot was also tough, because we didn't have any patterns or samples. I ended up making it twice, but I'm happy with how it came out.' The mat that sits under the rear seat was a critical item, seen every time the boot is accessed. Mick had no idea what was supposed to go there – then John Spinks found a completely original SG Airflow and took photos, which revealed all.

DETAILING

'We research each car in great depth before starting work'



In addition to being curator for the Turner Foundation, Colin Osborne's day job is detailing cars, specifically for shows and concours. 'Painting is only half the job; it's what you do afterwards that counts. Having said that, this Airflow required the least amount of work that I ever had to do on a car, because Mark's painting was just so good,' he reveals.

'It's a bit of a science for my team – we test all the products and research each car in great depth before starting work. We make sure all the right nuts and bolts are used and all the plating is the correct sort. Before polishing, we always like to get a thickness reading to make sure we have enough paint to cut and polish. To get the paint spot-on, we usually use a block covered with a polishing membrane.'

Even though the leather upholstery was brand-new, Colin gave it a light steam-clean to ensure it was spotless before oiling it to make it absolutely perfect.

EXPERT TIP

'When polishing a car that has just been painted, I always use a synthetic polymer polish because if you use anything wax-based it can cause the paint to dull off because the solvents are releasing for four to six months and the wax locks them in,' says Osborne.



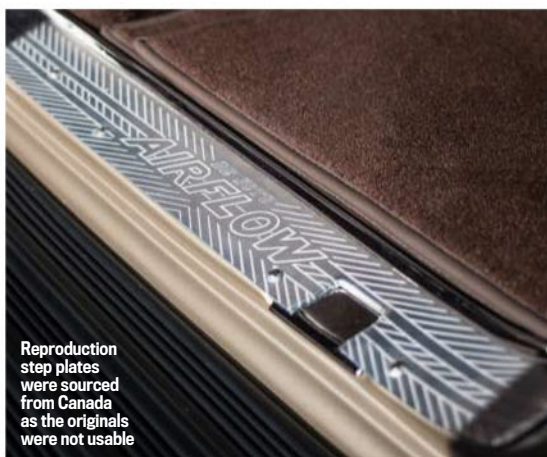
Mechanisms behind the dash had survived surprisingly well



Mick Stevens prepares the padding for the seats



Even the door trims were complex



Reproduction step plates were sourced from Canada as the originals were not usable



Behind this emblem and operated by the nut in the centre is a series of cams and levers that hold the spat in place



The finished Airflow was a well-deserved winner of the Vintage & Pre War class at Australia's top concours - MotoClassica

THE RESULTS

'We spent over 4000 hours bringing it back from the dead'

We saw the car in the three-hour window between completion and dispatch to Australia's premiere concours d'elegance event, MotoClassica. And it's hard to believe that it was in such a rough condition that its life as a complete vehicle hung by a thread when Charles Restorations got their hands on it.

'Overall, I reckon the restoration team has spent over 4000 hours bringing this Airflow back from the dead,' estimates Mark Charles Catania. The care and attention to detail lavished upon it by the company's experienced artisans shines out from every gorgeous curve of the bodywork; from every lustrous glint of paintwork; and from every little piece of trim detail.

It is a truly amazing car that shows Chrysler's cutting-edge design of the Thirties. The engineers Zeeder, Breer and Skelton achieved something truly revolutionary with this vehicle, attempting to introduce the benefits of the science of aerodynamics to the realm of personal transport, as chronicled in Chrysler's period promotional film, *Fashioned by Function* (type the title into YouTube to see it). The Airflow has a drag coefficient of between .50 and .55 where as other cars from the period have a drag coefficient of around .65.

If only fashion had followed function, and Airflow sales had taken off, the world of automobiles may have been a very different place in the late Thirties and Forties. Luckily, cars like this one survive to show how truly, beautifully avant-garde they were in their day.



Filler work on the body was kept to an absolute minimum



NEXT MONTH

How a Mercedes Pagoda SL came back from the brink despite the complexities inherent to German over-engineering. Showing enormous resolve, the team beat the odds to rescue one of Stuttgart's most glamorous cars.

The grille badge design is particular to the 1935 DeSoto Airflow. Luckily it didn't need re-enamelling

Brooklands

Trust Members

Classic Car Show



&

Retro Jumble

Sunday 26th JULY 2015

www.brooklandsjumble.com

Stall/Trade/Car Club Enquiries:

jumbles@brooklandsmuseum.com 01932 857381 ext 226
or book online

BROOKLANDS
MUSEUM

Brooklands Road, Weybridge
Surrey KT13 0QN

UNSEEN LE MANS 1965

We get an exclusive taste of Sixties GT racing from the archives of an unknown photographer who caught the essence of Le Mans

Words: RUSS SMITH Photography: MR BODDY

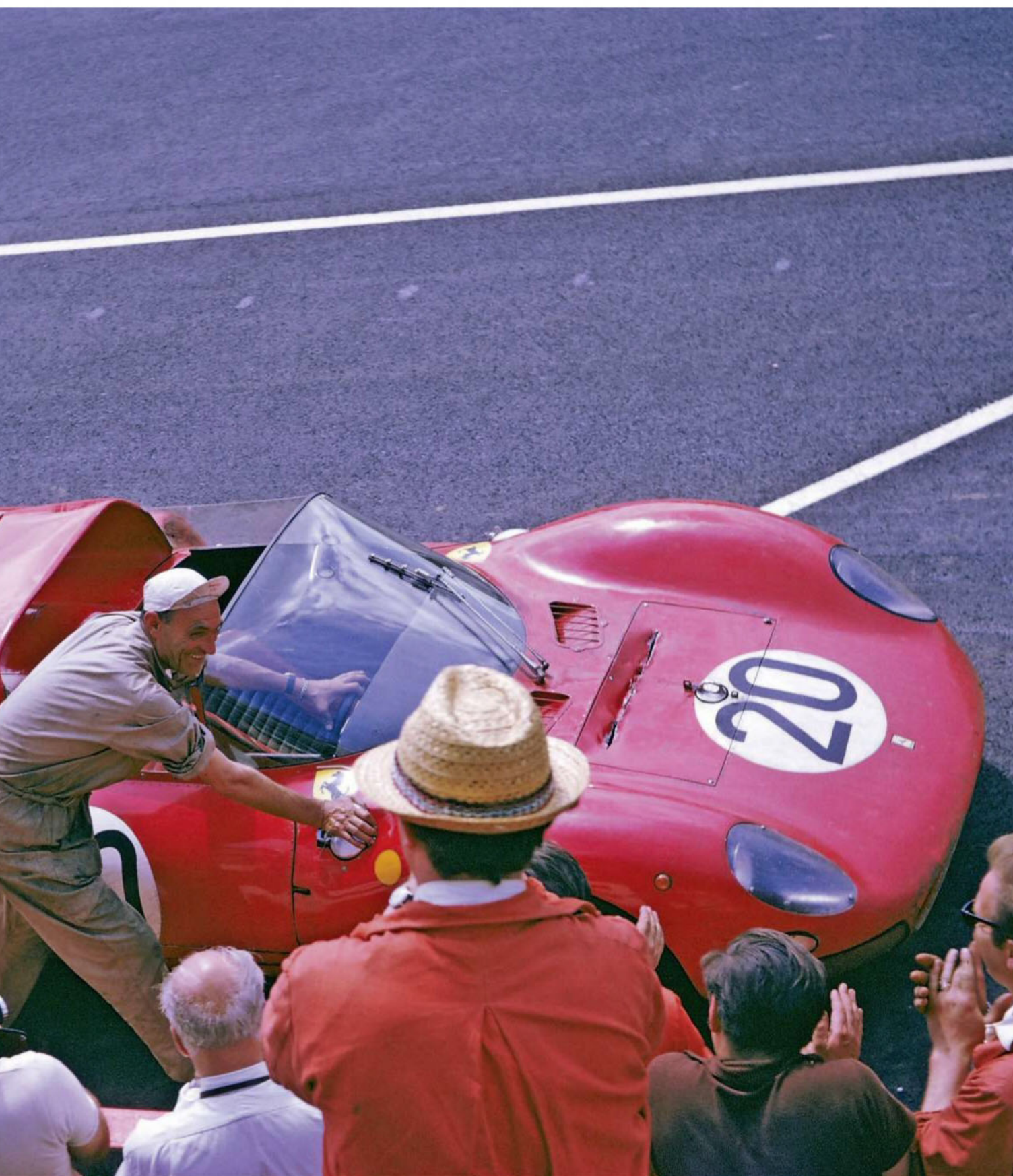


Many years ago I was given a box file of Kodachrome transparencies by the photographer's son, who wanted them to be useful to someone. The contents were shot in the Sixties, mostly at Le Mans and Spa. We printed a selection from his trip to the 1963 Le Mans 24 Hours two years ago, and now return for a look at 1965's event.

That year's race would prove to be a significant turning point in the world of sports car racing. Though marking their sixth win in a row, 50 years on it remains Ferrari's last Le Mans victory, largely because Ford's GT40 was about to give the Prancing Horse a good whipping, despite 1965 being a poor race for Ford.

1965 was also the final fling at Le Mans for MG and Triumph. Paddy Hopkirk and Andrew Hedges finished second in class and 11th overall in the legendary Works MGB 'DRX 255C', and the Spitfire driven by Simo Lampinen and Jean-Jacques Thuner came in 13th and won the GT-1150 class from another Spitfire.



**FERRARI 330P2**

The mechanics might be all smiles on the way to the startline, but Mike Parkes and Jean Guichet's Ferrari 330 P2 Spyder, which led the race for several hours before midnight, was sadly the last car to retire, from a broken gearbox on lap 315. It was scant consolation that in the process they still managed to compete 11 more laps than the Cobra Daytona that finished the race classified in eighth position.



❖ WINNING NART FERRARI:

The shiny paint, helmetless driver and lack of spectators tell us this is a practice session, but is the only shot Mr Boddy got of the race's winner, the number 21 Ferrari 275 LM of Masten Gregory and Jochen Rindt (and Ed Hugus). It is pulling out of the pits past the 4.7-litre GT40 of Sir John Whitmore and Innes Ireland, which only made it to lap 72 before succumbing to head gasket failure.



ISO GRIFO A3C❖

This was the sole Iso Grifo A3C to make the start of the race, though two others had been entered. Chevy V8-powered, it finished ninth too, in the hands of Régis Frassinetti and Baron Jean de Mortemart, inheriting the class win for Prototypes 5001cc+ when all the GT40s expired.

Later in the year these cars would become Bizzarrini Stradas after Giotto Bizzarrini fell out with Iso founder Renzo Rivolta.



🔴 FORD GT40

Something's amusing these Scuderia Filipinetti mechanics as they queue for scrutineering and race numbers. This 5300cc Ford GT40 would wear number 6, and was driven in the race by Herbert Müller and Ronnie Bucknam. Not for long though – it was one of two GT40s to retire on lap 29 because of blown cylinder head gaskets. Ford wouldn't make the same mistake in 1966. With more reliable engines they would take the first three places, with Bucknam finishing third.



🔴 ELVA GT160

A pat on the back if you recognise this as an Elva GT160. Just three of these mid-engined sports cars were built before the project was cancelled because of excessive weight and cost. This one was bought by Sir Richard Wrottesley, who installed a two-litre BMW engine and entered it in the Prototypes 1601-2000cc class. He shared the driving with Tony Lanfranchi, and they made it to lap 29 before driveshaft and clutch failure put an end to proceedings. The car is still active in historic racing.

🔴 SHELBY COBRA DAYTONA

The mighty Cobra Daytona proves a magnetic attraction for French youths behind the grandstand. Five of the six Daytonas built ran at Le Mans in 1965, though only one completed the race. This car, chassis CSX2601, was driven by Jo Schlesser and Allen Grant and ran as high as ninth before retiring after nine hours with a broken clutch. CSX2601 later appeared in the cult movie *Redline 7000*, and set a non-racing record in 2009 when it became the most expensive American car sold at auction, making \$7.7m at Mecum's Monterey sale.





ALFA ROMEO TZ2:

Sadly all four of Alfa Romeo's TZ2s failed to complete the 1965 race. The number 42 car of Giacomo Russo and Carlo Zuccoli (who didn't get a turn behind the wheel) suffered an oil pipe failure on lap 22. It wasn't the first TZ2 to retire though; the number 43 car – in the far background – slid into a sandbank on lap two. With no outside help allowed, driver Teodoro Zeccoli stripped to his underpants in a long but vain attempt to dig the car out.



TEAM GEORGES MARQUET FERRARI

That's not going to polish out. The Ferrari 275 LM of Pierre Dumay and Gustave Gosselin led for nearly half the race until three hours from the end when a tyre blew on the Mulsanne straight, lacerating the rear wing. Dumay limped the car back to the pits, but by the time repairs had been made and a new tyre fitted, they had dropped five laps behind the new leader and finished the race in second place.





SEFAC FERRARI

The Ferrari 330P2 of John Surtees and Ludovico Scarfiotti is borrowed as a photo prop for actress Catherine Deneuve – a rare touch of glam in the assembly area. It would lead the race twice but was slowed by cracked brake discs and suspension problems before retiring after 225 laps.

ROVER BRM

That's Jackie Stewart climbing out of the gas turbine-powered Rover-BRM while the mechanics get on with refueling the car and cleaning the windscreen.

Graham Hill shared the driving and the pair nursed the car home to 10th place despite several incidents. Early in the race Hill ran wide at the Mulsanne corner, sucking sand into the intake, which damaged the turbine blades. Then with Stewart behind the wheel a turbine blade snapped off, but the engine kept spinning all the way to the end of the race.



ED HUGUS UNSEEN LE MANS WINNER

For decades rumours circulated that North American Racing Team's reserve driver, nine-time Le Mans veteran and Shelby dealer Ed Hugus, had driven a stint in the winning NART Ferrari 275 LM of Jochen Rindt and Masten Gregory.

This was contentious, and always denied, as cars were only allowed two drivers at the time. If a reserve took the wheel, whoever he stood in for couldn't get back in the car again.

Finally, in 2005, a year before he died aged 82, Ed Hugus admitted in a letter to a friend, 'During the night, about 4am, Masten had gone out in the LM. The famous Le Mans pea soup fog moved in and Masten, with his bad eyesight and very thick glasses could not see well and came back in. Rindt had disappeared, no-one knew where, so [NART boss] Luigi Chinetti told me to get my helmet on and go. I finished the last hour or so of Masten's leg. Luigi told me many times later that he had informed the pit officials about this, but that maybe they were too busy with a wine bottle behind the pits.'

WHERE LEGENDS WERE MADE

Sixty years ago Mercedes-Benz won the Mille Miglia and Italian Grand Prix en route to a fistful of motor sport titles. Phil Bell heads to Italy for a first-hand experience

Photography MERCEDES-BENZ/PHIL BELL/MASSIMO DELBO

Out of respect for the machine I try not to step on to the seat as I stretch my leg over the side of the bodywork and aim for the footwell. Sliding down on to its checked fabric I narrowly avoid clouting my knees against the metal dash before turning my attention to my driver, Mercedes DTM ace Christian Vietoris.

Has he driven this 1955 300 SLR before? 'No,' he smiles. Any of the other cars from the Mercedes-Benz Classic collection? 'No, it's my first time.' I try to feel as relaxed as he looks, but the words 300bhp, Futa Pass and drum brakes bounce around my head like lottery balls.

Sixty years ago Mercedes had an all-conquering year, winning the World Sports Car, Formula One and European Hillclimb Championships before withdrawing from motor sport at the end of it. Over the next two days I'm going to get a taste of what it was like – the cars, the people, the venues – and

now I'm about to play co-driver on one of the most squiggled sections of the Mille Miglia route. On my map the road between Lake Bilancino and Pianoro looks like a piece of string that's been wound into knots. I imagine it's a good match for my intestines.

Fuel pumps whirr busily, ignition on and the air by my right elbow is ripped with crisp, spitting thunder from twin side exhausts perfuming the spring morning with a warm whiff of unburned fuel. It settles to hard-edge burble infused with the busy threshing of desmodromic valvegear. The Mercedes technicians push us out of the gravelled courtyard to spare the single-plate clutch – one of the 300 SLR's only weaknesses. Their predecessors did the same 60 years ago to get the cars up on to the start ramp at Brescia.

Finally we're unleashed on to the road, Christian pouring on the power as we approach a bend walled in by ancient buildings. A dab of brakes, a sweep of the arms and we're carving through, exhaust snarl pinging off stucco walls and co-driver now relaxed after the initiation. Now I can savour the sensations as I try to imagine how co-driver Denis Jenkinson must have felt, brain running at 100mph

while he cranked though his pace notes written on to a roll of paper fed between two rollers, using hand signals to warn Stirling Moss of the hazards and speed opportunities ahead. The seeds of this innovation were sown when Jenks accompanied American John Fitch in 1954, the two realising that they would need an edge to compensate for the road knowledge of the Italian racers.

By the second bend Christian has already tuned in to the old-tech 300 SLR, winding out the straight-eight as it reaches temperature, navigating the exposed gate of the dogleg-pattern five-speed transaxle and wiping off speed with the vast inboard drum brakes. I want to ask him how it feels but my words are swept away on a blast of exhaust and windrush. I'm amazed Jenks had any hearing or voice left after ten hours of this. But what a way to go deaf.

Christian's now in the zone, making the car squirm under pre-hairpin braking, feeding in the power until the rear end goes light and punching the SLR out of bends on great gobs of power. The car feels stable and predictable, riding these narrow country roads with surprising compliance and begging for speed on what counts as straights here in the hills. Tall hedgerows and faded buildings flash by in a blur of green, ochre, browns and reds, punctuated by open drops into the surrounding fields.

This is one of the eight survivors from nine 300 SLRs built, chassis 19600002/55, which is now wearing Hans Herrmann's race number 704. Four cars were entered for the Mille Miglia in 1955, the others for Fangio and Karl Kling.

For those win-hungry gents caution only extended as far as keeping the car pointing in the direction of victory. And that meant speeds that I just can't reconcile with this relentless barrage of blind bends, dips and crests. Moss and Jenks hit speeds of 170mph whenever the roads allowed, and averaged 97.9mph over the event's 992 miles. Their record was never broken. You don't say.

Held back by mechanical problems and trying to drive the event solo, Fangio came home half an hour later. By then he was in his forties with a cushion of two F1 world championships behind him.

**'For those win-hungry
gents caution only
extended as far as keeping
the car pointing in the
direction of victory'**



Moss and Jenks at the Brescia start line, sharp and ready at 7.22am in 1955



Chassis 2, now painted to look like Hans Herrmann's 1955 Mille car



Phil's nerves start to sharpen just about here...



Phil tries to imagine what the 300 SLR felt like at 170mph on the 1955 Mille Miglia



Remarkably compliant on mountain roads



All this would have been a blur to Moss and Jenks



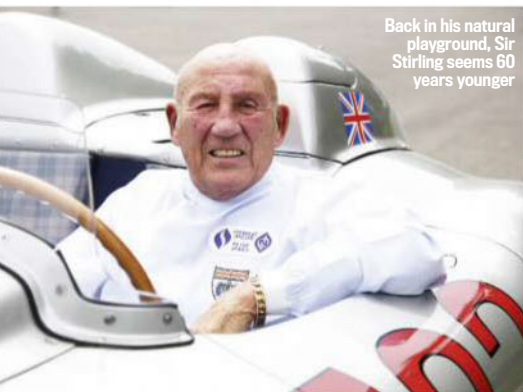
Corner after corner, Moss at maximum attack



Old technology doesn't faze DTM driver Christian Vietoris



Sir Stirling is reunited with his Mille Miglia 300 SLR



Back in his natural playground, Sir Stirling seems 60 years younger



There were no reassuring crash barriers back in 1955



'Give me a moment and I'll bang my head on the door'



Jewel-like interior put Phil in mind for a spot of gentle touring...



...215bhp straight-six had other ideas



Swing-axle Gullwing rear suspension reminds you to keep the power on in corners



Enthusiastic crowds obscured the roads and forced Moss to drive at a wall of people



Phil tries to emulate John Fitch, whose 300 SL averaged 86mph on the Mille Miglia in 1955

The 25-year-old Moss was the promising young charger with something to prove.

All too soon the first leg of my Micro Miglia is over, the racket dies and Christian can sum up the car. 'There's a little bit of play in the steering, but once it loads up it's good.'

'I didn't expect the brakes to be so effective, or the gearchange.' His verdict is delivered with typical racing driver conciseness, but the smile reveals how much fun he's had.

At the lunch stop I get the chance to catch up with Sir Stirling, who's just pulled up in the 300 SLR wearing race number and start time 722 – his 1955 Mille car. With no Jenks taking up the passenger seat I hop in to ask Moss about that unfeasibly fast drive. Fresh from the drive, and seated in his natural office he's animated, his answers quickfire. 'It brings back happy memories – the fantastic noise, the balance of the car and a lot of horsepower – but it's nothing like being there at the time.'

'In the race you can't relax, you're going so fast that you're always looking ahead, and in the mirror to make sure no one is there. Driving at those speeds for ten hours wasn't physically tiring, but concentrating so hard for all that time was a big problem, though you're assisted by the fact that your life depends on what you remember from practice.'

He describes how, despite the practice and the pace notes, there was still uncertainty at every corner and crest. 'You go in not knowing which way the road would go, so...' His hands grasp the woodrim wheel, eyes searching a point far ahead of the Perspex screen. He's back in 1955. '...I'd set the steering at what I thought it needed, then if the corner suddenly tightened and I realised we were going too fast I'd flick it into oversteer to lose speed.'

He makes it sound so calm, as if he had all the time in the world to analyse and react. But the challenges were assaulting the dynamic duo like machine-gun fire. 'There was one incident on a fast road with a left turn, then a small bridge. We'd practised it at 60-70mph and thought it was nothing. Hitting it at 140mph in the race it was quite different and we took off. We must have been airborne for 100 metres and all I could think about was the need to keep the front wheels straight. Pretty scary.'

He talks a lot about his confidence that nothing on the Mercedes would break. 'The engine redlines at 7000rpm but Neubauer told me that if I could get more, that it was okay. And it was also remarkably economical – we refilled the 42-gallon tank at Rome and that got us the whole way home.' Fuel strategy played to their advantage that day, a quick splash and dash at the Pescara stop earlier allowing them to get ahead of Piero Taruffi's hard-driven Ferrari 118LM.

Time for the next chapter of my Mille Miglia immersion. As I clamber out, Stirling is besieged by autograph hunters, brandishing great folders of old race photos, models of 722 and even a replica of Jenks' 'toilet roll' pace notes.

Hans Herrmann is also here driving a 300 SLR. Like Moss, he was recruited as a young charger and his race got off to a good start. 'I knew that Stirling would race off from the start but my passenger [Hermann Eger] and I decided to drive so that we didn't ruin the brakes. We set off six minutes after Fangio and we'd caught him after

300km. But I revered him – I didn't want to overtake.' By Ravenna, Herrmann was up into fourth place behind Castellotti, Moss and Taruffi, but here on the Futa pass it all went wrong. 'At the fuel stop in Rome the fuel cap came up.' Regularly being drenched with fuel, Herrmann was forced to retire, and with Kling already crashed out it was down to Moss and Fangio to chase glory.

From 300 SLR to 300 SL, in this case a 1955 W198. Getting in is marginally easier, but even with the benefit of doors I have to recall the proper leg-swinging technique before sliding across the sill and down into another blue-check seat. Like the SLR it has a detachable steering wheel to ease ingress; unlike it I can shut out the world by pulling the gullwing door closed.

This may have been a road-ripping supercar in 1955, its design evolved from the 1952 Le Mans and Carrera Panamericana-winning 300 SL race car, but in this cool air high up on the Futa pass it feels civilised, its jewel-like detailing putting me in the mood for a gentle afternoon's boulevarding. This was a car created at the request of New York importer Max Hoffman for his wealthy clients, and at 1252kg it wasn't exactly Sports Leicht, despite what the badge stood for.

It's here because while Moss and Fangio were chasing down a 1-2 finish, 300 SLs would back them up with a 1-2-3 in the Grand Touring over-1300cc class, led by car 417 of John Fitch and Kurt Gessel. Where that SL is now is a mystery because the race organisers never captured chassis numbers for the works cars and the vehicles were sold off afterwards.

I pull the chrome knob for the supplementary electric fuel pump, twist the key and the 300 saloon-derived straight-six growls softly into life. Now the engine-driven pump can keep up with the fuel injection, I turn off the electric one.

With that vast wheel resting lightly in my palms I ease the Gullwing out on to the road, squeezing the organ-style accelerator and weighing up the inputs required. Building the pace I'm reminded what an easy-going companion it can be, pulling torquely from 2000rpm and demanding little more than firm, smooth actions to get the scenery moving.

Things become more lively when I dig deeper into the throttle travel, summoning a gruff growl from the motor and a surge of power. Its 215bhp was a big deal in a 1955 road car – the diesel class-winning 180D on the same event had to make do with 50bhp – and it still feels strong today, helping it punch out of hairpins and gobble up the intervals between them.

With a little forethought the drum brakes manage to slow all of that weight effectively enough, once I'm retuned to the two-stage 'build up the pressure then ramp up the leg effort' technique. Pushing through on the throttle begins with understeer that dials out with more right ankle, but life starts to feel a little less composed when the road throws a dip and hump of tarmac into the mix, right in my braking zone, or a steep downhill hairpin, both conspiring to lighten the load on that widow-making swing axle rear suspension, teasing it into grip-unfriendly camber angles and making rear tyres and my stomach squirm.

Learning the car makes brisk progress possible but I find it's best to concentrate hard and save my daydreams of being in the



'There was a small bridge. We had practised it at 60-70mph. Hitting it at 140mph in the race it was different and we took off'

MERCEDES 300 SL vs 300 SLR

Engine 2996cc/2979cc, inline 6/8 cylinder, sohc/dohc, desmodromic valves, Bosch mechanical fuel injection **Power and torque** 215bhp @ 5800rpm/302-310bhp @ 7500rpm; 217lb ft@ 4800rpm/219lb ft@ 5950rpm **Transmission** Four-speed manual/five-speed manual transaxle, rear-wheel drive, limited-slip differential **Steering** Recirculating ball/worm and sector **Suspension** Front: independent, wishbones, coil springs telescopic dampers, anti-roll bar/independent, wishbones, torsion bars, telescopic dampers, anti-roll bar. Rear: independent, coil springs, swing axles, trailing arms, telescopic dampers/independent, swing axles, torsion bars, Watt linkage, telescopic dampers **Brakes** Drums front and rear, servo-assisted/unassisted **Weight** 1344kg/881kg **Performance** Top speed: 146mph/180.2mph; 0-60mph: 8.2sec/na **Fuel consumption** 15mpg/9.38mpg **Cost new** £4651/na **Value now** £925k/na

1955 race for the hotel bar. For now my limbs and brain synchronise to a happy rhythm, left foot enjoying the light clutch and right hand plucking the white gearknob from gear to neutral and applying a little push into the next ratio.

Again I'm filled with awe at the speeds the real drivers must have achieved on these roads, Fitch averaging 86mph for fifth overall from 534 starters. And my experience in these cars, on the most convoluted section of the 992-mile course, has escalated my respect for the engineering beneath the silver bodywork. Their winning speed and ability to shrug off such a relentless battering is a rare combination, and it was achieved by a race team that was also busy securing those other championships.

Our 1955 adventure finishes with a visit to Monza, scene of Fangio's World F1 Championship-clinching victory in the W196R streamliner. It was his second title for Mercedes and the third of five in his career. We wander onto the track to find a pair of W196 Grand Prix cars being wheeled out of their pit garages for Moss and Lewis Hamilton to drive. Moss will take the medium-wheelbase streamliner, chassis 000010/55. Hamilton hops into the open-wheel version 000013/55. The streamliner was conceived for faster circuits, though at the expense of optimum engine cooling, and three wheelbases were tried to find the best compromise between agility and stability. The choice for the race was down to the drivers.

Today the boys are here to create a photo opportunity and to have a little fun. Hamilton looks relaxed, refusing to wear a helmet. 'It's a nice, sunny day, and I'm not going to be going fast,' he tries to reassure a less relaxed-looking Mercedes crew.

'The calm is savaged by crackling, straight-eight gunfire and two generations of F1 star head off for a few laps'

For the second time in two days the calm is savaged by the sound of crackling, straight-eight gunfire and two generations of F1 star head off for a few laps, taking in the towering banked sections that Moss and co had to bounce along back in 1955. When they return Hamilton is clearly enjoying himself. 'Driving with Stirling on the track was one of the greatest experiences of my life.' He turns to the Mercedes crew. 'Can we do one more lap? One more, come on?'

There's an uneasy moment as the crew weighs up the risks, but he did ask nicely. One more run turns into several, and he returns buzzing. 'That was so good, woo-hoo-hoo! That was so fast.'

Afterwards there's a chance to ask him about it. 'I wanted to feel what it was like at speed – the banking was very, very bumpy. I had to focus on making very precise inputs. At one point the car jumped to the left. Wow! I was impressed with the sound and the fantastic power. After driving this I get a sense of how crazy it was then.'

I ask him about how much feedback the W196R gives compared to his current F1 car. 'You know the squiggly lines on a heart rate monitor? They're slower on this, and much higher frequency on my car which is set up very stiff so it can run close to the ground. With this car you have more time to react.'

The 1955 Monza race was another Mercedes 1-2, but this time it was Taruffi following Fangio home, by just 0.7sec. Moss and Kling retired. With F1 and sports car championships in the bag Mercedes announced its retirement from motor sport. It's easy to assume that the negative publicity around the Le Mans tragedy involving Pierre 'Levegh' Boullin's 300 SLR was to blame, but the massive effort in motor sport during the Fifties had cost Mercedes dearly. It now needed to refocus that resource on creating the next generation of road cars.

Thankfully we still get to see and hear some of the cars in action from time to time, particularly during a big anniversary year.

Thanks to: Mercedes-Benz Classic



Fangio's winning W196 Streamliner leads Moss on the Monza banking back in 1955



Lewis enjoys the Monza air in the W196R



Lewis and Sir Stirling compare notes on the open and closed W196Rs



Moss back on Monza's ferociously bumpy banking



Principal Partner



SAT 20TH - SUN 21ST JUNE 2015

at **BICESTER HERITAGE**

A FESTIVAL OF HISTORIC MOTORING, AVIATION AND MILITARY ENDEAVOUR

TAKING PLACE AT THE UK'S BEST PRESERVED SECOND WORLD WAR
BOMBER STATION - BICESTER HERITAGE IN OXFORDSHIRE



Featuring the very best in heritage action to
create a weekend of nostalgia and excitement

- Displays and flypasts from historic aircraft
- Demonstrations by historic road and racing cars
- Military vehicle displays and re-enactors
- Classic cars
- Vintage trade fair
- Period music performances
- Plus get up close to feature displays of historic cars, aircraft and military vehicles from the World War 1; Inter-War; World War 2; and 1950s periods



DAILY DISPLAYS FROM:

- The sole flying Bristol Blenheim bomber
- The iconic Spitfire
- Great War Display Team 'dogfights'
- 50 hand-picked historic competition cars

Advance discounted tickets are available
now online at www.flywheelfestival.com

Visitor numbers are strictly limited so
please book early to avoid disappointment

General enquiries: 01728 684 410



For more details and the
latest updates please visit:

www.flywheelfestival.com



The Telegraph

Octane

HISTORIC
PROMOTIONS



Our Partners



Flywheel Festival



@flywheelfest



flywheelfestival





Jeep Grand Wagoneer lords it over lesser cars in the AMC section – a fraction of the van Dijk collection



Klaas van Dijk (centre) and his son Douwe (right) explain how one car led to 150

THE COLLECTORS

‘They don’t need to be expensive, just different’

Klaas van Dijk’s vast hoard began when he got a car so he could visit his sick son. He’s cured – but dad is still smitten by the collecting bug

Words: JEROEN BOOIJ Photography: PIETER E KAMP

Some people are born car mechanics. Others are born racing car drivers. But Dutchman Klaas van Dijk is a born car collector. Together with his son Douwe he keeps a remarkable and vast collection in a former fertiliser warehouse in Friesland, in the northern Netherlands. Initially it focused on cars from AMC, but gradually grew bigger – much bigger. The collection now includes more than 150 cars, most of them American or Italian and ranging from Maseratis and Lamborghinis to a Vespa Ape P50 three-wheeler.

‘I didn’t know much about most of them up until 21 years ago,’ confesses 61-year-old Klaas. ‘My first car was a Triumph Herald – I had it before I had a driving licence. I liked that car, and I started buying more when I discovered I

could pick them up for a few hundred guilders. At one stage I had the whole Triumph range, from the 1200 to the Vitesse 2-litre convertible. It woke up the collector in me.'

That was still a far cry from today's burgeoning private museum where Klaas and 27-year-old Douwe now store row upon row of cars.

'Until 15 years ago we used this as a warehouse for the fertilizer and silage I sold,' says Klaas. 'I just drove cars in, without paying too much attention to where I put them. Then I realised I wasn't sure what was where, so we had to do something. Together with Douwe, my wife and our two daughters I painted the place and put in internal walls.' The former warehouse also has three car lifts, 'and they're busy all the time'.

Converting the barn had the added advantage of drawing the family closer together. 'Up until then I worried about leaving all these cars to children. But when I told them about my uncertainties they were

'The Marlin gave AMC a terrible time. But I enjoy stories about underdogs and I've never liked mass-produced cars'

shocked and told me I should never even think of selling the cars. That was great.'

Looking after so many vehicles must be a challenge, but both Klaas and Douwe shrug this off. 'Most are just on display,' says Klaas. 'We hardly ever drive them. Many will need a bit of work to get them going.'

Douwe adds, 'We take one out only when needed, and only maybe 10 to 15 of them are road-registered. I use one of the Alfa 75s on the track, too.'

Klaas chips in, 'For me it's the sheer pleasure of having them and enjoying all those different shapes and proportions. Finding any one specific model is also a lot of the fun. I bought many of them in the US and bringing them over to this part of the world was always something of a challenge.'

'But I still get a lot of pleasure from working on them and tracking down parts. I'm a keen mechanic and we try to do as much as we can ourselves. If I had to find someone else to work on my cars I'd lose touch with them. I only commission engine changes and resprays.'

One thing unifies this diverse collection, reckons Douwe, 'They're cars that caused their makers some kind of trouble. Think about the Chevrolet Corvair, the Bricklin, the Intermeccanicas, the big Fiats...'

Klaas adds, 'AMC always had its ups and downs. It did well in 1962-63, but a new director decided he wanted to beat GM and

Ford, so he introduced bigger cars with bigger engines. It wasn't a good plan. The Marlin, for example, was meant to compete with the Ford Mustang, but was a total failure and gave the company a terribly difficult time. But I enjoy stories about underdogs and I've never liked mass-produced cars. They don't need to be expensive, just different.'

1974 AMC Gremlin

The collection really began 21 years ago when little Douwe fell seriously ill. 'My wife drove to the hospital every day in our trusty Alfa 33 Sportswagon, recalls Klaas. 'I was working during the day, but wanted to be with him too, and I needed another car to get to the hospital in the evenings. That's when I saw this yellow AMC Gremlin advertised. I bought it and used it daily for about a year.'

'It turned out to be a good car and when Douwe recovered I decided not to get rid of it, because I'd become emotionally attached to it. But I didn't know anything about AMCs and started reading about them. I also found plenty of ads for them – they were just old cars and you could buy them for very modest prices. I had quite a few, and several of them came with consecutive Dutch registration numbers. I only kept the best – one with a V8 engine, a Levi's version with denim interior, and the yellow one of course.'

Douwe, who now works as a personal trainer, recalls, 'For me, these classic cars have always been a great way to release stress. I became very ill again at the age of 18 and needed a stem cell operation before I was cured two years later.'

1986 Alfa Romeo GTV6 Grand Prix

'I had an Alfa Sprint when I was young, but the car I longed for was an Alfetta GTV6,' says Klaas. 'When one was traded in at a local dealer, I had to have a look at it. But he didn't want to sell it to me. He said the car would kill me, so I couldn't buy it. But I never forgot it and I'm really glad I found this nice example many years later. It's the Grand Prix edition with a bodykit

comprising skirts and spoilers, plus a more refined interior. It's a wonderful car to drive and the 2.5-litre V6 makes a fantastic noise.'

'It's old-school Alfa Romeo too. I don't want modern cars – I think the last interesting cars were built in the Eighties. Back then there were models that were produced for really long periods, and I've always preferred that to models that needed replacing soon. People kept on appreciating the shape, so it must have been good.'

'Perhaps the Fiats and Alfas are a bit mundane compared with the rest of the collection. But Douwe and I both have a soft spot for Alfas. And we've only got bigger Fiats such as the 130 and 2300 Coupé – the black sheep.'

1980 Lamborghini Countach LP400 S

'I well remember the Lamborghini Countach coming out in 1974 – now *that* was a car,' enthuses Klaas. 'If you really want something and you can get it, you'd be stupid not to do it.'

'My wife didn't want me to buy a Countach – too showy and too fast, she said. But I took her with me when I went to see one at the Dutch importer. It really grabbed my attention – and hers too, I think – but I didn't buy it.'

'Then when I saw a Jalpa for sale at a good price she agreed I'd better buy it. An Espada followed, as well as a Jarama and an Urraco. The Countach wasn't long in coming after that – I bought it in 2013



Countach LP400 S:
'The mother of all the
later Lamborghinis'



Yellow Gremlin heads
up the big AMC
sub-collection. The
car stoked Klaas's
collecting fever after
he acquired it 21 years
ago so he could visit
his son in hospital



Alfa Romeo 75 sees track action



AMC connection led the van Dijks to Lancia, including rare Flavia Zagato



Klaas has a soft spot for his red 1986 Alfa GTV6 Grand Prix (left) after being told by a car dealer that he couldn't have one



A dozen Ramblers form another cornerstone of the collection



Porsche 928 (centre left) is a rare Teutonic interloper in this largely US-Italo assemblage

THE COLLECTORS



Nash Metropolitan saloon and convertible meet a Rambler American

through the Dutch Lamborghini club. It's an LP400 S, and at a meeting at Zandvoort last year former Lamborghini test driver Valentino Balboni came over to us and said, "This is the mother of all the later Lamborghinis." I prefer the earlier Periscopica, but that still made my day.

'That's what's so great about many of these cars – I can read books about them, but that doesn't put me in contact with all these people. It's the same with searching for parts. I'm currently looking for a set of rear lights for my Lancia Appia Zagato. I haven't got them yet, but looking has already given me a lot of pleasure – building up a network can be great fun.'

1960 Chevrolet Corvair

'My father drove Wolseleys and Rileys, but my grandfather had a Chevrolet Corvair,' says Klaas. 'He bought the car brand new from the Chevrolet dealership here in Friesland. He was a short man and not large enough for oversized American cars, even though he quite liked them. But when the Corvair compact came out he decided he had to take a chance.'

'He had started the family fertilizer and silage business and always carried a big bag of fertilizer in the front of the car. With much of its weight at the back, the Corvair had a lousy reputation for handling – and that bag of fertilizer made it just a little better. When I was a boy I used to wash the car and I still have the bucket, sponge and chamois that he kept in the front of it, next to the fertilizer. When I found a near-



A Matador (left) and AMX Big Bad Green California 500 Special head up more lines of AMCs

identical Corvair in Belgium, the guy I bought it from told me he always carried a bag of cement up front, which brought back memories. And when I sat in it for the first time I suddenly remembered that smell of vinyl and carpet. Wonderful. The Corvair intrigued me and now I have a whole range of them, from sedan, coupé and convertible, to the Greenbrier, Lakewood and Corvan.'

1971 AMC Hornet Coupe

Klaas bought a Hornet Coupe from a Dutchman who lived in Connecticut. 'He described it as a fine example, and since I'd already bought two good cars from him I trusted it would be the same with this one. But when it arrived in The Netherlands one of its doors literally fell off! The car was a complete basket case and I was not amused, to put it mildly.'

'I flew to the States with my daughter so I could speak to the guy personally. When he opened the door he was really startled, and tried everything he could to make up for the bad deal. He showed us New York, took us to an AMC meeting and we went to several specialist workshops. In the end I bought another two cars off him plus two pallets of wheel covers. That made it OK, and it's the only bad experience I've ever had when buying cars in the States.'

1965 Lancia Flaminia Touring GTL

'What's happened to Lancia is a shame, with the marque just fading into obscurity,' says Klaas. 'Look at those Lancia-badged Chryslers – all that heritage will be lost.'

'Lancia produced some beautiful cars like this Flaminia. Ironically, it was the AMCs that led me to Lancia. AMC was the result



This silver Flaminia Touring GTL is one of Klaas's favourite Lancias



of a merger between Hudson and Nash, and at one point Nash designer Charles Mason took all his design drawings to Italy to ask Pininfarina for consultancy work, which led to a new range of cars. Mason was a visionary man who predicted after the war that all American adults would own a car, and the Metropolitan was his idea.

‘Anyway, AMC and Pininfarina were keen associates and that’s how I got more and more into Italian cars – and from Pininfarina’s Flaminia it’s not a big step to the versions by Touring and Zagato.’

And it’s certainly not as big a step as buying a single AMC Gremlin out of necessity and amassing a collection of more than 150 cars for the sheer fun of it.

As for the future, the van Dijks plan to open the collection up to club visits – but as for additions, there’s no specific plan.



One of a brace of AMC Spirit AMXs in the collection



A big bag of fertiliser up front improves a Chevy Corvair’s handling, says Klaas

KLAAS’S 150-PLUS CAR HOARD

AMCs and other American-built cars figure prominently in this vast collection, but it also features an impressive amount of Italian metal

- Alfa Romeo 6, 1982
- Alfa Romeo 75 (x12), 1986–1992
- Alfa Romeo Giulia 1600 Ti, 1965
- Alfa Romeo Giulia Sprint GT, 1967
- Alfa Romeo GTV6, 1987
- Alfa Romeo Montreal, 1972
- Alpine Renault A310, 1981
- AMC Rebel Briarcliff Wagon, 1967
- AMC Rebel Mariner Wagon, 1967
- AMC Ambassador Convertible, 1965
- AMC Ambassador, 1959 (x2)
- AMC Ambassador, 1962
- AMC Ambassador 2-door Hardtop DPL 1966
- AMC Ambassador 2-door Hardtop V8, 1971
- AMC Ambassador 4-door Sedan, 1971
- AMC Ambassador 4-door Sedan, 1966
- AMC Ambassador Countrywagon, 1966
- AMC Ambassador Hardtop SST, 1970
- AMC Ambassador Sedan SST, 1968
- AMC Ambassador Sedan V8 401 ci, 1974
- AMC Ambassador V8 Convertible, 1967
- AMC AMX Big Bad Green California 500, 1969
- AMC Concord 2-door (x2), 1979
- AMC Concord 2-door 4-cyl Iron Duke, 1969
- AMC Concord 4-door, 1980
- AMC Concord AMX, 1978
- AMC Concord Wagon, 1980
- AMC Eagle Spirit SX/4, 1981
- AMC Eagle Wagon, 1980
- AMC Eagle Wagon, 1986
- AMC Gremlin, 1974
- AMC Gremlin Levi’s, 1976
- AMC Gremlin V8, 1976
- AMC Hornet Sportwagon V8 360ci Gucci, 1973
- AMC Hornet AMX V8 304, 1977
- AMC Hornet Coupe (x2), 1971
- AMC Hornet SST 2-door, 1970
- AMC Javelin AMX V8 401, 1973
- AMC Javelin AMX Pierre Cardin, 1972
- AMC Javelin Mark Donohue, 1970
- AMC Javelin V8 360 Pierre Cardin, 1972
- AMC Jeep Grand Wagoneer, 1986
- AMC Marlin 6-cylinder, 1965
- AMC Marlin V8 x2, 1966 and 1967
- AMC Matador Barcelona Brougham, 1978
- AMC Matador Coupe Alec Cassini, 1975
- AMC Matador Sedan, 1974
- AMC Pacer Patriot Edition, 1976
- AMC Pacer Hatchback V8, 1980
- AMC Pacer Wagon, 1977
- AMC Pacer Wagon V8, 1979
- AMC Rebel SST 2-door Hardtop, 1970
- AMC SC360, 1971
- AMC SC Rambler Hurst, 1969
- AMC Spirit AMX (x2), 1979
- AMC Spirit Hatchback 6-cyl, 1980
- AMC Spirit Hatchback V8, 1979
- AMC Sprint Liftback, 1979
- AMC The Machine, 1970
- Autobianchi A112 Abarth, 1980
- Bricklin SV1, 1975
- Cadillac Cabrio de Ville, 1967
- Cadillac Coupe de Ville, 1967
- Cadillac Sedan de Ville, 1967
- Chevrolet Corvair Greenbrier, 1963
- Chevrolet Corvair Lakewood, 1961
- Chevrolet Corvair 4-door sedan, 1960
- Chevrolet Corvair Rampside pick-up, 1963
- Chevrolet Corvair Spider Convertible, 1964
- Chevrolet Corvair Spider Coupe, 1964
- Chevrolet Corvan, 1965
- Chrysler Lebaron Convertible, 1987
- Chrysler Voyager AWD, 1992
- Citroën SM, 1972
- DeTomaso Deauville, 1976
- Facel Vega HK500, 1959
- Ferrari 365 GT4 2+2, 1969
- Ferrari 400 GT, 1978
- Fiat 130 3200 sedan, 1972
- Fiat 130 Coupé, 1973
- Fiat 2300 S Coupé (x2), 1966
- Fiat 500 R, 1974
- Guancia SJJ1, 1979
- IKA Torino TS, 19666
- Innocenti Mini De Tomaso, 1980
- Intermeccanica Omega, 1967
- Intermeccanica Italia Targa, 1968
- ISO Rivolta IR 300, 1965
- Lamborghini Countach LP400 S, 1980
- Lamborghini Espada S3, 1973
- Lamborghini Jalpa, 1984
- Lamborghini Jarama, 1975
- Lamborghini Urraco, 1974
- Lancia 2000 Berlina Inizione, 1970
- Lancia Appia Sport Zagato, 1961
- Lancia Coupe 2000 I, 1970
- Lancia Flaminia Touring GT (x2), 1962
- Lancia Flaminia Berlina, 1959
- Lancia Flaminia Pininfarina Coupé (x3), 1962
- Lancia Flaminia Touring Convertible, 1963
- Lancia Flaminia Touring GTL, 1963
- Lancia Flaminia Zagato Super Sport, 1966
- Lancia Flavia 1.8 Coupé, 1966
- Lancia Flavia 1.8 Berlina, 1966
- Lancia Flavia Vignale Convertible, 1966
- Lancia Flavia Zagato, 1972
- Lancia Fulvia 1.3 Coupé, 1971
- Lancia Fulvia Zagato 1.6, 1972
- Lancia Gamma Berlina, 1978
- Lancia Gamma Coupé, 1979
- Maserati Bora, 1974
- Maserati Mistral, 1965
- Maserati Quattroporte III, 1980
- Nash Metropolitan, 1957
- Nash Metropolitan Convertible, 1955
- Nash Rambler Country Club, 1955
- Plymouth Barracuda V8, 1970
- Porsche 928, 1981
- Rambler American, 1959
- Rambler American Convertible, 1962
- Rambler American Rogue, 1967
- Rambler Classic 330 Station Wagon, 1964
- Rambler Classic 770 Sedan, 1965
- Rambler Classic 770 Station Wagon, 1963
- Rambler Classic Eight Sedan, 1964
- Rambler Classic Six Hardtop, 1964
- Rambler Classic Super 4-door SW, 1961
- Rambler Rebel SST Convertible, 1967
- Rambler Rebel SST Coupe, 1967
- Rambler Super Six, 1959
- VAM AMC Javelin, 1969
- Vespa Ape P50, 1980

NEXT MONTH

We get a rare glimpse inside one man’s tribute to Coventry-built classics

RALLYING, THE SIR STIRLING MOSS WAY

His Formula One and sports car achievements are well told, so we ask him to revisit his early-Fifties high jinks as part of the Rootes Group rally team, driving Sunbeam Talbots and Alpines

Words MIKE TAYLOR Photography RICHARD PARDON

Say 'Sir Stirling Moss OBE' and an instant picture forms of one of the most gifted F1 racing drivers of all time. Or maybe you imagine his face caked in oil and road grime after winning the 1955 Mille Miglia in a Mercedes SLR with Denis Jenkinson at his side. But few will remember – or even be aware of – his period as a Rootes rally driver, during which his outstanding skill at the wheel reaped impressive results and reverence from his peers.

Stirling began his competition career driving an F3 Cooper at Prescott Hillclimb on May 30, 1948 and his interest in racing was further fired when he read Prince Chula's book on the career of Prince Bira of Siam, detailing the lifestyle of a globe-trotting racing driver. 'He became my alter ego,' grins Sir Stirling.

It was the Bira book that inspired Stirling to conduct his driving career as a professional, including a focus on fitness and diet, with charges for hiring out his time and promotional contracts with motor industry companies also fundamental to the plan – a clearly calculated course to gain maximum benefit from his skills, in terms of bank balance as well as his position on the podium.

His first rally was to be the 1952 Monte Carlo. 'My fee was £50,' says Sir Stirling of the event in which he drove a Sunbeam Talbot 90 MkII. The Rootes team for which he was to drive had been set up by Norman Garrad, sales manager of Sunbeam-Talbot, who

had convinced Sir William Rootes, head of the family business, of the benefits to be had from competition. A special department was subsequently established for preparing cars in the old Humber factory, and by 1951 Garrad had recruited Sheila Van Damm, George Hartwell and Stirling Moss into his team. The plan was to enter the Monte Carlo Rally the following January.

'I invited John Cooper [then editor of *The Autocar*] and Desmond Scannell [secretary of the BRDC] to accompany me on a recce and we decided to start from Monte Carlo to give us a clear idea of the conditions.' It was to prove a wise move.

The Monte comprised seven starting points, all routes being roughly 2050 miles long and taking three days and nights, with an average control-to-control speed of 50kph (31mph). The route was divided into stages, each of about 200 miles, with control points to ensure that these average speeds were attained. Cars were to be of

touring-type design with completely enclosed bodywork. Normal engine power was not to be appreciably increased, with only a few subtle modifications permitted.

'In those days it was very difficult to arrange for any sponsorship, but I managed to sign up with Shell and Ferodo,' says Sir Stirling. 'The latter helped us at the start of the rally by changing the brake linings on the car for VG95 type but, after we'd started, that was it. We were entirely on our own – there were no Rootes mechanics on the route.'

Five days before the event Stirling, John and Desmond set off, using the time to study the route in detail.



Moss driving a Sunbeam Talbot 90 on the Alpine Rally, 1952



**'WE WERE CONSIDERED
A PROFESSIONAL TEAM
ALTHOUGH IT WAS ALL
VERY AMATEURISH
IN THOSE DAYS'**

Halfway round, a deep fall of snow dramatically changed conditions for the worse, placing huge demands on their driving. Then followed a few days' rest in Monte Carlo before the start.

'To stay awake I took Dexedrine, which wasn't considered a drug in those days,' says Sir Stirling. 'On the easy sections one of the other two would drive while I lay in the back trying to sleep. I'd then take over on the more demanding stages. The Talbot was an easy car to throw around – it was quite forgiving.'

The poor weather was to make the 1952 Monte a hazardous and memorable event. 'We arrived back in Monte Carlo without loss of points, as did fellow Brit Sidney Allard and a few others,' he continues. 'We then had the regularity event over the Col de Braus, a 74km [46-mile] out-and-back route from Monte Carlo. At a hairpin we slithered into deep snow and had to get out and push the car.' They arrived back in Monte Carlo to find they'd been beaten only by Sidney Allard, with British cars eventually taking five out of the first six places.

'We were considered a very professional team, although overall it was all very amateurish in those days.' Both Cooper and Scannell went on record as being totally amazed by Stirling's genius in driving the staid Talbot so fast. Both men had confidence in his ability to average 60-70mph on sheet ice while nonchalantly passing other cars.

The Alpine Rally was a 2000-mile event whose route threaded through the Dolomites and Alps, with a start point in France before continuing through Switzerland, Austria and Italy and finishing in Cannes. Spread over five days, the rally was reckoned to be an extremely tough event. 'Norman Garrad asked if I would see if another racing driver would take part and I persuaded Mike Hawthorn, saying we'd get £50 each and time off for leisure pursuits,' he grins mischievously.

Rootes' entry included Stirling, George Murray-Frame and Mike Hawthorn, all driving Sunbeam-Talbot 90s. The event finished with a driving test that pushed the already-punished cars to extremes.

Nevertheless, the Talbots came good, with the conditions suiting their robust character. The three cars scored a 1-2-3 in the 3000cc class and won a Coupe Des Alpes for unpenalised runs as well as taking the manufacturers' team prize.

The 'Fifteen Countries in 90 Hours' was a 3380-mile publicity stunt devised by Sir William Rootes to promote the launch of the company's new Humber Super Snipe. The arduous route started in Oslo with a finish point in Lisbon. 'Not perhaps the car you'd choose for that kind of event, as it was quite ponderous to drive,' says Sir Stirling. 'Compared to the Talbot, the Snipe was much bigger and more comfortable.'

The Snipe was delivered to Garrad's mechanics fresh from a thorough check-over by Rootes' Engineering Department. Inside a tape recorder had been installed and extra pillows and blankets were added. A screenwasher kit was plumbed in to help with visibility. The team would comprise Stirling, David Humphrey, John Cutts and Leslie Johnson.

The meticulous Garrad's calculations revealed that the team would need to average 28mph – and that was including the ferry crossings between Sweden and Denmark. Having initially encountered prolonged heavy snowfalls – during which snow chains were fitted – conditions thankfully improved later, enabling

them to keep the speedometer hovering around 90mph when occasions permitted.

In a brilliantly executed drive, the team completed the trip in just three days, 17 hours and 59 minutes – well under the five-day schedule Garrad had allocated. However, the final irony came when every airport in the UK was fog-bound, which prevented the car from being flown back to Devonshire House in London's bustling Piccadilly for a press reception and publicity photoshoot.

An announcement that Donald Healey had achieved 110.947mph in his new Healey sports car – soon to be launched as the Austin Healey 100 – urged Rootes to respond with publicity-garnering high-speed runs of its own. The car they selected for this task was the new Sunbeam Alpine. Originally conceived by Bournemouth Rootes dealer George Hartwell using the Sunbeam-Talbot soft-top as a basis, it was converted into an elegant two-seater.

'Our goal was 120mph, timed in both directions, which meant Garrad needed to increase the Sunbeam's top speed by some 25mph. ERA Ltd undertook the necessary modification work, increasing the compression ratio to 8.5:1, changing the camshaft

profile and fitting a Laycock de Normanville overdrive unit to raise the gearing sufficiently to give the car true 120mph potential. The front bumper was replaced with a sloping apron linked to a full-length undertray. A minuscule metal 'screen' ahead of the driver replaced the usual glass panel, and a metal panel covered the passenger's seat.'

At Jabbeke in Belgium, Stirling recorded a best performance of 120.459mph, followed by Sheila van Damm, who managed 120.135mph. Next the Alpine was transported to Montlhéry near Paris. Leslie Johnson achieved 111.2mph, Sir Stirling going out next to set 116mph, with Sheila achieving 114mph. Not only had the car demonstrated its potential, it had also been realised in an astonishingly short timescale, coinciding with the car's public launch.

No fewer than eight Sunbeam Talbots lined up at the start of the '53

Monte, with drivers including Stirling, George Murray-Frame, Leslie Johnson, George Hartwell, Raymond Baxter and Sheila van Damm. Stirling had spoken with another racing driver colleague, Peter Collins, enticing him on to the Rootes team with that familiar inducement of a £50 fee. They would be driving the improved 90 MkIIAs with their better braking and greater power.

The route comprised some 2020 miles with six start points, requiring an average speed of 31.5mph between stages. Weather-wise, conditions were a significant improvement on the 1952 event. Of the 404 starters, 253 were unpenalised with 54 retirements and four disqualifications. That year the Monte was won by Maurice Gastonides in a Ford Zephyr MkI. Stirling finished 16th overall.

For the 1953 Alpine Rally event Garrad had chosen Alpines as well as 90s. Two cars failed to finish and loose wheel nuts on the Alpines proved a problem, while superior power and speed of cars such as Lancia B20s made it a challenge for the Rootes team. Even so, Stirling won a Coupe des Alpes in an Alpine, as did George Murray-Frame and John Fitch.

Once more, the 1954 Monte rally attracted a healthy entry. There were eight start points, which for the first time in post-war years included the Greek capital, Athens – good news for Stirling. 'This was my preferred start point, even though the route through Greece



Stirling Moss's Alpine at the start of the '53 Alpine Rally

'TO STAY AWAKE I TOOK DEXEDRINE, WHICH WASN'T CONSIDERED A DRUG IN THOSE DAYS'



Moss and John Cutts pressing on in attacking style on the Alpine Rally, 1953



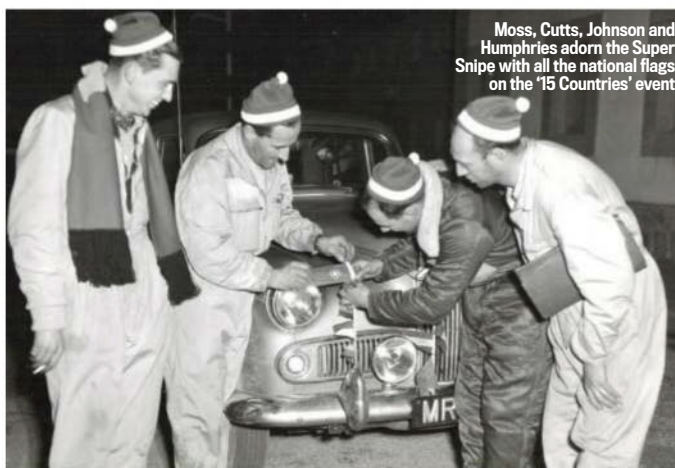
Moss and Sheila van Damm on a speed record attempt at Jabbeke, Belgium in 1953



Moss with Cutts on the Alpine Rally, which Moss contested from 1952-54



Moss and team looking uncannily relaxed before the 1953 Alpine Rally



Moss, Cutts, Johnson and Humphries adorn the Super Snipe with all the national flags on the '15 Countries' event



Moss on the power at the Col des Lèques in the 1954 Monte. He was fastest on this stretch

and Yugoslavia proved treacherous with snow-covered roads.'

The organisers had also added a section lapping the 1.95-mile Monaco Grand Prix circuit, which was not to prove popular. But the snaking lines of spectators watching the rally from the slopes of the Col des Lèques delighted in seeing Sir Stirling come into view at full power. His technique was unmistakable, the car drifting as the engine note rose and fell. He was fastest over this stretch – even eventual winner Louis Chiron couldn't match his pace. Stirling finished 15th overall, the team winning the Charles Faroux Trophy for the best manufacturer's team for the second year in a row.

Sadly, Leslie Johnson suffered a serious heart attack driving his Sunbeam Talbot while negotiating the Col des Lèques, although fortunately it was not to prove fatal. 'I was always affected by the thought of others being injured, but you made excuses to yourself as to why it happened,' reflects Sir Stirling.

The Rootes team included six Sunbeam Alpines with Stirling, George Murray-Frame, Peter Collins, George Hartwell, Sheila van Damm and Peter Harper as drivers for the 1954 Alpine Rally. Now more demanding than ever, the 2200-mile event included four days and two overnight sessions, with the route taking in the highest peaks of the Alps and Dolomites along the way. 'The Talbots were quite heavy cars and that made them slow on the steepest uphill climbs,' recalls Sir Stirling.

**'I NEARLY COLLAPSED
IN TEARS, IT MEANT
SO MUCH. IT WAS
UP THERE WITH
MY BEST RACES'**

'I can clearly remember being mentally exhausted having to drive really hard to arrive at the next stage with seconds to spare. Going down was equally demanding as it told on the brakes. Fade was quite common, and very scary on such steep descents.'

By the end of the rally the cars and drivers were battered and bruised. Stirling's car had lost first and top gears, but by 'adapting' the gearbox he was able

to fool the scrutineers by using the overdrive. The subterfuge worked. 'I was really trying my hardest,' he recalls pointedly. 'I wanted to win the Gold Cup and I managed it by about a second-and-a-half. I almost collapsed in tears, it meant so much. It was right up there with my best races.'

It was a memorable moment, and a suitable one to call time on his Rootes rallying career – Stirling withdrew from the team.

In retrospect, Sir Stirling says of his period as a rally driver, 'I was still young then and I wanted to try absolutely everything. I was a professional driver. However, racing always took precedence. In rallying you never knew what was round the next bend. Had Norman Garrad not invited me to drive in rallies for him, I'd never have had the opportunity.

'I look back fondly on that period in my driving career.'

Thanks to The Sunbeam Talbot Alpine Register (STAR) for its help in sourcing period photographs.



Maranello

CLASSIC PARTS

Ferrari's only worldwide classic parts distributor – preserving the past, present and future

Operating from a world-class 30,000 sq.ft. facility, the team at Maranello Classic Parts have a combined experience of over 200 years working with the Ferrari marque. Our vast inventory includes in excess of 28,000 lines and £30 million worth of parts and nowhere in the world will you find more genuine Ferrari parts in one place.

- We have unrivalled knowledge and experience in identifying your parts requirements
- We have the largest Ferrari inventory in the world and stock parts from the earliest, to the very latest Ferrari models
- We are very proud of our business and delight in showing customers around our facility
- We can deliver anywhere in the world
- We are licensed to remanufacture a huge range of parts for older models
- We operate a price match programme on all genuine Ferrari parts
- We are passionate about preserving all past, present and future Ferrari models

Maranello Classic Parts
Unit 8B, Crabtree Road, Thorpe
Egham, Surrey TW20 8RN
Telephone: +44 (0)1784 558103

www.ferrariparts.co.uk

All trademarks and copyrights are exclusively rights of Ferrari S.p.A.





9 STEPS TO BUYING THE BEST

FERRARI F355

With prices on the move, now's the time to buy – carefully

Words MALCOLM McKAY Photography JOHN COLLEY

OUR EXPERTS

Dave Lelonek runs a 1998 F1 GTS and is rebuilding a 1995 car. He has produced dozens of DIY instruction bulletins, videos and online threads to assist owners and now offers a service refinishing plastic trim via his company, amtny.com.



Kevin White, a partner in Migliore Cars of Bromsgrove, began his career working on race engines and spent seven years from 1997 at Evans Halshaw Ferrari, so he is steeped in F355 lore.



Mike Wheeler joined Rardley Motors in 2002 with more than 20 years' Ferrari sales experience and has continued to build on that.



THE F355 IS fast being recognised as one of the great Ferrari V8s, hence the current £50k to £100k price range. Honda's NSX and the latest Porsche 911s had put Ferrari's 348 in the shade – the 355 was designed to correct that, and it did.

Starting with the 200mph speedometer and 10,000rpm tachometer, drivers knew this was going to be something special.

It was the first V8 road car from Ferrari to eclipse its then-current V12 supercar. It was the last Ferrari with the rear window line flanked by buttresses, dating back to the 206 Dino of 1965, and despite its complexity it's turning out to be a realistic DIY proposition for resourceful owners.

The 355 name stood for 3.5-litre and five valves, and signified a 2mm overbore of the 348's V8 fitted with five valves per cylinder (40 in total). Redlined at 8500rpm, it was the most powerful normally aspirated

engine of its day – and it became one of the more plentiful Ferraris, with 11,273 built.

The original 2.7 Motronic fuel-injected cars were the purest, with the much more attractive non-airbag steering wheel; early Berlinettas with this specification are currently appreciating in value. Don't worry about a slightly uneven idle on these early cars – they had two ECUs running each bank as a separate four-cylinder engine. The trade-off for the idling is their instant response. Engines from 1997-on with the single ECU are smoother, but some drivers claim they feel less punchy.

Look for a full service history, supported by invoices, MoTs and physical evidence to prove the mileage – limited-mileage insurance has tempted some owners to unplug the speedo to avoid exceeding limits.

Prices are volatile at the moment, so look far and wide and bear in mind that cars that

‘Starting with the 200mph speedometer and 10,000rpm tachometer, drivers knew this was going to be something special’



Often-used cars may be more reliable than those that see little action

have done few miles in recent years may have items seized up or failing, while regularly used cars should be more reliable.

1. Body

Body flex cracks the paint on the Berlinetta and GTS where the rear buttress meets the wing, then damp gets in and rust begins.

Corrosion occurs around the windscreen surround (and check the screen for delamination), the wheelarch lips, the front side repeaters and behind undertray panels, especially around the jacking points.

Panels are scarce, especially the one between the bumper and headlights, front wings and headlamp pods. Check the engine support cradle for corrosion – water gets trapped in the rear section and rots through. It must be removed, blasted, welded and powdercoated – this can cost anything up to £2000.



2. Engine

The major cambelt service every three years entails removing the engine. Competition is bringing prices down at specialists, but owners are increasingly doing it themselves (download the manual at ferraridatabase.com). It's easier if you have a lift.

It is possible to replace the belts without taking the engine out, advises Kevin White. 'If we find seized alloy/steel hoses, which can add £600 each to the bill, we offer the option of changing the belts by removing the fuel tank, to save disturbing the hoses.'

Tom at Keys Motorsport argues against this option, having seen damage caused by changing the belts this way, and says DIY servicing will affect resale value; Keys charges £1620 to do the work for you.

The 40 valve guides were phosphor bronze on pre-1997 cars and prone to wear; some needed replacement after 30,000 miles. This problem is more common in the US than Europe, so it may be exacerbated by local fuels. Look for signs of excessive oil consumption and fouled spark plugs – a compression test won't reveal this issue (as some guides suggest), but oily plugs give it away, as does a low oil level.



On a Ferrari engine revving to 8500rpm, 50,000 is high mileage, though some last much longer without problems. It is not unknown for a faulty injector to overfuel and wash its bore, leading to a worn-out cylinder liner. A compression test will help here. The stainless steel OEM manifolds are very thin and exhaust heat softens and deforms the metal until it splits by the air injection pipes.

Rarely, the chain drive tensioner for the oil pump drive in the bottom of the engine can fail. With the engine running on a ramp, if you hear a rattling noise underneath that means it needs replacing. Budget £2400 to haul the engine out and fix this.

Catalytic converters can be short-lived – a white tailpipe indicates a failed unit. Tap the catalytic converter body to hear if it rattles – another sure sign. Budget £3600 to have both catalytic converters replaced.

3. Gearbox

The manual transmission is bulletproof, though a rattle from the clutch housing on switching off means the flywheel system needs rebuilding. The F1 paddle shift is reliable, but if abused can burn out a clutch in 1500 miles. F1 parts are scarce – Ferrari only offers the pump, accumulator, valve block and actuators as a complete kit for about £10,000, but specialists in the US offer a £2500 rebuild service for the actuators. The reverse gearlever can snap – budget £500 for a replacement.

4. Radiator

Radiator cores rot out – inspect via the ducts in each door. The air-conditioning

heat exchanger is on the left side, and the oil cooler is on the right. Check the fans work on both sides when hot, not just one.

5. Electrics

The electrical system is complex and, while normally reliable, expensive to fix. Go through every switch and component methodically to check they all work.

6. Suspension

The electrically adjusted shock absorbers suffer from several maladies – electric

ASK AN OWNER

'I like how it turns into a screaming powerhouse'



John Colley

'I've owned my 1997 F355 GTS for ten years. After many years with Porsches I wanted a change and a red Ferrari was the box that had to be ticked (a bit childish, but you're only old once). I looked at 550s and left-hand-drive 360s, but thought the F355 to be a more sensible and affordable choice. Also, I was attracted to the GTS with the removable roof.

'The car hasn't been much trouble, it's just needed servicing. An annual service is usually around £400, but the cambelt service is a wallet-buster because the engine has to come out and it's prudent to check and renew everything that's easier with it out. My annual spend averages just over £2000 including tax and insurance.

'I like the character of the engine, with its ability to trundle along at 30mph in sixth gear but turn into a screaming powerhouse at more than 8000rpm. The handling is superb, too.'



Ric Peachey

'The 355 is the last of the classically beautiful Ferraris, with an obvious bloodline from the 246/308, before aerodynamics played too much of a design role. It took nine months to find the right car – a 1997 F355 GTS. Apart from one moment, it has been boringly reliable. Running costs can be expensive, but there's a wealth of knowledge online. However, you're still running a £100k car. Regular and sensible preventative maintenance is the way ahead.

'Don't write off main dealers – there's always a deal to be done. I have averaged £2050 per year, plus about £500 insurance. One drive renews my love of it, with go-kart handling and stunning looks. I never fail to smile when I see it in the garage. I try to use it as often as possible, to work or picking the kids up from school, as well as trips to Le Mans, Spa or Goodwood.'



Mark Ashcroft

'Buying my 1997 F355 Spider 12 years ago fulfilled a lifetime ambition. The first year was amazing – I took the car everywhere, the highlight being a week in the Highlands.

'All the main gripes have been done – manifolds rebuilt, cats changed, roof motor and rams refurbished in the US at a cost of £3500. I suppose it has cost me on average about £2500 a year to look after.

'I also have the wheels refurbished every five years, together with new Pirelli P-Zeros, whether worn or not. I like to keep on top of a car that is approaching 20 years old, rather than end up with a massive bill.

'The car is amazing to own – it's very usable, its roadholding has never given me a scare, it feels grounded and that sound is second to none. 'This car is a keeper – I'd never think of selling it.'



Engine cradle corrosion can cost up to £2000 to fix



Changing the cambelt is an engine-out job

snap the gears, sometimes damaging the heater control ECU (£708 to replace that). Air-conditioning compressors are beginning to fail too – they're £1200 new from Ferrari, but £400 if bought from the aftermarket.

8. Cabin

Interior and exterior trim plastics go sticky – this is tricky to sort, because dismantling to clean the panels is time-consuming and risky – old plastic breaks easily and spring clips etc get lost. Soft tops on Spiders rarely leak (unlike GTS roofs, which drip at the corners), but they suffer from lack of use – the linkage seizes, then gets bent by the hydraulics or the potentiometers under the seats that control their forward movement fail, and are unobtainable. If the roof doesn't work, take the cover off the leather box between/behind the seats to check the hydraulic fluid level – it may just be low.

9. Key fobs

Be wary of buying a 1997-on car without the two black and one red fobs supplied by the factory (earlier models just had keys). There is a system to start without the fob, using a PIN code supplied when new, but it's tricky and may not work. Ferrari takes from eight to ten weeks to reissue a lost fob.

motors fail, plastic gears strip and dampers leak. Motors and gears are relatively inexpensive to fix (the suspension warning light will be on if there's a problem with them), but leaks mean expensive new dampers – they're £1200 each.

7. Heater/aircon

The heater taps can fail. They're shared with the Saab 99, but cost £600 secondhand. The heater box in the front luggage compartment has a flap operated by an electric motor – the flap can stick and

WHICH ONE?

- **F355 Berlinetta:** The classic model launched in May 1994, replacing the 348. A total of 3829 were built with manual six-speed transmission, 1042 with an F1 semi-automatic paddleshift. Expect to pay up to £100k for a top-condition, low-mileage pre-1997 manual, £75k for a good one, and £50k-£75k for good later cars.
- **F355 GTS:** launched alongside the Berlinetta in 1994, with removable targa roof that stores behind the seats – it's a good compromise but lacks the Berlinetta's rigidity. There were 2048 built with manual transmission, 529 with F1. Prices are fractionally below Berlinettas.
- **F355 Spider:** launched in 1995, the open-top F355 with electro-hydraulically operated top (that moves the seats automatically to give space for the top to fold and unfurl) cost a modest £6k premium over the Berlinetta, £4k over the GTS. It proved popular, with 2664 built with manual transmission, 1053 with F1. Prices are about 20 per cent below Berlinettas.
- **355 F1:** available in all body styles, the new designation denoted the introduction of the Formula One-style electro-hydraulic manual paddleshift transmission in 1997, with a £6000

price premium on introduction. Other changes included revised engine control with one ECU managing all eight cylinders, rather than one per bank, resulting in a smoother-running engine but a noticeable drop in power and responsiveness. An unattractive, bulbous airbag was added to the steering wheel.

► **F355 Challenge:** race-ready Berlinetta built 1995-98. Of 108 built 107 had the manual gearbox, one had the F1. Eighteen were right-hand-drive cars imported by Ferrari UK. The perforated Challenge rear panel/grille is a popular retro-fit on other F355 models and helps to keep the engine bay cool.

► **Serie Fiorano:** enhanced F355 Spider launched in March 1999. Of 104 built, 100 went to the US (74 F1, 26 manual), three to Europe and one to South Africa. These cars had uprated suspension, which included a wider track, stiffer springs and a thicker anti-roll bar, drilled and ventilated discs and carbon fibre interior trim.

► If you couldn't afford a real one, 1999 saw the release of the arcade game *Ferrari F355 Challenge* by the team who had previously made all of us expert Testarossa drivers in *Out Run*.

IMPROVING

Ensure any modifications came from a reputable source and have been tested. OEM parts can be hugely expensive and aftermarket items are sometimes better (but check their quality). For example, a juddery clutch can be down to a distorted flywheel – Hill Engineering supplies a high alloy billet steel flywheel that's far more resistant to warping than the cast carbon steel OEM item. In case of valve guide wear, aftermarket replacements in manganese bronze are best – sintered steel, the OEM replacement, is hard but lacks lubrication properties. Likewise, Ferrari replacement exhaust manifolds are very expensive and are unmodified, so soon fail, while aftermarket manufacturers re-use the flanges with much thicker tubing.

It's hard to get de-catted cars through an MoT – cars fitted with £250 aftermarket cats are just as difficult. Quality high-flow aftermarket items should be fine. Sports rear silencers are popular – look for a good brand, such as Capristo.

SPECIFICATIONS

1994-99 Ferrari F355

Engine 3496cc V8, 40 valves, Bosch 2.7 Motronic fuel injection (up to 1996), Motronic 5.2 (post-1996) **Power and torque** 380bhp @ 8250rpm; 268lb ft @ 6000rpm **Transmission** Six-speed manual or optional paddleshift semi-auto, rear-wheel drive **Steering** Rack and pinion, power assisted **Suspension** Front and rear: twin wishbones, coil springs, electronic dampers, anti-roll bar **Brakes** Vented discs front and rear, anti-lock, servo-assisted **Weight** 1422-1425kg (3128-3135lb) **Performance** Top speed: 173mph; 0-60mph: 4.6sec **Fuel consumption** 18mpg **Cost new** £95,509 Berlinetta; £97,525 GTS; £101,720 Spider (1996)

NEED TO KNOW

Engine rebuild £12,000 **Transmission rebuild** £1450 plus parts, plus £575 to remove/refit **Cracked buttress/wing seam** £500-£600 each side (inc painting) **Sticky plastic refurb** £960 by Keys Motorsport (switches, steering cowl, door handles, centre consoles, ashtray and heater facia, inc fitting) **Manifold refurb** £972 per side, plus £300-£600 labour per side **Replace both radiators** £1650 new or £1150 recored (inc labour) **Catalytic converters** £1800 x 2; sports high-flow £600 x 2 **Capristo stainless exhaust** £2650 **Heater tap** £600 secondhand **Aircon compressor** £1200 (Ferrari), £400 (aftermarket) **Dampers** £1200 each (plus fitting) **Factory alarm/immobiliser** £1800 **F355 flywheel** £714 (Hill Engineering)

Who can help?

Autoferrari autoferrari.co.uk, 020 8391 0002

Carrs Ferrari exeter.ferrari dealers.com, 01392 822080

JMH Automotive j-m-h.co.uk, 01477 534499

Keys Motorsport keys-motorsport-silverstone.co.uk, 01327 857368

Migliore Cars ferrarimaserati.co.uk, 01527 576355

Rardley Motors rardleymotors.com, 01428 606616

SMDG smdg.co.uk, 01483 275455

CAR FOR SALE



This 1996 manual GTS model was bought new in Paris. Rosso Corsa exterior with full Nero leather interior. Imported to the UK in 2013. It's had a full cambelt service and has done just over 42,000 miles – on sale for £51,995.

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

ENJOY A YEAR OF Classic Cars

OFFER 1 PRINT ONLY



Direct Debit:

12 issues for £48.60 plus
Autoglym Bodywork Set

Credit/debit card:

12 issues £54 plus
Autoglym Bodywork Set

**Credit/debit card
overseas: £65**

OFFER 2 DIGITAL



Direct Debit:

12 issues for £48.60 plus
Autoglym Bodywork Set

Credit/debit card:

12 issues £54 plus
Autoglym Bodywork Set

**Credit/debit card
overseas: £33.25**

OFFER 3 PRINT & DIGITAL



Direct Debit:

12 issues for £58.60 plus
Autoglym Bodywork Set

Credit/debit card:

12 issues £64 plus
Autoglym Bodywork Set

**Credit/debit card
Overseas:**

£75 (Sorry, no gift)



ORDER ONLINE OR ON THE PHONE QUOTING EBAA

Terms and conditions: Subscriptions start with the next available issue. Prices include postage for print and packaging. Gift available for UK subscribers only, subject to availability. Offer open until June 23, 2015. We reserve the right to provide an alternative gift or a three-issue extension if stocks are exhausted. The minimum term is 13 issues. We reserve the right to reclaim the gift/value of the gift if you cancel your subscription before the end of the agreed term as set above. Offer cannot be used in conjunction with any other offer. Cost from UK landlines for 01 numbers are approx 2p to 10p per minute; cost from mobiles approx 10p to 40p per minute. Costs vary depending on geographical location in the UK. You may be entitled to free calls to some numbers as part of your call package - check with your provider. Phone +44 1858 438884 for more information. Order lines open 8am-9.30pm GMT (Mon-Fri), 8am-4pm (Sat). Calls may be monitored or recorded for training purposes. For our full terms and conditions go to www.greatmagazines.co.uk/offer-terms-and-conditions.

WHEN YOU SUBSCRIBE AND RECEIVE

AUTOGLYM

**3-Step Perfect
Bodywork Set worth
more than £22**

(gift available UK only)

**12 issues of
Classic Cars**

**+ FREE
delivery
of your
copy**



GET PERFECT BODYWORK WITH **AUTOGLYM**

Take care of your classic's paintwork with this 3-step Perfect Bodywork Set from Autoglym. Clean, polish and protect. The set comprises:

- Bodywork Shampoo Conditioner 325ml
- Super Resin Polish 325ml
- Extra Gloss Protection 325ml



WWW.GREATMAGAZINES.CO.UK/CLASSICCARS

01858 438 884
OVERSEAS READERS
CALL +44 1858 438 828

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



★ STAR LETTER

Smart Buys 2015

I was delighted to see my buying choice endorsed by Quentin Willson (Smart Buys of 2015, May).

I bought my 1996 Ferrari 456 three years ago to replace a 308GT4 I'd run for 20 years. Having seen several Testarossas within my £30k budget, I floated the idea with my trusted Ferrari fettler Neil Corns. He told me, 'They cost a fortune to maintain, are impossible to park, have rubbish visibility and are so wide that they're a liability on anything narrower than a four-lane motorway.'

I asked him to advise on an alternative. 'That's easy – 456GT. It's great-looking, mechanically bulletproof if properly looked after and fantastic to drive. One of the first Ferraris that was realistic as an everyday car. It even has usable rear seats and is a ridiculously cheap Ferrari.'

Having him check out potential purchases was a godsend – he steered me away from some great-looking and apparently brilliant-value cars that had hidden problems.

My only problem is that the car I bought is so much fun to drive that I've used it far more than intended, for everything from shopping to trips to the south of France.

Even though prices are already on the way up, the 456GT is still one of the best-value Ferraris.

Chris Mann

The engineless Sprite

Do any *Classic Cars* readers have any information on my Austin-Healey Sprite? A few months ago I was looking for a steering wheel and dash for a MkI Frogeye I'm rebuilding and came across a very rough Sprite MkII with an original steering wheel and dash. So I bought it with the intention



1962 Motor Show catalogue shows Stephen Ward's Sprite MkII...



... which he bought just for its steering wheel and dash



Ferrari 456: 'Great looking, fantastic to drive, and ridiculously cheap'

of stripping it down and using for parts. The owner told me the car had no numbers at all and never had an engine because it was built for a show. Afterwards it ended up in the shed of someone from the BMC development department.

On stripping it down I found the body numbers in the doors and discovered it was at Earls Court on October 17 (my birthday, coincidentally) 1962 on stand 142.

I now need to rebuild the car but would like to find more proof and information about it. The owners' club tells me it was the first MkII built and was displayed to show off the new front disc brakes. An original show catalogue tells me it was the deluxe model with cigar lighter, radio and bumpers fitted with overrides.

Can anyone tell me more?

Stephen Ward

Anyone with information can get in touch via Classic Cars – contact details, p218.

Tax madness

After receiving a V11 reminder for my 1970 E-type I logged into the Government's vehicle tax website. Here I entered my 16-digit number to not pay any tax so that they do not send me a tax disc so that I do not display it in my car windscreen.

Which genius thought that up?

Vince Paver

Can't have done

It is simply not possible for Hector Capurro (The Collectors, June 2015) to have worked under Lord Austin's son at Longbridge after World War Two.

Lord Austin's only son, Vernon, was killed on active service on January 22, 1915 as stated in *Lord Austin, The Man* by Zeta Lambert and Bob Wyatt. As Zeta Lambert was Lord Austin's daughter she would have been well aware of when her brother died. The grave and memorial in St Martin's Church, Canterbury confirm the point.

C Williams

Affordable classics abound

Paul Truckle seems despondent that the rising values of classic cars is effectively freezing out genuine enthusiasts (Letters, June 2015), but I have to disagree.

While prices have become prohibitive if you follow the herd chasing Jaguar E-types, David Brown-era Aston Martins etc, there's still an exciting choice for the lateral thinker.

After a string of Porsche 944s, a 928 GT and W108-series Mercedes 280 SE, I'm seriously considering a Bristol 407. My son is torn between the basic thrills of a Mazda MX-5 and the luxury of a Rover 2000 TC.

We're both amazed at the classics you can buy for the price of a dull secondhand car.

Geoff Walker

Design plagiarism

We live in a world where musicians get uppity if one of their songs is sampled by another artist, and anyone with an opinion dismisses any form of design as derivative. So it's amusing to look back at some cars that have somehow dodged that label.

The Ferrari 212 Export in the June issue reminds me how much of it ended up in the Tojeiro-Bristol that morphed into the AC Ace and the Cobra. The Ace's success is how it did something better with its original inspiration – but give me that Ferrari original any day.

Ian Taylor

Chimaera cheers

Great to see the TVR Chimaera getting recognition (Convertibles for All, June) rather than hearing again about the Griffith. They're fundamentally the same cars beneath the glassfibre and all the talk about the Griffith being more wild is nonsense.

But the Chimaera is certainly easier to live with – I've often laughed watching my friend get a soaking when he's had to unload the boot before extracting the roof panel of his Griffith in a sudden downpour.

Dean Jenkins

HAGERTY

FESTIVAL OF THE UNEXCEPTIONAL

CONCOURS DE L'ORDINAIRE



**BACK BY
PUBLIC
DEMAND**

REGISTER YOUR UNEXCEPTIONAL CAR TODAY.

Join us in celebrating the threatened and endangered pieces of our orange, beige, and plaid automotive history.

SATURDAY, 25TH JULY
10:00 a.m. to 3:00 p.m.

WHITTLEBURY PARK
Towcester, Northamptonshire

Participation is open to unexceptional classics from 1968-1985. An award of dubious value will go to the overall winner. Period dress is encouraged.

Visit unexceptionalcars.co.uk to learn more and register your car.

→ BOOKS & MODELS

Sam Dawson guides us through the latest and best releases

G R E A T S T O R I E S

MORE READS

The First Beetle

By Christian Grundmann, Axel Struwe & Clauspeter Becker, £25.99, delius-klasing.de

The restoration story of a prototype VW, from its dusty discovery in a Lithuanian farmyard to concours condition. Fascinating story.

First Principles – The Official Biography of Keith Duckworth OBE

By Norman Burr, £35, veloce.co.uk

The complete life of a motor sport great, interspersed with his wit and wisdom; it certainly invoked plenty of belly laughs. Definitive.

Alfa Romeo – All the Cars

By Lorenzo Ardizio, £25, giorgionadaeditore.it

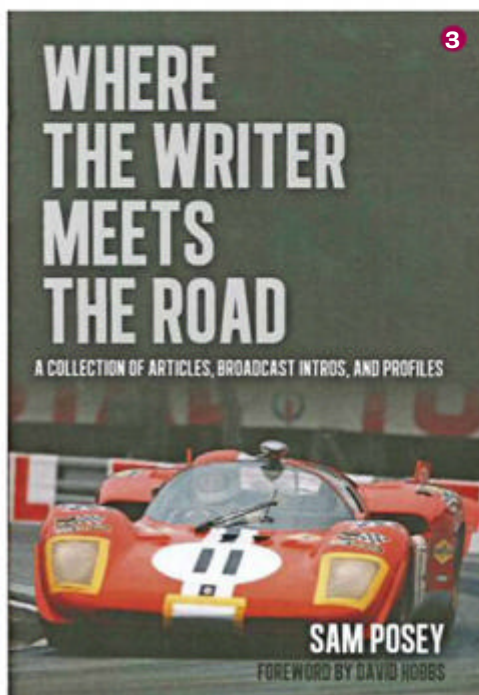
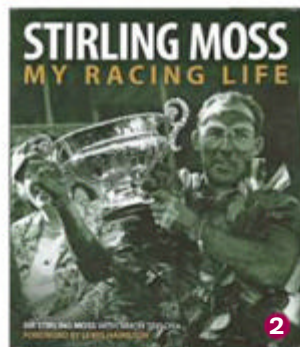
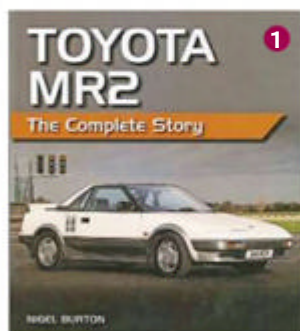
Every model to wear the Alfa badge; road, track and prototype, from 1910 24 HP to the 2013 4C. Beautifully hand-drawn illustrations too.

A Million Cars for a Billion People

By Gautam Sen, £12.94, leadstartcorp.com

An investigation into Indian car culture, picking up where the Hindustan Ambassador left off. Fascinating insight into a colourful history.

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



1. Toyota MR2 – The Complete Story

By Nigel Burton, £25, crowood.com, ISBN 978 1 84797 931 5

Histories of Toyota's mid-engined sports car have been previously limited to portfolios of period road tests, so with much of the car's development history clouded with hearsay, it's great that Nigel Burton has finally put the record straight with this book, which covers the production life of all three generations of MR2.

Burton has been exhaustive, clearly interrogating some notoriously stubborn corporate sources and refusing to take 'no' for an answer. As a result, we learn of Lotus's actual input into the project (consultancy yes, design no, and the supercar origins of the Mk2 model – early sketches resembled a Jaguar XJ220).

But the most enjoyable parts of the book surely concern the world the MR2 was born into – of a Japanese motor industry casting aside its reputation for imitation, in an arena of glossily optimistic space-age design and technology expos where anything seemed possible.

2. My Racing Life

By Sir Stirling Moss with Simon Taylor, £50, evropublishing.com, ISBN 978 1 91050 506 9

Every time anyone interviews, photographs or employs Sir Stirling Moss, he'll politely ask them for a copy 'for my scrapbook'. Although these now-vast volumes have been drawn upon for various interview-based books and authorised biographies before now, this is the first time Moss has written an 'autobiography' as-such.

The results are eye-opening. Moss's career seems similar to those World War Two fighter pilots who went on to have a second career putting their lives on the line testing supersonic jets. Because if there's one single, unifying fact that explains Moss's often-mercurial character, it's a genuine love of risk-taking.

Moss guides us through his scrapbook, revealing a world where modestly-paid drivers raced anything they could get their hands on for the love of sport itself. Moss focuses the book on this era, but is never afraid of controversy, and his views are refreshingly honest.

3. Where The Writer Meets The Road

By Sam Posey, £19.39, bullpublishing.com, ISBN 978 1 935007 27 2

Outside of the USA Sam Posey is best known as a sports-racing competitor and former works Ferrari driver, but this isn't the full story – his combination of a racing driver's-eye-view on life and artistic use of words makes him a great motoring journalist. *Where The Writer Meets The Road* is the latest collection of his writing.

There are personal diary-style descriptions of what it was like to race in the Seventies, with every detail from each corner's microclimate to the candid nature of life behind the pit wall (including a BMW hospitality manager telling him not to bother resting as the car wouldn't make it through the night – in the event, it did).

When he's not describing races, he's profiling drivers, test-driving cars and giving motoring history lessons. And he does it all with a deftness bordering on poetry. It's a superb collection of writings that put the reader behind the wheel like very little else.

M O D E L S



1:43-scale Volvo P1900 Sport

£36.99, premiumx-models.com

It's fantastic to see Volvo's forgotten Fifties sports car getting some recognition at last, and there is a satisfying, very Volvo weight and chunkiness about this model that doesn't preclude elegance either, as evidenced by the grille, badging and wiper blades. The charming interior is almost undermined by the massively oversized steering wheel, but overall it's good value.



1:18-scale Lancia Beta Montecarlo Turbo Le Mans

£208.99, [Top Marques \(bbrmodels.it\)](http://Top Marques (bbrmodels.it))

This is one of those resin models you wish was articulated – it's so dramatic to look at, with such attention to detail paid to things like towing eyes and spoiler struts whetting your appetite to get a look at the engine, but there's nothing under its tail other than an exhaust pipe and token suspension detail. But for overall impact we can't complain.



1:43-scale Ford Escort 1100XL

£74.99, kessmodel.it

Have model Ford Escort prices followed real ones? This seems like an exorbitant amount for a 1:43-scale family Ford, especially when Corgi Vanguards are so well-detailed. However, this Kess resin model demands a closer look – no mere toy has such neatly-modelled badges, wheels, panel gaps and brightwork. Pity, then, that the interior looks vague.



1:43-scale Renault 5 Turbo

£51.99, sparkmodel.com

This is a charming, filigree-fine model of the car that took Dany Snobeck and Denise Emanuelli to sixth place on the 1982 Monte Carlo Rally, marking the dawn of Group B. It's a great balance of realism and panache, with every rally modification and decal finely rendered, then stunningly underlined with the striking blue-and-red colour scheme.

Ferrari 512BB
We put a reader behind the wheel



Tyrrell 012
Unleashing Alboreto's F1 charger



Austin A30
How to buy this 1950s cutie



NEXT MONTH

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

FAST TOURERS

Ford Capri RS3100 **vs** BMW CSL **vs** Triumph Dolomite Sprint **vs** Ford Escort RS2000 **vs** Opel Commodore GSE

PLUS

INVICTA LOW CHASSIS Corsica-bodied rarity driven
MERCEDES 280 SL 3000-hour battle with neglect to resurrect a Pagoda
ROVER P6 From executive express via luxury banger to cherished classic

• contents may change

AUGUST ISSUE ON SALE JUNE 24



The Powerlite range of performance electrics offer a solution for all problems affecting starting or charging your classic.



Original
DYNALITE
Alternator Conversions



HIGH TORQUE
Starter Motors



Lightweight
ALTERNATOR
Conversions



S L I M L I N E
GEAR REDUCTION UNITS

www.powerlite-units.com

T: 01384 267 576 E: sales@powerlite-units.com

BLAST WATER OFF YOUR CLASSIC THIS SUMMER!

4HP* BLASTER
5 year warranty

1.3HP* SIDEKICK
2 year warranty

From **£99**

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. 3 models available.

240 volts. CE approved.
Video and full spec on website.
+44 (0)20 8445 6811 E&OE

BUY ONLINE WWW.CARDRYERS.CO.UK

Instant Shipping Calculator

Classic Cars from the USA, EU, Dubai etc - we handle everything - get an **instant** quote online at:

www.shipmycar.co.uk
t: 01908 887917

WARWICK Buildings
Award Winning Garages

Prices from **£3300** inc. VAT

warwickbuildings.co.uk
01926 815 757

THE GUILD OF MASTER CRAFTSMEN

BRITISH MADE

COTSWOLD
CLASSIC CAR RESTORATIONS



Follow the restoration of
our iconic classic cars at
www.cccrestorations.co.uk



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



CARE FOR YOUR DREAM™

AVAILABLE FROM ONLINE RETAILERS:

WWW.ALLGOODCARCARE.CO.UK T: 01354 692989

WWW.SLIMSDetailing.CO.UK T: 023 9220 5165

WWW.THEULTIMATEFINISH.CO.UK T: 0333 800 8004



+44(0) 1423 860 022

WWW.SWISSVAX.CO.UK

SALES@SWISSVAX.CO.UK

→ OUR CARS

What we've been up to with our classic cars this month...



Phil enjoys a hassle-free job on the E-type, for once

Time for some pressing business

THE STORY SO FAR



1962 Jaguar E-type Series 1 FHC

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

Time owned 5 years

Miles this month 0 **Costs** £215

Previously Removed a rear hub to replace the wheel bearing, then got distracted

When a job on the car demands some new tools I'm delighted for the excuse to buy more shiny things, as long as I expect to use them again and again. So, after removing the offside rear suspension upright (Our Cars, June 2015), I ordered myself a nice set of brass drifts to knock out the old wheel bearing races and tap the new ones into place. But I never got to use them.

Once I'd undone the hub nut, which is torqued to a mighty 150lb ft, it was easy enough to knock out the splined driveshaft using a block of wood and a copper-hide mallet, but nothing I tried using hand tools would budge the hub from the aluminium suspension upright. The Jaguar workshop manual showed a hydraulic press, and I don't have one. Then I remembered that my friend Rob had bought one to replace the suspension bushes on his 105-series Alfa.

'Easy,' he replied, 'but we'll spend more time setting it up than we will pressing out the bearings.' He was right – we ended up

turning his garage inside out looking for the right combination of wooden chocks to support the aluminium upright, and for something the right size to press the end of the hub shaft. A couple of sweeps of the handle later and the hub was on the bench.

Unfortunately the mighty press would be no use for extracting the bearing races from the upright or hub. We had to use a puller – a clever device that can be assembled in multiple configurations to suit the job. Getting it set up so it would pull the bearing races without slipping off or damaging anything was one of the fiddliest jobs I've witnessed. I say witnessed because Rob loves an engineering challenge so I was demoted to apprentice and tea boy.

Fitting new outer races into the upright was easy, once I'd spent a noisy half hour grinding the outer faces of the old ones to a smaller diameter so that they could be used as press tools to push the new ones in. They

fit with no chance of slipping, but are easy to extract by hand.

This is when our luck ran out. The manual specifies a special press tool to fit the new inner bearing just shy of its outer race, after which shims of varying thicknesses are used to give the correct endfloat. The tool has a 0.15in step machined on to its end to achieve this, so we'd hoped we could find or adapt something to do the job. Nope.

When I mentioned all this on the Jaguar E-type forum a member offered to lend me one. While I waited for it to arrive I took on the weeping header tank for the cooling system. It was only a slight leak but its boxy shape didn't look right so it was an excuse to fit a new one from SNG Barratt with the correct curved pressings. After two steps forward, one back with the wheel bearings, it was a good feeling to tackle something that was hassle-free.



Hub and suspension upright separated



New header tank cures leak and looks original

2014 RREC CONCOURS WINNER



Clark & Carter Restorations Ltd

Specialists in Rolls-Royce, Bentley and Porsche

- Restoration
- Coachwork
- Servicing
- Trim
- Complete ash frame and repairs
- Panel fabrication and repairs
- Modern and traditional paint finishes

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.

Visit us online or contact us for details of our professional services

☎ 01376 584 392 📠 01376 584 773

✉ info@clarkandcarter.co.uk

🌐 www.clarkandcarter.co.uk

Shardloes Workshops, Church Road, Cressing, Braintree, Essex CM77 8PN



Often imitated
Rarely matched
Never surpassed



20 years of style, security and quality



BESPOKE TIMBER FRAMED BUILDINGS

Garages, Workshops, Lock-ups, Stables, Pool Houses, Home Offices, Holiday Lodges, Sports Pavilions, Garden Barns

Call 01568 760540 or visit www.courtyarddesigns.co.uk



Feet and hands on the screen, and out it popped



Mirka DEROS 650 is small and light, making paint prep easier



Old seal was perished and succumbed easily to a Stanley knife



Nige always wanted to be an engine

Lack of time puts me in need of a lift

THE STORY SO FAR



1971 Reliant Scimitar SE5

Owned By Nigel Boothman

Classic.cars@bauermedia.co.uk

Time owned Two and a half years

Miles this month 300 **Costs** £2200

Previously A supposedly good Essex V6 engine wound up needing a rebuild

At the end of the last report I was trying to be philosophical about the likely cost of putting right a sickly Ford V6. I'd taken it to Brayon Classic Engineering near Loch Lomond for a porting job, stage 2 camshaft and general refreshment, only to find that 'general refreshment' would include most of the things associated with a full rebuild.

The immaculate finish and obvious standard of care helped to soften the blow, as did the gift of a pair of tubular manifolds and a fuel pressure regulator Scott Brennan of Brayon found when I said I planned to fit an electric fuel pump. The fact that Scott

extracted a bit more cash from me via the casual mention of four Scimitar-fitting Revolution five-spoke alloys that had been resting in the yard was typical of his subtlety and grace as a salesman. In the end, I got away lightly, as he nearly sold me a Seventies Mastercraft water-ski boat. I used to have one, you see, and...

Well, I have enough GRP vehicles with thirsty vee-format engines and a talent for letting in water, so I arranged a few days' loan of a two-post lift with Lukasz Goralski at Four Wheels Motor Services in Edinburgh to focus on the Scimitar. I wanted to fit a better gearbox, new clutch and rebuilt engine, having repainted the front of the car. And replace the windscreen seal. And install a new brake master cylinder and rebuilt servo, and a modified exhaust. When I write it down it seems obvious there was never enough time.

At the time I couldn't see this, even when it had taken me a day just to disconnect

everything that held the engine in. Or when it took most of the following day to strip the engine bay and front-end trim. Eventually I realised there wasn't enough time on the ramp to get it all back together.

I stopped working on the outside of the car – the engine bay had to be done. To put the new engine in and connect everything up without taking the chance to make it smart would be terminal for my hopes of the Scimitar one day becoming a Nice Car. And if I was painting the engine bay, I might as well paint the area around the windscreen aperture, as I needed to replace the seal – not doing so would allow the old tub to continue admitting pints of rainwater whenever it was parked outside.

I cut the old seal with a Stanley knife and lay on my back in the driver's seat, gently pushing the screen out with sock-clad feet while Lukasz stood by to catch it. Cleaning up the windscreen aperture was rather easier than the engine bay. Now for paint...



Some final tinkering before Adam gets his Pug back

Adam is smiling again

THE STORY SO FAR



1989 Peugeot 205 GTI 1.9

Owned by Adam Towler
classic.cars@bauermedia.co.uk

Time owned 15 months

Miles this month 0 **Costs** £4500

Previously Old engine and gearbox removed and replaced with rebuilt secondhand items

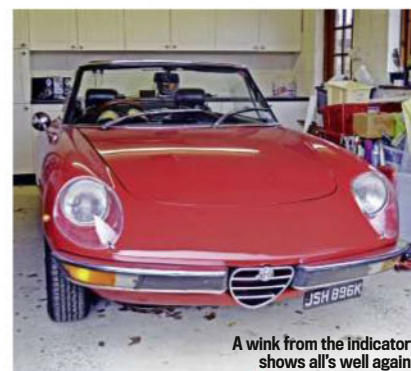
The final stages of the mechanical restoration have arrived, and with it a certain amount of jangled nerves. My new engine is a much more healthy-looking 1.9-litre lump that restorer Pug1Off (pug1off.com) had on the shelf. It was then installed in the car along with the gearbox that came with it. Hopefully, this is an easier and cheaper way of solving the third gear synchro issues on the old box.

Looking down the list on the invoice reveals the extent of the work. In addition to the engine and box there's a new radiator and bottom hose, new driveshafts, new hose sets for coolant, oil breather and SAD (supplementary air device), new anti-roll bar drop links, steel gear linkage and pivot bushes, a new clutch... Phew! Oh, and then a full service including plugs, oils and coolant, a starter motor and a secondhand exhaust. There's also the exchange of the old front and rear seats for much smarter alternatives – spotted in the yard at Pug1Off. They're not perfect but they're a lot better than the originals, which looked like victims of hungry rodents.

Of course, all the little bits like gaskets, washers, battery clamp and the MoT are there, too. I've probably left a fair bit out, but you get the idea. When you combine this with the other work over the past months, including the rebuilt rear axle, new brake lines and various suspension components, it seems that this little Pug is becoming the automotive equivalent of Lincoln's axe. To think that it all started with an oil leak as well; I've often heard how restoration projects escalate, so this is surely the umpteenth-millionth example of that phenomenon. The nice thing about GTI ownership is that all of the above cost me little more than a major service on something properly exotic.

The big day to pick it up from Pug1Off's Brackley premises is one I've looked forward to for a long time but also one that conjures a good deal of trepidation. It has been quite a while since I drove the car, and even then it was hardly fulfilling, given its patently obvious problems. I suddenly feel quite nervous and start to wonder whether the idea of an old GTI is more appealing than the reality.

In fact I was momentarily thrown because despite my wallet being considerably lighter, the car doesn't look any different (save the sparkling wheels – more on which next time). But one snap, crackle and pop of the exuberant XU-series motor and I was grinning; a few hundred yards up the road and I was laughing like an idiot. Worth it? Every single penny.



A wink from the indicator shows all's well again

Russ is feeling a bit flash

THE STORY SO FAR



1972 Alfa Romeo Spider 2000

Owned by Russ Smith
too_plus_two@yahoo.co.uk

Time owned 4 years

Miles this month 129 **Costs** £4.50

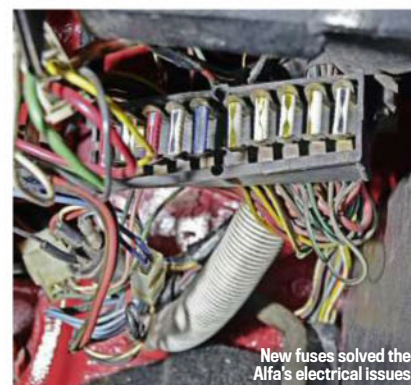
Previously Fitted secondhand soft-top

If you read my last episode you might be wondering if I've dealt with the slightly shrunken, non-fitting roof yet. Sadly the answer to that is no – a house move got in the way so I'm still driving around with the top permanently down. Limiting, but not the end of the world, especially now that the sun seems to be shining a lot more.

What did stop me using the Spider was a sudden lack of indicators along with the less crucial issue of a dead radio. The latter's output has been generally temperamental, so I wasn't necessarily connecting the two failures. What I did first – as always when the Alfa's electrics play up – was spin all the fuses in their fusebox holders. It's amazing how often that works, too, disturbing the corrosion and restoring current flow.

Nothing doing this time, though, so I dug out another flasher unit. Same result, but at least that was eliminated from enquiries. So in a fit of reckless abandon I ordered a pack of 100 mixed 'continental' fuses off the internet for £4.50 – a lifetime's supply for the price of a packet of five from Halfords.

I changed every single fuse in the box, and cleaned up all the terminals with a little brass-wire brush borrowed from our shoe-cleaning box. So far it hasn't been missed. The Alfa repaid the favour – both the indicators and radio sprung back into life, and if pushed I'd say the flashers were flashing better than they ever have done. So I probably should have done this years ago. But at least I can go out again now. At least when it's not raining.



New fuses solved the Alfa's electrical issues

Clarke JUMP STARTS

Integral work light • Extra long 1M leads
910 includes air compressor
Long life battery

FROM ONLY £49.98 EX VAT
£59.98 INC. VAT

MODEL	START BOOST	PEAK AMPS	EX VAT	INC VAT
900	400A	900A	£49.98	£59.98
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£109.98	£131.98
12/24	1000A@12v 2000A@24v		£129.98	£155.98
	500A@24v 1000A@24v			

HEAVY DUTY 17KG

visit machinemart.co.uk

FOR OVER **15,000** PRODUCTS

INCLUDING NEW **Xtra**

SPECIALIST PRODUCTS

CLICK & COLLECT

FREE 500 PAGE CATALOGUE

over **1500**

PRICE CUTS & NEW PRODUCTS

Machine Mart

Click & Collect

500

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

NEW 10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

FROM ONLY £219.00 EX VAT
£262.98 INC. VAT

ZIP CLOSE DOOR

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.98
CIG1216	4.9 x 3.7 x 2.6M	£249.00	£298.80
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

LENGTH UP TO 24'

Clarke POLISHING KITS

• Kit Inc: Tapered spindle, Coloured mop for initial cleaning, pure cotton mop for final polish finish & polishing compound

FROM ONLY £19.98 EX VAT
£23.98 INC. VAT

CC20

HEAVY DUTY PRO CHEQUER CANOPIES

• Super strong, water-resistant, UV treated fabric • Powder-coated steel frame • Fast pop-up design

MODEL	SIZE (LxWxH)	PEAK HEIGHT	EXC. VAT	INC. VAT
CC10	3x3x2m	3.1m	£94.99	£113.98
CC12	3.7x3.7x2.1m	3.3m	£109.98	£131.98
CC15	3x4.6x2.2m	3.4m	£164.99	£197.98
CC20	3x6.1x2.1m	3.4m	£219.00	£262.98

Clarke GENERATORS

Honda engine models available

FROM ONLY £89.98 EX VAT
£107.98 INC. VAT

CHECK FRAME TYPE WHEN ORDERING

* was £191.98 inc. VAT

MODEL	KVA	HP	EX 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	£229.98	£275.98
FG3050	3	8	£359.00	£430.80
FG4050ES	4.5	11	£469.00	£562.80
FG5100ES	5.5	13	£539.00	£646.80

Clarke JETSTAR PRESSURE WASHERS

JET8000 & 9000 include hose reel

Detergent applicator for extra cleaning power

FROM ONLY £49.98 EX VAT
£59.98 INC. VAT

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JS1750	1600w	152psi	£49.98	£59.98
JS1900	2000w	195psi	£79.98	£95.98
JET8000	2400w	261psi	£134.99	£161.99
JET9000	2600w	290psi	£159.98	£191.98

Clarke PETROL POWER WASHERS

FROM ONLY **£179.98 EX VAT**
£215.98 INC. VAT

Honda & Diesel engine models available

PLS190N

MODEL	MAX PRESSURE	EXC. VAT	INC. VAT
Tiger 1700	1595psi	£179.98	£215.98
Tiger 2500	2465psi	£249.98	£299.98
Tiger 2900	2900psi	£299.98	£359.98
PLS190N	2697psi	£379.98	£455.98
PLS260N	3625psi	£569.00	£682.80

Clarke 3-IN-1 SHEET METAL MACHINES

NEW

FROM ONLY £169.98 EX VAT
£203.98 INC. VAT

• Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

MODEL	BED WIDTH	EXC. VAT	INC. VAT
SBR305	305mm	£169.98	£203.98
SBR610	610mm	£349.00	£418.80

Clarke BENCH GRINDERS & FLOOR STANDS

• Stands complete with bolt mountings and feet anchor holes

STAND FROM ONLY £41.99 EX VAT
£50.39 INC. VAT

FROM ONLY £27.98 EX VAT
£33.98 INC. VAT

CBG8W features 8" whetstone & 6" drystone. # With sanding belt

MODEL	DUTY	WHEEL DIA.	EXC. VAT	INC. VAT
CBG6RP	DIV	150mm	£27.98	£33.98
CBG6RZ	PRO	150mm	£37.99	£45.98
CBG6RSC	HD	150mm	£47.99	£57.98
CBG6BSB	PRO	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£54.99	£66.98
CBG6W (wet)	HD 150/200mm		£55.99	£67.98

Clarke BLAST CABINETS

• Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium • Min. air flow 10cfm • Bench & floor standing models

ALUMINIUM OXIDE POWDER FROM ONLY £9.98 EX VAT
£11.98 INC. VAT

FROM ONLY £109.98 EX VAT
£133.98 INC. VAT

MODEL	DESC.	TYPE	EXC. VAT	INC. VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30	Large Cabinet	Floor	£299.00	£358.80

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY £799.00 EX VAT
£958.80 INC. VAT

FULL RANGE OF ACCESSORIES IN STOCK

• 430mm between centres • Compound slide with 4 way tool post • Powered feed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE:
CL430 - As above but without the Mill/Drill head
£669.00 exc. VAT £802.80 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

MODEL	TANK VOLUME	FLOW RATE	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 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/DBD	£54.99	£66.98
Fault code reader		
Engine Diagnostic & EOBD/DBD 2 Fault Code Reader	£99.98	£119.98

Clarke ANGLE GRINDERS

FROM ONLY £19.98 EX VAT
£23.98 INC. VAT

CAG800

INC. DISC & HANDLE

MODEL	DISC (mm)	MOTOR	EXC. VAT	INC. VAT
CAG800	115	800w	£19.98	£23.98
CON1050	115	1050w	£27.99	£33.98
B&D CD115	115	710w	£29.98	£35.98

Clarke INVERTER GENERATORS

IG1000

FROM ONLY £389.98 EX VAT
£467.98 INC. VAT

IG2200

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 / 4 load) • Low oil shut down
- Ideal for caravanning, and boating etc.

Clarke STRUT SPRING COMPRESSOR

• Foot operated hydraulic powered • Adjustable for springs up to 350mm dia. & 254mm in length

SSC1000

FROM ONLY £99.98 EX VAT
£119.98 INC. VAT

• Yoke travel: 340mm • Weight 31.5kg

Clarke TAP & DIE SETS

FROM ONLY £14.99 EX VAT
£17.98 INC. VAT

• High quality tungsten steel • Supplied in metal storage case, except 16pce

TYPE	EXC. VAT	INC. VAT
16pce Metric	£14.99	£17.98
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.

Clarke GIANT FANS

FROM ONLY £99.98 EX VAT
£119.98 INC. VAT

CAM6000

MODEL	SIZE	EXC. VAT	INC. VAT
CAM24	24"	£99.98	£119.98
CAM30	30"	£139.98	£167.98
CAM36	36"	£169.98	£203.98
CAM5002	24"	£139.98	£167.98
CAM6000	30"	£179.98	£215.98

UP TO 36"

Clarke VAC KING WET & DRY VACUUM CLEANERS

• A range of compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

FROM ONLY £19.98 EX VAT
£23.98 INC. VAT

WET & DRY VACUUM CLEANERS

• SS = Stainless Steel

MODEL	MOTOR CAPACITY	EXC. VAT	INC. VAT
CVAC20P	1250W	£47.99	£57.98
CVAC20SS	1400W	£59.98	£71.98
CVAC25SS	1400W	£64.99	£77.98
CVAC30SS	1400W	£86.99	£104.39

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
CW20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke ROTARY TOOL KIT

FROM ONLY £29.98 EX VAT
£35.98 INC. VAT

Kit includes:

- Height adjustable stand with clamp
- Rotary tool
- 1m flexible drive • 40x accessories/consumables

CORDESS ROTARY TOOL WITH 262 PIECE KIT
ONLY £29.98 EX VAT £35.98 INC. VAT

Clarke SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Comfort grip handle

LIFETIME GUARANTEE

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

FROM ONLY £69.98 EX VAT
£83.98 INC. VAT

PRO155

PRO234 62 PIECE 1/2" & 1/4" SOCKET & BIT SET

Clarke VERNIER CALIPERS

CM145

ONLY £36.99 EX VAT
£44.99 INC. VAT

• Essential for engineers, workshops and Garages • 150mm / 6" Range • 0.01mm / 0.005" Scale • Thumb Locking Wheel

Clarke CAR TRANSPORTER LASHING

FROM ONLY £16.99 EX VAT
£20.39 INC. VAT

5000KG CAPACITY

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
CW20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke ROTARY TOOL KIT

FROM ONLY £29.98 EX VAT
£35.98 INC. VAT

Kit includes:

- Height adjustable stand with clamp
- Rotary tool
- 1m flexible drive • 40x accessories/consumables

CORDESS ROTARY TOOL WITH 262 PIECE KIT
ONLY £29.98 EX VAT £35.98 INC. VAT

Clarke SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Comfort grip handle

LIFETIME GUARANTEE

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

FROM ONLY £69.98 EX VAT
£83.98 INC. VAT

PRO155

PRO234 62 PIECE 1/2" & 1/4" SOCKET & BIT SET

VISIT YOUR LOCAL SUPERSTORE

BARNESLEY Pontefract Rd, Barnsley, S71 1EZ				OPEN MON-FRI 8.30-6.00, SAT 8.30-5.30, SUN 10.00-4.00				*NEW STORE			
B'HAM GREAT BARR 4 Birmingham Rd.				01226 732297				MIDDLESBROUGH Mandale Triangle, Thornaby			
B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills				0121 358 7977				01642 677881			
BOLTON 1 Thyme St. BL3 6BD				0121 7713433				01603 766402			
BRADFORD 105 Lewes Rd, B12 3DB				01204 365799				0115 956 1811			
BRISTOL 1-3 Church Rd, Lawrence Hill, BS5 9JJ				01274 309662				01733 311770			
BURTON UPON TRENT 12a Lichfield St, DE14 3QZ				0117 935 1060				01752 254050			
CAMBRIDGE 181-183 Histon Road, Cambridge, CB4 3HL				01283 564 708				01202 717913			
CARDIFF 44-46 City Rd, CF24 3DN				01223 326675				023 9265 4777			
CARLISLE 85 London Rd, CA1 2LG				01228 591666				01772 703623			
CHELTENHAM 64 Fairview Road, GL52 2EH				01242 514 402				01424 258 0831			
CHESTER 43-45 St. James Street, CH1 3EY				01244 311258				0208 3042069			
CHILCHESTER 2 North Station Rd, CO1 1RE				01206 762831				023 8055 7788			
COVENTRY Bishop St, CV1 1HT				024 7622 4227				01702 483 742			
CROYDON 423-427 Brighton Rd, Sth Croydon				020 8763 0640				01782 287321			
DARLINGTON 214 Northgate, DL1 1RB				01325 380 441				0191 510 8773			

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

Machine Mart

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

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

FROM ONLY **£54.99** EXC.VAT
£65.99 INC.VAT

CWB-R1

Clarke PREMIUM **CHESTS/CABINETS**

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

BALL BEARING ROLLER DRAWERS

1 **£78.99** EXC.VAT
£94.99 INC.VAT

2 **£99.98** EXC.VAT
£119.98 INC.VAT

3 **£49.98** EXC.VAT
£59.98 INC.VAT

4 **£169.98** EXC.VAT
£203.98 INC.VAT

EXTRA LARGE BOTTOM DRAWERS

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CLB600	6 Dr chest	660x305x365	£78.99	£94.99
2 CLB900	9 Dr chest	660x305x475	£99.98	£119.98
3 CLB200	2 Dr step up	672x310x195	£49.98	£59.98
4 CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
5 CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

RUBBER GRIP SIDE HANDLES

ALSO BLUE & YELLOW

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

GAS STRUTS Hold lid open

1 **£269.98** EXC.VAT
£323.98 INC.VAT

2 **£459.00** EXC.VAT
£550.00 INC.VAT

EXTRA DEEP DRAWERS

EXTRA LARGE DRAWER PULLS

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

* Except on CBB231B & CBB230B

‡ was £215.98 inc.VAT

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



MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS

Clarke **MECHANICS RANGE**

• Superb quality & value for automotive workshops

BALL BEARING ROLLER DRAWERS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
MECHANICS RANGE				
1 CTC600B	6 Dr chest	600x260x340	£52.99	£63.99
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
5 CTC109	9 Dr chest	662x305x421	£74.99	£89.99
6 CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

‡ was £155.98 inc.VAT

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 SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

EXTRA LARGE DRAWER PULLS

GAS STRUTS Hold lid open

EXTRA DEEP DRAWERS

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

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
3 CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
4 CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
5 CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
6 CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
7 CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
8 CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98

HEAVY DUTY PRO TOOL CHESTS/CABINETS

BLACK GOLD LINE

These great looking top quality units are built for tough daily use in automotive and industrial workshops.

EXTRA LARGE DRAWER PULLS

FULL DETAILS ONLINE OR IN-STORE

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

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

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CBB209BGB	9 Dr chest	710x315x420	£119.98	£143.98
2 CBB217BGB	7 Dr cabinet	758x468x975	£239.98	£287.98
3 CBB224BGB	14 Dr chest	1045x415x486	£279.98	£335.98
4 CBB226BGB	16 Dr cabinet	1126x468x1000	£479.00	£574.80

‡ was £299.98 inc.VAT

1 **£119.98** EXC.VAT
£143.98 INC.VAT

2 **PRICE CUT**
£239.98 EXC.VAT
£287.98 INC.VAT
WAS £299.98 inc.VAT

Clarke **BOLTLESS SHELVEING**

Simple, fast assembly in minutes using only a hammer

ROLLED EDGE UPRIGHTS GIVE:

- EXTRA STRENGTH
- SMOOTHER FINISH
- SLEEK LOOK

ASSEMBLE AS SHELVEING, BENCH OR CORNER UNIT

PER SHELF

150 (evenly distributed) Strong 9mm fibreboard shelves

350 (evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

MODEL SHELF DIMS WxDxH (mm) EXC.VAT INC.VAT

150Kg	00x300x1500	£29.98	£35.98
350Kg	00x400x1800	£49.98	£59.98

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

NEW STORE
SALFORD
NOW OPEN

ALUMINIUM RACING JACKS

• Quick lift
• Non-marking
• Nylon wheels
• Rubber contact pad - helps protect vehicle undersides

Clarke RACING

FROM ONLY **£84.99** EX VAT
£101.99 INC VAT

Model EX VAT INC VAT
1.25 tonne £84.99 £101.99
2 tonne £149.99 £179.99
2.5 tonne* £139.99 £167.99

Machine Mart

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

air master

TURBO AIR COMPRESSORS

8/250 Superb range ideal for DIY, hobby & semi-professional use

FROM ONLY **£79.99** EX VAT
£95.99 INC VAT

BIG 2HP 7.5CFM

MODEL MOTOR CFM TANK EX VAT INC VAT
Tiger 8/250 2Hp 7.5 24ltr £79.99 £95.99
Tiger 7/250 2Hp 7 24ltr £89.99 £107.99
Tiger 11/250 2.5Hp 9.5 24ltr £119.99 £143.99
Tiger 8/510 2Hp 7.5 50ltr £129.99 £155.99
Tiger 11/510 2.5Hp 9.5 50ltr £149.99 £179.99

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY **£19.99** EX VAT
£23.99 INC VAT

Voted Best Buy in Car Mechanics Test

MODEL TYPE EX VAT INC VAT
CTJ2B DIY £19.99 £23.99
CTJ250LP* Low Profile £39.99 £47.99
CTJ20LG Pro Instant £69.99 £83.99
CTJ2001G Pro Garage £74.99 £89.99
CTJ20LC# Pro Long High Lift £169.99 £203.99

* CTJ250LP 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

MODEL TYPE MIN-MAX mm EX VAT INC VAT
CTJ3000QL Quick Lift 195-520 £44.99 £53.99
CTJ3000LG Pro Instant Lift 145-520 £83.99 £100.79
CTJ3000G Pro Garage 120-520 £84.99 £101.99

Clarke PRO AIR TOOLS

CAT127 CAT131

FROM ONLY **£19.99** EX VAT
£23.99 INC VAT

HUGE CHOICE IN-STORE/ONLINE

MODEL DESCRIPTION EX VAT INC VAT
CAT127 3" Cut off tool £22.99 £27.99
CAT128 1/4" Die Grinder £19.99 £23.99
CAT131 1/2" Impact Wrench £59.99 £71.99
CAT132 13Pc 1/2" Impact Wrench Kit £74.99 £89.99
CAT133 3" Cut Off Tool & 1/4" Die Grinder £47.99 £57.99
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 £19.99 £23.99

Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.99** EX VAT
£263.99 INC VAT

• Ideal for air tools and spraying equipment

TIGER 16/510

MODEL AIR RECEIVER DISPLACEMENT EX VAT INC VAT
Tiger 16/510 50 litre 14.5 cfm £219.99 £263.99
Tiger 16/1010 100 litre 14.5 cfm £269.99 £323.99

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE

FROM ONLY **£19.99** EX VAT
£23.99 INC VAT

MODEL DESCRIPTION EX VAT INC VAT
PRO12C 1.2mm, 1.4mm, 1.8mm £19.99 £23.99
PGF14 Pro, Gravity £26.99 £32.99
SP14/18C 1.4mm/1.8mm £27.99 £33.99
HVP AP15, 2.2mm £27.99 £33.99

Clarke CAR RAMPS

FROM ONLY **£26.99** EX VAT
£32.99 INC VAT

• Lift cars safely and quickly • Tough angled steel construction

MODEL CAPACITY EX VAT INC VAT
CR2 2000KG £26.99 £32.99
CRW25 2500KG £36.99 £44.99

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£7.99** EX VAT
£9.59 INC VAT

MODEL EX VAT INC VAT MODEL EX VAT INC VAT
2 tonne £7.99 £9.59 8 tonne £17.99 £21.59
4 tonne £11.99 £14.39 12 tonne £24.99 £29.99
6 tonne £14.99 £17.99 20 tonne £34.99 £41.99

Clarke BODY REPAIR KITS

FROM ONLY **£79.99** EX VAT
£95.99 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 EX VAT INC VAT
CS4BRK 4 tonne £79.99 £95.99
CS10BRK 10 tonne £139.99 £167.99
CS10SBRK* 10 tonne £149.99 £179.99

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

FROM ONLY **£44.99** EX VAT
£53.99 INC VAT

BIG 3" CASTORS

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke INDUSTRIAL AIR COMPRESSORS

offer the durability & reliability demanded by professionals.

FROM ONLY **£369.99** EX VAT
£443.99 INC VAT

MODEL CFM MOTOR RCVR (HP) EX VAT INC VAT
SEV11C* 9 2 100 £369.99 £443.99
SE16C100 14 3 100 £399.00 £478.80
SE16C150 14 3 150 £439.00 £526.80
SE16C200 14 3 200 £519.00 £622.80
SE18Q1 18 4 200 £569.00 £682.80
SE26 23 5.5 200 £689.00 £826.80
SE36 30 7.5 270 £979.00 £1174.80
SE29* 28 2x3 270 £969.00 £1162.80
SE37 36 2x4 270 £1099.00 £1318.80
SE46 40 10 270 £1499.00 £1798.80

* Supplied with starter * 230v supply + 400v, 3 phase + Must be run from 30 Amp supply minimum/ supplied with sequential direct on-line starter was £838.80 inc VAT

Clarke ARC WELDERS

For home user, automotive and industrial applications.

FROM ONLY **£46.99** EX VAT
£56.39 INC VAT

SEE THE FULL RANGE ONLINE & IN-STORE

Turbo fan cooled

• Was £71.99 inc VAT

MODEL AMPS EX VAT INC VAT
EA110 40-100 £46.99 £56.39
105N £40-100 £49.99 £59.99
EA165 65-160 £62.99 £75.59
115N 30-110 £64.99 £77.99
EA200 60-200 £89.99 £107.99
160N 40-150 £67.99 £81.59
190N 50-185 £94.99 £113.99
190TEN 35-180 £139.99 £167.99
235TEN 40-210 £149.99 £179.99

Clarke AXLE STANDS

• Ratchet action for quick height adjustment • Sold in pairs

FROM ONLY **£18.49** EX VAT
£22.19 INC VAT

3 TON & 6 TON MODELS

MODEL MAX TONS MIN/HEIGHT EX VAT INC VAT
CAX-3TRC 3 300-430mm £18.49 £22.19
CAX-6TRC 6 400-615mm £29.99 £35.99

Clarke DRILL PRESSES

CDS3

ONLY **£19.99** EX VAT
£23.99 INC VAT

Drill not included

Clarke PRO 7" SANDER/ POLISHER

CP185

FROM ONLY **£69.99** EX VAT
£83.99 INC VAT

• Variable speed • Includes backing pad and wool bonnet • 1200W motor

Clarke 5 PIECE AIR TOOL KIT

KIT1100

FROM ONLY **£19.99** EX VAT
£23.99 INC VAT

NEW

• 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 NO GAS/GAS MIG WELDERS

• Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY **£169.99** EX VAT
£203.99 INC VAT

MODEL AMPS EX VAT INC VAT
90EN 24-90 £169.99 £203.99
105EN 30-100 £184.99 £221.99
151EN 30-150 £209.99 £251.99
160EN 30-150 £259.99 £311.99

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 EX VAT INC VAT
CMC36 Car creeper £21.99 £26.39
CMC45 With adjustable headrest £27.99 £33.59
CMC50 Folding car creeper £44.99 £53.99

Clarke DRILL STANDS

CDF5EB

ONLY **£59.99** EX VAT
£71.99 INC VAT

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY Built for tough daily use in automotive/industrial workshops • All models include gauge

MODEL EX VAT INC VAT
4 ton bench* £129.99 £155.99
10 ton bench* £189.99 £227.99
12 ton floor* £239.99 £287.99
20 ton floor* £399.00 £478.80
50 ton floor* £1649.00 £1978.80

* Available with/without 7 pce pin, bracket & pressing plate * Without kit £129.99 EX VAT £155.99 INC VAT

Clarke BATTERY CHARGERS/ENGINE STARTERS

BC520N

FROM ONLY **£47.99** EX VAT
£57.99 INC VAT

• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL MAX AMPS CHARGE/BOOST EX VAT INC VAT
BC100N 15/100 £47.99 £57.99
BC130C 15/120 £61.99 £74.39
BC190 38/180 £89.99 £107.99
BC210C 15/120 £94.99 £113.99
BC410E 35/400 £129.99 £155.99
BC520N 50/510 £189.99 £227.99

Clarke ARC ACTIVATED HEADSHIELDS

CWH6 CWH7

ONLY **£39.99** EX VAT
£47.99 INC VAT

• Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

ONLY **£44.99** EX VAT
£53.99 INC VAT

PRICE CUT **£49.99** EX VAT
£59.99 INC VAT

WAS £64.99 INC VAT

Clarke NO GAS/ GAS MIG WELDERS

• Professional • Turbo Fan Cooled • Fast conversion to gas with optional accessories

FROM ONLY **£109.99** EX VAT
£131.99 INC VAT

*no gas only * was £203.99 inc VAT

MODEL MIN/MAX AMPS EX VAT INC VAT
MIG 120G 35/90 £109.99 £131.99
MIG 145 35/135 £149.99 £179.99
MIG 152 40/140 £164.99 £197.99
MIG 160 40/160 £179.99 £215.99
MIG 196 40/180 £199.99 £239.99

Clarke ENGINE STANDS

FROM ONLY **£49.99** EX VAT
£59.99 INC VAT

• Rotates through 360° • Engines up to 227Kg • Only £49.99 EX VAT £59.99 INC VAT

CEST500A (SHOWN)

• Rotates through 360° • Engines up to 340Kg • Includes tool tray

Only £69.99 EX VAT £83.99 INC VAT

Clarke ENGINE/ GEARBOX SUPPORTS

FROM ONLY **£69.99** EX VAT
£83.99 INC VAT

• Aids removal of gearboxes and transmissions • Max Cap. 500Kg

Clarke ANTI FATIGUE FOAM FLOORING

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling • Ideal for use in garages, workshops etc. • Each tile is 610x610mm & includes detachable, yellow borders

FROM ONLY **£19.99** EX VAT
£23.99 INC VAT

FOR 6 TILES

Clarke MIG WELDERS

• Quality machines from Britain's leading supplier • All models featured are fan cooled (except PRO90) See online for included accessories

FROM ONLY **£179.99** EX VAT
£215.99 INC VAT

MODEL MIN-MAX AMPS EX VAT INC VAT
PRO90 24-90 £179.99 £215.99
110E 30-100 £214.99 £257.99
135TE Turbo 30-130 £239.99 £287.99
151TE Turbo 30-150 £269.99 £323.99
165TEM Turbo 30-155 £339.00 £406.80
175TECM Turbo 30-177 £409.00 £490.80
205TE Turbo 30-185 £449.99 £539.99

Clarke ARC/TIG INVERTERS

• Used for ARC/TIG welding • Low amp operation - ideal for auto bodywork & mild / stainless steel

PRICE CUT **£129.99** EX VAT
£155.99 INC VAT

WAS £167.99 INC VAT

AT161

Clarke LOAD LEVELLER

• Max load capacity - 500Kg • Fine screw adjustment for precise leveling

FROM ONLY **£29.99** EX VAT
£35.99 INC VAT

INCLUDES CHAINS AND HOOKS

CLL500

Clarke HYDRAULIC MOTORCYCLE LIFT

CML3

FROM ONLY **£349.00** EX VAT
£418.80 INC VAT

FOLDS FLAT FOR EASY STORAGE

• Safety locking device • Hinged ramp for easy loading • Table size 2200 x 685mm • Fully mobile • Max lift height 770mm

• AIR ASSISTED VERSION ALSO AVAILABLE now only £399.00 EX VAT £478.80 INC VAT

Clarke PACKAGE DEAL

TOOL CHEST AND TOOLS

SAVE OVER £62 OFF OUR NORMAL PRICE

ALL THIS ONLY **£259.99** EX VAT
£311.99 INC VAT

329 HAND TOOLS

• This great value set includes TC900B 9 drawer chest & CTC500B 5 drawer cabinet • Includes the most popular sockets, spanners, pliers, drivers, wrenches etc



Carpets aside, the wonderfully aged interior is pure and original - even the headlining



Despite its age the Talbot is mechanically exquisite, which reflects in the driving style

1935 Talbot AX 65

£26,950

Fast for its time, this handsome Talbot sports a working pre-selector transmission, says **Paul Hardiman**

THERE'S SOMETHING SPECIAL about Talbot interiors of this period; they remain rich and inviting well into advanced years, as if the Clement-Talbot works at Barlby Road, London, had a particularly good trim man in the Twenties and Thirties before Rootes took ownership.

This car, one of the last 65s built, charms with its original and beautifully aged leather which, though it has a new nicks and marks, would be a crime to retrim. Even the headlining is original. The carpets are more recent, from 2012 when the floors were renewed, but this interior delights with its original fittings, including intact Bakelite door catches and nickel-plated passenger grab handles on the seatbacks.

The dashboard plaque is from Manchester dealer David Rosenfield, though records show the first of its six owners, of Cobham, Surrey, kept the car for its first 60 years. It has done service as a wedding car and has been painted – the back of the bonnet hinges show the cream parts were once a yellower hue. The paint is still good, with just a few cracks under the rear window and some bubbling behind the right rear mudguard. The vinyl top is in good nick, and the sunroof still slides. Plating has been redone, with light polish marks under the chrome on the radiator shell and two scratches on top, and the foglight shells are lightly dinged. Front

bumper chrome is lightly rust-speckled, the rear is pickled. If we must nitpick, the headlight glasses don't match. Tyres are Lesters with about half their tread left, with an unused Waymaster on the spare.

Under the bonnet, the coil and fuel filter look newish, and the oilcan is still in place, clipped beside the dipstick. The bottom of the motor is lightly oil-misted but there are no drips on the floor. Coolant is lightly blue/greenish, suggesting weak antifreeze and full in the top tank; oil is clean and just over the maximum mark. The thermometer tube is missing from the radiator cap, but there's a new one in the glovebox.

The engine starts easily and pulls well, showing 35psi of oil pressure on the extra gauge, and this is the only AX 65 I've driven whose Self-Changing Accelerating Gearbox by Wilson, or pre-selector by any other name, works as it should – automatically moving the lever to the next gear for you, ready to engage with a dip on the selector pedal; usually you have to shift the lever manually. In top it automatically selects third on the next downchange. Steering is slop-free and the big drum brakes pull up well with a firm pedal. There's a fair bit of body shake, normal on saloons of this era, and the semaphore indicators work, though the car has flashing corner indicators too.

This swift-for-its-time saloon with unrepeatability interior is well worth a look.

CHOOSE YOUR TALBOT

- Talbot 14/45 Type AD introduced at October 1926 Motor Show with new overhead-valve straight-six of 1665cc producing 41bhp and a four-speed gearbox. Brakes are rod-operated 14in drums. Various bodies offered on 10ft wheelbase chassis. Detail changes in 1927 mean model is renamed 'AF'.
- Type AG in October 1928 gets a stronger chassis and engine, which now produces 46bhp at the same 4500rpm. Brakes upgraded to 16in diameter drums.
- Short-lived AU 'New 14' from October 1931 has improved steering and 'silent third' gearbox, also with taller intermediate ratios.
- This is replaced by new AU 65 from Spring 1932, though there is some overlap in sales. New car has four-inch-shorter wheelbase and 48bhp engine but is otherwise much the same.
- The model's final iteration is the AX 65, launched in October 1932. The engine remains the same but now has a pre-selector gearbox and cable-operated brakes. Continues in production until mid-1935 when the Sunbeam-Talbot-Darracq combine is taken over by Rootes Group.

SPECIFICATION

1935 Talbot AX65

Price £26,950

Contact Ivor Bleaney, Landford, Wiltshire (01794 390895, ivorbleaneyclassiccars.co.uk)

Engine 1665cc ohv inline six-cylinder

Power 48bhp @ 4500rpm

Torque n/a

Performance Top speed: 67mph; 0-60mph: n/a;

Fuel consumption 22mpg

Length 4089mm

Width 1753mm

INSURANCE £152

COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911



ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

IVOR BLEANEY

of the NEW FOREST

Established over 45 years

www.ivorbleaneyclassiccars.co.uk

★ £64,500 ★



1934 ROLLS-ROYCE PHANTOM II. Six Light Limousine with Division and coachwork by Barker. The Great Gatsby Era all over again. Being Finished in Coffee and Cream with White wall tyres. Beautiful lush Maroon West of England cloth to the rear with occasional seats and cocktail cabinet. Red leather interior to the chauffeurs' compartment. Having 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.

★ £42,500 ★



THIS UNREPEATABLE GEM OF A 1924 ALVIS 12/50 HP. SB 4 seat 4 door open tourer with coachwork by Cross & Ellis. This beautiful and original bodied family open tourer was totally restored to its former glory by its last owner in the 1990's and has been kept in tip top condition ever since. Having had only 2 owners in the last 55 years and been used regularly on many events. All nickel fittings. She is finished in Chestnut and Black with deep buttoned Black leather interior. With matching Black hood and hood bag. Even her original clock works! She really must be seen to be appreciated.

★ £27,500 ★



AL CAPONE RIDES AGAIN. 1928 CHRYSLER 62. Four door, 4 seat open tourer. Original Right Hand Drive. A lovely large sensibly priced family period car with lots of room and ideal for the whole family to enjoy. Chrysler being the first car to be fitted with 4 wheel hydraulic brakes. Finished in Vanilla over Black with leather interior and all new Black Mohair weather equipment. Totally reliable and drives like a dream and is in lovely condition. Sorry machine guns not included.

★ £24,950 ★



A LOVELY DRIVABLE SPORTS CAR 1950 MG TD 2 SEAT OPEN ROADSTER. This lovely little car has been the subject of a total chassis up nut and bolt restoration over the past 3 years having been completed in 2014 and covering less than 600 miles since. This consisted of a complete engine rebuild, bear metal re spray, all re chromed, new tyres, stainless steel exhaust system, new shock absorbers, all parts being supplied by the MG specialists Moss. She has brand new MOT and is finished in its correct MG Blue with brand new Grey leather interior and full weather equipment consisting of Black hood, side screens and tonneau cover. Now ready to go and a perfect car for extensive touring.

WHY NOT TAKE ADVANTAGE OF GEORGE OSBORNE'S PENSION REFORMS?

DID YOU KNOW THAT IF YOU INVEST YOUR PENSION IN A CLASSIC CAR NOW AND ENJOY LIFE WHILE YOU CAN, YOUR INVESTMENT COULD BE WORTH DOUBLE WHEN YOU NEED IT, FREE OF TAX, ALWAYS THERE FOR YOU TO SEE AND UNDER YOUR CONTROL.

ALSO, ALL OF OUR CARS HAVE BEEN THOROUGHLY VETTED THROUGH OUR WORKSHOPS BEFORE LEAVING OUR PREMISES. MANY TIMES HAVING THOUSANDS OF POUNDS SPENT ON THEM.

SO WHY PAY HIGH AUCTION PREMIUMS, WITH NO TEST DRIVE WHERE YOU COULD POSSIBLY END UP WITH A PUP!

SO BE WISE, BUY FROM A LONG STANDING REPUTABLE DEALER, AND HAVE PEACE OF MIND.

★ £42,500 ★



1919 SUNBEAM 16 OPEN TOURER. Being the earliest known existing post 1st World War Sunbeam. This rare, sought after powerful three litre car really gets up and goes and was totally restored to the highest standards in the 70's. In 2006 underwent another major overhaul consisting of new wheels, tyres, mohair hood and complete engine overhaul. Stacks of history. Finished in Coffee and Chocolate with deep buttoned Beige leather interior and with all period Brass fittings. Not only looks the part but drives superbly and able to keep up with modern day traffic.

★ £41,750 ★



VERY RARE AND GORGEOUS. 1925 CHRYSLER SIX LANDAULET. Chauffeured carriage. With drop down occasional seats to the luxurious passenger compartment. With many beautiful art nouveau fittings. Being unveiled at the New York motor show in January 1924 was described by journalists as the foundation of Chrysler. Streets ahead in its engineering with its large 6 cylinder engine giving a 68 BHP. The first car to be fitted with hydraulic drum brakes on all 4 wheels. Being manufactured by the Chrysler corporation and produced new with RIGHT HAND DRIVE STEERING. Wooden artillery wheels. Bevelled glass chauffeured section. Side mounted spare. Split screen. Fully collapsible leather Landaulet section to the rear. Finished in Ivory and Black. This very rare and collectable car must be seen to be appreciated.

★ £44,500 ★



1934 SINGER LE MANS 2-SEATER SPORTS. This fantastic & delightful little gem with its twin SU carburetors, Moss four-speed gearbox, semi elliptical suspension & all round friction shock absorbers makes her a delight to drive and she handles beautifully. This model being well known and highly thought of within the racing fraternity in the 1930's being very successful at both Le Mans and Brooklands producing a good 75 MPH makes her a lively little car. Totally restored in 2000 with a very extensive service history file. She is finished in two tone Blue with Blue leather interior twin spares and Le-Mans tank. Full weather equipment consisting of hood side screens and tonneau cover. Quite faultless and absolutely any inspection invited.

★ £26,950 ★



1935 TALBOT AX65 bodied by Darracq. Commonly known 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. Side mounted spare. Wire wheels. Full size sunroof. All original period fittings. An absolute must.

Email: ivorbleaney@msn.com Viewing strictly by appointment
Tel: (01794) 390895 Fax: (01794) 390862

ENTHUSIASTS WHO CARE THAT LITTLE BIT MORE

Foskers

The UK's oldest independent Ferrari specialist



1974 Ferrari 365 GT4 Berlinetta Boxer

£365,000

Extremely rare right-hand-drive 365 BB. Formerly owned by the late Rick Wright of Pink Floyd. Just 15000 miles from new and retaining its original warranty card. Superb history. Outstanding condition.



T: +44 (0)1474 874555 **M:** +44 (0)7921 430430 **E:** sales@foskers.com



@foskers

www.foskers.com

/foskersferrari





Customary sticky plastics should be expected, otherwise it's in good nick



Non-working engine cover hinges aside, all appears well in the engine compartment

1996 Ferrari F355 Spider £79,950

This Spider presents well and serves up that exhilarating F355 experience, reports **Ross Alkureshi**

I'VE DRIVEN A number of F355s with sports exhaust upgrades capable of desensitising both inhabitants and passers-by in an instant, so it's refreshing to find this example still sporting the stock system. It's also presented in Argento Nürburgring with a contrasting Blu Scuro hide interior, one of the model's more discreet colour schemes, and a pleasant change from the Rosso norm.

A comprehensive history file details the car's service and MoT history, and confirms the indicated 30,385 miles as correct. Of note is that the crack-prone exhaust manifolds were replaced early in the car's life. It has also benefitted from a recent cambelt service.

A thorough root around the front end and rear panel reveals no evidence of any shunts. The paintwork retains an admirable finish with only a small touched-in scuff on the offside rear bumper, some minor stone-chipping to the nose and slight bubbling within the passenger door recess. Sill plates are immaculate; always a good sign as originals can be prone to rusting.

Inside it's a similar story – the carpets and leather hide are in top nick, with just a small area of scuffing on the driver's outer seat bolster. It does suffer from that common Nineties Ferrari malady of sticky door pulls and centre panel. This is the rubberised coating used to cover the black plastic

deteriorating, but is common to them all so not a haggling point. The leather around the driver's door pull also has a few marks on it. All electrics work including the Spider's seat mechanism, which moves forward as it should when the roof lowering mechanism is activated. The convertible roof itself is tarnish-free, as is the tonneau cover.

Popping the engine cover presents a small issue – the struts need replacing, so it doesn't stay up. The vendor says these will be changed prior to sale. Otherwise, it's clean and all fluids are up to the correct levels. The five-spoke alloys are unmarked but the offside rear has a discoloured centre cap and a slight crack. The tyres are Bridgestone 265/40s at the rear and 225/40s ZR18s at the front and show little wear.

The V8 crackles into life first time. Throttle response is instant and ferocious, and a motorway blast showed the engine is in rude health. Allied to this is the manual gearbox, which rifles through the gears, its action accurate and without issue. The suspension feels taut and the brakes pull the car up strongly and arrow straight. Water temperature sits at 110 degrees and oil 170, with oil pressure a healthy 85psi under load.

This F355 Spider has been regularly used and is all the better for it. If you're looking for an example that's going to be driven, rather than popped in a bubble, then you should certainly consider this.

CHOOSE YOUR F355

- F355 is launched in 1994 to replace the 348. Two versions are available – Berlinetta or targa-topped GTS. UK price is a heady £83,000. It has an integrated chassis construction utilising steel, plastic and aluminium panels. Power is by way of a free-spinning 3496cc, quad-camshaft V8 producing 380bhp. Six-speed gearbox features an all-new electronic damper control system, ensuring the 348's on-the-limit handling demons are banished forever.
- In 1995 the Spider version with fully automatic hood arrives.
- The following year the Motronic engine management system is upgraded from the 2.7 to 5.2; driver and passenger airbags are introduced too.
- 'F' model designation is dropped with the arrival of the 1997 355F1 and its innovative F1-style paddle shift gearbox, with changes controlled by computer.
- Last run 355 Serie Fiorano Spiders have a quicker steering rack, uprated suspension, a wider track and improved brakes. Just over 100 are made. Production ends in 1999.

SPECIFICATION

1996 Ferrari F355 Spider

Price £79,950

Contact Foskers, Longfield, Kent (01474 874777, foskers.com).

Engine 3496cc dohc-per-bank V8

Power 380bhp @ 8250rpm

Torque 267lb ft @ 6000rpm

Performance Top speed 183mph, 0-60mph 4.8sec

Fuel consumption 18mpg

Length 4250mm

Width 1900mm

INSURANCE £785

COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE



Interior shows no wear and feels superb - the radio and clock don't work, however



Engine performs wonderfully - so much so, it's like driving a brand-new E-type

1962 Jaguar E-type 3.8 S1 Roadster **£169,950**

With just 7000 miles covered since restoration, this early E-type behaves like a new car, says **Richard Gunn**

VALUES FOR EARLY JAGUAR E-TYPES have gone stratospheric in recent years and this car is an example of a most sought after model - a Series 1 Roadster from the year after launch. At just shy of £170,000, this is top money, but there's a lot to justify such a hefty price tag. Since a full nut-and-bolt restoration, for which there are photographs, letters and invoices, it has covered a mere 7000 miles. But when you see it, it's hard to believe it's covered as many as that, such is the presentation.

Body condition is close to excellent. You have to resort to serious nit-picking to find any real flaws such as the letters of the front stick-on numberplate starting to peel and the areas under the headlamp cowls being dusty and in need of a clean.

We did also spot a slight pinprick dent on the bootlid and a small stonechip near the offside headlamp. The rear edge of the bonnet has received some touch-up paint in areas, as has a spot on the nose. But elsewhere it's all exemplary.

The chrome wire wheels are superb and free from any corrosion. They're shod with Dunlop Road Speed 175/90x15 tyres that show very little use.

The engine has been detailed to a very high standard, even down to the gold-painted cylinder head beneath the polished cam covers. There are some rust spots on the header tank, but that's easy to repaint.

Inside it's the same story - the carpets and leather show no signs of wear, and the switches and alloy insert panels have no marks either. A period Blaupunkt radio is fitted, but didn't seem to be operative. Everything else was working though, save for the clock set into the rev counter. But in our experience, however nice the E-type, these often don't function.

The engine fires from cold without hesitation and, once you've adjusted the choke slider, runs smoothly and steadily. When cold, the oil pressure needle goes off the scale if the throttle is blipped, but at idle shows a healthy reading around 50psi. Moving off provides further justification for the £170-grand ticket. It just feels like new. The clutch is a little stiff, as they generally are, but the biggest revelation is the Moss gearbox. These don't have a great reputation, but this feels slick and it's easy to find and select all the ratios. It is, by far, the nicest E-type transmission this reviewer has ever sampled. Beyond this, the car also pulls cleanly and willingly, responds to even the slightest steering inputs, and when prodded, the brakes bite quickly and pull the car up in a straight line.

This may be top money for an E-type, but it is a top E-type. The vendor claims it is 'one of the finest 3.8-litre Jaguar Roadsters for sale', and having experienced it, we're inclined to agree.

CHOOSE YOUR E-TYPE

► The Jaguar E-type's 1961 launch at the Geneva Motor Show is one of the defining moments in automotive history, thanks to its wonderfully lithe looks, 150mph performance and competitive price. The 3.8-litre XK-engined cars are available in roadster and fixed-head coupé forms.

► Addressing criticisms, from June 1962 the seats are given more rearward travel and floorpans are made deeper to improve legroom.

► The range gets the 4.2-litre engine in 1964, offering more torque and an all-synchromesh gearbox. In 1966, the 2+2 coupé appears, which is longer and taller, and available as an auto.

► Series 1½ cars for 1967 have uncowed headlamps to appease American safety concerns. These evolve into the S2 in 1968, with raised bumpers under which larger indicators sit.

► Final E-type evolution is 1971's Series 3, featuring Jaguar's new V12 and with the open and enclosed versions now based on the 2+2 platform. Details include flared wheelarches and egg crate grille.

SPECIFICATION

1967 Jaguar E-type 3.8 Series 1 Roadster

Price £169,950

Contact Tom Hartley, Overseal, Swadlincote, Derbyshire (01283 762762, tomhartley.com)

Engine 3781cc in-line six-cylinder, DOHC

Power 265bhp @ 5500rpm

Torque 260lb ft @ 4000rpm

Performance Top speed: 150mph; 0-60mph: 7.4sec

Fuel consumption 19mpg

Length 4453mm

Width 1656mm

INSURANCE £307

COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911



ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

TOM HARTLEY

THE ULTIMATE NAME FOR MORE THAN 40 YEARS



1989 FERRARI F40 Rosso/Red Sport Seats, Non Cat, Non Adjust, Sports Exhaust, Original Toolkit, Just Serviced, 12,500m, Perfect.....**£750,000**



1972 FERRARI 365 GTB DAYTONA LHD Silver/Black, Air Con, Electric Windows, Original Toolkit & Books, 44,000m, Exceptional Condition**£675,000**

CLASSICS

1989 FERRARI F40 Rosso/Red Sport Seats, Non Cat, Non Adjust, Sports Exhaust, Original Toolkit, Just Serviced, 12,500m, Perfect	£750,000
1965 FERRARI 250 TR RECREATION Rosso/Tan, Beautifully Built Toolroom Copy Of The Original Testarossa Created By World Renowned Neil Twyman, Stunning, Full FIA Papers	£695,000
1972 FERRARI 365 GTB DAYTONA LHD Silver/Black, Air Con, Electric Windows, Original Toolkit & Books, 44,000m, Exceptional Condition	£675,000
1972 FERRARI 365 GTC/4 Grigio Le Sancy/Tan Hide, Original Tools, 1 Of Only 31 UK RHD Cars, Only 17,600m, Totally Original & Pristine, Great Investment	£299,950
1979 FERRARI 512BB Rosso/Black, 1 Of Only 101 RHD UK Cars, Recently Restored, Only 20,000m, 1 Owner, Pristine	£POA
1976 FERRARI 308 GTB 'FIBREGLASS' Rosso/Black, Original Tools, 1 Of Only 154 RHD Cars, 45,000m, Great Condition	£POA
1962 ASTON MARTIN DB4 VANTAGE SERIES 5 RHD 'SS' Cumberland Grey/Terracotta, 1 Of Only 7 Featuring The DB4 GT Instrument Panel, Very Unique	£POA
1962 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER Carmen Red/Red Hide, Original Tools & Books, Massive History File, Award-Winning Car, 3 Owners, Perfect	£POA
1962 PORSCHE 356 B CABRIOLET TWIN GRILLE Slate Grey/Red, Matching Numbers, Certificate of Authenticity, Original Handbooks & Books, Huge History File, Exceptional Condition	£129,950
1974 PORSCHE 911 CARRERA 3.0 RSR LHD White With Racing Martini Livery, FIA HTP Car, Ready To Race	£99,950

LAMBORGHINI & FERRARI

14 AVENTADOR LP700-4 ROADSTER Grigio/Black & Espresso E/H/Seats, Sat Nav, Sensonum Audio, R'Camera, Exterior Carbon Pk, Upgrade Alloys, Massive Spec, 500m	£319,950
64 CALIFORNIA T 2+2 Rosso Scuderia/Black Stitched Red, Sat Nav, Premium Hi-Fi, Carbon Driving Zone & LEDs, Magneride, 20" Alloys, Massive Spec, 1,300m	£179,950
59 CALIFORNIA 2+2 Black/Black E/Daytona Seats, Sat Nav, Carbon S/W & LEDs, Magneride Ride, Shields, 20" Alloys, Red Calipers, Good Spec, 9,000m FSH	£99,950
03 575 FI MARANELLO LHD Argento/Black, Handling Pk, Shields, Red Calipers, Modula Alloys, 25,000m, Great Condition	£72,950

ROLLS ROYCE & BENTLEY

56 PHANTOM 'BLACK EDITION' Black/Black, Sat Nav, Sunroof, Black Ash Wood Veneer, Massive Spec, 1 Of Only 25, 20,000m, As New	£119,950
62 MULSanne Thunder Grey/Linen Stitched Black, Sat Nav, Premier Specification, Sunroof, Picnic Tables, R'Camera, Massive Spec, 20,000m FSH, As New	£129,950
14 CONTINENTAL GT V8 'S' Monaco Yellow/Beluga Stitched Yellow, Massage & Ventilated Seats, Piano Black Veneer, Power Boot, 20" Black Alloys, Massive Spec, 8,000m, As New	£116,950
63 CONTINENTAL GT V8 Glacier White/Black Hide Stitched White, Sat Nav, Bluetooth, DAB, Black Grille, 21" Propeller Alloys, 7,000m, As New	£96,950
11 CONTINENTAL GTC MULLINER Moonbeam Silver/Black M'Seats, Sat Nav, Aluminium Fascia, R'Camera, 20" Split Rim Alloys, Big Spec, 8,000m FSH, As New	£79,950

PORSCHE

05 CARRERA GT GT Silver/Terracotta, Sat Nav, Full Fitted Luggage, UK Supplied, 500m, Absolutely Perfect	£POA
12 997 TURBO 'S' CAB PDK Carrera White/Black H/Seats, PCM, BOSE, Sport Chrono, Black Spyder Alloys, Ceramics, Yellow Calipers, 10,000m FSH, As New	£89,950

OTHERS

62 ALFA ROMEO 8C SPIDER Rosso 8C/Red, Full Carbon Kit, Sat Nav, BOSE, iPod, Leather & Carbon Hoops, Upgrade Alloys, Clover Leaf Badges, 4,000m, As New	£154,950
14 RANGE ROVER 5.0 AUTOBIOGRAPHY Santorini Black/Tan, Panoramic Roof, Locking Differential, Solar Glass, Privacy, Good Spec, 2,500m	£89,950
13 AUDI RS6 4.0T AVANT White/Black, Adaptive Cruise, R'Camera, BOSE, Double Glazing, 21" Twin Spoke Alloys, Massive Spec, 9,000m, As New	£61,950
13 AUDI RS6 4.0T AVANT Estoril Blue/Black, Dynamic Pk, High Beam Assist, Double Glazing, R'Camera, 21" Twin Spoke, Massive Spec, 14,000m, As New	£61,950
61 BMW M5 Monte Carlo Blue/Grey Merino, M/F/Seats, Sat Nav, Upgrade Hi-Fi, Surround View, R'Camera, Soft Close Doors, 20" Double Spoke Alloys, 47,000m FSH, As New	£38,950
12 MINI COOPER 1.6i CHILI PACK Black/Black, Chrome Pk, Piano Black Interior, 17" Alloys, Privacy Glass, Good Spec, 24,000m	£9,950

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: 01283 762762

FOLLOW US:



@TomHartleyCars



TomHartley

www.tomhartley.com

SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-9PM

HURST PARK Classic Cars

A family business founded in 1938



TRIUMPH TR3 'WORKS PRESS CAR' 1955: Signal Red with Beige hide interior. Chromium wire wheels. Beige weather equipment. Manual / Overdrive. Raced in period and subsequently the subject of considerable expenditure. This highly improved motorcar has been used extensively for continental touring and is presented in immaculate condition. Previously supplied by ourselves, it has recently been the subject of a very nice article in Classic Cars magazine and has its own dedicated book following much research of its extensive history £39,995



BMW 840 CI COUPE 4.4 Ltr 1996: Metallic Barbados Green with Lotus White hide interior. 'Super De-Lux' M-spec alloy wheels. 'Aero Dynamic' body kit. M-Tech sports suspension, heated front seats, headlamp wash system. One owner until last year. 42,000 miles only from new. Full BMW service history. Previously supplied by ourselves £15,995



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-rimmed 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 built £92,500



ROVER P4 110 1963: Charcoal Grey over Steel Blue with red hide interior. Correct '110' style hub caps. Manual / Overdrive. Four owners. 60,000 miles only from new. Original Log Book. Correct period radio panel. £13,995



JAGUAR S-TYPE 3.4 Ltr 1966: Sherwood green with Suede Green hide interior. Chromium wire wheel. All-synchromesh manual gearbox with overdrive. 74,000 miles only from new. A very well maintained example, known to us for many years £24,995



ROVER 3½ Ltr. COUPE 1972: Silver Birch with a Burnt Grey roof and Saddle Tan hide interior. Automatic/P.A.S. Two owners. 56,000 miles only from new. Previously supplied by ourselves 22 years ago having been purchased by ourselves from the original owners.

JAGUAR XJ8 3.2 Ltr 1999: Seafrost with Ivory hide interior. Alloy wheels. Two owners. 18,000 miles only from new. Air conditioning and other usual refinements £9,995

ALFA-ROMEO 1750 'BOAT TAIL' SPYDER VELOCE 1969: Rosso Italiano with black interior and matching mohair soft-top. GTA style alloy wheels. 5-speed manual gearbox. Twin Weber carburettors. Original RHD South African built example. Immaculate throughout. Reserved £34,995

BENTLEY T1 SALOON 1976: Walnut with Beige hide interior. This is one of the very last chrome bumpered / flared wheel-arch models built. 110,000 miles only from new. Fully documented service history. A really outstanding example £18,995

Hurst Park Automobiles Ltd

www.hurstpark.co.uk Tel: +44 (0) 1372 468487 enquiries@hurstpark.co.uk



Minor niggles only slightly marr a well-appointed cabin; stereo isn't original, mind



Sparkling engine combines new ancillaries and well-cared-for original fitments

BMW Z1

£33,500

A quarter-century after launch Z1s can look tired, but this one's as sharp as they come finds **Paul Hardiman**

THIS VERY TIDY, WELL-KEPT Z1 is a UK-supplied version. Judging from the history file it's been meticulously looked after, some of the time in the hands of Parkfield BMW. With 12 stamps in the service book, the last at the end of 2014, which confirm the low mileage. The speedo recently stopped working at 22,939 miles but will be fixed before sale.

These roadsters are getting on a bit now and poor examples tend to display stress cracks near wing mounting points and around door push-buttons, especially when these get stiff. Interiors get tired-looking too.

This car shows none of these faults – the worst blemish on the body is a tiny touched-in stonechip on the nose. The alloys are unscuffed, shod in Toyo Proxes with lots of tread; the spacesaver spare has never been on the car. The side repeater indicators have been replaced with aftermarket grey items but the originals come in a box. Likewise, a Momo steering wheel the car has worn at some point is supplied in the box, the original now refitted and showing almost no wear.

The seats are basically unworn though the driver's side base is a little baggy (normal with this trim option) and the door side trims show no scrapes. There is some wear on the side trims and some stitching is a little loose, but that's normal, because you have to climb over them to get in.

The dash moulding and covering are perfect, and there's an aftermarket Pioneer stereo fitted. The doors retract and lift perfectly on all four controls, outer buttons and inner pulls, as do the windows. The hood operates perfectly. The rear section of the exhaust (the transverse tailcan is profiled as an aerofoil) was changed in 2012 for a correct single-outlet BMW original leaving the towing eye on the right, and beside it the fuel filter looks new too.

Under the bonnet it's almost concours. Some parts look too new to be original – header tank, airflow meter, some trunking and the fusebox lid. The ABS pump looks new, but it's just been obsessively cleaned. Coolant is blue and on the max level; the oil's clean and the brake fluid looks fresh. The cambelt was changed at the last service, with minimal mileage since.

It starts instantly and everything operates perfectly. Z1s aren't particularly quick as the steel punt structure makes them weightier than they look, but they're quick enough and handling is super-sharp. The chassis tracks well and brakes pull up straight, there are no rattles from the structure and the temp gauge needle sits a third of the way up the scale. It's sold with a spare set of keys and an indoor car cover.

Niggles aside, this car looks ready for many summers' worth of adventures – it's well worth a look.

CHOOSE YOUR Z1

► Z1 is first shown to the public at the Frankfurt Motor Show in September 1987. It has plastic body panels with ground-effect aerodynamics, and running gear from the 325i. BMW states that just 5000 will be built, though this figure will soon be raised because of strong demand

► Thanks largely to BMW struggling to find a plant with capacity to build them, the first Z1s aren't delivered until March 1989. It was not considered worth tooling up for right-hand drive so all Z1s are left-hand drive and remain mechanically identical through production, so choice is down to colour in Euro and UK versions: mostly red (Toprot), metallic green (Primeval Green) or black (Dream Black), though 133 are made in pale yellow (Fun-gelb). Seats are usually dark grey Nubuck, camouflage-pattern dark grey leather, lemon or light grey leather with cloth inserts, or red leather (38 made).

► 8000 are built by the end of production in June 1991, mostly for the German market, the next largest taker being Italy.

SPECIFICATION

1990 BMW Z1

Price £33,500

Contact Munich Legends, Chelwood Gate, East Sussex (munichlegends.co.uk, 01825 740456)

Engine 2494cc sohc fuel-injected straight-six

Power 168bhp @ 5800rpm

Torque 161lb ft @ 4300rpm

Performance Top speed: 137mph; 0-60mph: 8.0sec

Fuel consumption 26mpg

Length 3929mm **Width** 1590mm

INSURANCE £243

COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL: 01277 206911**



ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

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^o



Corvette 1958 Roadster finished in signal 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 £120,750



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 21,000 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



BENTLEY 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overmats to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only £65,750



Mercedes 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 temperature 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 Sedan de ville 1934, coach built by the famous Windower, 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, Shirlis Marshall 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concours wins in its time. Winning the Rolls Royce Owners Club concours touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiasts club rally concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally client. 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, sundom 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 will know 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 overmats, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whitestride 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



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 Ford engineering, Coopercraft brakes, this unmoistened 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, overmats, 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

NUMBER PLATES FOR SALE: 777 BUT - £2,750. F1 HUE - £2000. LOX 11 - £4,500



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



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

The last E Type sold in the UK

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



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£155,750



Jaguar E Type 1971 V12 2+2 finished in regency red with black hide interior, 8 track stereo system, chrome wire wheels, automatic, power steering, only 2 previous owners, 56,000 original miles, excellent history, original british leyland service book, and handbook, totally original example, drives superb, garaged from new, very well maintained, and unmolested, a pleasure to offer this excellent valued example and fine investment £46,750



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP. Only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb£119,500



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.£135,750



MERCEDES SPORTS 280 SL 1985. Finished in Arctic white with superb interior, hard and soft tops, auto, power, Clifford alarm and immobiliser, alloys, cruise, stereo system, CD player, power windows, service history, excellent example£12,750



Mercedes 560 SL 1986 Sports. Left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged£39,750



Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MoTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing£135,750



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



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



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



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.£115,500



Bentley Turbo R Left hand drive. Registered 1992 Finished in gleaming unmarked Ebony Black, with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinet, upholstered foot rests, alloys, rear quarter badges, tinted windows, in car equipment system, only 39,000 miles, garaged from new. This car is totally stunning.£19,750

Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Weber 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



1969 Aston Martin DB6 manual £POA

Finished in silver birch with black trim restored in 2006, including bare metal re spray, unleaded conversion, new carpets and head lining, new boot carpets, negative earth conversion, handling kit and much more. Little used since.

1953 Aston Martin DB2 £POA

Currently undergoing body restoration in our workshops, finished in sage green with green trim and green carpets. Exceptional car just in time for the summer.



1969 Aston Martin DBS V8 £POA

Currently undergoing full body off restoration in our workshops this car is finished in Black Pearl with parchment piped charcoal trim and grey carpets edged in charcoal. Fitted with a Oselli 6.0 ltr V8 lead free engine.

2002 Aston Martin DB7 Vantage Volante £34,950

Finished in Islay blue with navy/light gray trim with full service history with 3 owners from new and only 60,000 miles.



Car Sales - Workshop - Service and Repairs - Engine Build/Upgrade - Engineering - Car Storage



TALACREST

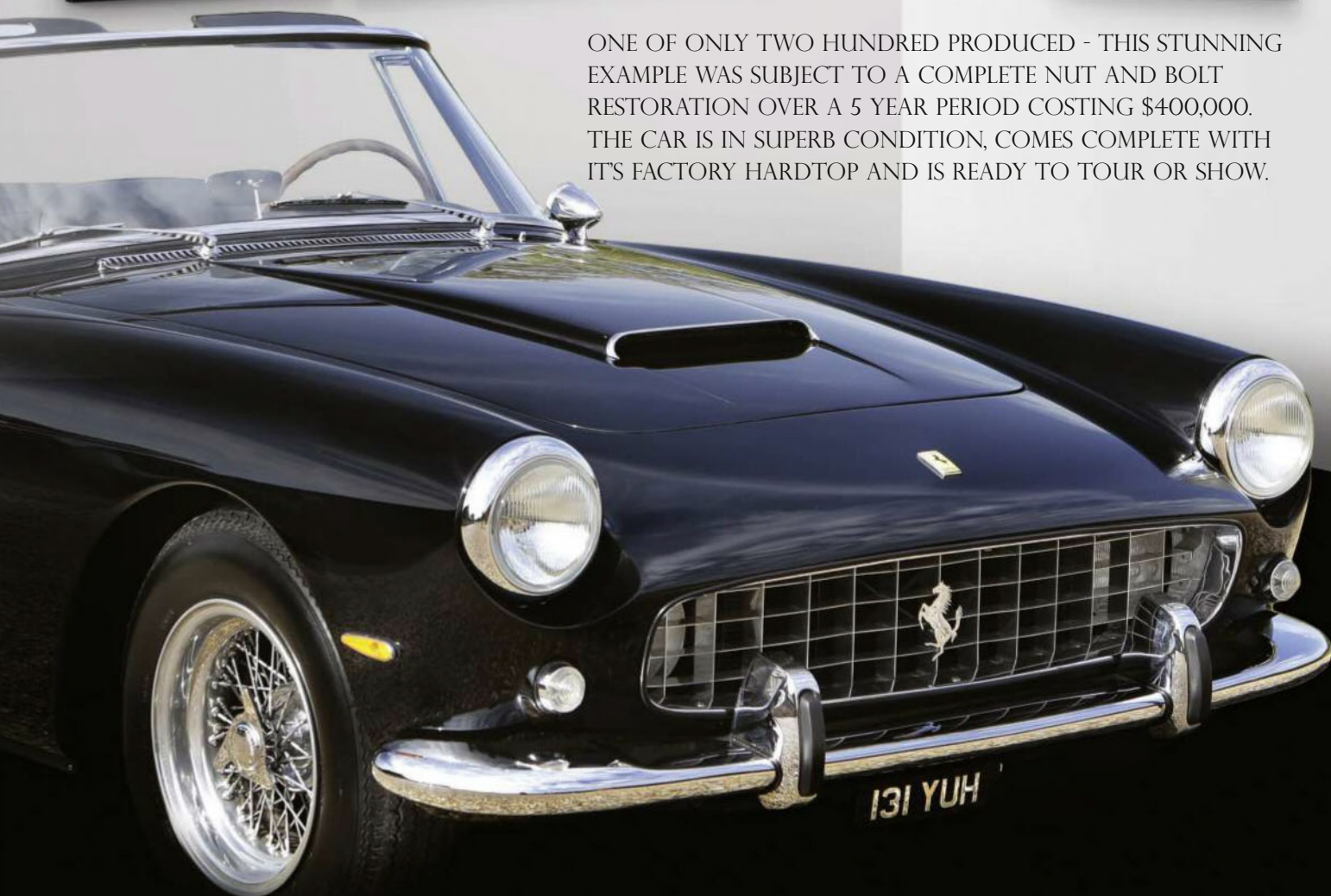


1962 FERRARI 250 PF CABRIOLET SERIES II

TALACREST



ONE OF ONLY TWO HUNDRED PRODUCED - THIS STUNNING EXAMPLE WAS SUBJECT TO A COMPLETE NUT AND BOLT RESTORATION OVER A 5 YEAR PERIOD COSTING \$400,000. THE CAR IS IN SUPERB CONDITION, COMES COMPLETE WITH IT'S FACTORY HARDBOT AND IS READY TO TOUR OR SHOW.



Talacrest are the biggest and most experienced buyers of classic Ferrari in the world and to date have sold over \$1 billion worth of thoroughbred classic cars including eight Ferrari 250 GTO's many prototypes and numerous other desirable road and race cars. If you are serious about buying or selling blue-chip collector Ferrari classics, then contact us first.



www.talacrest.com

T + 44 (0)1344 308178 M +44 (0) 7860 589855 E john@talacrest.com



THE NUMBER ONE CHOICE FOR CLASSIC FERRARI



SHERWOOD

RESTORATIONS

Upton Fields Garage,
Upton Road,
Southwell, Notts.
NG25 0QB

www.sherwoodrestorations.co.uk sales@sherwoodrestorations.co.uk
Tel: 01636 812655/812682/812700



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.

LHD - £29,995



1967 JAGUAR E-TYPE 4.2 SERIES 1 ROADSTER.

A UK example, finished in BRG with Suede Green Hide and Dark Green Mohair Hood. 9,000 Miles since Marque Specialist Total Restoration. Sensible Upgrades include Balanced and Blueprinted Engine, High Torque Starter, Electronic Ignition, Close Ratio Gearbox, 3.05 Diff, Big Bore Exhaust with Tubular Manifolds, Alloy Radiator, 6" Chrome Wire Wheels, 4 Pot Calipers, Halogen Headlights, Heated Front Screen, Halogen Headlights, Battery Cut Off Switch, Reclining Seats, 15" Motalita Steering Wheel, Concealed High Quality Sound System with Amplifier and Electric Ariel. We supplied to the last owner and have maintained since. A sensational example. Comes with cherished Registration - YHN 251.

RHD - £140,000



1997 PORSCHE 993 CARRERA C2S WIDE BODY - VARIORAM 285 BHP TIPTRONIC.

Arena Red with Marble Hide, 2 Owners, 66,000 Miles with Total Time Served History. Equipped with RS Alloys, Electric Sunroof, Seats, Windows, Mirrors & Locking, Rear Wiper, Sports Steering Wheel, High Level Brake Light, Tinted Glass Etc. The rarest C2 in exceptional condition having been serviced 16 times, This is, in my opinion, a very sound investment and what a sensational drive. The last true 911.

RHD - WAS £59,995 NOW £49,995



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



1959 MGA 1800 ROADSTER.

Glacier Blue with Grey Hide & Grey Weather Equipment. Restored from the ground up by Marque Specialist Bob West, to the highest of standards. Fitted with 1800 Engine to Stage 1, Five Speed Gear Box, Alternator, Upgraded Brakes, Wire Wheels, Boot Rack, Oil Cooler, Electronic Ignition, Twin Spot Lamps, Radio, Electric Ariel, Seat Belts. Works Style Wood Rimmed Steering Wheel Etc. Full photographic record and all invoices on file. In excess of £37,000! An absolutely stunning example that will cruise happily at 80 MPH!

RHD - £32,995



1948 JAGUAR Mk IV 3.5 LITRE DHC.

Ivory with Red Hide. Extensive restoration and very sensible upgrades Spec. Includes 5 speed gear box, High ratio 3.54 Differential giving 80mph cruising, Stainless Steel Exhaust, Flashing indicators with working semaphores, Twin Spot Lamps, Hazard Warning Lights, Concealed Music system with CD player, Badge bar, Lucas Sign Post Lamp, Twin Windtone Horns, Full Tool Kit, Heritage Certificate and extensive history. A most outstanding example, has been driven recently to Sweden and back. Also Multi-concours trophy winner.

RHD - WAS £99,995 NOW £89,995



1964 MORRIS MINI COOPER 1071 S.

Tartan Red with White Roof. Red trim Supplied new by Appleyards of Leeds. Total Ground Up Restoration to FIA Spec at a cost of £30,000. Mountune Engine 90BHP. Close Ratio Gear Box, LSD. Full Cage. Reclining Works Seats. 4 Cibi Spot Lamps. Minilite Wheels. Twin Tanks. Harnesses, Map Light, Heated Front Screen. Fully Fused Works Dash. Mountney Steering Wheel. Sump Guard. Adjustable Suspension etc. New Clutch and Suspension Bushes. Bodyshell painted by Moorland Classics at a cost of £8000. A most exceptional example, correctly set up and ready to go.

RHD - £34,995



1933 MG F1 MAGNA 'Q TYPE' BODIED.

Deep Maroon with Blood Red Hide. A Superb 6 Cylinder Competition MG. Restored by the very best in the business. Twin Fuel Fillers. Rotax Head Lamps. Twin Aero screens. Removeable Luggage Grid. Spin On Oil Filter. Kenlow Fan, Supercharged Type Dumb Iron Cover. Flashing Indicators, Tonneau Cover, Etc. Etc. Only 2,000 miles since painstaking rebuild.

RHD - WAS £79,995 NOW £69,995



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



1985 VOLVO 760 GLE AUTO EST. .

Metallic Slate Blue with Dark Blue Velour Trim. One Local Owner from New. 42,000 Miles with Total Service History inc. Every Bill and MOT. Equipped with Air Con, Electric Sunroof, Windows, Mirrors and Locking, Heated Seats, PAS, Music System and Alloy Wheels. Must be the finest example extant. You would believe it was only two years old or less! Once in a lifetime opportunity to buy the very best.

RHD - £4,995

**DUE TO OVERWHELMING
DEMAND WE URGENTLY
REQUIRE YOUR CAR**

**HIGHEST PRICES PAID
FOR 'PERFECT' EXAMPLES
PLEASE CALL NOW**



1982 FIAT X19 1500 5 SPEED.

Silver Blue Metallic with Cream Trim. 3 Owners and Only 15,000 Miles from new. Alloy Wheels, Radio, Heated Rear Window, Driving Lamps, Etc. Extensive History including Original Purchase Invoice, Service Books, Service Bills Etc. I doubt a finer example exists.

RHD - £12,995

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.



T: 01252 612245

CAMBERLEY MARINE AND SPORTS CARS LTD
EST 1975



T: 01252 612245

Telephone 01252 612245 Mobile (Grahame) 07836 203159 Mobile (Alan) 07787 528131
www.cms-gb.com



JAGUAR E-TYPE S2 ROADSTER

1970, Finished in red with black interior, original U.K R.H.D model, four owners from new, competition chrome wire wheels, very nice example.
£69,995



JAGUAR E-TYPE S3 V12 COUPE

1971, Finished in Jaguar dark blue with dark blue interior, manual, original U.K R.H.D model, chrome press wheels, webasto sunroof, large history file, excellent example. **£38,995**



JAGUAR E-TYPE S2 ROADSTER

1969, finished in British racing green with tan interior, black mohair hood, chrome wire wheels, very good condition and a well detailed example.
£69,995



TRIUMPH TR5

1968, Finished in Valencia blue with black interior, original R.H.D model with matching numbers, this car underwent a full nut and bolt restoration to a high standard that was completed in 2004, unleaded head, overdrive, chrome wire wheels, superb example. **£39,995**



JAGUAR XK150 F.H.C L.H.D

1958, Finished in old English white with red leather interior, older restoration with all receipts e.t.c, having been upgraded to genuine 3.8 XK 150 engine, correct factory VA prefix, very good condition attractively priced.
£37,995



TRIUMPH TR3A

1958, Finished in blue with biscuit piped blue interior, U.K supplied R.H.D model, this car underwent a full restoration that included many upgrades, overdrive, wire wheels, please call for full details, this is a well sorted car that is very usable, excellent example. **£31,995**



MGB GT V8

1973, Finished in damask red with black interior, this car has been in storage for 15 years and now requires some work to get back on the road.
Please call for further details. **£8,995**



JAGUAR XK 150 D.H.C

1959, Original U.K R.H.D model for total restoration. Please call for further details.
£34,995



MG MIDGET

1965, Finished in British racing green, dry stored for 35 years, complete car for total restoration. **£1,995**



NISSAN NAVARA 13 PLATE

2013, Finished in metallic black with full charcoal leather interior, Platinum model, 29,000 miles with dealer history, sat nav, reverse camera, alloys, roller cover, heated seat, very high specification. Would consider part exchange of classic car, cash either way. **£15,995**



JAGUAR XK140 REGISTRATION

JAGUAR XK140 REGISTRATION NUMBER VOP 140. On retention and ready to go, dateless U.K registration number ideal for a Jaguar XK140. Offers invited.
£1,995



GEORGIE BOY PURSUIT V10 TRITON

2006/56, Finished in white with beige interior, one owner with 12,000 miles from new, twin slides, six berth, separate shower, external shower, 240V mains hook up, Onan generator, central heating, air conditioning, leveling jacks, awning, please call for full details, outstanding example. Please note that the price is inclusive of VAT and that the vehicle is VAT qualifying. **£34,995**

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



PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof, Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear wiper, Rear parking Assist, Xenons, 19" Turbo Alloy wheels, Full Porsche Service History

2009 - 997 GEN II C2S CABRIOLET PDK (WHITE) 30,000 Miles
Grey Lther Int, PSM/PASM/PCM3-Touchscreen Sat Nav, Telephone, BOSE, CD Changer, Sports Exhaust, Cruise Control, Sport Chrono Package PLUS, Sports/Heated Seats & Part-Electric Seats, Sport Design Steering Wheel, Porsche VTS, Rear Wiper, White Dials, Xenons, Climate Control, 19" GEN II Alloy Wheels, Full Porsche Service History (Just been Serviced)

2009 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 16,000 Miles
Black Lther Int, PSM/PASM/PCM-PCM 3 (Touchscreen Sat Nav), Telephone, BOSE, CD Changer, Sports Exhaust, Cruise Control, Sport Chrono Package with Launch control, Sports/Heated/Electric Seats, M/F Steering wheel, Porsche Crest on head rest, Porsche Torque Vectoring Plus (PTV Plus), Alcantara Headlining, Sport Design Steering Wheel, Porsche Vehicle Tracking System, Rear Wiper, Park Assist Front & Rear, Electrically Folding Mirrors, Bi-Xenons, 19" Alloy Wheels, Full Porsche Service History

2008 - 997 C4S COUPE TIPTRONIC (SPEED YELLOW) 26,000 Miles
Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, CD Changer, White Dials, Switchable Sports Exhaust, M/F/S Wheel, Rear park Assist, Sunroof, Xenons, 19" Sports Design Wheels, Full Main Dealer Service History

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloy wheels, Full Porsche Service History.

2007 - 997 C2S COUPE MANUAL(BASALT BLACK) 20,000 Miles
Black leather Interior, PSM/PCM-Sat Nav/ Telephone/BOSE, CD Changer, Sports Exhaust, Sports/ Heated Seats, Sunroof, Rear Wiper, 3 Spoke M/F/S wheel, R/ Parking Assist, Top tinted windscreen. Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.

2005 - 997 C2 COUPE TIPTRONIC (ARCTIC SILVER) 62,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav/Telephone-BOSE /CD Changer, Heated Seats, M/F/S wheel, Alcantara Headlining, Rear wiper, Climate Control, 19" Carrera Alloy wheels. Full Service History.

PORSCHE 996 GT2 & TURBO

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles
ONE OWNER ONLY, Full Porsche Main Dealer Service History with a recent service, GT2 Club Sport Model, White Dials, PCOB Brakes, Radio and CD player, Climate Control, Central Locking, Electric Mirrors & Windows, Porsche Crested Sports Seats, Correct carbon fibre interior

2005 - 996 TURBO S COUPE MANUAL (GT SILVER METALLIC) 56,000 Miles
Turbo S, Black Leather Interior, PSM/PCM-Sat Nav, Telephone, BOSE, 4 CD Changer, Memory Seats, Electric Seats, Carbon Pack, Sunroof, Alcantara Headlining, Rear Wiper, Ceramic Brakes, 18" Turbo Alloys, Full service History

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 70,000 Miles
Black Lther Intr, PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Heated & Fully Electric Memory Seats, Climate Control, Cruise Control, Rear Parking Sensors, Original Hardtop Available, Optional Wind Deflector Present, 18" Turbo Alloys, Full Porsche Service History, Detailed Invoices showing high level of maintenance, Extremely Well-Kept Example.

PORSCHE BOXSTER

2006 PORSCHE BOXSTER (987) MANUAL (BASALT BLACK) - 74,000 miles
Black Leather Interior, PSM-BOSE/CD Changer, Climate Control, Rear park assist, 19" Carrera S Alloys, Full Service History, One Owner Only.

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 – 993 TURBO “S” COUPE MANUAL (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers., 18" Turbo S Alloy Wheels, full Service History.

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 Miles
Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, Full Service History

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 21,000 Miles
Grey Leather Interior, Sunroof, Part Electric Seats, Electric Windows & Mirrors, Rear Wiper Air Conditioning, Becker Radio Player, 18" Turbo Alloy wheels, Full Main Dealer Service History.

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Lther Intr, Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System, 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1997 - 993 C2S COUPE TIPTRONIC (ARENA RED METALLIC) 73,000 Miles
Grey Lther Intr, Sports Seats, Fully Electric Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloys, Full Service History

1995 - 993 C4 CABRIOLET MANUAL (IRIS BLUE) 108,000 miles
Iris Blue Coachwork, Marble Grey Lther Interior, Sports Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, 18" Turbo Alloys, Full Porsche Service History.

1995 - 993 CARRERA COUPE MANUAL (SLATE GREY) 74,000 Miles
Grey Leather Interior, Part Electric Seats, Sunroof, Rear Wiper, Alpine Radio and CD Player, Factory Fitted Alarm System, Air Conditioning, Air Bag, Electric Mirrors/Windows, 17" Alloy wheels, Full Service History

1994 - 993 C2 CABRIOLET (CARRERA WHITE) 103,000 Miles
ONE LADY OWNER ONLY, Metropole Blue Leather Interior, Manual, Part-Electrical Seats Climate Control, Blue Hood, 17" Alloys, Full Service History

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 93,000 Miles
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17 " Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 - 993 CARRERA 3.2 CABRIOLET (G50 GEARBOX)
126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Interior, Full Marble Grey Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) – 108,000 Miles
Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats.Sony CD Player, 17" Alloys, Full service History

1993 - PORSCHE 964 TURBO 2 COUPE 3.3 (GUARD RED) 72,000 Miles
Guard Red Coachwork, 3.3, Marble Grey Leather Interior, Sunroof, Rear wiper, 17" Turbo Alloys, Full Porsche Service History, Exceptional Condition.

1989 - 964 CARRERA 4 COUPE MANUAL(GUARD RED) 127,000 miles
Black Leather Interior, Sports seats, Semi Electric Seats, CD Changer, Alpine Stereo, Bluetooth, IPOD Connection, Rear Wiper, Sunroof, Electric Windows & Mirrors, 17" Alloy wheels, Fully Documented Service History, Immaculate Condition.

1989 PORSCHE CARRERA CABRIOLET SUPER SPORT 98,000 Miles
Grey Leather Interior, Sports Seats, Climate Control, Semi Electric Seats, Pioneer CD Changer and Radio player, 16" Fuch Alloy wheels, Full Service History.

FERRARI - MODELS FROM 1967 +

2010 - FERRARI CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles
Grigio Silverstone with Sabbia, Crema Daytona Seats with Grigio Scuro Stitching and Piping, Nero Carpets, Yellow Rev counter, Central Tunnel and Armrest in Crema Leather, iPod Connectivity, Satellite Navigation, Telephone Module, Electro chromic Interior Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headlights, Stability & Traction Control, Magneride Dual Mode Suspension, Tyre Pressure Monitor,Full Climate control, Ceramic Brake Calipers, 19"Forged Diamond Wheel Rims, Scuderia Shields,Full Ferrari main Dealer Service History

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles
Full Nero Black lther Intr, HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Sat Nav, I-POD Connection, USB Connection, Telephone, Front & Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

1998 – FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.
Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles
Giallo Modena Yellow, Full Nero Black Int. Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18" Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

1973 – FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

FERRARI 330 GTC COUPE – GRIGIO SILVER
Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.
1 of 26 RHD Lightweight Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) - 1997
11,000 Miles, ROLLS ROYCE EBONY BLACK COACHWORK, HAND CRAFTED GREY LEATHER SEATS WITH MATCHING GREY LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM SEAM LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENT FINISHED WITHBLACK CARPET WITH PIPED GREY LEATHER. FORD 5.0 LTR H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9:1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SVO lower Aluminium inlet manifold/upper Aluminium inlet manifold body with performance 65mm throttle body.

1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD
73,000 Miles, Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly restored, concours condition.

1972 PORSCHE 911 2.7 RS TOURING 72,000 Miles
7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices.

1973 JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 miles
Finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system.The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32years, totally restored to a very high standard. Total miles is 25,000, Fortune spent on restoring this superb E Type drives like new.This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels.Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)
Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leathr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Louis Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout.

A SELECTION OF OUR CURRENT STOCK:

**ASTON MARTIN DB5 1964****£POA**

Finished in the 'as built' colour scheme of Aegean Blue with Fawn Connolly hides, carrying its original engine and components, all of which have been professionally maintained and refreshed to the highest possible standards. Owned from 1976 by a renowned and highly skilled engineer, whose credentials originate from his apprenticeship with Aston Martin in the 1960s. This superbly presented and highly original example has covered just 75,500 fully documented miles, with factory records and MoT certificates. Subject of a bare metal re-paint and complete re-trim, in the mid-1980s, the current condition is a testament to the quality of workmanship carried out and subsequent care of the car. A clear and precise history file, including the original 'Buff Log Book', invoices, photos of bare metal re-paint, previous owners personal statements and MoT test certificates accompany this exceptional car. A genuinely rare opportunity to acquire a DB5 in superb condition, with interesting provenance and a genuine link to Aston Martin's Heritage.



**ASTON MARTIN DB4 SERIES IV
VANTAGE. 1962.**
£POA



ASTON MARTIN DB5.
1963
£645,000



ASTON MARTIN DB7 ZAGATO.
2004
£235,000



ASTON MARTIN DB AR1.
2004. 6k
£235,000



ASTON MARTIN LAGONDA SERIES 4.
1990.
£130,000



ASTON MARTIN V8 COUPE.
1996. 27k
£79,950

Due to a fantastic start to 2015, we are keen to acquire high quality examples of the following Aston Martin models: DB2/4/5/6, V8/ V8 Vantage, Lagonda, DB7 Vantage and Vanquish. For confidential discussion advice on valuation and best route to market, please call our sales team.



CLASSICMOBILIA
For all your classic car motoring needs

+44(0)7889 805432
+44(0)1908 270672

www.classicmobilia.com
keith@classicmobilia.com



Aston Martin DB5
Left Hand Drive



Aston Martin DB4 Series Two
Left Hand Drive



Aston Martin DB2/4 MKI
Left Hand Drive



Porsche 911 996 Targa
Tiptronic S



Allard
Palm Beach MKII



De Tomaso
Mangusta



Maserati
Bitubo Trident



Porsche
911T

- Alfa Romeo 2000 Spider Veloce LHD
- Aston Martin DB2/4 MKIII Left hand drive
- Aston Martin One - 77 Left hand drive
- Aston Martin V8 Vantage Volante Manual RHD
- Aston Martin V8 Vantage Volante 6.3 Manual LHD
- Aston Martin V8 Volante Automatic

- Aston Martin V8 Volante auto left hand drive
- Bentley MK6 Totally restored
- Ferrari 250 GTE Left hand drive Restored
- Jaguar E Type V12 Roadster Manual with hard top
- Jensen CV8 MKI Automatic
- MGA Twin Cam Coupe LHD



VISIT US AT
GOODWOOD
REVIVAL

PLOT 382
OVER THE ROAD
11-13 SEPT '15



RESTORATION • SALES • BROKERAGE



1961 Jaguar E-Type Series I 3.8 FHC LHD
Opalescent Bronze with Red Interior
Quote Ref: NFCC 11 CC



1962 Jaguar E-Type Series I 3.8 FHC RHD
Opalescent Gunmetal with Red Interior
Quote Ref: NFCC 60 CC



1962 Jaguar E-Type Series I 3.8 FHC LHD
Opalescent Silver with Red Interior
Quote Ref: NFCC 61 CC



1964 Jaguar E-Type Series I 3.8 FHC RHD
Opalescent Dark Blue with Dark Blue Interior
Quote Ref: NFCC 2 CC



1962 Jaguar E-Type Series I 3.8 FHC LHD
Opalescent Dark Blue with Light Blue Interior
Quote Ref: NFCC 95 CC



1964 Jaguar E-Type Series I 3.8 Roadster LHD
Old English White with Red Interior
Quote Ref: NFCC 48 CC




1962 Jaguar E-Type Series I 3.8 FHC RHD
Red with Black Interior
Quote Ref: NFCC 59 CC



1967 Jaguar E-Type Series I 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



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**



1964 MERCEDES 190 FINTAIL. Owned by a Embassy for its first 6 months 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**£17995**



83 MERCEDES 230. Finished in Terracotta with light tan trim. 5 Speed manual with power steering and electric sunroof. Elderly lady owner since 1987 covering only 57,000 miles from new. You would find it very difficult to find a better example **£7995**



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**



1992 MERCEDES 190 2.6 AUTO. Finished in crystal green with light beige leather, sold to the last owner by ourselves 20 years ago. Very high spec car has air conditioning, electric sunroof, leather electric windows and radio/cd player. Low mileage immaculate car **£5,995**



82 FERRARI MONDIAL QV. Finished in immaculate gun metal grey with Nero leather. Been in a collection in Italy for several years before being imported to the UK in 2012. It was then owned by an elderly gentleman who had the cambelt and tensioners replaced 2000 miles ago. Left hand drive example only covering 44,000 miles. A lovely rust free, unmolested example. These cars must go up in value. **£21,995**



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**



1982 MERCEDES 380SL. Finished in immaculate Champagne with light Tan leather and a new Brown hood. This superb example has been known to us and looked after by us for the past 10 years. Only covered 76,000 miles with complete service history**£17,995**



JAGUAR XJS 4.0 LITRE celebration model. Finished in immaculate turquoise with black leather and piped grey. 64,000 miles only. It has been in dry storage for the last 15 years.**£10,995**



1966 JENSEN CV 8. Finished in indigo blue with black hide and beige Wilton carpets. The previous owner had the car 16yrs, after purchasing it ourselves in 1998 and has only covered 2000 miles in the 16yrs. The car is the one of the last of the production in total there were only 500 CV8s made this one is a MK3 of which only 181 were made. The mk3 had both body styling and mechanical improvements. This is a very rare and special car and a sound INVESTMENT a real gentleman's express. POA



1973 VW 1303 BEETLE. Only one lady owner and 67000 miles from new. Finished in its original factory black paintwork with immaculate original red high back seats. You would find it very hard to find a more original car in this condition. **£8,995**



JAGUAR XJR. 93,000 miles very good service history . Finished in British racing green with black leather Very good example Value for money at**£4495**



1980 MERCEDES 200. Only 3 owners from new and covered only 32,000 miles, last owner had the car since 1985 and not used it since 1995. Finished in maroon with beige trim. Superb condition in keeping with the very low mileage **£7995**

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



36 East Street, Olney
Bucks MK46 4AP

T +44 (0)1234 240 636
E sales@djsmail.co.uk
W djsmail.co.uk



35 Brunel Road,
London W3 7XR

T +44 (0)207 985 0111
E sales@astonkensington.com
W astonkensington.com

1969 ASTON MARTIN LAGONDA 4 DOOR PROTOTYPE • £445,000

Created for the personal use of Sir David Brown, an important historical car in superb original condition.



**1965 ASTON MARTIN DB5
SALOON, SIERRA BLUE • £750,000**



**1964 ASTON MARTIN DB5
SALOON, SILVER BIRCH • £POA**



**1967 ASTON MARTIN DB6
RALLY CONVERSION • £260,000**



**1979 ASTON MARTIN V8 VOLANTE
7.0L, BALMORAL GREEN • £POA**



**1986 ASTON MARTIN V8 VOLANTE
EFI AUTO, CHEVIOT RED • £135,000**



**1935 LAGONDA RAPIER,
BURGUNDY • £55,000**



**2007 ASTON MARTIN VANQUISH S
8,000 MILES • £129,950**



**2005 ASTON MARTIN DB9
TOUCHTRONIC, 12,000 MILES • £42,950**



**1981 ASTON MARTIN V8 VANTAGE
MANUAL, FACTORY X PACK ENGINE • £POA**

Please join us on





JAGUAR SPECIALISTS

www.thecarriagecompany.com
Tel: 01525 861474 Mobile: 07774 261674
Email: info@thecarriagecompany.com



JAGUAR E TYPE 3.8 FHC

For restoration, very solid project
£23,999



JAGUAR E TYPE V12 ROADSTER

2DR Manual, British Racing Green
£125,000



JAGUAR 3.8 ROADSTER,

Flat floor, currently restoring.
Nut and bolt rebuild
£130,000



JAGUAR E TYPE SERIES II ROADSTER,

fully rebuilt.
£79,999



JAGUAR XJS V12 TWR

6 litre, Ex Saudi Royal Family, 15k TWR conversion, 32000 miles, **£14,999**



JAGUAR E TYPE.

Many upgrades inc. Weber carbs. **£43,999**



JAGUAR E TYPE SERIES II FHC,

£23,000 on parts bills alone, in Red with Black interior. Many upgrades. **£44,999**



FORD MUSTANG CONVERTIBLE 1966

Super nice condition, very desirable model
£26,999



E TYPE SERIES II 2+2,

LHD, Superbly finished in Black, Maroon interior, Manual, £'Thousands spent
£37,999



XK120 FHC.

Car No. 11. Very rare, 3.8 engine, 5 speed gearbox.
For full restoration.
£19,999



JAGUAR XK140 ROADSTER.

Currently being rebuilt, brand new bodyshell
£POA



JAGUAR XK 120 ROADSTER,

fully refurbished bodyshell, chassis and suspension, louvred bonnet
£POA



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 **£64,999**



JAGUAR E TYPE SERIES II 2+2

for full restoration, Very solid,
£10,999



JAGUAR 420

LHD, Nice Condition
£6,999



1973 Ferrari 365GTB/4 Daytona LHD



1956 DKW Sonderklasse Cabriolet 3=6 LHD



2008 Ferrari 612 Scaglietti LHD



1967 Austin-Healey 3000 MkIII Phase 2 LHD



1970 Maserati Ghibli Coupe 4.9 SS LHD



1983 Countach 5000S ONLY 523miles RHD



1968 Daimler Sovereign 420. 23,000 miles RHD



Porsche 928 GTS LHD



1966 Jaguar MkII 3.8 Saloon LHD



1966 Maserati Sebring LHD



1971 Lamborghini Miura SV LHD



1964 Bentley S3 Continental Convertible LHD

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



THOROUGHbred CARS



Ferrari Dino 308 GT4 1976. Finished in Rosso Corsa with Black Upholstery and red carpets. 5 speed manual. Electric Windows. Original Magnesium Wheels with Dino Hub Caps. This rare, genuine UK supplied right hand drive Mid Engine Four Seater Ferrari was purchased by the last owner in 1996 who commissioned Moto Technique to carry out a total nut and bolt rebuild. This work took four years and cost in excess of £45,000 (invoices on file). The car has only covered a careful 8,007 miles since the restoration and has been lovingly kept and maintained, with a cam belt service carried out in November 2014. Supplied with a comprehensive history file containing the original Ferrari handbook and all the invoices from Moto Technique and Maranello Concessionaires Ltd from where all the parts were purchased. This Ferrari has unmarked body work, perfect panel fit and is arrow straight, still in top condition in every aspect and drives superbly **£43,995**



Triumph Spitfire 4 MK 2 1965. Finished in Conifer Green with original Black Upholstery and Hood. This incredible timewarp example has only covered a genuine 9,962 miles from new. Having only had one owner from new until 2010, when the car had covered 9,007 miles from new, the second owner purchased the car and had it fully recommissioned by a Triumph specialist at a cost of £6,000. This very early MK 2 has some of the MK 1 features, ie door handles etc. Supplied with a comprehensive history file containing the original purchase invoice from Portsmouth Garages Ltd, original green log book, old MOTs, original service book, workshop manual, historic servicing invoices along with the more recent invoices mentioned earlier. This exceptionally low-mileage, timewarp car has never been restored or welded and is in incredible condition in every aspect. Must be seen. Unique opportunity..... **£19,995**



Daimler V8 1963. Perfect original black coachwork complimented by a perfect original red leather interior. Automatic, original radio, Britax seat belts etc. This unique Daimler has only had three owners from new, the last owner for 36 years and has only covered a genuine 35,000 miles from new. Supplied with original tool kit, original wallet containing all handbooks, radiomobile instruction manual, original buff logbook (still on original Reg No.) and the original service book which has been stamped 27 times. Being in unrestored timewarp



Rover P5 3 Litre MK2 Coupe 1965. Finished in Light Navy Blue complimented by a perfect, original navy leather interior. 4 speed manual with Overdrive, Power Steering. This incredible example had been in long term family ownership until 1999 when it had only covered 31,522 miles from new. Although the car was in good sound condition, the new owner commissioned R.T.Sprattley (Rover Specialist) to carry out extensive restoration and recommissioning work in 2001. The car has now only covered a genuine 32,331 miles from new and has been meticulously maintained. Supplied with a comprehensive history file containing the original Rover Cars Service Book and Wallet, photographic record of the restoration work, several thousand pounds' worth of invoices, old MOTs etc. The interior of this car is virtually in the same condition as the day it left the factory and still has its original complete tool kit. Exceptional condition in every aspect. Must be seen and driven to be fully appreciated **£14,995**



Jaguar XK8 Convertible 2002 Huge Spec. Metallic Platinum Silver with full Charcoal Hide Classic Upholstery and Charcoal Fascia with Black Hood and Hood Cover. Factory Satellite Navigation, Automatic with Sport Mode, CATS Suspension, Power Steering, A.B.S., Traction Control, 20 inch Split Rim Alloy Wheels, Power Hood, Memory Electric adjustable and Heated Seats, Cruise Control, Adjustable Steering, Electronic Interior Mirror Function, Adaptive Cold Climate Pack Air Conditioning Package, Heated Screen, Twin Air Bags, Computer, I.C.E. Premium Hi Fi 8 Stack CD, Rain Sensing Wipers, Cup Holder Etc. This Exceptional car has Full Service History from new. Supplied with Original Wallet and all books and fully stamped service book. Only having covered a careful genuine 66,000 Miles from new this car is an Exceptional Example of this future classic and Drives Like New... **£12,995**



Ford Consul Mk 1, 1954 finished in black with red upholstery. This stunning example was purchased by its long term custodian in 1955. (Original purchase invoice, HP agreement and insurance certificate from 1955 supplied in the vast history folder). He kept the car until 2003 by which time the car had covered 57,850 miles from new. The car was in very good original condition. It was then purchased by the last owner who spent £30,000 having a last nut and bolt restoration to top show condition carried out. This work entailed a complete colour change from beige to black, complete retrim, all the brightwork was repainted by The London Chroming Company and all the mechanics were recommissioned. Supplied with a huge history file containing the original Consul instruction book, original buff log book, 1955 HP agreement, a large amount of invoices, MOTs and correspondence before the car was restored in 2004 plus all the invoices and a photographic record of the 2004 restoration and servicing invoices since



BMW 1602 Lux Coupe 1974 Finished in Malaga Red with Beige Velour upholstery. 4 speed manual. Factory sunroof. Original radio. This lovely original unrestored example has only covered a genuine 38,000 miles from new. Supplied with history file containing owner's handbook and servicing records including recent £1600 invoice for a major service and brake overhaul. This exceptionally low-mileage, original example drives superbly and is in excellent condition. **£7,995**



Fiat Abarth 850 TC Nurburgring Specification 1963. This stunning little car started life as a 600d with the obligatory suicide doors and later in its life being in incredible corrosion free condition was professionally rebuilt to replicate an Abarth 850 TC using many correct and difficult to find original Abarth parts including cylinder block, exhaust, large split sump, twin choke carburettor and large dynamo pulley. The engine was rebuilt to 850 TC Nurburgring Specification by marque specialists Carallo in Turin. The watercooled engine is cooled by a radiator to the front. The braking system has front disc brakes and the suspension has Abarth specification springs and dampers. Campagnolo 5 1/2 inch magnesium wheels are fitted. The interior is beautifully finished in red and white leather, with Abarth instruments and Nardi steering wheel with Abarth horn push. The car has all the correct Abarth badging and the iconic propped open engine lid. It would be very difficult to find a 1963 Fiat in this condition and hugely expensive to build to this specification. Great fun to drive Incredible Condition..... **£24,995**



Fiat 850 Sport Spider Abarth Upgrades. Right hand drive. 1973. Powder Blue with black upholstery, black hood and hard top. Four speed manual, mini light wheels and Abarth upgrades. This stunning, corrosion free car was imported to the UK in 1991 and subsequently was converted to right hand drive. The last owner, for 16 years, has carefully kept and maintained this car. The car has just had a full service and brake system overhaul with new discs, Pads and Hoses. Supplied with manuals and documented history. Exceptional condition. Drives superbly. Very rare, especially in right hand drive with Abarth upgrades and in this condition **£13,995**

www.thoroughbred-cars.co.uk

Tel: 020 8501 2727

We are 5 miles from J26 M25, 1 mile from J5 M11. View by appointment please, 7 days from 9 am - 9 pm.





1993 PORSCHE 964 3.6 TURBO - RHD

Metallic Midnight. Black full leather interior. One of only 159 RHD cars. Many upgrades including Alloy wheels polished 18in split-rim, Anti-Theft immobiliser system, Electric steel sunroof. FSH. Super rare. Only 22,300 miles



1996 PORSCHE 993 3.6 TURBO - RHD
Solid Primrose. Black Full leather interior. Upgrades - X50 PACK (Dealer Fit). Four wheel-drive. Only 31,400 miles.



1995 PORSCHE 993 3.6 2DR TURBO GT2 - LHD
Guards Red with Black Full leather interior. Four wheel-drive. Many upgrades. Drives as beautifully as it looks!



1988 PORSCHE 3.2 CARRERA CLUB SPORT - RHD
One of only 53 RHD built. Solid Grand Prix. Black cloth interior. 35kg lighter than standard CS weight. Only 40,000 miles.



1995 PORSCHE 993 GT2 STRASSE - LHD
Metallic Polar. Navy full leather interior. - Upgrades include, hard back sport seats, graduated tinted windscreen. Only 8,750 miles.



1989 PORSCHE 911 SPEEDSTER FH COUPE - RHD
Solid Guards Red. Black full leather interior. Upgrades - CR-31 Radio. LOW LOW mileage, only 9,000 miles. Excellent condition.



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Grey Full leather interior. Many upgrades. Excellent Condition. FSH. Only 44,800 miles.



1970 PORSCHE 911 S 2.2 - LHD
Black. Upgrades. Matching Numbers. Certificate of Authenticity Excellent condition. Imported vehicle. Only 41,600 miles.



1983 PORSCHE 911 3.0 SC - RHD
Metallic Bronze. Upgrades include 3.0 SC Cabriolet - Totally restored. White full leather interior. Only 35,150 miles



1988 PORSCHE 930 TURBO 3.3 CABRIOLET - RHD
A very rare opportunity - this car has covered a mere 24,200 miles! Metallic Marine. White full leather interior. Upgrades.

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)7522 911911 | Email: jonathan@hexagon.uk.net

WWW.HEXAGONMODERNCLASSICS.COM

Panorama Bay

Tel: 01202 709407
or Mobile: 07785500990

36 Panorama Road, Sandbanks, Poole, Dorset, BH13 7RD
www.panoramabay.co.uk · panoramabaysales@live.co.uk



1996 MINI COOPER 35 LIMITED EDITION, Island green white roof and green leather piped in white. 30,000 miles 2 owners. **£13,995**



1991 MINI RACER FLAME CHECKMATE, 4 keepers finished in red, 200 miles since full resto, superb condition. **£8995**



1968 VW BEETLE 'HERBIE', Finished in traditional Herbie 53 colours, excellent condition, ready for some fun! **£7995**



1999 RENAULT SPORT SPIDER, Finished in silver, very rare and supremely stylish 7000 miles **£26,995**



1952 JAGUAR XK120 ROADSTER LHD, ex actor Clarke Gable, fully restored in 1993, only 7,000 miles from new. **£129,995**



2003 CATERHAM BEAULIEU EDITION, Aluminium and BRG, 9500 miles, 2 owners. **£14,995**



1951 HEALEY SILVERSTONE REPLICA, built from an original Silverstone chassis, engine gearbox and axles. **£38,995**



1987 FORD SIERRA XR4i 4dr Saloon, white/black leather, 7500 man hours on ground up resto, concours. **£11,995**



2002 FORD THUNDERBIRD CONV turquoise and black leather, hard+soft tops, 10,000 miles, lhd, stunning **£24,995**



1953 FORD ZEPHYR Mk 1 Convertible, rare model, full resto with images, 1 of 20 in UK. **£29,995**



2004 '54 FIAT BARCHETTA in yellow with black interior, 59,000 miles **£5,995**



1988 FERRARI GTB 308 Evocation RHD Finished in Ferrari Rosso red with cream trim based on Pontiac Fiero, **£15,995**



JAGUAR XK140 FIXED HEAD COUPE, French blue/red leather trim, man gearbox, Aristocrat body, superb. **£24,995**



1963 DAIMLER DART, red, black leather, with hardtop, ground up resto to concours condition. **£39,995**



1937 BSA SCOUT Sports 2 seater conv, BRG with black soft top, complete refurb, 5 keepers, lovely example. **£19,995**



2009 '59 FIAT 500 Gorgeous Italian chic in white with brow/white checked trim 15,000 miles, 2 owners **£6,495**



1990 BENTLEY EIGHT SALOON Finished in dark blue, magnolia hide trim, 21,000 miles fsh, extras. **£19,995**



1980 AUSTIN HEALEY SEBRING SERIES III MKII red with white hardtop, black hide trim, 12000 miles from new, lovely show car with a selection of trophies. **£26,995**



2013 13 TOYOTA GT86 D-4S Auto Tip 2.0 Custom made 4 seater Sports Coupe, red, 9,000 miles, under warranty. **£20,995**



2009 DAZON, off road, road legal and registered, Suzuki engine, full body, SVA tested, incl full set O/R tyres. **£5995**



2003 BENTLEY ARNAGE, red label Saloon Finished in dark blue with magnolia hide trim **£45,995**



1938 MG VA 4 SEATER TOURER deep black with burgundy hide trim, tan roof and s/screens, factory w/wheels, g/up resto. **£35,995**



1975 MGB ROADSTER red, black hide, man o'drive, chrome bumper, ground up restoration, mint cond. **£11,995**



1930 AUSTIN SEVEN GORDON ENGLAND STADIUM 2 Seater Conv Finished in off white with black trim **£24,995**



2013 MGTF burgundy with cream trim, last one off production line 600 miles. **£10,995**



1997 BENTLEY AZURE CONVERTIBLE, metallic wildberry, piped cream hide, 1 owner, fsh, cost new £250k **£49,995**



1952 TEMPO MATADOR PICK UP TRUCK Finished in light and dark blue, with dark blue tilt, fully restored. **£19,995**



1977 MGB ROADSTER Stunning in white with red leather, full restoration, mint condition. **£8,995**

PART EXCHANGE WELCOME - CLASSIC FOR MODERN OR MODERN FOR CLASSIC

FRANK DALE & STEPSONS

Rolls-Royce & Bentley Specialists



1956 Bentley S1 Continental
Coupe by Park Ward



1934 Bentley 3 1/2 Litre Drophead Coupe
By James Young



1931 Rolls-Royce Phantom II Continental
Park Ward Style Three Position Drophead



1950 Bentley Mk VI Saloon
By H.J. Mulliner



1962 Bentley S2 Continental
Coupe by H.J. Mulliner

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

**FRANK DALE
&
STEPSONS**
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

GHOST MOTOR WORKS LTD

Exclusively Rolls Royce and Bentley



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**



1965 ROLLS ROYCE SILVER CLOUD III, Midnight Blue with beige hide interior. Fully restored by ex-Rolls Royce mechanics to the highest possible standard. Two owners from new with just 67000 miles. A scarce opportunity to acquire RR's most celebrated model in totally 'as new' condition. This is the best Silver Cloud III on the market today**£89,950**



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**



1947 Rolls Royce Silver Wraith Finished in Grey over Black with Grey hide interior. Covered just 59692 miles with a very interesting history. A very pretty Wraith in excellent condition.**£49,950**



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**



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**



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**



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 **£9,995**



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**



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.**£59950.00**



1990 BENTLEY TURBO R finished in Balmoral Green with Magnolia hide interior piped Green. Having covered 93000 miles with fully stamped service book. A very nice and well maintained example with full history**£11,995**



1990 BENTLEY EIGHT finished in dark metallic Blue. Grey hide seats piped in Blue. Covered just 76410 miles with full service history. This Bentley remains in beautiful original condition both inside and out. A fine example.....**£11,995**



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**



1929 ROLLS ROYCE PHANTOM II SEDAN DE VILLE. 2 year restoration between 2000 - 2002 at Wildcat Restorations costing £30,000. Work included engine, gearbox, axles, suspension and exhaust. Bodywork received a full restoration by its owner. Trimmed in red hide, beige cloth headlining. Coach built Thrupp & Maberly body. Full and very interesting history file including Rolls Royce build sheets, many invoices. Magnificent condition inside and out.**£197,500**



1989 ROLLS ROYCE SILVER SPIRIT Windsor blue with Magnolia hide piped blue. 34500 miles maintained by H.T Owen from new. with just 2 registered keepers. outstanding, concourse condition throughout. This is the finest of its type on the market today**£17,500**



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**



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**



1935 ROLLS ROYCE 20 / 25 SIX LIGHT SALOON BY THRUPP & MABERLY. White and Black with brown hide interior. Presented in excellent original condition inside and out.**£32,950**



1990 BENTLEY CONTINENTAL CONVERTIBLE. Brewster Green with Black Mohair hood Dark Tan with Green piping. 91000 miles with full main agent and specialist service history comprising of two fully stamped service books. Presented in exceptional condition throughout, this extremely scarce motor car is one of the finest example on the market today. **£69,000**



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**



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**£23,950**



1986 RANGE ROVER VOGUE 3.5 V8 MANUAL Original silver, grey cloth interior in excellent condition. 72000 miles which is fully documented. extensive history file including many invoices. A fast appreciating classic**£9,950**



1989 MERCEDES SL 420 WHITE, 90,830 miles, Black leather interior. Mercedes main dealer full service history with bills and MOT's. A perfect example.....**£16,950**



1980 Rolls Royce Silver Shadow II Caribbean Blue. Beige hide with Mountain Blue Wilton carpets and Lambswool over rugs. 64245 miles with service history including a stamped service book and many invoices from Mead of Birmingham. This Silver Shadow is presented in first class condition throughout.**£25,500**

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

Telephone:
(01753) 644599

www.runnymedemotorcompany.com

RUNNYMEDE
MOTOR COMPANY

Mobile 07836 222111

Email:

sales@runnymedemotorcompany.com



1938 Triumph Dolomite Straight Six beautifully built by Rob Green of Gloria Motor Works in Oxfordshire. Rob is the World's leading expert in Pre-war Triumph Motor Cars and here he has created a beautiful example from original drawings to mirror the silhouette of the original competition Straight Eights of which only 3 were ever produced. Using an original 1938 Triumph Dolomite chassis and a Dolomite straight six engine coupled all pre-war running gear, this car is really superb. **Please enquire for more details**



1959 Jensen 541 R finished in deep ocean blue with black interior and fully prepared by R.W.Racing for Historic Racing or Rallyes 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**



1950 Allard J2 finished in period British Racing Green with full leather trim. Fitted with correct type Cadillac 331cubic inch OHV engine producing circa 280 BHP coupled to a completely overhauled period Moss 4 speed gearbox. The car will come with fresh FIA papers and is Mille Miglia eligible. On the circuit these cars a very competitive with Jaguar "C" types and "D" types at a fraction of the cost. **Please enquire for further details**



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**



1962 Jaguar E-type series one (chassis No 885952) 3.8 with Low Drag Lightweight Under Nocker style all aluminium bodywork and previous winner of the French FIA championship. Rebuilt in 2008 by Jaguar specialists to the highest possible specification but now for fast road use. It has a Crosthwaite & Gardener alloy block with wide angle head with ESU mapped modern Webber fuel injection together with Magnesium gearbox & diff casings & lightweight suspension & brakes. Undoubtedly one of the best on offer. **Please enquire.**



1959 MGA TWIN CAM finished in Opalescent Silver Blue with Black hide interior. This must surely be the only ONE OWNER MGA TWIN CAM in existence. Its only owner purchased this car in Canada and being an accomplished engineer has kept the car to a high standard. He has taken part in light competition and has improved the car with various upgrades throughout his ownership. Very Rare and collectable and realistically priced at **£35,000**



1966 Jaguar 3.8 MkII finished in Champagne with sumptuous red hide interior with walnut dash and door cappings and red carpeting. This is a beautiful example fitted with a manual gearbox with overdrive and a fast road engine coupled with 6" competition chrome wire wheels, rack & pinion power steering & Coopercraft upgraded brakes. It also has a stainless steel exhaust system including manifolds and uprated suspension making it a superb car to drive. An Outstanding motor car at **£59,950**



1963 Jaguar E-type series one (chassis No 850648) 3.8 Semi-lightweight only 11 chassis numbers from the original Lightweights. Built by Paul Webb to the most exacting standard 3857 WK has aluminium bonnet, doors, roof and boot lid as per the original factory cars and an uprated engine by George Hodge, formerly Jaguar's own competition engine builder. Fitted with Leda suspension and AP competition brakes and finished in Ecurie Ecosse blue, this car will be equally at home on road or track. Stunning condition. **Please enquire.**



1962 Jaguar 3.8 MkII finished in Silver Grey with contrasting Tan hide interior with walnut dash and door cappings. Built in Sweden about 7 years ago by an accomplished engineer and incorporating numerous sensible upgrades. It is fitted with a 5 speed manual gearbox, power assisted steering, uprated electric front seats, Coopercraft brakes, stainless steel exhaust and a Nardi steering wheel. The car has a modern feel in a classic shape and is outstanding to drive. **£85,000**



1958 Aston Martin DB MkIII finished in Silver with Burgundy hide interior and fitted with the essential overdrive. This is a fine example, sold by us to the last owner. It is in excellent order both bodily and mechanically and comes with a huge history file that includes "Four Ashes" maintenance records and HTP papers. **Please enquire.**



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. **£65,000**



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. **Please enquire**



2003 Aston Martin DB7 Vantage Volante finished in Solent Silver with contrasting Parchment hide interior and dark blue carpets. This is a beautiful example that has covered only 42,000 miles from new and comes with a complete service history. Fitted with electric mohair soft top, air conditioning, electric heated seats and most other available options. Realistically priced for one in this condition at **£35,950**



2001 (51) Aston Martin Vanquish finished in Derwent Green with contrasting green and beige hide interior. Supplied by us to the last owner some 6 years ago, the car has been perfectly maintained and comes with numerous upgrades including brakes and wheels. It has a superb service history and is realistically priced at **£57,950**



2002 (52) DB7 Vantage Coupe finished in Tungsten Silver with contrasting Black hide interior with Walnut dash & door cappings & black Wilton carpet throughout. This is a beautiful example supplied by us to the last owner and it comes with comprehensive service history. Fitted with all usual refinements and very sensibly priced at **£27,950**



2005 Aston Martin DB9 finished in Grigio Titanio with contrasting Caspian blue hide. 8,000 miles only from new. Air conditioning, heated seats, satellite navigation, red callipers, full Aston history. Perfect throughout **£42,950**



1975 Rolls Royce Silver Shadow finished in Nutmeg with contrasting sand beige hide interior with walnut dash and door cappings. It was sold by us to the last owner and has covered only 79,000 miles from new. The car is in beautiful condition and is only for sale due to bereavement. Realistically priced at **£14,950**



1984 Mercedes 500 SL finished in Old English White with contrasting dark blue hide interior with deep blue carpet and a walnut centre console. This is a quite exceptional and totally rust free example having covered only 22,300 miles from new and has spent much of its life on Jersey. Undoubtedly one of the best available. **£36,950**

Visit our website on www.runnymedemotorcompany.com

epping motor company

Friendly family business established nearly 50 years



2003(03) BENTLEY ARNAGE T

Top of the range 450 bhp Mulliner model. Meteor Blue with Cotswold quilted leather. Auto with sport mode, heated electric front memory seats, electric r-seats, dual zone climate control, PAS, ABS, parking sensors, cruise control, Alpine sat nav and CD stereo, tracker. 19" split rim alloys. Only 73500 miles with FSH. Magnificent condition throughout. **£25,995**



1995(M) BENTLEY TURBO RC

Black with Magnolia leather piped Dark Green. Usual Bentley options inc. switchable auto, PAS, ABS, climate control, cruise control, heated and electric seats, e-w, alloys, c-locking, Alpine face-off remote control stereo with CD multi-changer etc. 117,000 miles with FSH. Really immaculate and a lot of car for the money. **£9,995**



2007(07) AUDI TT COUPE 2.0T FSI AUTO S TRONIC

Mauritius Blue with Grey leather. 2 owners with only 64000 miles and full Audi service history. Paddleshift, electric and heated seats, e-mirrors, 18" smoked alloys, e-windows, headlamp wash, Audi symphony stereo with CD multi-changer, automatic A/C, air-bags, ESP etc. Immaculate original condition **£10,295**



1993(K) BMW 318i E30 LUX CONVERTIBLE

One of the very last examples. Finished in Metallic Laguna Green with Silver Grey leather. 5-speed, PAS, electric roof, windows and mirrors, rear headrests, BBS cross-spoke alloys, remote alarm with clocking and only 58000 miles with impeccable documentation. Enthusiast quality original example, these are starting to appreciate rapidly in value for top quality cars. **£8,995**



1992(J) MITSUBISHI 3000 GTO V6 COUPE.

Metallic Silver with Grey upholstery. Automatic, PAS, e-w, A/C, alloys, SS exhaust etc. Only 55000 miles recorded believed correct with extensive history. This is the lower cost non-turbo model, still great performance but cheaper to insure and maintain. Unmodified standard car with the looks of a high performance Italian thoroughbred, but at realistic values. A practical modern classic. **£6,795**



1966(D) FORD MUSTANG 289 CONVERTIBLE.

Tax exempt. Correct original colour of Candy Apple Red with Red Pony bucket seat interior and White power hood. Original C-code 289 V8 car upgraded to a 4-barrel Holley with some other mild performance enhancements including Edelbrock inlet manifold and tubular headers and dual exhaust system. Front brake disc conversion, optional wire wheels fitted with white wall tyres, period style radio etc. Imported to the UK about 20 years ago and has a large history folder here. Engine fully rebuilt less than 5000 miles ago. Very nice condition throughout. **£26,995**



REAL HEMI 426 CAR FROM NEW.

Show condition. Please contact us for more details. Genuine enquiries only please, no information collectors will be entertained. **£ PRICE ON REQUEST**



2004(54) SMART ROADSTER COUPE.

Black with Black heated leather seats. Just over 23,000 miles from new with full history (8 services so far) and in mint condition. Owned by Director for last 5 years, summer use only. Sports Pack - Paddleshift, dash pods, A/C, C/L, E/W, up rated Drainable Sump, uprated software & Air Filter, EBC Pads, Alpine stereo with iPod feed (original available), electric roof and tailgate. Getting rare and this is a very low mileage example. Just did 400 round trip and averaged 47.7 mpg. Road tax still £130 so great running costs. Will be Serviced & Mot'd in Aug/Sept 2014 ready for another year. **£7,495**



1999(T) MERCEDES SL320 CONVERTIBLE.

Metallic Black Opal with Java Nappa leather. PAS, ABS, A/C, cruise-control, hard top and electric soft-top, heated and e-seats, factory alloys, parking sensors, rear seats, Sony Stereo with 10 CD multi-changer. Only 72,000 miles and FSH. Superb example and already a modern classic. **£9,995**



1968(F) ROLLS ROYCE SILVER SHADOW 1.

Tax exempt. Exceptional example owned by 1 family (Uncle and Nephew) from new until 2009 and 1 further owner. Original colour of Dawn Blue with original Tan leather. Only 32,400 miles recorded which has been confirmed in letters by both owners as being the correct mileage from new. Condition of this car speaks for itself. Possibly one of the best unmolested Shadows remaining. **£19,995**



1972(K) CHEVROLET CORVETTE STINGRAY CONVERTIBLE.

Tax exempt. Original colour Targa Blue with original Blue interior. 350 cu.in 5.7 litre V8 with matching engine numbers. Rare factory hard top, auto, factory A/C, PAS, power brakes, tilt-telescopic steering, rally wheels with original trims. Substantial history folder. Last year of the chrome bumpers. Must be seen to be appreciated. **£34,995**



2003 DAX TOJEIRO V12 COBRA.

Opalescent Dark Metallic Green with Tan leather interior piped Dark Green. Rare V12 model fitted with manual O/D plus PAS. Only 2,400 miles, 1 private owner. Replica Halibrands, side exhausts, roll bar, soft top and frame, CD stereo, SS fuel tank etc. Huge folder of receipts for the build. Immaculate. **£27,995**

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



1933 Speed 20 Tourer by Vanden Plas



1947 TA14 by Mulliner



1953 TA21 DHC by Tickford



1964 TE21 DHC by Park Ward



1965 TE21 DHC by Park Ward



1967 TF21 Saloon by Park Ward

Other Alvis Cars in Stock:

1935 Speed 20 DHC by Charlesworth; 1936 Firebird Tourer by Cross & Ellis
1938 Silver Crest Saloon by Holbrook; 1939 Speed 25 Short Chassis Tourer
1947 TA14 Saloon by Mulliner; 1960 TD21 Saloon by Park Ward; 1961 TD21 Saloon by Park Ward;
1964 TE21 Saloon by Park Ward; 1965 TE21 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.



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

SIX 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. \$58,000



1958 AUSTIN HEALEY 100/6 2-SEATER ROADSTER

A beautiful and rare "BN-6" with a complete log book from its last 15-year owner. Colorado Red/black leather piped dark red. Performance upgrades include: 150 h.p. 3 litre engine with twin HD-8 carbs., 5-speed transmission, Mini-light wheels and higher-flow radiator. A fast and reliable, great-looking, great driving Healey with a complete log book of details of the past 15 years. \$48,000



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 and 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.



1959 CADILLAC MODEL 62 CONVERTIBLE

One family ownership for 55 years. Exceptional original car with white body, beautiful original black and white leather and black top. Original signal seeking radio with electric antenna, Autronic Eye headlight dimming system, electric windows, seats and convertible top. Fewer than 30,000 miles and looks and drives the part! \$120,000.



1962 BENTLEY S II SALOON

Purchased in California in 1980 by its local 35 year owner, then underwent a body-off chassis restoration and was converted to Rolls-Royce Silver Cloud II specs. Looks as if it were restored yesterday! Sand over Sable/tan leather and polished walnut. Factory air conditioning and electric windows. Fewer than 10,000 miles since restoration. \$48,000.

OTHER GREAT CARS



1953 CHEVROLET "3100" 5-WINDOW PICK-UP TRUCK

Fully restored by its local owner with red body, black running boards, beautiful wood plank bed and side rails, dark red interior and rare side-mounted spare. Original and fully rebuilt 6-cylinder engine and 3-speed manual transmission. 50,901 miles. \$38,000.



1979 MERCEDES-BENZ "6.9" SEDAN.

The fastest production sedan in the world" in 1979. Our one-owner car has a virtually unblemished dark blue body, original parchment leather and polished walnut which can almost pass as new, original Becker "Mexico" stereo, heated front and rear seats, etc. 101,097 miles. \$35,000.



1952 MGTD/C MARK II ROADSTER

An absolutely correct, complete, numbers-matching, fully restored (with photos documenting the rebuild from the bare chassis-up) TD/C in its original Autumn Red with matching leather and tan top, tonneau and side curtains. Accompanied by volumes of history and documentation. Drives and looks as new! \$43,000.



1937 BENTLEY 4-1/4 CLOSE-COUPLED, RAZOR-EDGE SALOON

The 1937 Earl's Court Bentley show car w/fabulous razor-edge styling, polished aluminum fascia, etc. Just had \$70,000 mechanical overhaul. \$195,000.



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.



1960 MERCEDES-BENZ 190SL COUPE/ROADSTER

A fully restored original California car in white (body and both tops) with red leather. Beautiful condition throughout and still with its detachable hard top and convertible top, original glove-box door clock and Becker radio. 118,144 miles. \$138,000.



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.



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" fascia, banjo steering wheel and instantly recognizable MG grill. \$42,500.

43 GREAT CARS IN INVENTORY

www.stableltd.com



Graeme Hunt Ltd

Central London's Largest Classic Car Showroom



1965 Bentley S3 Continental DHC
Nut & bolt restoration
completed



2002 Ferrari Barchetta LHD
1,200 kilometers only



1977 Bentley Corniche II DHC
1 of only 6 cars produced



1958 Jaguar XK150 S 3.4
Roadster. 10,000 miles since
body off restoration



1975 Jensen Interceptor
Convertible LHD
1 owner & superb condition



2001 Range Rover
Vogue Sea
Holland & Holland Edition



1938 Bentley 4 1/4 MX
chassis series
Unique de Villars 2 door body



1968 Mercedes Benz 280SE
3.5 Coupe
ex Mercedes Stuttgart



1971 Range Rover Classic
LHD with Air Conditioning



1961 Rolls-Royce Silver Cloud II
3 owners &
complete history



2003 Bristol Blenheim III
LHD &
very low mileage



1955 Bentley 'R' Type
Continental
Manual gears, sports seats

www.graemehunt.com

18-23 Radley Mews, Kensington, London W8 6JP • +44 (0) 20 7937 8487 • mail@graemehunt.com

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



1955 Triumph TR2. Original UK car that has been subject of a full nut and bolt rebuild to show standard. Completed in early April 2015, a unique opportunity. Ready to run in
£39,995



2004 Alfa Romeo Spider V6 Lusso 24V Convertible. Just 22,000 miles from new with FSH, totally outstanding condition throughout. 1 of just 39 UK cars, very rare and sought after
£14,995



1971 MGB Roadster, Outstanding MGB subject of full rebuild to include brand new Heritage Shell. 1950cc uprated engine, SS exhaust box, rear anti-roll bar kit, servo and electronic ignition. 4500 miles in 9 years.
£17,995



1972 MGB Roadster. White with stunning Biege upholstery, brand new chrome wires and hard top. One lady owner from 1972-1998, two owners since. Full rebuild in 1990, toured the Continent, superb car.
£13,995



1965 Citroën DS19 Pallas. Reported 60,000 Euros spent in genuine Citroën parts alone. Outstanding restoration to show condition and drive to the UK from Porto faultlessly. Correct Blanc Camare paintwork with as new Rouge Carmin Jersey Rhovylene fabric with white leatherette.
£39,995



1994 Dax Cobra with 5.3 V12. Jaguar engine and recently rebuilt shift change automatic gearbox. Super fast, well maintained and very well presented with excellent paintwork and lovely Black leather upholstery.
£24,995



1971 Triumph Stag. Beautifully presented early MK1 Stag with manual/overdrive transmission. In the region of £10k recently spent and in very strong mechanical order and excellent to drive
£14,995



1974 BMW 1602. A true show piece that has had a full nut and bolt rebuild with photo record. Very unique, needs to be seen to be appreciated, quite simply outstanding in every respect. Very retro.
£16,995



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



1968 MGC Roadster in Mineral Blue with chrome wire wheels. A very correct car, rebuilt to an incredibly high standard and very little mileage since. Manual, overdrive and first class engine bay
£29,995



1979 Kougar Sports, rare example with Rover V8 engine. One of the early cars built and unbelievably quick with super power, acceleration and exhaust note! Sold with a full 12 months MOT and service. Beautiful looking car.
£27,995



1950 Ford V8 Pilot. Subject of an 18 month rebuild to show condition in 2002. A further £3k spent during the last year and previously owned by World famous author Louis de Bernieres. Stunning car with re-trimmed leather, rebuilt engine, new wiring loom etc.
£21,995



1968 Ford Shelby Mustang GT500. Top class example that has been subject of £15k worth of cosmetic work prior to coming onto the market. Excellent mechanical order, stunning body and paint and one family for over 25 years in the UK.
£0ffers



1939 Chrysler Royal Saloon. Wonderful, large and impressive original RHD car that has spent the past few years in Latvia's Riga Motor Museum. Currently going through our workshops for MOT preparation prior to UK registration.
£22,995



1951 Citroën Traction Light 15 – A stunning Slough built RHC car. Restored by a Traction specialist who bought the car for his own use.
£18,995



1953 MG TD. Old English White with new Green leather and brand new weather equipment. Recent restoration with some nice upgrades to include 5 speed gearbox. One of the best driving TD's we had.
£29,995



1937 MG TA – Very sharp clean body with an excellent paint finish. Comes with full weather kit and is a car we have sold previously
£29,995



1954 Jaguar XK120 FHC, number 118 of 195 RHD FHC cars built. Total chassis up rebuild with upgrades to include 5 speed Getrag gearbox, rack & pinion steering, front disc brakes, 123 ignition, full SS exhaust system & extended pedal box. UK car.
£89,995



1974 Jensen Interceptor. Just arrived and magnificent throughout having had a no expense spared restoration carried out. History back to new, 47k miles and driven to us from Scotland. A great find.....
£46,995



1968 Austin 152 (J2) Paralanian. Ultra rare motorcaravan and said to be the oldest known survivor. Wonderful example that was rebuilt over ten years ago. Beautiful condition inside and out, excellent to drive.
£14,995

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

FENDER-BROAD CLASSIC CARS

FAST ROAD AND RACE CARS FROM OUR CURRENT STOCK



**1959 JAGUAR XK150S
'EX DAVE PREECE'**

6007RE was raced extensively from the 60's through to the 90's. Dave Preece the 70's Le Mans 24hr racer campaigned this car with great success. The car continued as a competition car and was recently raced by us in Malta. Can be a fast road, rally or FIA race car. The 3.8S is a highly prized car and a really useful competition weapon
£125k



**1964 JAGUAR E TYPE 'EX TONY
SHAW DELTUNE'**

Fully restored to fast road/ race specification. This most famous car raced extensively with great success from 1965 to 1996 with over 50 victories and podiums. Can be tweaked to full FIA race spec or left as probably the fastest E Type on the road today. Simply a boyhood dream to drive!
£POA



**1955 TRIUMPH TR2 PKV693
'EX WORKS'**

This famous Ex Goodwood, Tulip Rally in period. 2014 Le Mans Classic 13th and Goodwood 5th. Very fast and 'on the button'. My car reluctantly for sale to fund my sons racing!!! £POA



**1956 TRIUMPH TR3 SKV654
'EX WORKS' RALLY CAR**

2011 Monte Carlo Rally competitor as per the photo in the harbour. On the button with FIA, FIVA papers. Perfect for Mille Miglia, Monte Carlo Rally or any other competition or fast road work. £48k

OTHER CARS FOR SALE

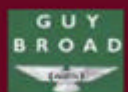
**XK150 FHC, XK140FHC, XK120FHC, XK120 ROADSTER,
XK150 DHC 3.8S, XK150DHC, TRIUMPH TR5, JAGUAR XKR100,
2X ASTON MARTIN DB7**

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

WWW.FENDERBROAD.COM





Zwakman Motors Europe

The world unique SS / Jaguar sales collection



WWW.ZWAKMANMOTORS.COM

BEAULIEU GARAGE



1937 MG SA DHC BY TICKFORD £POA

Restored between 1991 and 1993 by the marques leading restorer Peter Ratcliffe at a cost then of some £56,000. Over twenty years and 6000 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 solid dark Chocolate-brown mohair hood. A rare chance to acquire one of MG's finest.



**1960 MGA 1600 ROADSTER
£45,000**

Finished in Signal red with tan leather DeLuxe seats, louvred bonnet, Minilite style wheels, mohair hood, kenlowe fan, the car has also benefited from both waxoyl and clear wax treatment together with Jaguar superguard body polish. A very striking looking MGA with performance to match. Fabulous.



**1965 SUNBEAM ALPINE MKV
£14,995**

A nicely restored example of this affordable classic, many photographs show the extent of the restoration together with a large history file of invoices. Finished in Snowberry white with black interior and sporting a virtually new black mohair soft-top, fitted with the desirable option of overdrive, making cruising more comfortable.



**1961 ALVISTD21 DHC
£75,000**

Appreciated by the likes of Duke of Edinburgh, Sir Douglas Bader and James Mason. The example we offer here has been the subject of much work over the years, finished in a striking Dark Blue with contrasting blue upholstery and fitted with chrome wire wheels. A very sound and solid car which comes with a comprehensive history.



**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. Finished in OEIW with black leather interior and fitted with a black mohair soft top, 72 spoke chrome wire wheels, high speed starter and alloy fuel tank. The car presents very well and the engine bay is nicely detailed.



**1965 MERCEDES 220SE
CABRIOLET £52,500**

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 in absolute comfort.



**1957 MGA 1500 OEIW WITH RED
£34,995**

Thumbing through the extensive history file reveals that much of the bodywork and engine were restored in the early 90's, photographs show the car with the body off and down to the bare chassis. Finished in Old English White with red leather upholstery and fitted with chrome wire wheels. Body and panel fit are superb.



**1933 LAGONDA M45 TOURER
£175,000**

This striking Lagonda M45 Tourer was raced under VSCC in the 60's and 70's and later in the 90's was campaigned by its current owner of the last 23 years. Fitted with the very desirable upgrades of a LG6 Sanction IV engine coupled to a Alvis 4.3 syncro gearbox. Just back from a fresh repaint and ready to be enjoyed.



**1953 MG TD
£35,995**

The subject of a full restoration by Indy Car champion and restorer Vel Parnelli Jones. Finished in Wimbledon White with Burgundy Connolly hide interior. When you consider that the car was restored 30 years ago it is a true testament to the quality of the restoration that it is in the condition you see today.

OTHER CARS FOR SALE

1965 MERCEDES 220SE CONVERTIBLE £52,500

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

Willie Gilbertson-Hart of Laughton Investments

Lutterworth, Leicestershire



1949 Bentley Mk VI

Drophead coupe coachwork by Park Ward fresh from a full five year restoration. A strong contender for concours events this summer and ready for any exiting Bentley Drivers Club UK or European tours. A rare opportunity that must be seriously considered by the discerning collector of convertible coach built post-war Bentleys



1937 Maserati 6CM

Single seater grand prix racing car. Believed to be one of 27 built. Was seriously competitive when last raced and has been part of a private collection for approximately 40 years. Would either sell outright or exchange for interesting collector's car/cars. Cash either way.



1960 Bentley S2 Continental carrying four door Flying Spur coachwork. Finished in Balmoral Green with tan hide interior. Last owner for nearly 30 years. This superb specimen of the rare S2 Continental has a comprehensive service history with a recognised Bentley Specialist. Would sell outright or look at part exchanging for vintage/Derby or interesting Bentley, cash either way. Please call or e-mail for more detailed information



1958 Bentley S1

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.



1934 Rolls-Royce 20/25 3 Position 'Owen Sedan' by Gurney Nutting

This ultimate of all ultimate pre-war Gurney Nutting coachwork Rolls-Royce has had a full mechanical rebuild and was prepared for and successfully completed a demanding South East Asian Rally showing no signs of faltering on the most gruelling of high altitude mountains. Having a charming patination throughout its coachwork and interior it represents genuine ready to go anywhere Rolls-Royce motoring at the smoothest and highest level. Priced at £125,000



1954 Bentley R Type Sports Saloon

Three owners from new, always located in the Highlands of Scotland. This elegant and iconic post-war Bentley was the subject of a full restoration 15 years ago and is showing pleasant patination.



1929 Bentley 4.5 Litre Sports Coachwork by Corsica

This highly competitive and historic 4.5 affectionately known as Bluebell has racing history going back to the 30's and produces well in excess of 300 bhp. It was built by the famous Bentley aficionado Lewis 'Mac' McKenzie and has numerous wins and trophies to its credit. A massive comprehensive history file accompanies this extremely desirable road race 4.5. A rare opportunity indeed. Please call for information.



1952 Bentley Mk VI 4.5 Big Bore Engine with Manual Transmission

Wonderfully patinated and original having been in the same family ownership for almost half a century. Has been enjoyed extensively on European trips. Possibly irreplaceable with this outstanding pedigree. Comprehensive history with highly respected RR/B Specialist. Competitively priced at £49,950. One of two available

T: +44 (0)116 240 2115 M: +44 (0)7967 649 761 classiccars-international.com Email: willie@gilbertson-hart.co.uk

Hanwells

Established 40 Years. Open 7 Days a Week.

ROLLS-ROYCE & BENTLEY SPECIALISTS



2013/13, 2014 Model Bentley Continental GT V8 4.0. VAT Qualifying. Finished in Burnt Orange with Buluga Hide, contrasting Orange stitching. Carbon ceramic brakes with black brake callipers, sports exhaust, deep pile overmats to front and rear, Bentley GPS tracking system, Naim premium audio, rear view camera, Touring Specification, 21 inch six-spoke alloy wheels, space saving spare wheel, 7,200 miles. Immaculate throughout **£99,995 inc VAT**



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 mdl / 56 Bentley GTC. Finished in Silverlake with polished 20" alloys. Magnolia interior with Powder Blue carpets, with over rugs to match and a factory wind deflector. Only 41,000 miles. FSH and totally immaculate. Not the cheapest, the very best. **£52,950**



2005/05 Bentley Arnage T Mulliner ESR. Finished in Tungsten with Beluga interior with embossed flying B's in Portland and Beluga carpets. With an electric sunroof, bright aluminium inserts to Fascia and Waist rails, electrical adjustable rear seats. Only 45,000 miles. Full Service History, totally immaculate throughout. Outstanding value at only **£43,250**



2005 Model Bentley Arnage T Mulliner. Finished in Diamond Black with soft black interior with linen stitching and embossed B's. Picnic tables and DVD's. Only 48,000 miles, FSH known to ourselves for 4 years. Totally immaculate throughout. **£39,950**



2005/54 Bentley Arnage T Mulliner. Finished in stunning Fireglow with limited edition 20" polished alloy wheels. With electric sunroof, twin exhausts and a chrome radiator grille with flying B. The interior is trimmed in Beluga and stitched in Fireglow with embossed flying B's and vanity mirrors. Only 44,000 miles. A really stunning car, immaculate throughout. **£44,950**



2004/54 Bentley Continental GT. Finished in Silver Tempest with Beluga interior with Walnut veneers and door inlays. 19 inch split rim alloys. Only 44,000 miles with FSH. Known to ourselves. Totally immaculate and unmarked throughout. Outstanding value at only **£34,750**



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**



2001 Y Bentley Arnage Red Label. Finished in Masons Black with Soft Black interior, DVD screens to rear of front seats. Vanity mirrors, Arnage alloy wheels. Known to ourselves for last 8 years. Full Service History. Immaculate condition throughout and value at only **£23,950**



2000 Mdl V Silver Seraph. Finished in Silver Tempest with St. James interior. Electric sunroof, Fitted with Satellite navigation, electric rear seats, picnic tables, vanity mirrors. Known to ourselves for the last 10 years, Outstanding condition throughout **£35,950**



2000 V Rolls Royce Silver Seraph. Finished in Meteor Blue with Cotswold Rouched interior piped with French Navy. Fitted with picnic tables and vanity mirrors. Electric rear seats with lumbar and heated. Full Service History, immaculate condition throughout. Must be seen **£38,750**



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 Model P Silver Dawn. This very rare car has become available, so please form a queue. Finished in Peacock blue with Silver stone interior. French Navy carpeting. Known to ourselves for some years and is in a truly stunning condition with Full Service History. A real must for the enthusiast. Only **£24,950**



1996 N Bentley Turbo R MK IV. Finished in Royal Ebony with Parchment interior, Piped in Black 17 inch alloy wheels. Full Service History. Supplied by ourselves 10 years ago. Outstanding condition and must be seen **£15,950**



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**



1994 L Bentley Continental R. Finished in Masons Black with Parchment interior, piped. Fitted with Picnic Tables. Limited edition alloy wheels and Matrix grille. Known to ourselves for the last 9 years. Low mileage with history. Totally immaculate condition throughout and must be seen. An investment at only **£35,750**



1992 J Silver Spirit MkII Active Ride. Finished in Cobalt Blue with Silver Stone interior, with picnic tables. Low mileage, Full Service History, known to ourselves for last 10 years. Immaculate condition. **£17,950**



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**



1990 Model G Silver Spirit MKII Active ride. Finished in Royal Ebony with Magnolia interior piped in soft black with contrasting carpets. Only 79,000 miles. History. Immaculate condition throughout. **£15,750**



1987 D Silver Spirit ABS EFI. Finished in Royal Blue with Cream interior with French Navy piping and Cream carpets. Outstanding condition throughout. Known to ourselves for last 10 years. History. Value at only **£12,250**



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**



1980 V Silver Shadow Series II. Finished in Seychelles Blue with Silverstone interior complimented by French Navy carpets piped in Silverstone. Known to ourselves for last 17 years and maintained regardless of cost. Extensive history. Immaculate condition throughout. Must be seen. Unrepeatable at only **£16,950**



1977 S Bentley T II. Finished in Georgian Silver with Cream interior, with contrasting carpets. Totally renovated throughout in our own workshops. Low mileage. A stunning example. The refurbishment costing over £15,000. An investment opportunity as this car will be worth double in 10 years. **£19,999**



1953 Bentley R Type Sports Saloon. Automatic. Left Hand Drive. Originally ordered by the Rothschild family in Paris in 1953, the build was a full Continental specification with pullout drivers window, and a yellowed centre lamp. The car was ordered in Tucker Grey and is still finished in that colour today, after a full metal repaint. Transmuted in London Tan with a special order bench front seat with centre arm rest and Sunroof. This is a rare free example and has had extensive mechanical work amounting to over £18,000 on the bare metal respray. This car is a one-off and must be seen. A true collectors car. **£50,950**

24 MONTH PARTS AND LABOUR WARRANTY

24,000 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



+39 335 5350022

Private sales
service



We buy cars and
entire collection

200 CLASSIC CARS AVAILABLE



1961 ALFA ROMEO
2000 SPRINT - A.S.I.



1972 ALFA ROMEO
2000 GTV



1961 ALFA ROMEO
GIULIETTA SPIDER



1959 ALFA ROMEO
GIULIETTA SPIDER



1929 ALFA ROMEO
1750 6C TORPEDO - A.S.I.



1963 ALFA ROMEO
GIULIA 1.6 S. S. - A.S.I.



1966 AUSTIN HEALEY
3000 MK 3 BJS - A.S.I.



1961 CHEVROLET
C 1 SERIE II - A.S.I.



1979 FERRARI
400 CARBURATORI - RHD



1984 FERRARI
MONDIAL 3.0 4VALVOLE



1988 FERRARI
TESTAROSSA F 110 AB E



1981 FERRARI
308 GTBI



1985 FERRARI
MONDIAL 3.0 4V CABRIOLET



1965 FORD MUSTANG
289 CABRIOLET



1970 INTERMECCANICA
SPIDER ITALIA



1955 JAGUAR
XK 140 FHC SE - A.S.I.



1957 JAGUAR
XK 150 DHC



1964 JAGUAR 3.8
Mk2 OVERDRIVE (manual)



1962 JAGUAR MK II
3.8 OVERDRIVE - A.S.I.



1972 JAGUAR 2+2 - RHD
E-TYPE COUPE S3 V12



1958 JAGUAR - RHD
D-TYPE REPLICA - A.S.I.



1952 LANCIA
AURELIA B 10 - RHD



1948 LANCIA
APRILIA - RHD



1959 LANCIA
APIA ZAGATO GTE



1955 LANCIA
APIA C 10 1STSERIE - RHD



1972 LANCIA
FULVIA ZAGATO 1300 S



1942 LANCIA
ARDEA SERIE 1 - RHD



1973 LOTUS EUROPA
TWIN CAM SPECIAL



1963 MERCEDES
220 SEB CABRIOLET



1953 MG
TD MK II RHD - A.S.I.



1962 MG
A 1600 MK II (More in stock)



1980 PORSCHE
911 3.0 SC TARGA



1974 SAAB
SONETT III - A.S.I.



1962 SAAB
96 MONTECARLO



1960 TRIUMPH
Tr3 A



1983 MORGAN
4/4 - 4 SEATER



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

The Chelsea Workshop

Central London's Rolls-Royce & Bentley Specialists - Established 1977

Sales, service and restoration



Rolls Royce Corniche Convertible, 1981

Colour: Black

Mileage: 25,000

Details: Beige interior pipe brown, brown power roof.



Rolls Royce LHD Corniche Convertible, 1987

Colour: Ocean Blue, Mileage: 53,000 kims

Details: Full service history. Dark blue power roof. Cocktail cabinets to both doors. Dark Blue hide.



Rolls Royce Silver Cloud 111 Convertible, 1965

Colour: Blue Price: £310,000

Details: Fully restored. Mulliner Parkward. Dark blue power roof. Tan hide.



Bentley LHD Azure, 2002

Colour: Black

Mileage: 9000

Price: £79,500

Details: Very low mileage. Black hide. Black hood. Registered Spain.



Bentley Turbo RT Mulliner Pinnacle Sports Saloon, 1997

Colour: British Racing Green

Mileage: 106,000

Details: 420 BHP. One of only 17 RHD manufactured.



Bentley Special, 1950

Colour: British Racing Green

Mileage: 4000, Price: £99,500

Details: Special MK VI built by The Chelsea Workshop. Ash frame, aluminium body. Full weather gear. Aero screens, full tool kit and spares.



Competitive fixed priced servicing.

Only £80 hourly rate. Free collection and delivery.

Engine upgrades. Full body off restoration.



Tel: 020 7584 8363 **Email:** info@chelseaworkshop.com

The Chelsea Workshop

Nell Gwynn House, Draycott Avenue, Chelsea, London SW3 3AU England

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 1600 Zagato
1.3 / 1.6 spider, sprints and Veloces!
1900C and 2000 touring spiders.



Austin Healey 100-6
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 190SL perfect
Also 190, 230, 280, 350 and 450SL's
and 170S, 170SA, 220S, 220SE Cabrio's



Facel Vega Facellia F3
A few very nice Facellia's in stock.
Also Simca sport made by Facel!



Plymouth Road Runner
Big choice in American classics. Mustang,
Dodge, Corvette, Studebaker, Packard etc...



Ford Mustang convertible
We have Coupes, Cabrio's and Fastbacks.



Porsche 356 BT6
We have BT5 and BT6 also 911, 912, 914.
Wanted to buy Porsches in any condition.



Mercedes 220SE cabrio.
Very rare Mercedes classics in the collection.
Wanted any European sportscar, any condition.



Bristol 400
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!

Silver Lady Services Limited

FULL STOCK
LIST ON
OUR
WEBSITE

ROLLS - ROYCE & BENTLEY



www.silverladyservices.co.uk

SALES - SERVICE - RESTORATION



2000 BENTLEY ARNAGE RED LABEL. Silver Pearl with Barley interior. Only 24,000 miles. Power folding mirrors, front and rear parking sensors, sat nav. Just been serviced. **£27,500**



2007 BENTLEY CONTINENTAL GTC. Diamond Black with Saffron hide and Beluga secondary hide. 30,000 miles, 2 owners, Piano Black veneer with veneer doors and rear 1/4 inserts in Piano Black. F.S.H. **£53,500**



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**



2005 BENTLEY CONTINENTAL GT MULLINER Cypress Green with Magnolia hide. 60,000 miles. 20" alloy wheels. Full service history. Beautiful condition throughout. **£31,500**



2003 BENTLEY ARNAGE T. Black Sapphire with Portland interior. 61,000 miles. Diamond fluted seats, rear picnic tables, 19" split rim alloy wheels. F.S.H. **£27,995**



1998 ROLLS-ROYCE SILVER SERAPH Royal Blue with Magnolia hide. 92,500 miles. Picnic tables, front and rear parking sensors, full service history, known to us for last 12 years. **£32,500**



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. **£36,500**



1998 BENTLEY ARNAGE. Mulsanne Green with Cotswold interior. 107,000 miles. Electric rear seats, rear 1/4 badges, front & rear mud flaps, all usual Bentley refinements. F.S.H. **£14,950**



1980 ROLLS-ROYCE CAMARGUE Mistletoe with Mushroom interior. One of only 500 produced on the Spirit spec. Good service history. **£36,500**



1995 BENTLEY TURBO S. No. 39 of only 75 produced. Brooklands Green with Parchment hide. Bentley B motifs on all four door cappings, Bentley badges on rear 1/4 panels. **£19,950**



1987 ROLLS-ROYCE SILVER SPIRIT Ebony Black with Light Tan interior piped in Magnolia. 66,000 miles. Full Service History. Unmarked condition throughout and must be seen. **£10,950**



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**

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

DEVONSHIRE MOTOR COMPANY

Tel: 01323 423002 Web: <http://www.dmc-porsche.co.uk> E-Mail: sales@dmc-porsche.co.uk



Jaguar XJ 3.0 SE 2003/53 ONLY 4250 MILES FROM NEW. This Fabulous One Owner Example is Finished in Jaguar Racing Green with Full Barley Leather electric seats. Options include: Rear Park Distance, Cruise Control, Electric Wood/Leather Steering Wheel, Premium Sound With Multi CD HiFi. This Stunning One Off Example Must Be One of this Finest£15,995



Jaguar XK140 Roadster 1955 RHD With Rear Spats Finished in Old English White With Black leather Seats. This Super car with Matching Numbers has been in Long Term Private Ownership and during its life it has had front disc brakes fitted. It also comes with original black soft top and Side Screens. For More Detailed information please call.£67,500



Jaguar XJ 3.0 V6 Sovereign Auto 2007 (Face Lift) ONLY 28000 MILES FROM NEW Metallic Sea Frost with Full Ivory leather Electric Heated Memory Seats. Touch Screen Sat/Nav, Bluetooth Prep, Heated Front Screen, Heated Rear Seats, Xenon Headlights, Climate Control, Cruise, 19" Jaguar Alloys, Front/Rear Park Distance, Memory Seats. We Have 3 Keys, All Books and MOT History as Well. These Last Of The Classic Shape Examples are Now Very Hard To Find In This Condition and with Very Low Miles. For More Detailed Information Please Call or email. Credit/Debit Cars Taken and Delivery Nationwide£15,995



Audi A4 2.0Tdi 140 Sportline Convertible 2008/58 ONLY 10200 MILES FROM NEW. Finished in Stunning Quartz Metallic Grey with As New Black Leather Sports Seats. Phone Prep, Rear Park Distance, Wind deflector, As New Black Power Hood, 18" 5 Spoke Audi alloys, Sportline Multi Function Steering Wheel.£14,995



Mercedes SL320 Convertible 1997 ONE OWNER ONLY 18000 MILES FROM NEW. Finished in Ruby Red with full Grey Nappa leather electric memory seats, Climate Control, Cruise, As New Electric Black Soft Top, Hard Top, Rear Seats. This Stunning and Now Very Rare Example Must Be One of the Finest Available£17,995



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

★ HERALD ★ SPITFIRE ★ GT6 ★ VITESSE ★ TR2 ★ TR3 ★ TR4 ★ TR5 ★ TR6 ★



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!

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!



TR6 1972. Signal red with black interior. Genuine CP 150bhp matching numbers car with overdrive. Wire wheels. Full MoT. Drives exceptionally well with excellent oil pressure. Nice original dash and catchy registration number. £14,995



TR6 1970. Genuine 150bhp Rhd UK Car. Full body off chassis restoration in the early 80's and very much cared for and improved since. Finished in Jaguar Racing Green with black interior. Truly outstanding history file. Current owners since 2003. Excellent body and chassis. Stainless exhaust, leather seats. Genuine reason for reluctant sale. (commission sale). £21,995



TR4 1962. Original and valuable number included in the sale. Last owner 37 years (4 owners in total) with history. Genuine UK car. Runs and drives. Solid chassis but needs some welding to floors for MoT. Fantastic project car. We have no time so strictly sold as seen. £11,995



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)

Consignment sales specialist in Belgium

Oldtimerfarm =

- Safe transactions
- Buying/selling with confidence
- Full service : registration, MOT, delivery, storage, maintenance, restoration
- Care free !



AC Buckland Sports Tourer MK I 1952 € 85000



Ford Osi 20m TS
1967
€ 27950



Riley 12/4 Adelphi
Sports Two Seater 1937
€ 65000



Fiat 850 TC
1968
€ 32500



Jaguar MK V 3.5
1950
€ 110000



Alfa Romeo 2000 GT
Veloce 1975
€ 19500



Austin Healey 3000
MKII 1961 With hardtop
€ 65000



Porsche 911-935
1973
€ 89950



Jaguar XK 120 OTS
Roadster RHD 1953
€ 115000



Ferrari Mondial
Cabriolet 1986
€ 39950



Triumph TR 6 PI
1974
€ 21950



Ford Sierra Thunder
Saloon 1985
€ 29950



Jaguar XJ6 C 4.2
1978
€ 29950

Open during the summer

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

ART&REVS

The Fine Automobiles Gallery



- **T- Alpine A110 1600 VA** : white, one of the 55 built, ex Jean Rédélé, fabulous condition
- **Auto Kraft MKIV** : 427 SC, chassis AK02, 10 000 miles, new condition, built in 1979 by Brian Angliss as a pre-serial, one of the "Non - Federalised" car, very close to the real thing
- **Bizzarini 5300 GT** : Green with tan interior, totally restored by Diomante, one of the best if not the best
- **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
- **Delahaye 135 "M" Cabriolet** : very rare "Grand Luxe" version totally restored, wonderful, lot of history
- **Delahaye 135 "S"** : Ex. Louis Villeneuve, 4 times Le Mans entrant, the most original of the 135 "S"
- **Chrysler Viper GTS-R** : 2000 ORECA factory car, ALMS champion with Wendlinger/ Beretta and 2nd IC at Le Mans, totally restored
- **Ferrari 458 Stradale** : White without stripes, 2000km, as new, VAT qualifying
- **Ferrari 575 Superamerica** : 8000km, red, immaculate, fully serviced
- **Ferrari Daytona** : LHD 1974, 14th by the end built, one of only 7 in Verde medio, immaculate
- **Ferrari Dino 246 GTS** : LHD 1973 car, superb restored condition, Euro specifications, beautiful driver
- **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
- **McLaren P1** : 400km, orange, new condition, not registered and VAT qualifying
- **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
- **RUF CT3 Club Sport** : 2012, 1800km, like new, the only narrow CS built, VAT qualifying

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



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





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**



1958 Bentley SI. 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 its life. One of the finest and most original examples in the UK**£45,000**



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**



1971 PORSCHE 911S 2.2 TARGA. Matching Numbers, Original car, Dealer converted to RHD. Yellow with black trim, and new alloys, exhaust, restored several years ago, and still very sharp. All books, Tools, and restoration history, Photos, etc. A very very rare example, in lovely condition. New and Original restored fuch alloys**£89,950**



1957 ROLLS ROYCE SILVER CLOUD I. 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**£44,950**



1987 PORSCHE 930 TURBO COUPE. Original RHD matching numbers example with factory trace record. Finished in Jet Black with Black and linen full leather trim. Air cond, ESR, Factory Fuchs Alloys, Complete and fully documented Porsche Service History, All Books, Tools, etc. A stunning, original, mint example, with sensible mileage, near concours**£74,950**



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.**£29,950**



1969 Jaguar E type 4.2 S2 FHC. Ecosse blue with red leather, chrome wire wheels, uprated brakes, stainless exhaust. Restored to concours standards and sold by us to its last two owners. One of the finest in existence**£69,950**



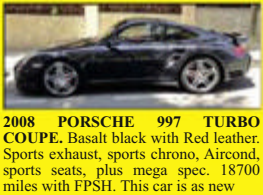
1976 (ONE OF THE LAST BUILT) FIAT 500. with sunroof. Matching numbers, LHD, Rust free, unrestored, low mileage, mint original example. 37000 Miles Only. The best you will ever see!!**£12,950**



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**



2000 FERRARI 550 MARANELLO (LHD). One previous owner, 8700 miles only. Full main dealer history from new. Just had full belt service. The car is as new, perfection. And the best you will ever see.**£89,950**



2008 PORSCHE 997 TURBO COUPE. Basalt black with Red leather. Sports exhaust, sports chrono, Aircond, sports seats, plus mega spec. 18700 miles with FPSH. This car is as new**£54,950**



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**£7,950**



1988 PORSCHE 911 (930 TURBO RUF SPORT) CABRIOLET. 500 BHP. GP white with Marine blue leather. Trim and blue Mohair Hood. Fuchs alloys, aircond, power hood, Sports seats, 30500 miles only with full documented history. Stored in a private collection for many years. Was recently re-commissioned by a leading Porsche specialist at a cost of over £26000. A stunning and unmarked mint example**£79,950**



1979 MERCEDES 450 SL SPORTS. Alpine white with Original Blue Leather, 80000 Miles Full Service History, Hard & Soft tops and Stunning Original example, sold by us twice in 25 years**£18,950**



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**£54,950**



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**



1954 MERCEDES 300 W 186 (ADENAUER). Very rare manual floor-change example, prepped for classic rallying (Gulwing 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**



1995, FERRARI 355 GTS (LHD). Ferrari yellow with nero trim. Aircond, Star alloys, 26750 miles only, with Full and prefect service history, 2 previous owners, all Books, Tools, and documentation. mint example, just had full belt service 300 miles ago**£59,950**



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**



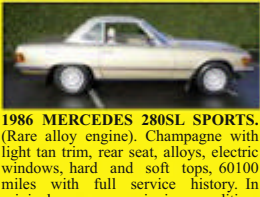
1965 FORD THUNDERBIRD CONVERTIBLE Finished In California blue (ford state blue), 6.4 V8, restored to show winning condition. New hood, hood motors, rebuild engine and transmission, brakes etc. Cragar chrome wheels, matching numbers. One of the finest you will find**£39,950**



1965 CORVETTE STINGRAY C2 327. Matching Numbers. Tuxedo Black with Green Leather, Manual, Original Wheels and Spinners, 35000 miles only. Stored for many years in california. Restored to a superb standard in recent times, and as good as it will get !!**£65,000**



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!!**£24,950**



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**



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 !!**£89,950**



1967 LOTUS ELAN S3. DHC. Tartan red with black trim. 2 owners, restored to concours. Several years ago, then stored. Has just had a full Engine Rebuild, and total re-commission. One of the finest examples there is**£36,950**

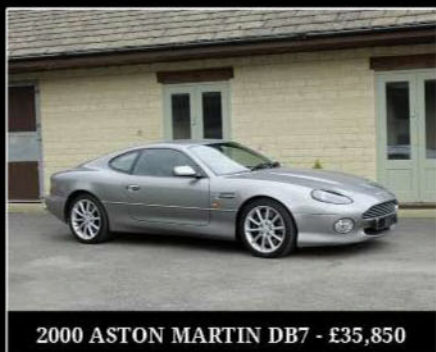


2009 COBRA 427 by Magnum Engineering Factory built with no expense spared, this Kevlar and aluminium bodied road going race car has a bullet proof 7.1Ltr Chevy engine developing 571bhp. Engine built by Rick Wood including being run in on the Dinaota cost of over £7,000. The lightweight carbon/Kevlar 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 Powerlock diff, rare American racing wheels, twin aluminium fuel tanks, black classic loe 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.**£44,950**

WWW.CLASSICCARSHOP.CO.UK



We offer you very original early classic Porsche for your immediate driving pleasure and for investment, supported by the reassurance of our unique customer 'Comfort Pack'. With more than 30 years experience, we have been lucky enough to work on all of the Stuttgart range over the years.



2000 ASTON MARTIN DB7 - £35,850



1970 PORSCHE 911E - £89,850



1955 TRIUMPH TR2 - £29,850



1968 PORSCHE 911S - £POA



1972 TRIUMPH STAG - £19,850



1973 MG B GT V8 - £16,850

Unit 9, Leaches Business Park, Kingswood, HP18 0RF (5 mins from Bicester Village - viewing by appointment only)

Nick (+44) 07702 132 000 Richard (+44) 7831 179 276 Office (+44) 01296 770 966

nick@bicestersportscars.co.uk richard@bicestersportscars.co.uk

Check website for full stock - www.bscporsche.com



Porsche 1973 911 RS Evocation RHD
Based on a genuine matching numbers 2.4S



Porsche 911 3.2 Carrera Coupe
One of the last examples produced



Porsche 1973 911 2.4S LHD
Choice of three excellent cars available.



PaulStephens911

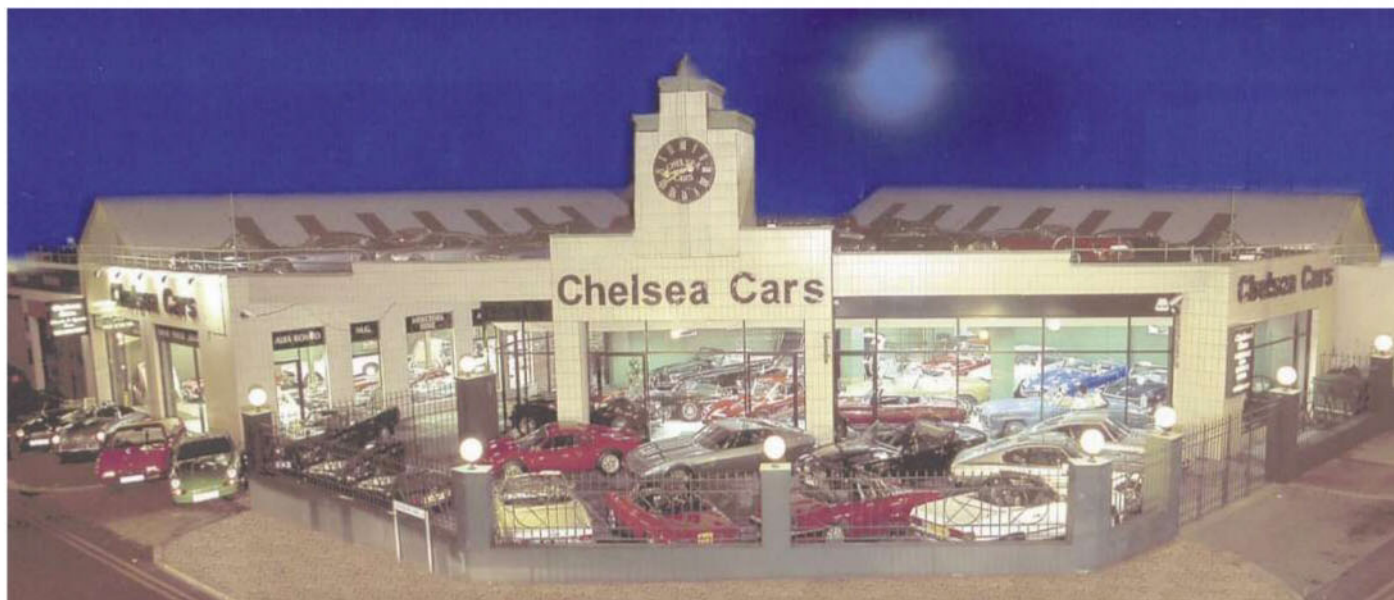
Porsche wanted
Porsche for sale
Porsche servicing
Porsche restoration
PS Bespoke 911

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

01440 714884
email@paul-stephens.com
paul-stephens.com



PAUL STEPHENS
EST 1994



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

1986 BENTLEY TURBO R - DARK METALLIC BLUE COACHWORK - MAGNOLIA INTERIOR£7,995

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

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

1962 JAGUAR MKII 3.8 MANUAL 5 SPEED GEARBOX - WHITE COACHWORK WITH RECENT RED LEATHER AND WOOD - RECENT CHROME WIRE WHEELS - FITTED RED LEATHER LUGGAGE - DRIVES BEAUTIFULLY£32,995

1964 JAGUAR FHC SERIES 1 3.8 - RED COACHWORK - BLACK LEATHER - UK RHD MATCHING NUMBERS - FACTORY FULL WEBASTO SUNROOF£79,995

1968 JAGUAR E-TYPE SERIES 2 CONVERTIBLE RHD - MIDNIGHT BLUE COACHWORK - RED LEATHER INTERIOR - RECENT RESTORATION£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

1983 JAGUAR 1 OFF ALUMINIUM BODIED V12 ROADSTER - STUNNING£POA

1990 JAGUAR SS100 SUFFOLK STYLE RECREATION - RED COACHWORK - BLACK LEATHER - P/S - 4.2 JAGUAR ENGINE£49,995

1992 JAGUAR XJS CONVERTIBLE - REGENCY RED - MAGNOLIA LEATHER£14,995

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

1964 MERCEDES 280SL LHD - RARE 5 SPEED MANUAL GEARBOX - P/S - WHITE COACHWORK - DARK GREEN TEX INTERIOR£49,995

1965 MERCEDES 230SL - LIGHT METALLIC BLUE COACHWORK - AUTO, P/S - GREY LEATHER INTERIOR - RECENT FULL RESTORATION BY MERCEDES SPECIALIST£79,995

1965 MERCEDES 230SL - SILVER COACHWORK - RED INTERIOR - AUTO, P/S£47,995

1966 MERCEDES 230SL - SILVER COACHWORK - BLUE INTERIOR - AUTOS P/S£34,995

1967 MERCEDES 250SL - BLACK COACHWORK - RED LEATHER - AUTO P/S£59,995

1967 MERCEDES 250SL - SILVER COACHWORK - RED LEATHER INTERIOR - AUTO P/S - RESTORED & RECENT NEW LEATHER£47,995

1967 MERCEDES 250SL - WHITE COACHWORK - RED LEATHER INTERIOR - AUTO, P/S£POA

1969 MERCEDES 280SL LHD - WHITE COACHWORK - ORIGINAL GREEN TEX INTERIOR - MANUAL GEARBOX - DRIVES BEAUTIFULLY£49,995

1969 MERCEDES 280SL - BLACK COACHWORK - RED INTERIOR - AUTO£56,995

1969 MERCEDES 280SL - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR£POA

1970 MERCEDES 280SL - WHITE COACHWORK, - BLUE LEATHER INTERIOR GOOD, P/S£POA

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

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

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

1965 ROVER P5B COUPE - LIGHT GREY COACHWORK - RED LEATHER INTERIOR - EX POLICE CAR - LOW MILEAGE£14,995

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



CHARLES IRONSIDE

SPECIALIST IN MERCEDES-BENZ CARS

Alton, Hampshire (40 mins from J10 M25)



Mercedes SL 320, 2001Y, 5-speed auto, 49,000 miles, fmbsh, brilliant silver, black nappa leather, electric black soft top, hard top, climate, cruise, electric steering column, ESP rear seats, front & side airbags, electric heated memory seats, Xenon headlights and headlamp wash/wipe etc. Very well cared for example. **£14,950**



Mercedes SL 60 AMG, 1998S, 5-speed auto, 3 owners, 60,000 miles, fmbsh & just serviced, brilliant silver, black leather, electric black soft top, hard top, climate, cruise, electric steering column, electric memory seats, anti-dazzle rear view mirror, rear seats, ASR etc. rare 129-series car 1 of just 50 in RHD. Exceptional example. **£44,950**



Mercedes E220 Cabriolet Sportline, 1996P, 4-speed auto, 33,000 miles, fmbsh & just serviced, azure blue metallic, mushroom leather, electric navy soft top, aircon, electric heated seats with driver's memory, wood/leather steering wheel, org. sports chassis. Rare late model. **£19,950**



Mercedes E320 Sportline Coupe, 1996N, 4-speed auto, 63,000 miles, fmbsh, green/black metallic, mushroom leather, aircon, cruise, electric sunroof, sports chassis, heated seats, org. headlamp wash/wipe etc. Gorgeous example and the best in UK. I think. **£12,950**



300 SL, 1986D, 3 owners, 59,000 miles, fmbsh & just serviced, champagne metallic, mushroom MB-Tex, original dark brown soft top, factory fitted hard top. Gorgeous original clean example. **£25,950**



500 SEC, 1988F, 4-speed auto, 96,000 miles, fmbsh & recently serviced, astral silver, navy leather, aircon, cruise, electric steering column, org. headlamp wash/wipe, electric sunroof. One of the best examples available. **£11,950**



280 SL, 1985B, 4-speed auto, 33,000 miles, 5 owners but only 2 driver's, signal red, black leather, black soft top, hard top, aircon, cruise, heated seats, rear seats, org. headlamp wash/wipe, etc. Outstanding example. **£29,950**



SL 500 Silver Arrow, 2001/51, Rare car 1 of 100 in RHD, 2 owners/one driver (ex demo), 5-speed auto, 23,000 miles, fmbsh, silver 777, black & ivory nappa leather, electric black soft top, panoramic glass hard top, climate, cruise, electric heated seats, rear seats etc. Outstanding example. **£32,950**



Porsche 996 Turbo, 2003/52, 6-speed manual, 77,000 miles, full Porsche service history, midnight blue, navy leather, highly optioned and outstanding condition. **£34,950**



C43 AMG, 2000W, 5-speed auto/tiptronic, 46,000 miles, fmbsh, designo grey 2 violet, designo violet nappa leather, climate, cruise, electric seats, ESP etc etc. The best example out there. **£14,950**



190E 2.5 16v Cosworth, 1989G, 5-speed manual, 38,000 miles, fmbsh, blue/black metallic, black check sports cloth, aircon, electric sunroof. Imported into the UK in 2012. The best. **£19,950**



280 SE 3.5 Coupe, 1971J, 4-speed auto, 136,000 miles, 4 owners, good history file, electric sunroof, navy leather. Drives well but needs some attention to bodywork. **£34,950**

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

info@ecuriebertelli.com
www.ecuriebertelli.com



Tel: +44 (0)1234 240024
Fax: +44 (0)1234 240054

1935 Aston Martin MKII 2 litre



This car has been hugely successful in the hands of Andy Bell, Simon Allen and Peter Dubsky on the track and with its present owner in road rallies. Andy Bell won the St. John Horsfall race with this car in 1997.

Purchased in 1994 as an already shortened MKII 4 seater it was completely rebuilt, by Andy Bell at Ecurie Bertelli over a three year period, to look like a 1935 high radiator 'Uister'. The coachwork is an accurate copy of the ex. Derick Edwards Ulster CMC 614 and the engine is a genuine 2 litre Speed Model unit producing around 130BHP. Weighing only 820 kilos this car is still one of the most competitive pre-war Aston Martins in the world and is a truly wonderful track racing car and/or a very exciting rally car.

Aston Martin Ltd. are known to have fitted at least three 2 litre power plants to 1.5 litre chassis in 1936-37 and one car, much rallied by the works, still survives. This combination of 1.5 litre chassis and 2 litre engine makes for a very finely balanced and powerful race or rally car.

In 2013, following a spectacular 2000 mile rally from Romania via Italy to the workshops of Ecurie Bertelli, the car was given a £37,000 refit which included a full service and engine tune-up, strengthening of the lightweight body frame, most of a new tub skin, new undertrays, a new radiator core, complete re-wire and a full repaint. This work has restored the car to close to concours condition.

This well-known MKII, one of very few Aston Martins that have won both the St. John Horsfall race and the handicap St. John Horsfall Trophy, is race and rally ready and can be viewed at the Ecurie Bertelli showroom.

Contact Andy Bell or Robert Blakemore for further information.

Price **£195,000**

See www.ecuriebertelli.com for further details and car sales

Registered office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 5EA • United Kingdom

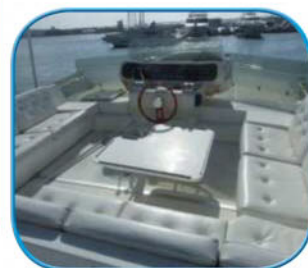


2000 MERCEDES-BENZ CL 55 AMG F1. £32,500

One of only 55 built of which 7 were right hand drive. Ours is number 6 of the 55 right hand drive. Finished in unmarked Silver with special AMG interior, 22,000 miles. The same brake horse as the normal CL55 AMG but much lighter, making it faster. It has every conceivable extra you could expect plus ceramic brakes which was the first car ever to have these. A very distinguished carbon centre consul with 'F1 one of 55' embossed in it. The whole car is as new and must surely be a classic of the future. Please see website for full details.

GUY COUACH 55 FT MOTOR YACHT 1988 £115,000

Last owner had the boat from 11 months old. GRP. Twin GM supercharged engines, 2 generators, 6 berth and 2 crew, 3 berths en-suite, full width owners' state room 17'6", en-suite with tub, bow thruster, water maker, galley on deck, reverse air conditioning, Captain maintained. Just wonderful value. Full spec on website.



LINCOLN TOWNCAR SIGNATURE CRYSTAL SERIES. £16,500

Top of the range. Manufactured 2006. Registered new 2007 in the UK and then immediately delivered to Majorca. Very light metallic gold with tan canvas carriage top and full leather interior trim, one owner, covered 4,700 miles, yes 4,700 miles, all extras, including power windows, mirrors, seats, self locking boot, central locking with digital locks, ABS, parking sensors, computer, MPH and kilometre speedo, original books and more, included is the registration number 0002 USA. Absolutely as new.

1959 Cadillac Coupe De Ville, 28,000 miles, as new

£55,950

2005 Jaguar XJR, aluminium lightweight, supercharged

£12,995

1980 Bentley T-Type, lovely old car, just service by Steve Gallimore

£17,995

1954 Allard P2 Safari Station Wagon, one of 10 built, ideal for Goodwood. Restored

£65,000

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



Southwood
CAR COMPANY



Alfa Romeo Giulietta Sprint 750B 1957

Alfa Romeo Giulietta Spider 750D 1958

Giulia Sprint Spécialé 1964 RHD

See our website for other 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

RetroMarques Ltd

Traditional, trusted classic car service...



▲ Buying Advice & Car Sourcing Service ▲ Sales – on Commission and Outright Purchase ▲ Storage ▲ Maintenance & Repairs ▲

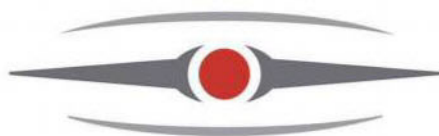
Your local classic car specialist, caring for most 1950-80 classics. We are classic car owner-enthusiasts and take pride in offering good advice and a service that you can trust. We also own and operate Tony Williams Bodyshop, so not only for classic cars but also light commercial and modern vehicle repairs, please see our facebook pages & both websites.

▲ Welding repairs & full paintshop facilities (oven) ▲ Dent removal; paintwork cutting and polishing ▲ Insurance repairs (modern, light commercial & classic)

Workshop (Strensham, off M50):
Rob Mears 07791 417191
www.retromarques.co.uk

Paint & Bodywork (Malvern):
Keith Hall 07964 934911
www.tonywilliamsbodyshop.co.uk





E-Type UK USA

"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



Nuts, bolts and two smoking barrels

Whether your car needs restoration or an annual service, we have the skills and experience to hand. Although we are Ferrari specialists we provide servicing and restoration for Maserati, Aston Martin, Jaguar, Bentley, Rolls Royce and de Tomaso, from our Surrey base near Guildford.



Classic and modern servicing, restoration and race preparation

01483 275455

www.smdg.co.uk

Baynards Park, Surrey GU6 8EQ

smdg@btconnect.com



www.christophgrohe.com



ALVIS Graber Special Coupé, 1962



BMW 315/1 Sportwagen, 1935

Alfa-Romeo 2600 Spider, 1963
Alvis TA14 Shooting break, 1949
Fiat 500 Topolino, 1936
Fiat 6C1500 Cabriolet, 1940

Lancia Lambda 1923 & 1929
Lancia Aurelia B24 Spider, 1955
Lancia Appia GTZ, 1957
Röhr 8RA Cabrio-limousine, 1929

Route d'Allaman 10 CH-1173 Féchy
 Tel: +41 21 807 35 65 Fax: +41 21 807 34 23

Suffolk Sportscars



Jaguar XK 150 3.4 "S" Coupe Red with tan interior, 1959. Matching numbers, an excellent well documented 4 owner car with history. Well restored. Upgrades include 5 speed CJ-5 gearbox, Bridgestone 215/70R15 tyres on chrome wire wheels. Coopercraft 4 piston front brakes, seat belts, power steering. Hi torque starter, Mallory ignition. Original reg no WYW 436. Available to view in May.



Suffolk SS100 Jaguar British Racing Green. Jaguar XK 4.2 litre engine, 4 speed all synchro gearbox with overdrive. One owner car, 10,000 miles. Tan Connolly leather interior. Silver wheels, Blockley High Performance tyres, mohair weather gear, side screens, windwings, aeroscreens, heater, luggage rack, original period Lucas P80 headlights. Historic registration and cherished number NBW 597 included. Fully serviced and checked New MOT. Ready to demonstrate. **£59,000**



Suffolk SS100 Jaguar As new and only 950 running-in miles. Gunmetal Grey with red interior. Lucas QK596 headlights and spotlights. Jaguar XK 4.2 engine with special performance pack and full stainless 6 branch manifold and twin pipe exhaust. Silver wheels with Blockley High performance tyres, seat belts, engine turned alloy dashboard, MotoLita wheel, heater, full weather gear. Luggage rack. Historic registration and cherished number included. 12 month works guarantee. Ready to go.



Jaguar XK150SE Coupe 3.8 litre. 1959. 4 speed Moss box with overdrive. Huge history file shows loving care over many years. Cotswold Green with suede green Connolly leather interior. Upgrades include power steering, electric fan, electronic ignition, special CMC bucket seats (originals available too) CD/ radio. Walnut dashboard, usual SE features. Drives beautifully. MOT tested. Original registration number XVR 513. Ready to demonstrate.



SUFFOLK SS100 JAGUAR
 Built 2014, top specification car in rare LH Drive with only 2,500 miles. Currently coming home, Ideal for European owner. 1978 registered classic car. See website for more details.



JAGUAR XJS 4.0 Coupe 1993
 Flamenco red, 11,600 miles. Chauffeur maintained, Tan interior, MOT, Taxed. Currently my daily drive Only **£6,900**

Roger Williams

PO BOX 100 Woodbridge IP12 9BA | Tel: 07967 339424 | roger@suffolksportscars.com | www.suffolksportscars.com

Total Headturners



Over 40 Replicas / Classic Cars in stock
www.totalheadturners.com



Stunning Ferrari F430 Spider Replica. Factory built, completed 2012 by DNA. Modena Yellow, luxury Nappa leather inc Prancing Horse. Reversing Camera. Carbon s/wheel. Fitted with Dastec Unichip on rolling road to give 160 Bhp & more Torque. Led DRL Lights, Xenon head lights. OZ Racing Alloys. Absolutely Beautiful! **£25,500**



Dax Tojiero 427 Cobra. (The Daddy) 2012 IVA registered. Awesome spec. 454ci big block, 500BHP, 6 speed. Fully detailed engine bay! 4 into 1 chrome side exhausts. Unmarked metallic midnight blue. 17" Halibrand replicas, immobiliser, harnesses. Private registration included "COBRA E". Ridiculously fast & breathtaking. **£44,995**



Ford GT40 MK1 by GT Developments in Gulf colours as per the Le Mans winning cars. Ford 302 (5ltr) V8. 5 speed. A/C. Aircraft engineer built to exacting standards. Totally unmarked! Alloy engine bay (really special) Original cars selling for millions this car is an absolute bargain. **£64,995 Private registration included.**



Stunning Dax Cobra replica. Gleaming metallic dark blue/twin Wimbledon white stripes. Full luxury leather. Williams Harnesses. 5700cc 350 Chevy V8 (Edelbrock heads) Supplied by Engine factory. Detailed & dressed engine bay. Only 970 miles! Full wet weather. Just undergone inspection! service. Simply beautiful! **£39,995**



Stunning Lola T70 Spider replica. Metallic Orange/Black Race stripe. Lightweight bucket seats, Williams harnesses. Stainless cockpit, aluminium panelled tubular space frame. GRP composite panels. Bespoke double wishbone, rocker arms fully adjustable + much more! GM LS Series V8 circa 700 BHP! Astonishing car! **£59,995**



Sensational Aston Martin DB3S. Aston Martin racing green. 1 owner. Luxury green leather seats. Motolita. Williams 3 point harness. Triple-Weber. BMW 3.5 Ltr. BMW 5 speed gearbox. Correct style Aston martin wire wheels & Avon tyres. Tonneau. One of the finest recreations of the Aston martin DB3S on the market. **£59,995**



Dax 427 Cobra. Metallic Blue, Wimbledon white twin Le Mans stripes. 351 Ford V8. Contrasting Full Luxury Leather. Dressed/detailed Bay, S/S Side Pipes. Beautiful 2004 Cobra in the best Colour Combination. Sounds Amazing/Very Fast! **£26,500**



Beautiful Sebring MX in Bordeaux coachwork. 15" minilite alloys. Mohair. 2753 cc Datsun straight six fuel injection. Jag running gear. Front double wishbone, adjustable coil over shock suspension. Rear independent jag axle, in board disc brakes & adjustable suspension. Old timer registered 1980 so perfect for export. **£23,500**



Beautiful Southern Roadcraft in deep blue metallic, full luxury leather. harness belts, motolita wood-rim wheel. 5700cc Chevy with a beautifully detailed engine bay. Special 4 into 1 chrome side exhaust. Halibrand replica alloys, tonneau. Fantastic to drive. Old-timer 1972 registered so ideal for export! Stunning! **£27,500**



Jaguar D Type short nose replica built & used as a race car with much success inc 13 outright class wins! Aluminium centre section, doors & fin. Fully road registered. (currently full race spec). Fully modified tubular lightweight chassis. 1965 3.8 Jag powered, massive BHP. Huge spec! Original cost £3,000,000+. Bargain. **£59,995**



One owner Dax Cobra (De Dion chassis) Metallic grey/twin black Le Mans stripes (Shelby colours) matching h/top. Twin S/S 4 into 1 side-pipes, 18" Halibrands. Hi spec 350ci 5700cc Chevy V8 (Real steel) Massive BHP/engine spec. Edelbrock E-street alloy heads, performance inlet manifold etc. Tremec TKO 500 box, Stunning! **£49,995**



Stunning Super-charged AK 427 Cobra replica. Gleaming metallic blue/white stripe. Beautifully detailed interior. 5.7 Ltr V8 with Weiland high performance super-charger (very fast) Edelbrock detailed engine bay. Riveted bonnet. Huge Halibrands alloy wheels. Stainless steel detailing throughout. Looks incredible! **£44,995**

Telephone: 07711 630348 or 01992 573564 Email: mark@totalheadturners.com

JUSTIN BANKS



1957 Ferrari 250GT Ellena LHD, £449,995



1990 Lamborghini Countach 25th RHD, £169,995



1961 Facel Vega Excellence RHD, £49,995



1961 Facel Vega Facellia Conv. RHD, £39,995



1961 Facel Vega Facellia Coupe RHD, £29,995



1966 Alfa Romeo 2600 Sprint RHD, £27,995



1964 Alvis TE21 Coupe RHD, £24,995



1961 Jaguar MK.II 3.8 M/OD RHD, £24,995



1953 MG TD Sports LHD, £17,995



1959 Bentley S1 Saloon RHD, £16,995



1972 Alfa Romeo 2000 GTV RHD, £17,995



2005 Range Rover S/charged Vogue SE RHD, £13,995



1975 Porsche 914 Targa LHD, £12,995



1964 Alfa Romeo 2600 Sprint RHD, £7,995



1969 Rolls Royce Silver Shadow RHD, £6,995



2006 Audi A6 Allroad 3.0TDi RHD, £6,995

We actively purchase cars, bikes, boats and watches - Viewing by appointment only.

Tunbridge Wells, Kent - 01892 536 813 - Davide De Giorgi: 07890 896 612 - davide@justinbanks.com

www.justinbanks.com





Specialised in exceptional competition and collectors cars



Jaguar E-Type OTS "flat floor" (1961) LHD. Delivered from new in Belgium, matching nrs. and immaculate.



MG TC - Shorrock compressor (1947) RHD



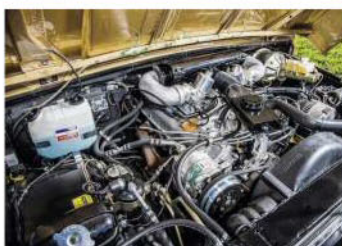
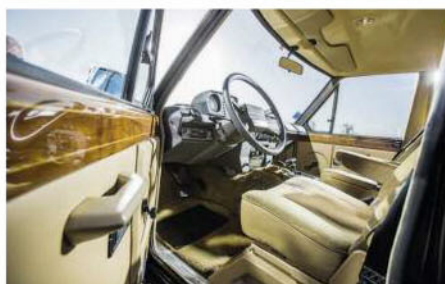
Austin-Healey 100/6 BN6 (1958) LHD



Ferrari 365 GT 2+2 (1970) LHD

Please visit www.albionmotorcars.com for more detailed information

ALBION Motorcars * Tel +32(0)475 21 10 98 * info@albionmotorcars.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

Viewing by
appointment only
6 days 9-9pm



WEST END

CLASSICS

ENTHUSIASTS FAMILY BUSINESS



Tel: (01487) 842085 Fax: (01487) 843142 www.westendclassics.co.uk E-MAIL keith@wec.uk.com



MORRIS 10/4 1931 LIGHT SIX BERYL. This lovely old girl is now 84 years old, she has clearly been loved and the subject of a full restoration carried out over the years. More recently benefitting from full re-trim and new headlining and, we are informed, engine rebuild. Very advanced cars with hydraulic brakes, 12 volt electrics**£P.O.A**



MORRIS OXFORD 1966 32,000 miles from new with full history and noted owners. Technically these cars don't exist, but when they do come up we have to own them. I just love black cars with ox blood red leather upholstery - the original coachwork still gleams even after all these years and the chrome is superb. Rare column change model making full use of the front bench seat.**£P.O.A**



JAGUAR MK2 3.8 1963 Manual Overdrive and sitting on wire wheels. Purchased by the last owner in 1998 with just 30,000 miles from new Car has featured on the cars star with Sir Quentin Wilson driving and providing commentary (video and letter from BBC) very hard to find these proper unmolested examples now see website for more details and photo's**£RESERVED**



BSA A50 ROYAL STAR 500 TWIN 1968 This machine is a real credit to the last owner. The chrome gleams, paint work is just lovely bar one very small chip, engine sweet as a nut-and an exhaust note to die for. I have really enjoyed riding this one and it looks the part too. Delivery available.**£4,750**



RELIANT SCIMITAR GTE 3.0 V6 AUTO 1980 Very expensive cars when launched new, but really outclassed the competition. This stunning example has been with the same devoted owner for the last 25 years, deep burgundy with immaculate light tan upholstery. Large history folder and old Motts, ideal car for classic tours offering ample space for all that luggage and the corgi.**£P.O.A**



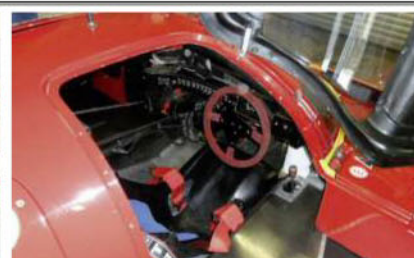
TRIUMPH ROADSTER 2000 1949 Prize winner. Owned for many years by well know club member and featured in many magazines. Restored some years ago and still in superb condition, previously supplied by us, see website for more details and photos**£P.O.A**

WE BUY SHOWROOM QUALITY CLASSIC CARS BUYER CALLS
UK and overseas delivery on all cars for sale if required

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 Chevy engine. FIA Papers. Full details available. Offers around £350,000



Group C Nissan NTP190. The car has one of the original works chassis, with paperwork to confirm. It was built with all period parts and is identical to the car raced all season by Derek Bell. In perfect condition and on the button. £335,000

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.

CREDIT CARDS TAKEN **KINSON MOTOR COMPANY** **FINANCE ARRANGED**

1968 FIAT 500 BAMBINO SALOON. Historic Vehicle, Right Hand Drive, Registration Number TOR 61G. In Bright Red With Black Seats Piped In Red, Black Sunroof, Stereo, Comes With Big Service History File, Spent £1000's on this Vehicle. MOT To November 2015, Must Be Seen At Only **£9,995**

ROLLS-ROYCE SILVER SPIRIT AUTO 4 DOOR SALOON. 49000 Miles, 1988, 2 Keapers, Only 49,000 From New, Full Service History, Metallic Blue, Cream Leather Electric Seats, Piping In Blue, 2 Keys, ABS, Air Conditioning, Electric Windows, Remote Central Locking, Stereo, Alarm, 12 Old MOT's, Fitted White Wall Tyres.

1987 CHEVROLET CORVETTE GMC 5700 AUTO CONVERTIBLE. WHITE. Manufactured 1987, Reg 15-51991, LHD Finished In White With Grey Electric Leather Seats, Automatic With Power Steering, Air Conditioning, Electric Windows, Alloy Wheels, Only 2 Keapers And 70,000 Miles Approx With Lots Of Old MOT's And Big History File, Comes With New MOT And 2 Keys. **£7,999**

1999 1 MERCEDES-BENZ SLK 230K AUTO 2 DOOR ROADSTER. Red, 2300cc, One Owner, 79K Approx, Full Service History & Old MOT's, Power Steering, Electric Windows, Remote Central Locking, 2 Keys, Power Hood, Alloy Wheels, Full Leather Interior, Rear Seats, Air Conditioning, Stereo And CD Player. **£3,999**

VOLKSWAGEN BEETLE 1.9 TDI DIESEL CONVERTIBLE 2003/53 Air Con, P/Hood, 79000 miles, Service History, Parking Sensors **£4,999**

1996 BMW 3 SERIES 320i 2 DOOR CONVERTIBLE. BLUE, Convertible, 1996, In Blue With Blue Hood, Full Beige Leather Seats, 4 Electric Windows, Alloy Wheels, Manual, Power Steering, Central Locking, Stereo And CD Player, ABS, Alarm, 4 Seats, Convertible, Invoices And Receipts For Over 35000 Spent On This Vehicle, MOT Till December 2015, Service History, Lots Of Old Service Bills And Old MOT's, Drives Well **£2,999**

2004 S3 MERCEDES-BENZ SL 500 AUTO 2 DOOR CONVERTIBLE. Silver with grey full leather memory, heated and orthopaedic seats, all electric, 2 Keapers, New Exhaust Pipe, Just Been Serviced A Few Hundred Miles Ago, 70,000 Miles Approx, Fitted AMG Wheels, AMG Badged, ABS, Alarm, Cruise Control, Head Rest, Remote Central Locking, Power Hardtop, Power Steering, Stereo And CD Player, Air Bag, Air Conditioning. **£10,999**

1980 W TVR TASMIR 2001 SPORTS. Blue, 53000 Miles, one owner from new, always garaged just 53,000 in 34 years. Fully documented service history, Factory fitted sliding sunroof, Ford Cologne 2.8 V6 engine with Bosch fuel injection producing 160bhp. An auto was available making it the first TVR to have this as an option. Styled by Oliver Winterbottom, who previously styled the Lotus Elite S2. **£4,999**

PART EXCHANGE FOR CLASSIC CAR OR VAN OR MODERN CAR OR VAN CASH ADJUSTMENT EITHER WAY
07545 703474 OR 02380 766870

SERVICING RESTORING REPAIRS TRIMMING SALES PARTS **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

Slade's Garage 1922 **Tel: 01494 812115**
 Slades Garage, Penn, Buckinghamshire
www.sladesgarage.com

1969 Lamborghini Islero
 POA

1968 Aston Martin DB6
 £249,950

1984 Ferrari 308 GTB
 POA

1996 Ferrari 355 GTS/GTB
 Choice of Vehicles

2002 Bentley Azure
 £75,950

2003 Ferrari 360 Coupe F1
 £74,950

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

EXCLUSIVE CLASSIC CARS LTD OF BURTON ON TRENT, STAFFORDSHIRE



AUSTIN PRINCESS 220 HLS AUTO - 1980 - EP.O.A



BENTLEY MULSANNE S 1988 £7,995



DAIMLER DOUBLE SIX VANDEN PLAS 1974 - £12,995



GARDNER DOUGLAS SERIES 3 COBRA (3500CC) 2011 £29,995



JAGUAR XJS CONVERTIBLE V12 5.3 1991 - FINEST ORIGINAL CONDITION - £19,999 - CHOICE OF 2



AVAILABLE SOON JAGUAR XJS V12 HE COUPE - 1984 - EP.O.A



JAGUAR XJS V12 CONVERTIBLE - 1989 - CHOICE OF 2 - £12,995



MAZDA MX5 - 1999 - £2,995



MAZDA MX5 S VT SPORT 2004 - £4,995



MINI MAYFAIR - 1988 - £4,995



MERCEDES 250 - 1974 - £13,995



MGA ROADSTER BUILT 1958 REGISTERED 1960 - £39,995 - CHOICE OF 2



MGB ROADSTER PULL HANDLE - 1963 - £15,995



MGB V8 ROADSTER 4.6 1968 - £24,995



MGB ROADSTER - 1967 - £13,995



MGC ROADSTER - 1968 - £29,995



LR ROADSTERS RAM SCCOBRA 5.7 1991 £34,995

**COMING IN
SOON**

AVAILABLE SOON TRIUMPH STAG -
MANUAL 2997CC - 1973 - FINISHED IN
WHITE - EP.O.A



PORSCHE BOXSTER 2.5 1998 £5,995



ROBIN HOOD - 2 LTR 2007 - £5,995

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.EXCLUSIVECLASSICCARS LTD.COM TEL:- 01283 548811 OR MOBILE 07779 335727

TOM HARTLEY

THE ULTIMATE NAME FOR MORE THAN 40 YEARS

URGENTLY WANTED

Classic Ferrari, Porsche, Aston Martin and Lamborghini, etc.

We always pay more and will collect today

Call now for a free valuation

Attractive commission paid for a successful referral

Telephone: 01283 762762

www.tomhartley.com

Follow us: @TomHartleyCars TomHartley

Showroom viewing by appointment
Open 7 days : 9am-9pm

ClassicCarsForSale

ClassicCarsForSale.co.uk

BRITAIN'S BEST MARKETPLACE FOR BUYING AND SELLING CLASSIC CARS IN PRINT | MOBILE | ONLINE

Classic Cars for Sale reaches 1.4 million classic car buyers & sellers every week in print, online and via mobile. To see more cars for sale or to sell yours go to

ClassicCarsForSale.co.uk



ALFA ROMEO JUNIOR GT SCALINO 1968, LHD, red with black interior, very clean, rust free example. Comes with original Italian logbook & will have a full service & MoT. www.arunholdings.co.uk. £17,950 TEL: 01420 511375 HAMPSHIRE (T)



AUDI QUATTRO 1987, 105,000 miles, 'E' Reg, full S/S Miltek exhaust, very clean example, requires nothing to start using & enjoying. Long MoT, enthusiastic owner for many years. £22,500 TEL: 07585 114742 LINCOLNSHIRE



The Original Home Of Healeys

www.jmehealeys.com
01926 499000

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



ALVIS TA 14 1949, 55 490 miles. Manual, 4 speed gearbox, rear wheel drive. Excellent condition throughout. www.oldtimerfarm.be. £10,456 TEL: +32 472 401338 BELGIUM (T)



AUSTIN 7 RN BOX SALOON 1932, Maroon/Black, new headlining, new carpets, 4 speed synchro SH, very nice but not concours. £8250 TEL: 07918 664304 CAMBS



AUSTIN HEALEY 1971, 115,375 miles. Finished in stunning British Racing Green with original tan interior, sits on a set of period Minilite alloys. Serviced every year. £7995 TEL: 01925 755191 CHESHIRE



ALFA ROMEO SPIDER 1991, white convertible with hard top. This car is a one off. All original, completely rust free. MoT August 2015. £8995 OVNO TEL: 02920 863806 S. WALES



ARMSTRONG SIDDLEY 17 1934, pre selector gearbox, 6 cylinder saloon, two tone black and burgandy, magnificent condition, very rare car. £POA TEL: 01608 730111 OXFORDSHIRE



AUSTIN A30 1956, 948cc, black, driven regularly. Not long until she is 60 years old. £OFFERS TEL: 01407 840749 ANGLESEY



AUSTIN HEALEY 100/4 1955, full restoration, engine rebuilt by John Chatham. Rare 4 speed gearbox with overdrive & new clutch. Good history file. Driven by Surtees. Excellent example. £55,000 TEL: 07797 760560 HAMPSHIRE



ALFA ROMEO 2600 SPRINT 1963, blue with red leather, LHD, total nut & bolt restoration in South Africa last year, fabulous driver with the sweetest engine. UK reg, years MoT. P/Ex considered. £35,750 TEL: 01904 700277 YORK



ASTON MARTIN TICKFORD 3,900 miles. Turbo Capri, no. 98 of 100 made, best original owner example existing, diamond white, 9ct gold body lines, script grey leather, 0-60 6 secs. £35,000 TEL: 001519 7368640 CANADA



AUSTIN A35 1958, 48,500 miles. New brake cylinders, copper brake pipes, servo, SU carb, S/S exhaust, speedo. Radial tyres, wheel trims, steering lock, fog lights, badge bar. £3700 TEL: 01909 721464 NOTTINGHAMSHIRE



AUSTIN HEALEY 3000 1966, subject of a ground up restoration. Old English white with black leather piped in white & a black mohair hood. A joy to drive. www.beaulieuagarage.co.uk. £59,995 TEL: 01590 612999 HAMPSHIRE (T)



ALFA ROMEO ALFASUD 1983, totally rust free, LHD example. Recently imported from Italy, comes with log book. Tan interior in excellent condition. Will come with MoT. www.arunholdings.co.uk. £6500 TEL: 01420 511375 HAMPSHIRE (T)



ASTON MARTIN V8 1978, automatic, dark metallic blue with beige interior. Subject of a complete engine and suspension overhaul by Aston Heritage dealers. www.runnymedemotorcompany.com. £POA TEL: 01753 644599 BUCKINGHAMSHIRE (T)



AUSTIN A50 1956, 60,000 miles. Tweed grey, blue leather, not concours but clean with no rust and good tyres. Drives well and looks great. £3750 TEL: 01565 734283 CHESHIRE



AUSTIN HEALEY FROGEEY SPRITE 1959, drives well, solid car, low mileage, needs more detailing. £8950 TEL: 01572 737113 RUTLAND



AUSTIN HEALEY SEBRING 1980, 12,000 miles. Finished in red with a white hardtop & black trim, wooden full adjustable steering wheel and gearnob. MoT August 2015. www.panoramabay.co.uk. £26,995 TEL: 01202 709407 DORSET (T)



BENTLEY R TYPE 1954, Automatic, 2 door DHC. Handsome and driving very nicely but could do with some cosmetic improvement. www.realcar.co.uk. £49,500 TEL: 01248 602 649 N. WALES (T)



AUSTIN MINI 1979, 2 door Mini saloon, full service history, passed MoT 6 years ago but has stood in a garage since then so needs work. £2300 TEL: 01858 545940 UNITED KINGDOM



BMW 502 1957, 12 693 miles. Manual 4 speed gearbox, rear-wheel drive, left hand drive. www.oldtimerfarm.be. £21,288 TEL: +32 472 401338 BELGIUM (T)



AUSTIN MINI 1000 1986, finished to a very high standard, Orange, 2 door, Hot Rod roadster, comes with hard top. Converted from a metal body shell. www.kinsonmotorcompany.co.uk. £7,999 TEL: 02380 766870 SOUTHAMPTON (T)



BMW 523i SE 1998, 98,000 miles. Automatic, finished in Calypso red metallic with Sand, leather interior. Style 31 alloys, ABS, Air Con & traction control. 12 months MoT. £1950 TEL: 07855 428791 MID WALES



BENTLEY 3 1/2 MULLINER 1935, sound 'Oily Rag' car, high ratio axle, new tyres/wheels. Just arrived. www.realcar.co.uk. £POA TEL: 01248 602649 N. WALES (T)



BMW E21 323i BAUR 1982, auto, green metallic with black leather, history file, hand book, 140k miles, new tyres, brake pads, fuel line & prop shaft bearing, good condition, drives well. £4995 TEL: 07775 894214 SURREY



BENTLEY AZURE 1999, 42,000 miles. Finished in Verdant green with chrome grille, one owner from new, full service history, exceptional condition throughout. www.hanwells.net. £62,950 TEL: 02085 679729 LONDON (T)



BMW E30 1989, 120,000 miles, new MoT and service, many new parts. VGC, mint interior, PAS, C/L, elec windows, fogs. Drives well, rare classic. £1995 TEL: 02085 293726 LONDON



BENTLEY MULSANNE 1989, 60,250 miles. Balmoral Green in excellent condition inside and out. Previous titled owner and current owner 14 years. Current MoT. £7995 TEL: 07971 335575 NOTTINGHAMSHIRE



BUGATTI REPLICA TYPE 35 1973, 6,900 miles. Beautiful pre war sports cars. This replica is superb, completely restored from the ground up. No Tax require, full MoT £14,000 TEL: 01694 781544 SHROPSHIRE



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.



Bentley Continental R 1998
Royal Blue. Parchment Hide. This very nice Continental R is a 400bhp model with sat nav fitted. Full service history. Will be a Classic. £51,950



1965 Bentley S III Continental
Drop Head By H J Mulliner Park Ward. Royal Blue with Dark Blue Mohair hood. Beige hide interior. 91,000 miles. This fine example is fitted with air conditioning and was restored between 2002 and 2004. An appreciating asset. Extensive history file. FSH. £POA



1997 Bentley Continental R
Royal Ebony, Magnolia hide piped Black, 51,000 miles, Mulliner alloy pedals and wing vents, mesh air dam inserts, full service history. £45,950



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



2001 Bentley Continental R Mulliner Wide Body 420 bhp
Midnight Emerald Mica. English Tan interior. 27,000 miles. This is a last of series model and is only a 2 owner car the first being registered in Jersey and second in the UK. Special features inc Quilted Hide, Alloy Pedals, Chrome Bezel Instruments, Le Mans Console with Pus Button Starter, Turbo Boost Gauge, Smoked Engine, Turned Dash and Door Inserts, Arnage Side Repeaters, Head Rests Embroidered with Bentley Logo. This car has the Wow Factor. Full Service History. £68,950

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



1939 ROLLS ROYCE WRAITH WITH ONE OFF BODY BY GURNEY NUTTING £185,000



Delivered new September 1939 as a 2 door convertible. It emerged in the late 40s as a 2 door fixed head faux coupe with pram irons. It spent the early part of its' life with 4 owners in the North of England and then went to the US. It was re-patriated in the 70s and was restored. Chassis number WHC33. It has recently had £25k expenditure at Frank Dale & Stepsons. 4 speed manual gearbox with servo assisted brakes. Vincent in Dales' workshop stated that it is now possibly the best Wraith available. It drives superbly and with a beautiful proportioned body. This is an absolute blue chip investment and was exhibited at Goodwood last year and the London Classic Car Show.

IAN GRANGE Established 1963

Tel: 0161 456 3836 / 07710 254198

Email: info@oldtimermanchester.com

Please see our website www.oldtimermanchester.com or fuller and better particulars

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£POA



Range Rover Vogue 3.9 SE Auto 1994M 54,000 miles, roman bronze, beige leather, only 1 previous owner from new, genuine low mileage example in exemplary condition£29,995



Range Rover LSE Overfinch 570 HSI 1994L Biarritz blue, granite grey leather, very rare 'soft dash' Overfinch LSE, full restoration just completed£49,995



Range Rover Velar 1970 davos white, original palomino interior, very rare pre-production prototype, fully restored to a high standard.£POA



Citroen SM 3.0 Auto 1975 42,000 km from new, metallic grey, burgundy leather, ex Andrew Brodie, last car to leave Javel factory Paris£59,995



BMW M3 CSL 2004 26,000 miles, silver grey metallic, anthracite amaretta interior, aircon, one of 422 of these lightweight M3's in RHD£POA



Mercedes 280SE 3.5 Coupe 1971 deep red metallic, beige leather, air con, electric sunroof, electric windows, complete restoration by a renowned Mercedes restorer£99,995



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



Porsche 911 2.4E Coupe sporto 1972 sepia brown, beige leather, a very proper & original example having covered a genuine 76,000 miles from new, massive history file, previous concours history, original service booklet, superb£99,995



Jensen Interceptor 6.3 MK1 1968 36,000 miles, crystal blue, black leather, only 2 owners from new, possibly the best example in existence with ultra low mileage.£POA



CADILLAC COUPE DE VILLE 1959, 28,000 miles. Completely original, never been painted. Possibly the best you'll find, a blue chip investment.
www.oldtimermanchester.com. £55,950 TEL: 016145 63836 MANCHESTER (T)



DAIMLER V8 1969, 55,000 miles. Drives beautifully, power steering, dark blue, grey interior, showroom condition, restored 2008. MoT Oct 2015. £25,000 TEL: 01142 312691 S. YORKSHIRE



CHEVROLET CORVETTE 1987, LHD, finished in white with grey, electric leather seats, automatic with power steering, elec windows, alloy wheels, MoT etc.
www.kinsonmotorcompany.co.uk. £7499 TEL: 02380 766870 SOUTHAMPTON (T)



DARACQ V14 1914, finished in French blue with black leather interior, full weather equipment. Superb & beautifully maintained, excellent history. www.hanwells.net. £46,450 TEL: 02085 679729 LONDON (T)



CHEVROLET CORVETTE C1 1954, 54, 059 miles. Automatic, left hand drive, 2 speed gearbox, rear wheel drive. Good condition inside and out. www.oldtimerfarm.be. £61,338 TEL: +32 472 401338 BELGIUM (T)



FERRARI 250 LUSSO 1963, Pino Verde paintwork, left hand drive, 4 speed manual gearbox. Car drives exceptionally well, comes with a comprehensive history file. www.talacrest.com. £POA TEL: 01344 308178 BERKSHIRE (T)



CHRYSLER 62 1928, original RHD. Finished in Vanilla over black with leather interior, all new black mohair weather equipment. Drives like a dream, lovely condition.
www.ivorbleaneyclassiccars.co.uk. £27,500 TEL: 01794 390895 WILTSHIRE (T)



FERRARI 275 GTS 1965, 167 of 200. Very nice example, long-term California ownership & maintenance history. Original trim & accessories. Restored engine compartment, paint & interior. £1,334,159 TEL: +1 650 483 6567 CALIFORNIA, USA



CITROEN 2CV Shiny, rust-free, galvanised chassis, great engine & gearbox. Less than 60k miles. Agreed insurance value £5500. Clean & comfy interior. MoT Aug '15. £4350 TEL: 01745 857667 PRESTATYN



FERRARI 308 GT4 1980, 14,000 miles. Finished in its factory specification of red with full cream hide and beige carpets. Comes with an extensive history file. www.foskers.com. £75,000 TEL: 01474 874777 KENT (T)



DAIMLER SERIES 1 1972, 90,000 miles, Ascott Fawn with burgundy trim. Last owner 23 years. Regular maintenance and continuous refurbishment. An original car in fine condition. £15,000 ONO TEL: 01440 786222 SUFFOLK



FERRARI 308 GT4 1977, 56,000 miles. Lovely example, finished in red with black hide, navy blue velour seat centres and black carpets. Recent full service. www.foskers.com. £45,000 TEL: 01474 874555 KENT (T)

Tamworth, Staffordshire

Call Jonathan

07968 694448 or 01827 288177

Wanted - similar high quality, low mileage cars

Email: sales@avantgardecars.co.uk



FERRARI 365 GTB/4 1971, 44,000 miles. Extensive rebuild of suspension, overhaul of braking system etc, history file documents the work done. Very good condition. www.foskers.com. £795,000 TEL: 01474 874777 KENT (T)



FORD MUSTANG FASTBACK 1965, good straight A code car, pony interior, strong 302 engine, side exit exhaust, auto, power steering, period alloys, nice history, reluctant sale. £29,995 TEL: 07920 207969 WARWICK



FIAT 124 1968, 106,194 miles. Metallic turquoise paintwork, cream interior. Engine runs smoothly and the car drives well, brakes require some attention. £4650 TEL: 01606 591726 CHESHIRE



FORD THUNDERBIRD 1971, 85,000 miles. Automatic, fully loaded, documented history, Florida import, well maintained, drives perfect, tidy & original, excellent condition throughout. £14,000 ONO TEL: 07956 251328 CYPRUS



FIAT 600D 1968, White, tan interior. 3 owners from new, comes with Italian logbook. Very clean, rust free example, lovely interior & a dream to drive. www.arunholdings.co.uk. £10,950 TEL: 01420 511375 HAMPSHIRE (T)



FORD ZEPHYR 1955, finished in cream & burgundy. Rare model, benefitted from a full restoration. www.panoramabay.co.uk. £29,995 TEL: 01202 709407 DORSET (T)



FORD CONSUL 1962, automatic, stunning metallic gold paintwork. Custom Crager S/S wheels, SS exhaust, leather interior. Great car with new MoT. £10,000 TEL: 01506 415295 LANARKSHIRE



HILLMAN IMP 1972, 79,000 miles. Fully restored, rebuilt engine, completely original, MoT Sept 2015. Very rare opportunity. £5800 OVNO TEL: 01943 602518 YORKSHIRE



FORD CORSAIR 1968, 2000cc, V4 deluxe, 25,000 miles, column change, bench seats, with spares. £6000 ONO TEL: 01983 753647 ISLE OF WIGHT



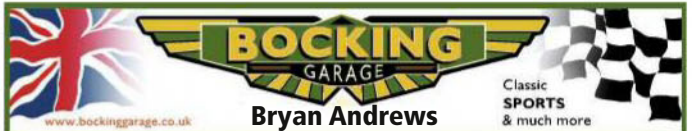
HOTCHKISS 413 BIARRITZ 1933, 27 962 miles. Older restoration but in very good condition, excellent interior. 4 speed manual, right hand drive. www.oldtimerfarm.be. £31,721 TEL: +32 472 401338 BELGIUM (T)



FORD CORTINA 1969, 87,000 miles. H reg, very nice condition. Ermine white with brown vinyl roof, new sound proof carpets, headlight, alternator. Just serviced, comes with MoT. £7995 TEL: 01475 632242 RENFREWSHIRE



HUMBER 9/28 TOURER 1929, Brown/beige tourer, good condition throughout. May consider part exchange. £13,500 TEL: 01400 282926 LINCOLNSHIRE



OUR NEW PREMISES AT STANLEY MILLS, GASOLINE ALLEY, BINGLEY. VIEWING ALMOST ANYTIME BY PRIOR ARRANGEMENT TO AVOID DISAPPOINTMENT.



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. £5,950



1992 MERCEDES 200E 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



1997 BMW Z3 1.9 ROADSTER Only 69,000 miles. Bright red with black leather. Stunning example. £4,950



1995 ROVER 214i "13000 Miles" Yes, only 13000 miles from new! Unique time warp, virtually indistinguishable



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



1995 JAGUAR XJ6 3.2 LITRE Carnival red with unmarked cream leather interior 87,000 miles with a history portfolio. Lovely condition throughout and great value. £4,750



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



1993 AUDI 80 2 LITRE CONVERTIBLE. Alpine white with navy blue leather 77,000 miles. Exceptional throughout. £3950



1980 VAUXHALL CAVALIER 2 LITRE GLS SPORTS Hatch if you missed it last time - here's your chance! Ex-concours car in superb condition. £4,500



1963 HUMBER SUPER SNIPE. Burgundy with cream interior. Auto and power steering. Extensive restoration. £2000



1978 ROVER 2600 SDi (AUTO). Rare early car, extensively restored finished in Richleau red with factory Webasto sunroof, leather and alloy wheels. £3,995



1970 MORRIS MINOR TRAVELLER Snowberry white with black interior, excellent wood and very smart condition from front to back. £7,950



1955 MORRIS MINOR SPLIT SCREEN. Almond green with contrasting antique green trim. Excellent bodywork and interior. Lovely to drive. Sure to please. £4,950



1992 FORD ESCORT RS 2000. Ex R.S.O.C. members car. Full history. Beautiful example inside and out. £3950



2001 ROVER 75 TOURER ESTATE. Finished in nightfire red with contrasting trim. Only 50,000 miles from new. Lovely example. £1,995

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

THE GALLERY®

Aaldering Classic & Sportscars Brummen
— Since 1977 —

Over 350 classic & sportscars in stock



FERRARI 246 GT DINO FIRST PRICE WINNER TECHNO CLASSICA ESSEN 2015



ASTON MARTIN DB6 SUNROOF AND 5-SPEED GEARBOX 1966



AUSTIN HEALEY 3000 MK3 1964



JAGUAR E-TYPE COUPÉ 4.2 SERIES 2 1969



JAGUAR E-TYPE SERIES 1 4.2 CONVERTIBLE 1967



TIGER SUPER 6 ONE OF BY NIGEL MANSELL 2010



FERRARI 308 GTB VETRORESINA DRY SUMP 1976



FERRARI 512 BBi RESTORED BY TONI AUTO MARANELLO 1984



MERCEDES 190 SL 1959



PORSCHE 911 CARRERA 3.0 TARGA WTL ONE OF ONE !! 1977



ALFA ROMEO 2600 TOURING SPIDER 1964

Ferrari 308 GTB	1979	De Tomaso Pantera	1972
Ferrari 348 TS	1991	Lamborghini Jarama S	1976
Ferrari F355 GTS	1995	Maserati Bora	1973
Maserati 3500 GT Vignale Spyder	1963	Mercedes Benz 230 B Convertible	1938
Alfa Romeo 1900 CSS	1954		
Alfa Romeo RZ	1995		
Aston Martin V8	1978		
Aston Martin V8 Volante	1980		

If you would like to sell your car?
Use our 35 years of experience
and worldwide contacts!

The Gallery Brummen
Arnhemsestraat 47
6971 AP BRUMMEN
The Netherlands



Contact: Nick Aaldering - T. + 31 (0)575 56 40 55
E. info@thegallerybrummen.nl - I. www.thegallerybrummen.nl
f /thegallerybrummen - @gallerybrummen - /thegallerybrummentv

LANES CARS

Specialist buyers and sellers of 'E' type Jaguars



contact
Martin Lane

www.lanescars.co.uk

Call 01922 749244



JAGUAR MK2 1963, manual overdrive on wire wheels. Purchased by last owner in '98 with just 30,000 miles. Featured on 'The Cars the Star', proper, unmolested example. www.westendclassics.co.uk. £POA TEL: 01487 842085 CAMBRIDGESHIRE (T)



JAGUAR E TYPE 1963, rebuilt in 1988. Flag blue & trimmed in black hide with matching carpet. The engine was built by Jaguar's own competition engine builder. www.runnymedemotorcompany.com. £285,000 TEL: 01753 644599 BUCKINGHAM (T)



JAGUAR SOVEREIGN 1992, 100,000 miles. Cream/mustard leather upholstery & real wood interior. All original parts, including alloys. Absolutely stunning, drives beautifully. £2000 OVNO TEL: 07525 490126 BERKSHIRE



JAGUAR E TYPE 1970, recently undergone a complete nut & bolt restoration. Finished in Old English White with St. James Red leather interior. Immaculate condition throughout. www.hanwells.net. £106,500 TEL: 02085 679729 LONDON (T)



JAGUAR SOVEREIGN 1988, 43,000 miles. Automatic, 3.6, 2 owners from new. Drives perfectly, seats hardly used, no rust, original tool kit, tyres all good, current MoT. £4950 TEL: 01883 715166 SURREY



JAGUAR E TYPE Built in the 80's by a commercial garage owner and only done 6,000 miles. Substantial work recently done, correct registration, no Tax. Handles well. £25,000 TEL: 07813 391972 DORSET



JAGUAR XJ6 1995, 137,000 miles, dark blue in good condition. Current MoT. £1200 ONO TEL: 01323 729085 EAST SUSSEX



JAGUAR E-TYPE ROADSTER 1970, Old English white, black trim & hood. LHD, manual o/d, a nicely resto red car. Retaining its original upholstery. Heritage car, matching no's. £59,000 TEL: 01772 612175 PRESTON



JAGUAR XJ6 SOVEREIGN 1994, 103,000 miles, automatic, original, metallic light blue, tidy blue leather interior. Well maintained, service history, always garaged, drives perfectly, currently MoT'd. £1850 ONO TEL: 07954 626815 LONDON



JAGUAR MARK II 1961, 46,554 miles. Indigo blue, stunning condition. Ground up restoration. Valued reg no. Unleaded head, elec. distrib. spoke wheels, hubs, discs, brakes etc. £16,500 TEL: 01206 330619 ESSEX



JAGUAR XJ8 1999, 75,000 miles. Black metallic paintwork with cream leather interior, alloy wheels, power steering, elec windows etc. www.kinsonmotorcompany.co.uk. £3950 TEL: 02380 766870 SOUTHAMPTON (T)



JAGUAR XJS HE V12 COUPE 1985, 81,212 miles. Metallic blue with doeskin interior, 4 owners from new, in last ownership since 91. Huge history file, original handbook, tool kit and jack in A1 condition. £POA TEL: 01323 371918 EASTBOURNE



LAND ROVER SERIES IIA Featured in Land Rover Owners magazine. Bulk head & chassis very good condition, well maintained, drives really well including engine & gears. £7000 TEL: 07766 518813 SHROPSHIRE



JAGUAR XK150 DHC 1948, 3.5L, 37 years with current owner, full body and engine rebuild, 2500 miles since completion. Red leather interior, concours winner. Email: brown103d@kern.com.au. £85,000 TEL: 00618 8338 6753 SOUTH AUSTRALIA



LOTUS ELAN SE3 1967, 84,700 miles. Older restoration, receipts for work done, recent improvements include, water pump & breather pipe mods, engine rebuild. £15,000 ONO TEL: 02024 50858 LONDON



JENSEN INTERCEPTOR 1971, 75,000 miles. Automatic, gold with recently re-trimmed black hide interior, but somewhat scruffy and in need of some TLC. www.runnymedemotorcompany.com. £POA TEL: 01753 644599 BUCKINGHAM (T)



MARLIN BERLINETTA 1986, 2 litre, automatic gearbox, Q reg, one previous owner, very sound and well built. £2500 TEL: 01763 244826 HERTFORDSHIRE



JOWETT JAVELIN 1952, one of the best, metallic red, good mechanics, radial tyres, fully restored, 1995/6. Sale due to ill health. £9750 TEL: 01132 267497 LEEDS



MASERATI QUATTROPORTE 2008, 22,000 miles. Black with black hide with red stitching interior, 6 speed automatic gearbox. Excellent condition throughout, comes with FSH. www.foskers.com. £32,995 TEL: 01474 874777 KENT (T)



JOWETT JUPITER 1952. One of Yorkshire's finest. Very good condition, on the road. £25,000 TEL: 01642 553357 TEESIDE



Mercedes-Benz Club
Founded 1952
Join the Club for
every Mercedes-Benz
0845 6032660
www.mercedes-benz-club.co.uk



LAMBORGHINI COUNTACH LP500s 1987, like new, stunning condition, right hand drive. Black and white interior. www.talacrest.com. £POA TEL: 01344 308178 BERKSHIRE (T)



MERCEDES 420 SL 1988, 44,000 miles. 8 cylinder hard/soft top. Very good condition, current owner 14 years. £14,000 TEL: 01892 891365 KENT



BUICK SUPER CONV.
1948 € 59.900



CHEVROLET SS
1964 € 49.900



CORVETTE C1
1960 € 89.900



FORD A ROADSTER
1930 € 32.500



FIAT BELVEDERE
1953 € 11.500



FORD V8 DE LUXE
1940 € 22.500



HOT-ROD
1991 € POA



AUBURN SPEEDSTER
1967 € 55.000



RILEY TMA 2.5 LHD
1953 € 28.500



PONTIAC SILVER 8 STREAK
1948 € 57.500



BENTLEY LWB
2005 € 59.900



MERCEDES 170 VA
1937 € 110.000



PIERCE-ARROW 836
1933 € 55.000



CADILLAC LA SALLE
1929 € 54.500

FRANK KENNIS PH. 00.31.622.420.766

MAIL. INFO@KENNISCARS.NL

WWW.KENNISCARS.NL

Melvyn Rutter Limited



MAIN DEALER

**A NEW MORGAN FOR 2015
– EARLY DELIVERY INCLUDING THE NEW
IMPROVED SPECIFICATION 3 WHEELER**



**NEW 4/4 AT PRE INCREASE PRICE
DUE IN SOON, SIMILAR TO IMAGE SHOWN.
ALSO NEW PLUS 4 AT PRE INCREASE PRICE.
ENQUIRE TODAY.**



**2012 MORGAN THREE WHEELER. VERY HIGH
SPEC, LOTS OF EXTRAS. OUR OWN CAR. OFFERED
WITHOUT REG. NUMBER. £27,950**

OTHER CARS FOR SALE:

**1998 PLUS 8, 1990 PLUS 8, 2011 PLUS 4 SUPER
SPORTS, 1964 +4 RACE CAR, 1952 PLUS 4 DHC,
1972 4/4 4 SEATER, 1939 4/4 SERIES 1
Go To The Website For Full Details**

MORGAN HIRE CARS

**BOTH 3 AND 4 WHEEL MORGANS NOW AVAILABLE
£195 PER DAY INCLUDING INSURANCE**

RUTTER PARTS CATALOGUE

**NEW 11th Edition, 72 Page Parts Catalogue
£4 UK, £6 Europe, £8 overseas elsewhere**

**The Morgan Garage, Little Hallingbury, Nr Bishops
Stortford, Herts CM22 7RA England**

Tel: 01279 725725 Email: mr@melvyn-rutter.net

www.melvyn-rutter.co.uk



MERCEDES 450 SL 1980, Historic vehicle totally rebuilt at Mercedes Milan, Italy. Auto, air con, black leather S/H top. Drives perfectly (LHD). £22,000 TEL: 0039 33556 38188 VERBANIA



MG MAGNETT ZB 1957, 36,577 miles. Finished in Old English White/maroon with lovely leather white interior. Very nice car, 1489cc engine. Tax and MoT exempt. £8450 OVNO TEL: 029208 63806 S. WALES



MERCEDES BENZ 190E 1993, 77,000 miles, automatic, Almandine metallic, cream cloth. Immaculate original condition, potential concours winner. Full service history, sunroof, 2 previous owners. £3950 TEL: 01803 551383 DEVON



MG MGA 1959, extremely rare Twin cam car, left hand drive, in excellent condition. Front bumper & radiator grille replaced, comes with detailed file. www.runnymedemotorcompany.com. £35,000 TEL: 01753 644599 BUCKINGHAM (T)



MERCEDES BENZ 220SEB 1965, metallic red/white roof (originally pale blue), cream leather, 4 speed auto, mechanically & structurally excellent, MoT, needs repaint & cosmetic restoration. www.ccbenz.co.uk. £12,950 TEL: 01625 260913 CHESHIRE (T)



MG MGA 1500 ROADSTER 1956, in original colour, Glacier blue. Sound and driving very nicely, fresh MoT. www.realcar.co.uk. £18,500 TEL: 01248 602649 N. WALES (T)



MERCEDES BENZ 600 1992, 122,000 miles. 2 door, Pillarless Coupe. 12 cylinder, every conceivable extra. History with original invoice, can't be over described. www.oldtimermanchester.com. £16,995 TEL: 01614 563836 MANCHESTER (T)



MG MGA 1600 1960, finished in signal red with tan leather DeLuxe seats & louvered bonnet. Comprehensive wax treatment & Jaguar Superguard body polish. www.beaulieugarage.co.uk. £45,000 TEL: 01590 612999 HAMPSHIRE (T)



MERCEDES-BENZ 190E 1993, smoke silver metallic, Java leather, 4 speed auto, airbag, original alloys, FSH, immaculate throughout. www.ccbenz.co.uk. £6950 TEL: 01625 260913 CHESHIRE (T)



MG MGB 1977, 88,000 miles. Same ownership since 2000, superb condition throughout. £4295 TEL: 07867 671808 HAMPSHIRE



MG BGT 1972, 68,507 miles. Extensively restored 2006, many new body panels, gold seal engine o/d, leather seats, wood dash & s/wheel, dry stored, new MoT, p/x good Morris Minor. £4500 TEL: 01526 354854 LINCOLNSHIRE



MG MGB 1972, 9,500 miles. Automatic, V6C, many upgrades, some history with many bills. MoT April 16. £5000 TEL: 01543 673286 STAFFORDSHIRE



MG MGB GT 1975, 8,000 miles. Blue ribband engine, body needs some TLC, one seat is knackered. MoT Dec 2015. £1375
TEL: 01384 74272 WEST MIDLANDS



MG MGB ROADSTER 1972, 81,968 miles. Red, electronic ignition, hard/soft top, full & half tonneau covers. Older rebuild, all documents inc. Drives well, plus some spares. £6250 OVNO TEL: 01384 626389 WEST MIDLANDS



1966 MGB V8 Roadster

Outstanding car subject of major rebuild to include brand new Heritage shell, 3528cc V8, Rover 5 speed gearbox, MGC rear axle, upgraded handling kit and much more. Less than 3000 miles since and truly 1st class with knock on Minilites and Works hardtop.

£24,995
Tel: 01944 758000 (T)



MG MGB ROADSTER 1968, 97,000 miles. Primrose yellow, black leather seats. Mohair hood, chrome wires. In 08 had new engine, body & structural rebuild. Recent service & MoT. £12,500 ONO TEL: 01243 607988 WEST SUSSEX



MG MGB ROADSTER 1964, 60,300 miles. Tartan red with black trim piped in red. Original 'pull handle' model. Body restoration completed 2014 on original shell. Overdrive, sensible upgrades inc. £12,950 TEL: 01892 664867 EAST SUSSEX



MG MGC 1968, fully restored car. reupholstered leather seats, engine rebuild, full body restoration and respray, wire wheels, new carpets, tax exempt. £21,995 TEL: 07738 466151 DEVON



MG MGB ROADSTER 1980, 26,000 miles. 5 chrome wire wheels, seats re-trimmed in leather. Paper work details the work done, new hood fitted. £7500 TEL: 01202 873418 DORSET



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** 01235-834664 OXON



MG MGB ROADSTER 1976, white with red leather interior. Lovingly restored from the ground up, including mechanical rebuild & is in outstanding condition. Current MoT. www.panoramabay.co.uk. £8995 TEL: 01202 709407 DORSET (T)



MG MIDGET 1970, 107,000 miles. Very solid, rebuilt by previous owner. Minor paint blemishes otherwise VGC. MoT March 2016. Would P/Ex for Morris Minor. £3500 ONO TEL: 07894 081387 LANCASHIRE



MG MGB ROADSTER 1978, 29,380 miles showing since refurb, converted to chrome bumpers, overdrive, leather seats, walnut dash, alloy wheels, electronic ign/fuel pump, history file. MoT'd. £4600 TEL: 01768 862243 CUMBRIA



MG MIDGET 1978, this is a lovely little car and great for the summer months. A small amount of work left to do, viewing is highly recommended. £1350 TEL: 01633 440868 CAERPHILLY



Cheshire Classic Benz

Specialising in the Rarer Mercedes Models from the 1960s to the 1990s



300SL Roadster 1985C

Rare Moss Green, matching hardtop, black soft top, cream sport check interior, automatic gearbox, ABS, electric windows, fire ext, original alloy wheels, FSH, 57,000m **£26,950**



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**



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**



SL320 Roadster 1997R

Brilliant Silver, black soft top, hardtop, black leather, 5 speed auto, high spec inc ESP, cruise, climate, electric seats, rear seats, original 16" 8 hole alloys, FSH, 38,000m **£14,950**



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**



300SL-24 Roadster 1992J

Brilliant Silver, new blue soft top, h/top, blue lthr, 5-Sp auto, high spec inc cruise, aircon, htd elec mem seats, elec st col, AMG susp/exh, 18" AMG style alloys, FSH, 73,000m . . . **£8,950**



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**



300CE Coupe 1992K

Nautic Blue metallic, mushroom leather, 4 speed auto, aircon, cruise, elec seats, elec sunroof, leather steering wheel, headrests, armrests, orig alloys, FSH, 97,000m . . . **£7,950**



230TE Estate 1983A

Ascot Grey, Charcoal cloth, auto gearbox, manual windows, manual sunroof, roof rails, cargo net & luggage cover, original alloy wheels, FSH, 95,000m **£10,950**



190E 2.6 Saloon 1993L

Smoke Silver, Saffron lthr, auto, 2 x elec seats, leather steering wheel/ gearknob, airbag, OTG, headrests, armrests, elec sunroof, elec windows, orig alloys, FSH, 96,000m . . . **£6,450**

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

Car Collection Wittner



We are specialized in trading exclusive classic and race cars.
We can deliver worldwide! - www.carcollection.at



Aston Martin V8 Volante 1979 original LHD very nice car £124,500



Maserati 3500 GT 1959 early carbureted car originally owned by Maria Callas Husband £199,000



Aston Martin DB6 1966 with only 33000 mls from new £215,000



Devin V8 1959 Racecar Tube frame chassis £29,000



Ferrari 308 GTSQV 1984 perfect!! £69,000



Ferrari 400 I Automatic 1981 LHD £37,500

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



MG PA TOURER 1934, subject of a total body off restoration in 2004, including complete engine rebuild. Finished in two tone Green with matching Green leather interior. www.ivorbleaneyclassiccars.co.uk. £34,950 TEL: 01794 390895 WILTSHIRE (T)



MORGAN 4/4 1600 1984, 18,650 miles, 2 seater. 1 owner. Black leather. MoT's from new & service file. Luggage rack, tonneau cover etc. Superb condition throughout. £18,950 TEL: 07850 500911 COUNTY DURHAM



MG VA 1938, finished in deep black with burgundy hide trim and tan roof. Total ground up restoration, 19" wire wheels, hydraulic brakes. www.panoramabay.co.uk. £35,995 TEL: 01202 709407 DORSET (T)



MORGAN PLUS 8 1997, 9,700 miles. Connaught green, stone leather, aluminium body, walnut dash, wire wheels, windscreen, luggage rack, dry weather driven only, always garaged. £33,000 TEL: 01233 770435 KENT



MG VA TOURER 1938, In Old English White. Work done: 2 new back plates, better adjustment king pins, axle oil seals, linings. Good hood in cream, easy starting. £POA TEL: 01179 322060 BRISTOL



MORRIS 10/4 1931, Light six, subject of a full restoration carried out over the years. Recent full retrim, new headlining & engine rebuild. Hydraulic brakes, 12 volt electrics. www.westendclassics.co.uk. £POA TEL: 01487 842085 CAMBRIDGESHIRE (T)



MGB GT 1979, 1800cc, brooklands green, gold seal engine, 45,277 miles incl. good condition on 60% refurb. Recent carburettor rebuild & tune. Black vinyl front seats. £4500 TEL: 01985 300177 WILTSHIRE



MORRIS 1000 1966, 26,000 miles, fully restored, replacement engine, disc brakes, electronic ignition, show condition. £5950 TEL: 01424 751836 EAST SUSSEX



MINI 1000 1973, MoT but tax exempt. Mini Sport re-manufactured engine, gearbox, new subframe, suspension, brakes, clutch, etc. Citroen yellow, in good order, reliable. £3000 TEL: 01535 633068 N. YORKSHIRE



MORRIS 1800 1973, Finished in very rare black Tulip with dark red interior. Ziebarted from new and in excellent, original condition. Well known car at shows. £4250 TEL: 01246 200630 DERBYSHIRE



MINI MAYFAIR 1994, 60,000 miles, recent restoration, includes repaint, engine overhaul, carbs overhaul, black folding roof, very reliable, looks & drives well, MoT'd. £3250 TEL: 01923 681596 HERTFORDSHIRE



MORRIS ISIS 1930, All steel body, this is the second oldest in the UK, superb condition inside & out, very reliable ideal show car & a joy to drive, MoT/tax. £16,500 TEL: 01352 733312 N. WALES

Carn Bosavern Garage, St. Just, Penzance, Cornwall TR197QX

MGA Roadster 1500cc 1955. We Have A Choice Of 2 Cars Under Restoration. Currently In Primer. You Can Choose Your Colour & Interior Combination As Well As Extras. The Above Pictures Are Of A Current Sold Project MGA. £POA

Mercedes 230S Fin Tail 2300cc 1955. Twin Carb, Manual, 6 Cylinder. Excellent Original Condition Inside And Out. Tax Exempt. Extensive History. Ex-Australian Car. For More Information Please Ring For Details. £7,295

Triumph TR3A 2000cc 1959 & 1960. Both Vehicles Currently Undergoing Nut & Bolt Restorations. Can Be Restored To Your Own Specification. All Items Will Be New Or Overhauled. Ring For More Information. £POA

MGB Roadster 1800cc With Overdrive Choice Of 5 Available Ranging From 1955-1973. Please Enquire For Price - Choose Your Own Colour & Interior Combination. Above Pictures Are Of A Current Project. £POA

Triumph TR3A 2000cc 1958. The Above Pictures Are Of A Current Sold Project TR3A. We Currently Have 5x TR3A's Under Restoration. All Of Which Will Have A Full Nut & Bolt Rebuild. Choose Your Own Colour / Interior. £POA

Volvo P1800 1954. Recently Reconditioned Back On To The Road. Various New Mechanical / Braking Parts. New Red Leather Seats. Full Respray. New Carpets. Tyres Exhaust Etc All New. Ring For Details. £POA

Triumph TR6 2500cc With Carbs 1975. 6 Cylinder. Recent Full Respray In Signal Red And Recondition. Various New Mechanical / Braking Components. Import From California. Please Ring For More Information. £POA

Current Restoration Projects
1x Triumph TR2, 1x Triumph TR4A IRS, 1x Triumph TR6, 5x MGB Roadster, 2x MGA Roadster, 3x MGB GT, 1x Volvo P1800, 6x Triumph TR3A
All cars can be restored to your own specification of colour, interior & running spec.

Restoration Work + Nationwide Delivery + MOT + Service

01736788755 or 07974190763
www.CARBOSAVERNGARAGE.com



MORRIS MINOR 1000 1968, Trafalgar blue convertible, fully original. Resprayed & full resto with brake overhaul, new tyres, carpets, renewed hood & fuel pump, logbook & history. £7950 TEL: 07762 499216 SUFFOLK



ROLLS ROYCE 20/25 1929, blue & black with blue leather & beige Bedford cord interior. Totally rebuilt engine, many period features, magnificent car. www.ivorbleaneyclassiccars.co.uk. £49,950 TEL: 01794 390895 WILTSHIRE (T)



MORRIS MINOR 1000 1968, 58,300 miles. Almond green, solid car, beautiful condition inside & out. Many extra's inc. unleaded engine, electronic ign. servo assist brakes, etc. Long MoT & SH. £2750 TEL: 01159 221735 NOTTINGHAM



ROLLS ROYCE 20HP 1926, Park Ward original Lightweight Tourer. Attractive, sound, much work done and good history. www.realcar.co.uk. £67,500 TEL: 01248 602649 N. WALES (T)



MORRIS MINOR TRAVELLER 1963, 86,886 miles. White, convertible in very good condition for its age. Starts and drives well, very useable classic. 11 months MoT. £5850 TEL: 07553 251716 OXFORDSHIRE



ROLLS ROYCE 25/30 1937, Three position DHC, well finished in black, excellent red leather, one fairly for about 35 years. Just arrived. www.realcar.co.uk. £POA TEL: 01248 602649 N.WALES (T)



PONTIAC FIREBIRD SPORTS COUPE 1995, 82,000km 3.4ltr V6 auto, all original, silver with grey fabric interior, LHD, targa roof, superb inside & out, lady owner 12 years, air cruise. £7000 TEL: 001519 7368640 CANADA



ROLLS ROYCE CAMARGUE 1983, low mileage, fully serviced and ready to enjoy. White paintwork, beige hide interior. www.chelseaworkshop.com. £POA TEL: 02075 848363 LONDON (T)



RELIANT SABRE SIX Ex-race car, Raymond Mays head, triple Webbers, recent fitted new tyres, radiator & hoses, good condition, current MoT, exciting road or rally car. £20,500 TEL: 07984 947730 UK



ROLLS ROYCE CORNICHE 1987, 53,000 miles. Ocean blue, dark blue power roof, dark blue hide. One owner, full service history, cocktail cabinets in both doors. www.chelseaworkshop.co.uk. £POA TEL: 020758 48363 LONDON (T)



ROLLS ROYCE CAMARGUE 1984, 43,000 miles. 2 door designed by Pinninfarina. Goodwood Green with gold coachlines. Comprehensive service history, possible very best available. www.oldtimermanchester.com. £65,000 TEL: 016145 63836 MANCHESTER (T)



ROLLS ROYCE CORNICHE 1973, left hand drive, 2 door FHC. Very smart in Primrose with tan leather roof and interior. Very sound and drives well. www.realcar.co.uk. £27,500 TEL: 01248 602649 N. WALES (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*



1950 MKVI Drophead Coupe by Park Ward
Fabulous car upgraded to 4 1/2 litre 'Big Bore' engine & High back axle ratio for relaxed cruising. Beautifully finished inside, Outside and Underneath! Runs and Drives just as it should; **£125,000**



'34 20/25 Barker Sedan de Ville
Attractive, correct & desirable style in an appealing & very original condition. Just out of long term storage, now re-commissioned, mot'd & driving nicely; **£45,000.** Fourteen 20hp, 20/25, 25/30's



1952 LHD Silver Wraith LWB HJ Mulliner Limousine.
Very Smart, Correct & Rare with a high quality repaint in the original Midnight Blue. Pleasure to Drive; **£49,500**
1959 LHD SCI Lovely! Due In.



1963 Silver Cloud III
Very Smart & well sorted car in a lovely combination of Midnight Blue & Silver with excellent Dark Blue Leather. Good history file of recent work; **£39,500.** Several S/Wraiths - LHD & RHD



1954 R Type Hooper 'Empress'
Very Stylish & Smart with Auto G/Box and much work carried out in recent years including full engine rebuild; **Due In Soon with: '53 R-Type Mulliner, Manual. '47 MKVI, Very Smart/Sound.**



1935 Bentley 3 1/2 Vanden Plas Style 'Cut Away' Door Tourer.
Sound, smart, light & responsive. Full weather equipment, fold flat screen, Marchal Lights; **£125,000.** '35 Barker 3 1/2 DHC; **£137,500.** '35 3 1/2 3 Position DHC; **£75,000**



1926 20hp Park Ward 4 Door 'Sporting Four Seat Tourer'
Lightweight, Attractive, original and highly desirable with comprehensive history file, new Cylinder Head; **£67,500**
Choice of two other Open 20hp's

Urgently Wanted! - Similar Cars
Export arranged - Commission sales - Part exchanges
Contact Ray or Ian - let us find your next car!



Full illustrated stock list on request
Tel: 01248 602649 anytime
Fax: 01248 600994
E-mail: mail@realcar.co.uk



For the most up to date stock details and photos visit our website:
www.realcar.co.uk

CLASSIC & CABRIOLETS COLLECTION



1971 Citroen SM Maserati, SB Carburetor model, Black Leather.



1976 Alfa Romeo Alfetta 1600GT Coupe.



1971 Alfa Romeo Giulia 1300 Super



1966 Fiat 500F Original Italian RHD.



1973 Fiat 130 Coupe 5 speed manual gearbox.



1966 Lancia Flavia 1.8 Pininfarina Coupe.



1968 Lancia Fulvia Si Rallye 1.3 Coupe.

www.classics-cabriolets.co.uk



ROLLS ROYCE PHANTOM 1934, coffee & cream paintwork, White wall tyres. Red leather interior, sound body, perfect chrome, very eye catching example, currently having a mechanical overhaul.
www.ivorbleaneyclassiccars.co.uk £69,950
TEL: 01794 390895 WILTSHIRE (T)



SAAB 900 1994, 151,000 miles, 1985cc convertible, burgundy, soft grey velour interior. New hood fitted last year. MoT Jan 2016. £3250 TEL: 01872 864088 CORNWALL



ROLLS ROYCE SILVER CLOUD III 1965, Park Ward 2 door continental. Midnight blue, red leather interior. New windscreen, reconditioned gearbox, boot re-trimmed & new headlining.
www.oldtimermanchester.com £115,000
TEL: 016145 63836 MANCHESTER (T)



SAAB 96 V4 1972, 97,000 miles. Superb original condition, virtually full history from new. Cardinal red with 2 tone red interior. Ideal for historic rallying. £4500 TEL: 01508 536742 NORFOLK



ROLLS ROYCE SILVER SPIRIT 1988, 49,000 miles. Metallic blue automatic with cream leather electric seats, piping in blue. Comes with full service history.
www.kinsonmotorcompany.co.uk £11,999
TEL: 02380 766870 SOUTHAMPTON (T)



SUNBEAM ALPINE 1967, 9,639 miles. Solid car in fair condition, looks fantastic. Older restoration, some welding, no rust. Spares that can be included. MoT June 2015. £6250 TEL: 019208 21121 HERTFORDSHIRE

WWW.ERclassics.com



250 CLASSIC CARS IN OUR SHOWROOM



40 MG'S IN STOCK



MORE THAN 25 TRIUMPHS IN STOCK



MORE THAN 25 JAGUARS IN STOCK



MORE THAN 25 MUSTANGS IN STOCK



ALL TYPES OF CLASSIC CARS IN STOCK



ALWAYS 20 OR MORE PORSCHE IN STOCK

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 SILVER SPUR 1983, finished in dark metallic Oyster with gold-plated mascot & badges. One royal owner, incredible condition, recent MoT & taken off diplomatic plates.
www.oldtimermanchester.com £22,500 TEL: 016145 63836 MANCHESTER (T)



TRIUMPH 2000 1973, Dry stored for 16 years. Inlet manifolds, metering unit, injector pipes, suspension bushes, power steering rack all replaced. All original, VGC. £3000 OVNO TEL: 07968 287670 CUMBRIA



ROLLS ROYCE SILVER SPUR 1994, finished in Ming blue with a light tan interior, a very classic colour scheme, outstanding condition throughout and full service history.
www.hanwells.net £14,750 TEL: 02085 679729 LONDON (T)



TRIUMPH DOLOMITE 1938, Superb car using an original Triumph Dolomite chassis & Dolomite straight six engine coupled all pre-war running gear. BRG, walnut connolly hide.
www.runnymedemotorcompany.com £POA TEL: 01753 644599 BUCKINGHAM (T)



ROVER 920 1927, charming vintage 4 seat tourer, good, rust free condition, in good running order, recent new gears and bearings. £12,500 ONO TEL: 01629 825827 DERBYSHIRE



TRIUMPH HERALD 1969, 95,500 miles. Paintwork and interior in fair condition. Some welding to the subframe and brakes. Current MoT. £3000 TEL: 07702 255243 SOMERSET



TRIUMPH ROADSTER 2000 1949, Prize winner, owned for many years by well known club member & featured in many magazines. Restored some years ago & still in superb condition. www.westendclassics.co.uk. £POA TEL: 01487 842085 CAMBRIDGESHIRE (T)



TRIUMPH TR4 1971, full service history, fully restored (1998-2003) in £12k body off rebuild by Protek Engineering, with DUO and low miles. Very smart car, with overdrive. Call for more details. £20,500 TEL: 01869 347004 OXFORDSHIRE



TRIUMPH SPITFIRE 1973, 1300cc with overdrive, good condition inside and out, no rust on chassis or floors, extensive service history, long MoT, tax exempt, complete with tonneau cover. £4500 TEL: 01268 699927 ESSEX



TRIUMPH TR6 1970, 87,000 miles. Blue metallic, Bosch fuel pump new alloys, rebuilt suspension, manual/overdrive injection, nice engine, sport exhaust, large history file, updated front brakes. £17,000 ONO TEL: 07946 704979 ESSEX



TRIUMPH SPITFIRE 1982, 72,000 miles. Hard top/ soft top tonneau, new clippers, pipes etc. Startrite ignition, Kenlow fax battery isolator. Very good condition. MoT to May 2016. £3750 TEL: 01470 511722 ISLE OF SKYE



TRIUMPH TR6 1970, original and unrestored. One owner from new. Immaculate condition all over. Viewing welcome, call for more details. £30,000 TEL: 01623 870846 NOTTS



TRIUMPH SPITFIRE 1973, 61,000 miles. Professional respray, no rust or dents. Interior in good condition, new steering wheel fitted, along with matching gear knob. £4200 TEL: 01234 709936 BEDFORDSHIRE



TVR TAMSIN 280i 1980, 53,000 miles, one owner, always been garaged with full documented service history, old MoT & bills. www.kinsonmotorcompany.co.uk. £4999 TEL: 02380 766870 SOUTHAMPTON (T)



TRIUMPH TR3A 1961, 55,819 miles. Re-sprayed back to its original colour, re-upholstered & now has a red interior, new carpets & hood. Comes with original tonneau cover. £18,250 OVNO TEL: 07923 521407 CHESTER



VOLKSWAGEN BEETLE 1975, 80,000 miles, excellent condition with good hood. Original RHD, much history, current MoT. £5750 TEL: 01208 814275 CORNWALL



TRIUMPH TR4 1962, 74,000 miles. 3 owners from new, red with white wire wheels, good all round condition. £19,500 TEL: 01242 515180 GLOUCESTERSHIRE

ClassicCarsForSale

Classic Cars for Sale reaches 1.4 million classic car buyers & sellers every week in print, online and via mobile

THE MOTOR SHED LTD

THE SPECIAL REPAIR SHOP, BICESTER HERITAGE, BICESTER. OX26 5HA

Tel & Fax: 01869 340999 Mobile: 07718 764463

Email: elder.vintage.services@gmail.com



1913 **OVERLAND** Model 79TE 4-seat tourer, 35hp, 3.5 litres, VCC dated. £37,750

1919 **CHEVROLET** 490 tourer. Right hand drive £18,250

1921 **CADILLAC** V8 open 4-seat tourer. £54,000

1922 **AUSTIN** 12/4 2-seat tourer with dickey £16,500

1925 **GARDNER** Town Coupe, straight 8 lycoming engine. £15,500

1926 **HUMBER** 9/20 saloon. £13,750

1927 **CHEVROLET** series AA Capitol 2-seat tourer & dickey, ohv engine. £14,750

1929 **HUMBER** 9/28 tourer. £17,500

1929 **STANDARD** 9 Teignmouth saloon. £9,500

1930 **FORD** Sprint/race car, single seat, very quick. £34,000

1931 **STAR** 18/50 Comet 4-door Coupe, restoration needs finishing. £9,750

1932 **RILEY** 9 Gamecock, very nicely restored. £36,000

1933 **M.G.** J2 sports 2-seater. £34,500

1933 **TALBOT** AW75 Noel Rees Saloon. £32,000

1934 **AUSTIN** 7 Pearl Mk1 cabriolet. £8,250

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

1937 **BENTLEY** 4.25 litre replica James Young roadster. £115,000

1939 **BUICK** 40 special sedan. (straight 8) L.h.d. £17,000

1939 **ROVER** 14/6 saloon, under 35,000 miles, 2 owners until recently. £19,995

1946 **M.G.** TC 2-seat sports. £34,000

1950 **ROVER** 75 4-door saloon. First of the P4 cars. Restored 4 owners. £10,500

1952 **M.G.** YB saloon. £18,000

1952 **RILEY** RMA Saloon. £10,500

1960 **M.G.** A 1600 Coupé. £13,250

1965 **ALVIS** TE21 saloon, 5-speed ZF box, power steering. £34,000

1973 **M.G.** Midget 1275 MkIII. £6,250

1976 **JENSEN** Interceptor MkIII, total restoration, excellent example. P.O.A.

1979 **M.G.** B roadster. £6,750

1964 **DOT** 250 trials bike. £3,250

OTHER

1939 **TRAILER** German infantry utility, small. £650

www.vintageandclassiccars.co.uk



UK SPORTS CARS

INDEPENDENT LOTUS & CATERHAM SPECIALISTS

www.uksportscars.com For everything Lotus & Caterham



AUDI QUATTRO TURBO, 1983. REBUILT ENGINE IN 2010. FRESH MOT. LOVELY EXAMPLE. £17,995



LOTUS ELISE S1, 1998. AZURE BLUE METALLIC. DARK BLUE SOFT-TOP. BLACK LEATHER SEATS. FULL HISTORY. £13,995



LOTUS EUROPA TWIN-CAM BIG-VALVE SPECIAL 5 SPEED JPS, L.H.D. 1974. STUNNING LOW MILEAGE EXAMPLE. £29,995



LOTUS ELITE CLIMAX, 1961. RACING CAR FROM NEW! ZF GEARBOX. EX-MARK KNIPPLER. SUPERB RACING PEDIGREE. £39,995



PORSCHE 956 B75 SUPER 75 1600 COUPE, 1980. SUPERBLY RESTORED EXAMPLE. ORIGINAL RUBIN RED. STUNNING. £94,995



VW MK1 GOLF GTI CAMPAIGN MODEL, 1982. DIAMOND SILVER. LARGE HISTORY FILE. FACTORY SLIDING SUNROOF. LOVELY EXAMPLE. £8,995

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

GORDON-SMITH

Modern Automobile Classics

Modern and future classics
prepared for sale by an enthusiast

Visit www.gordonsmithmac.co.uk
or call 01449 612314



CANTERBURY CONVERTIBLES

01227 720306

07860 232 232

www.morrisminorconvertible.co.uk

PROBABLY THE BEST AND LARGEST SUPPLIER OF
MORRIS MINOR CONVERTIBLES IN THE WORLD



★ Established for 30 years
★ Good value examples from
£3,500 - £12,500

★ Full after sales service
facilities
★ 20 minutes from Dover

CONVERTIBLES REQUIRED

Looking for Classic Cars? Contact us!

LANCIA Fulvia Coupe 1216cc LHD

- Exceptionally original
- Year '66
- Very first series
- One owner since 1971
- Italian original logbook
and plates
- Original paint, interior,
keys, tools bag, jack

£ 13.500



LANCIA Fulvia Sport Zagato 1,3 S LHD

- Year '72
- Very rare (only
6.000 built)
- Car under
restoration

£ 15.900

www.spcars.it
info@spcars.it
+39 331 6210 994
Modena (Italy)



www.allon-white.com



MAIN
DEALER

SERVICING RESTORATIONS MOTS TRIMMING CAR SALES



1974 Morgan 4/4 4-seater
Royal Ivory with black interior, stainless wires, luggage
rack, aluminium wings, tonneau, spots. £16,995



1984 Morgan 4/4
Signal Red, black leather, walnut dashboard, tonneau,
luggage rack, aluminium body/wings. £17,750



2013 Morgan Roadster 3.7 litre
Sport Red, black leather piped red, stainless wires, Mohair
hood, Moto-lita, elasticated door pockets. £42,995



1998 Morgan +4
Connaught Green, black leather, luggage rack, walnut
dashboard, Moto-lita wheel, tonneau, spots £26,500



1995 Caterham 7
British Racing Green and polished aluminium, 135bhp
engine with twin Webers, full weather equipment. £11,750



2012 Morgan 3 Wheeler
SuperDry limited edition model, Spax suspension,
intercom system, 2014 model year upgrades £29,500

0844 573 1961

High Street, Cranfield, Beds MK43 0BS
email: sales@allonwhite.co.uk



**Jaguar XK 150 OTS Roadster, 3.4 LHD,
5 speed manual gearbox 1961.
99.000 - Euros / 73.000 - GBP**

**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

ClassicCarsForSale.co.uk

**BRITAIN'S BEST MARKETPLACE
FOR BUYING AND SELLING
CLASSIC CARS
IN PRINT | MOBILE | ONLINE**

FREE

**REACH AN AUDIENCE OF
OVER 1.4 MILLION*
CLASSIC CAR
ENTHUSIASTS.**

1. ONLINE

Visit **ClassicCarsForSale.co.uk**
The quickest and easiest way to start selling your car today!

- No word limit and 100 images.
- Your advert will be shown on the website until sold.

Send your advert, personal details and photos to ccphotos@bauermedia.co.uk and we'll do the rest.

Fill in and post the coupon on the right with a photo of your vehicle.

**We will advertise
your car for FREE on
ClassicCarsForSale.co.uk
AND in our printed magazines
regardless of how you
supply your advert**

(printed adverts are subject to availability)

*Private sellers only. Trade advertisers please call 01733 468500. Please see full T&C's on the back page'

Send a photo and completed coupon
to Classic Classified Ads, Media House, Lynch Wood, Peterborough Business Park,
PETERBOROUGH, PE2 6EA

YOUR DETAILS

NAME

ADDRESS

TOWN.....COUNTY.....POSTCODE.....

COUNTRY TEL

EMAIL.....

ADVERT/CAR DETAILS

MAKE.....

MODEL.....

(PLEASE TICK)
GEARBOX TYPE AUTO ☐ MANUAL ☐

COLOUR

YEAR	MILEAGE
------	---------

PRICE www.pearsoned.com

PLEASE WRITE YOUR ADVERT CLEARLY BELOW IN CAPITAL LETTERS (ONE LETTER PER BOX), STARTING WITH THE MAKE AND MODEL OF YOUR CAR

[illegible]

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 unsubscribe 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. *1.4 million audience consists of average monthly visits to classiccarsforsale.co.uk plus average monthly readership of Classic Cars, Classic Car Weekly and Practical Classics.

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.





Classic Car Insurance

Featured Insurer: Carole Nash Cherished Cars

Why Insure with Carole Nash?

Not all Classic Car insurance is the same. Choose Carole Nash and you could benefit from:

- Our market leading Smart Phone app, Pride & Joy – simply snap and send pictures for Free Agreed Value*
- Choose your own trusted repairer if you need to make a claim
- Salvage Retention Rights
- Multi-Car discounts*
- UK and European Breakdown cover with Home Start – Worth over £100
- Up to 25% Club member discounts
- Dedicated specialist quote, claims and customer service teams

Call now for a great value quote on 0800 781 9289

*subject to terms and conditions



Carole Nash

tel: 0800 781 9289 w: cherished.carolenash.com



Price: Monthly Payment:
Excess: Ref No.:

Performance Direct

tel: 0844 5733561 w: www.performedirect.co.uk/cic



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: 0844 826 9009 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 081 8989 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.lynbrosins.co.uk



Price: Monthly Payment:
Excess: Ref No.:

Hagerty Insurance

tel: 0844 811 3532 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.:

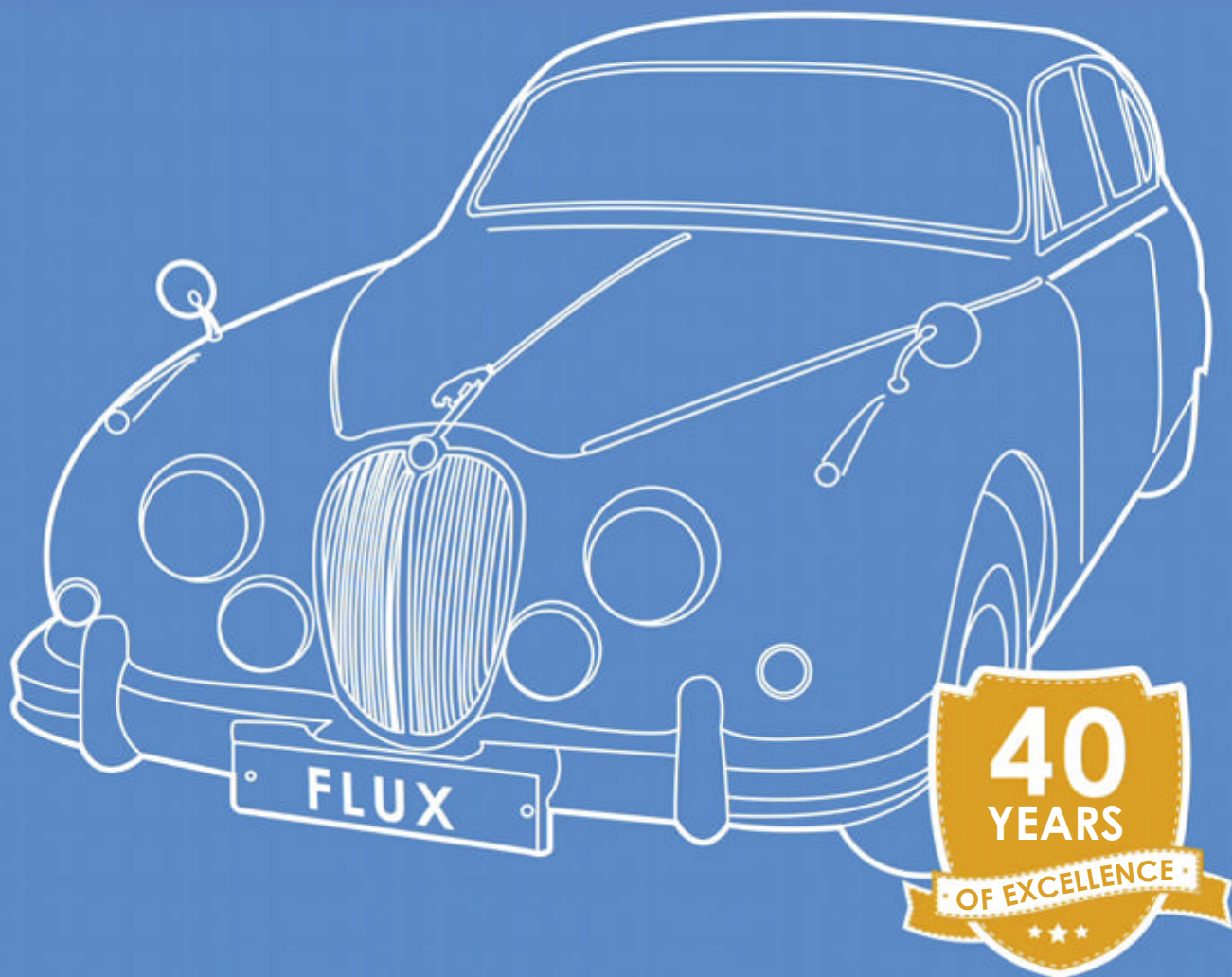
Stewart Miller & Peter James

tel: 0121 506 6040 w: peterjamesinsurance.co.uk



Price: Monthly Payment:
Excess: Ref No.:

Your Pride and Joy



Policy benefits can include:

- FREE Legal Cover
- Breakdown Cover
- Limited Mileage Discounts
- Laid Up Cover
- Agreed Value
- Club Membership 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 policy, tailor-made to your own personal requirements and driving history.

0800 081 8989
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority



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

The Daily Car



DAILY NEWS

Authorised and Regulated by the Financial Conduct Authority

2d

* Competitive rates

* 'Agreed Value'

* Discounts for restricted drivers, excesses and mileage limits

* Discounts for club members

* Free European Use

* Approved rallies and events covered free

* Salvage 'buy back' option

* Family Fleet facility

* Excellent claims service

* Personal service no call centres

INSURANCE THE OLD FASHIONED WAY

PETER S. TAYLOR & Co

No call centres, no telephone queues or post backlogs, just good old fashioned personal service since 1949

Let us take care of all your Motor Insurance requirements. We have schemes for Veteran, Vintage, Classic, Commercial, Kit, Military, American and bikes plus a new family fleet policy.



If you as an enthusiast would like a quotation from enthusiasts and not a call centre, please contact us:

01273 820303 or 01273 329307

First Floor, 81 Church Road, Hove, BN3 2BB

www.peterstaylor.co.uk - sales@peterstaylor.co.uk

CLASSIC CAR INSURANCE WITH EXTRA SPARKLE

HOW WOULD YOU LIKE TO WIN THIS KIT?

Just call for a quote to enter
our **FREE** prize draw*



R.R.P £60

Quote **AUTOGLYM** when you call

0800 093 5511

Classic | Camper Van | Specialist | Military | Performance

Visit us online at cherished.carolenash.com



**GOT MORE
THAN ONE
CLASSIC CAR?**

YOU COULD

SAVE 28%

WITH A
MULTI-CLASSIC
CAR POLICY†



CAROLE NASH

30th BIRTHDAY

The care it deserves

97% reevoo[®] of customers
would recommend Carole Nash
Survey carried out January 2015

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. *Terms and conditions apply, call for details †Based on an average customer, saving 28% 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. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.

“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.

U.S.B.CC.HP2015

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



Call us today:

01480 484 837

www.lancasterinsurance.co.uk



LYNBROOK INSURANCE

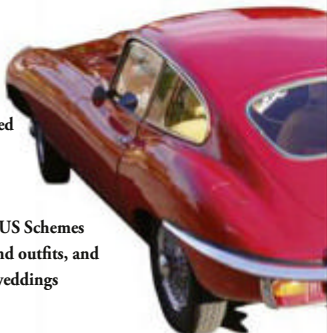


OFFER CLASSIC INSURANCE WITH UNIQUE FEATURES

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/RecoveryPLUS Schemes for collections, caravans, 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 - Saturday 9am-1pm

**SPECIALIST INS. DIV (LYNBROOK), LIBRARY 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.**



**'We believe that this is expert
personal service at its best'**

*Mark Wilkinson Managing Partner
Chris Wilkinson Senior Partner*

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



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.

Expert Classic Car Insurance from £165

Our Classic Insurance isn't just for any old car.
From as little as £165, eligible classic cars can get
a great deal – without breaking the bank.

✓ **Extra discounts**

Combine your classic car with your
everyday run-arounds, and you could get
extra MultiCar discounts with our flexible
MultiCar insurance

✓ **Agreed value**

Up to £50,000

✓ **Up to 90 days European Cover**



Admiral.com
0800 600 880



**Voted UK's best
car insurance provider**

ClassicCars
ForSale.co.uk

THOUSANDS
OF CLASSICS
FOR SALE

Find your dream drive

Thousands of classics currently for sale and more cars added daily

Our new, best in class, 'make' and 'model' search means
you'll find exactly what you're looking for quickly and easily!



- ✓ **No need to rebook** – we list your car until it's sold
- ✓ **Get the right price** for your classic and sell quickly by advertising it to **over 300,000 REAL** enthusiasts
- ✓ **Easy to use** – multiple images and unlimited text description
- ✓ **Update or remove your ad whenever you want**
- ✓ **Dedicated** phone support
- ✓ **No hidden charges, no contract, no payment – totally FREE**

**PLUS Sell your
classic for FREE**

(Private sellers only)



Find it at
ClassicCarsForSale.co.uk

The UK's best website for buying and selling classic cars

! Don't forget...

Sign up for **FREE** personalised email alerts when a car is loaded to the site that matches your search criteria.

ClassicCars
ForSale.co.uk

From the publishers of
ClassicCars **practical CLASSICS** **CLASSIC CAR WEEKLY**



TRANSPORT & STORAGE



MOTOR TRANSPORT

Tel/Fax: 01708 471600

Sterling Motor Transport offers a fully enclosed, single vehicle transportation service, specialising in the safe, secure and discreet movement of Prestige, Classic, Vintage and Sports Cars throughout the UK and Europe.

info@sterlingmotortransport.co.uk

TRANSPORT & STORAGE

TORQUAY MOTORS (Est. 25 years)

VEHICLE TRANSPORT WITH CARE

- South West based
- Short term storage available
- New and old cars, non-runners
- Regular Scottish runs

Personal service - Fully insured

01626 832220

Evening enquiries welcome

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

To advertise in Classic Cars
please call Tom Staggs
on 01733 366388

TRANSPORT & STORAGE

CORNWALL Motor Moves

— Carried with Care —

Cornwall based collection and delivery for all
types of cars and light vehicles to all parts of UK
Single or multiple loads

01579 340790 / 07874 940196

cornwallmotormoves@gmail.com

cornwallmotormoves.com

In association with Cornwall Commercials
cornwallcommercials.co.uk



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: FR2735917559 | RC: 315917559APE501Z

TRANSPORT & STORAGE



Millfield Car Storage of East Grinstead

- ★ Climate Controlled Storage
- ★ Fully Secure Alarmed Unit
- ★ Collection & Delivery Options
- ★ 15 Minutes from Gatwick

Tel: 01342 300493

Mobile: 0777 358 2202

Email: info@millfieldcarstorage.co.uk

www.millfieldcarstorage.co.uk

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



PRACTICAL CLASSIC CAR STORAGE
is a secure storage facility based in Fareham, Hampshire

Secure Classic Car Storage



Other Options Available:

Pre delivery inspections

Workshop and MOT facilities

Motorbike storage, bubble cover available to rent

Jetski Storage

Small Boats/Ribs

Transportation available to and from your chosen destination with a fully demountable bed guaranteeing damage free recovery.

Long term storage minimum of 4 weeks in advance

Short term storage pay as you go

Contact: 01329 245390

info@practicalclassiccarstorage.co.uk

www.practicalclassiccarstorage.co.uk



ACCESSORIES



Oak Designs Co.
Traditional & Contemporary
OAK FRAMED BUILDINGS

THE ACORN RANGE over 480 designs
Oak Frame garages Ideal for Self Assembly or by our Expert Team

Free planning drawings with every order on our Acorn Range!



Design No. A2-501L



£4900
Call price Quote - 1st

STAR BUY



Design No. A4-501L

*Prices include oak posts, eave & tie beams, bracing, softwood subframes studwork, rafters, weatherboarding & stable doors... 1 pr softwood doors. Excludes groundworks, bricks, roofing, assembly, delivery & VAT. (subject to conditions)

Tel: 01273 400411 www.oakdesigns.org

Try our 'Quick Quote' on our new website
Special Offers on selected buildings call our Sales Team on 01273 400411 for prices

ASTON MARTIN SPECIALISTS

The Aston Martin parts specialist.



Desmond J. Smail



36 East Street, Olney,
Buckinghamshire MK46 4AP



T +44 (0)1234 713 083
E parts@djsmail.co.uk
W djsmail.co.uk

BOOKS/MANUALS

Paul Skilleter BOOKS

www.paulskilleterbooks.co.uk
01426 612669 email jagworld1@aol.com

Jaguar books!

JAGUAR C-TYPE, D-TYPE, E-TYPE REGISTER Just released!
Definitive listing of every single C-, D-, and LTV E-type built – individual car histories, team cars, race appearances, statistics, where are they now etc. The result of years of research! Size 210 x 295mm, soft cover, 240 pages. Special launch price £39.95 inc P&P UK.

THE JAGUAR SPORTS CAR COLLECTION. Christian Jenny on his amazing cars: S.S. 90 prototype, C-type, Lister-Jaguar, Geneva show E-type coupe, SS 100, alloy XK 120, XK 140, XK 150 S roadster, 4.2 E-type, V12 E-type etc. Each car's story plus much historical data. H/back, 176 pages, superbly present in slip-case – collector's item! £84.00 inc P&P UK

XK 120 EXPLORED & XK 140 EXPLORED by Bernard Viart. Thousands of perspective colour drawings of body, suspension, interior, wiring, engine etc components. LHD/RHD, all models. Essential for restorers, widely used by the trade. Amazing! XK 120: £110, XK 140: £95.95, both plus £9.95 P&P UK.

XK 150 EXPLORED. COMING AUTUMN 2015! The third in the XK Explored series. Register your interest now!

See our website for special deals, overseas mailing costs and other Jaguar books.
Any quantity sent for £9.95 max (UK).

ASTON MARTIN SPECIALISTS



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

BOOKS/MANUALS



Chater's
Motoring Booksellers

'26 Murrell Green Business Park
Hook, Hampshire, RG27 9GR
Tel 01256 765443 | Fax 01256 767992

Email Books@chatters.co.uk

Probably the Worlds LARGEST Selection of Motoring Books & DVD's

www.chatters.co.uk

BOOKS/MANUALS

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

BMW SPECIALISTS

JAYMIC
CLASSIC BMW PARTS

**Suppliers of BMW 2002
Parts for Decades**

T: 01263 768768
Catalogues on request
Online Shop
Mail order
www.jaymic.com



AUTO TRANSMISSIONS

**CLASSIC CAR AUTOMATIC TRANSMISSIONS
& PRE-SELECT GEARBOXES**

RECONDITIONED UNITS & SPARE PARTS SUPPLIED

G WHITEHOUSE AUTOS LTD
Tel: 0121 559 9800 Fax: 0121 559 9885
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

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

BUILDING



**GARAGING
OUT BUILDINGS
BARNs
CART SHEDS
HOME OFFICES
GAZEBOS
BESPOKE HOMES**



H

HAMLET

OAK FRAMED BUILDINGS

CONTACT: 0800 08 59 699

www.hamletbuildings.co.uk

BUILDING



Over
50
years'
experience
in oak
framed
buildings

monarchoak

• Garages • Garden Rooms • Complexes
• Gazebos • Pergolas

01323 765410

Quality in its finest form

www.monarchoak.co.uk



CLASSIC CAR RADIOS

Chrome London

Rare & Original Vintage Classic Car Radios



SELL, BUY, EXCHANGE, RESTORE

www.chromelondon.com

Tel 0203 7939090

BUILDING



THE FINEST OAK FRAMED BUILDINGS
MADE IN ENGLAND

Call For Our
New 2015 Brochure!



01384 296611 | email: info@primeoak.co.uk | www.primeoak.co.uk

GARAGES | GARDEN ROOMS | ORANGERIES | HOME OFFICES | CONSERVATORIES | BARNs | STABLES



CAR HOODS

Prestige Premium Quality Soft Tops & Interior Trim For The Discerning Enthusiast
Autotrim Products

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

COVERS

CLASSIC ADDITIONS

- Established 1989 •
- Innovative range of car covers
- Transportation & Motorbike covers

From only **£90**

Get a quote online at www.classicadditions.com or call 01938 561717

10% OFF with code **CCARS**

Easy to fit Wind Deflectors with a range of different models available

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

CUSTOMISE YOUR COVER WITH A LARGE CAR EMBLEM JUST £9.95

Phone now with your order: 01254 704625
or order online at: www.cardustcovers.co.uk





COVERS



Car Covers

www.cover-systems.co.uk/cc

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

PROTECT YOUR INVESTMENT

► **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






FULL SIZE



FULL SIZE



TOP ONLY

COVERS

HAMILTON

Classic LTD




LUXURY CAR COVERS, INDOOR & OUTDOOR SOFT BREATHABLE MATERIALS
FITTED CAR FLOOR MATS WITH LOGO'S, MINILITE WHEELS AND
MANY MORE USEFUL PRODUCTS FOR MODERN & CLASSIC CARS


email office@hamiltonclassic.co.uk
tel +44(0)118 973 7300
www.hamiltongrouponline.com

COVERS

DON HOODS

UNBEATABLE QUALITY - UNBEATABLE VALUE!

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

- 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

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

ENGINE RECONDITIONING



SRS

ENGINEERING

Specialise in British classic engine reconditioning work such as Austin, Rover, MG, Triumph, BSA, Bentley, Trident.

Unleaded seat conversions, cylinder head work, full engine builds.

Crankshaft grinding. Rebore cylinder blocks.

All parts supplied.

Work on car and bike engines.

Free Quotes or even advice given

0208 642 5685 www.srsengineeringsutton.com

EVENTS

BRING YOUR SPECIAL CAR TO CAIRNS FOR THE EVENT OF A LIFETIME

AUSTRALIA'S CLASSIC REGULARITY RALLY IN TROPICAL NORTH QUEENSLAND - 20-21 JUNE 2015





WWW.AUSTRALIACLASSIC.COM.AU | FACEBOOK.COM/AUSTRALIACLASSIC | INSTAGRAM.COM/AUSTRALIACLASSIC

EVENTS



CLASSIC SHOWS

VISIT OUR WEBSITE FOR A BOOKING FORM

WWW.CLASSICSHOWS.ORG | INFO@CLASSICSHOWS.ORG | 01484 667776

THE 33RD LANC

CLASSIC

CAR & BIKE SHOW

WITH FREE AUTOJUMBLE STALLS

SUNDAY JUNE 14TH 10AM-4PM
ADULTS £7 | CHILDREN (7-14) £3

HOGHTON TOWER

NR PRESTON, LANCs, PR5 0SH

THE 12TH FATHER'S DAY

SPORTS CARS

& CLASSICS SHOW

INCLUDING AMERICAN CAR DAY
AND THE MG & TRIUMPH SHOW

SUNDAY JUNE 21ST 10AM-4PM
ENTRY £9.50 | UNDER 3s FREE

KNEBWORTH PARK

STEVENAGE, HERTS, SG1 2AX

- 300 FREE PASSES AVAILABLE FOR DISPLAY VEHICLES AT KNEBWORTH -

THE 3RD EAST MIDLANDS

FESTIVAL

OF TRANSPORT

INC THE JAPANESE AND FORD
CLASSIC & PERFORMANCE DAY

SUNDAY JUNE 28TH 10AM-4PM
ADULTS £8 | CHILDREN (7-14) £3

THORESBY PARK

OLLERTON, NOTTS, NG22 9EP



Commercial, Personal & Household
0121 422 2282
Specialist Vehicle & Multi Vehicle
0121 506 6040

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

INSURANCE



diamond insurance consultants

you're in safe hands - classic car insurance

As we have been insuring classic vehicles since 1986 we know how to protect your treasured possessions. We insure anything from cars to motorbikes, military vehicles to vintage tractors and even steam engines!

- comprehensive cover, agreed value policies with breakdown options.
- limited mileage — 1,500 to 11,000 miles per annum (subject to vehicle year)
- age of vehicle and club discounts given

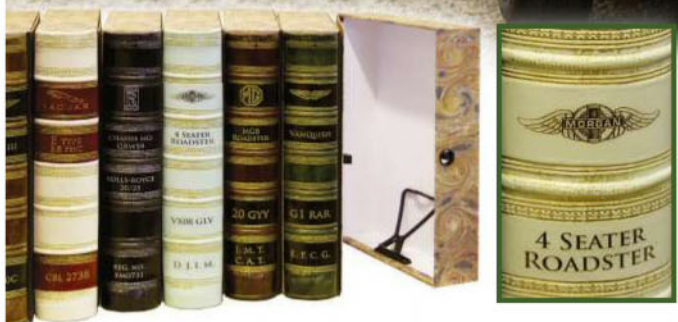
E: info@diamondinsurance.net
www.diamondinsurance.net
call now for a free quote 01442 825481

GIFTS

Classic document storage for classic car enthusiasts and owners.

We, at The Original Book Works, love your car so much that we have decided to commemorate your ownership with the "personalised" box file - your car deserves it! It's one of the family.

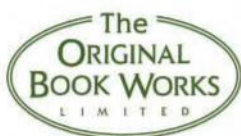
We can personalise with your name, the cars name - Registration Number and its makers logo.



Personalised Box Files
for just £39.50 (inc.VAT) plus £5.50p&p

Call: 01285 641 664

Visit: www.originalbooks.net



EVENTS

**GATES
OPEN
9.30am
Saturday &
Sunday**



June 13-14, 2015

Royal Bath & West Showground,
Shepton Mallet,
Somerset BA4 6QN

ADVANCE TICKETS ON SALE NOW!

Adults: £11 Seniors: £10 U16s go FREE!

SAVE £2

on the gate price when you buy in advance!

- Thousands of stunning classic cars on display
- Superb club displays
- Classic car parking area
- Trade and autojumble stands
- Charterhouse auction on Sunday
- Classic American Car of the Year heat

TICKET SALES & MORE INFO:

www.carsandevents.com/bccs16

TO PAY BY PHONE, CALL: 01507 529529 and quote: BCCS16

TRADE ENQUIRIES: 01507 529430



JAGUAR SPECIALIST

www.flyingcatcoachworks.co.uk
info@flyingcatcoachworks.co.uk
01767 631731



Flying Cat, a passion for all things classic Jaguar

Flying Cat are an established family-run business specialising in classic Jaguars with emphasis on the Mk2 and the E-Type.



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 Tyne, NE16 6EA
tel: 0844 879 3691 **fax:** 01207 270 940
email: enquiries@furnitureclinic.co.uk **web:** www.furnitureclinic.co.uk

INTERIOR RESTORATION



SCUFF MASTER COLOURWASH

The right side of this sadly neglected 1987 seat has had the Scuff Master Colourwash treatment. It has been cleaned with **cleaner** then rubbed with **Scuff Master** dye in a diluted form. Then wiped off with a damp cloth. The colour has stayed in the cracks but removed from the 'sound' leather. 24 hours later it's conditioned with **conditioner** and now smells new again, "leaves leather looking original." Total cost £32.75 including air freshener. (awarded top marks in Practical Classics January '00, Retro Cars April '06).

Larger quantities available for full recolouring plus a spray gun if required and the smell of leather!

Send cheque or telephone credit/debit card details to:

GLIPTONE LEATHERCARE LTD, Unit 29,
 Hunt End Industrial Estate,
 Dunlop Road, Redditch, B97 5XP
 Tel: 01527 911322 Fax: 01527 911329

See how to do it on www.liquidleather.com

Add 35p for credit/debit cards, prices include UK post, add £4.50 Europe, £5.75 USA, £6.75 Asia. We send goods worldwide.

**NEW, VINYL
 RECOLOURING KITS
 NOW AVAILABLE**



Amazing,
 May 2012



Special offer
£32.75
 incl' an air
 freshener

Includes new post prices

SEEING IS BELIEVING
 One folded Jaguar cushion circa 1962



**practical
 CLASSICS**
 BEST BUY

CLASSICS
 RECOMMENDED



This side has been Liquid Leathered, the colour is rich, leather soft, grain distinct and the creases have 'healed'.

This side is dry and full of dirt, hard and heavily creased, anaemic and pale in colour

THE SMELL IS APPRECIATING

Quick and easy to use, Liquid Leather is safe, economical and thorough – it works! It even SMELLS of a Rolls Royce.

250ml Cleaner £7.25 • 250ml Conditioner £8.25
 prices include UK Post, for each 250ml bottle add £3.00 for Europe, £4.00 Rest of World and £5.00 Asia (C/D Card sales add 35p, goods dispatched same day) New post prices included

Gliptone Leathercare Ltd,
 Unit 29, Hunt End Industrial
 Estate, Dunlop Road,
 Redditch, B97 5XP
 Tel: +44 (0)1527 911322
 Fax: +44 (0)1527 911329
www.liquidleather.com

Liquid Leather Air Freshener

converts ALL cars to smell
 of traditional English leather
 Lasts months, not weeks!



£4.50
 each
**BUY 2
 GET 3rd
 FREE!**

Includes new post prices

LIGHTING

To be **SAFE** you must be
VISIBLE!
Discreet Classic Car
DAYTIME RUNNING LIGHTS



Kit with or without a pair of period-style headlights, special LED pilot lights and easy fitting instructions gives auto operation - can't be forgotten!

£99.99 + VAT & P.P.

£129.99+VAT with headlights



plus

High performance LED upgrade bulbs
for all 12v classics.

0121 773 7000

enquiries@bettercarlighting.co.uk

www.bettercarlighting.co.uk

MG SPECIALIST

Experts in MG Restoration, Servicing and Diagnostics



10%

Discount off
labour to MGCC
members



CROWN CLASSIC CARS LTD

Classic & Modern Vehicle Service

Established 1989

Crown Classic Cars Ltd is a small family run business with over 30 years hands on experience of British Saloon & Sports cars. We offer a quality service, and ensure that the standard of personal care that we provide is the same for all

customers whether your car is valued at £2,000 or £100,000. We have a rare expertise and a passionate enthusiasm that translates into high quality workmanship for our customers, whether servicing, repairing or fully restoring.

Crown Yard, Crown Road, St Margarets, Twickenham, Middlesex TW1 3EE
Telephone: +44 (0)20 8891 6101 Email: info@crownclassiccars.co.uk

www.crownclassiccars.co.uk

Opening hours: Monday to Friday 8.00am - 5.30pm, Saturday 9.00am - Midday



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

AUTOMEC COPPER OR COPPER NICKEL BRAKE PIPE SETS

Each pipe is cut to the correct length, fitted with solid brass unions and marked clearly to indicate the correct location on the vehicle. Pipe fitting clips and brass in-line connectors are supplied where appropriate. The set is assembled with pride to fit your particular vehicle. Pipes are marked with a number to show, by reference to the pipe location index included, where each pipe fits the system.

Automec's performance silicone DOT 5 Brake Fluid repels moisture so, unlike standard polyglycol brake fluid, it never needs changing. Rust and corrosion are inhibited because moisture is kept out of the system and the high boiling point of 260 degrees C is maintained throughout the life of the product therefore ensuring consistent, safe performance.



Automec Equipment & Parts Ltd

36 Ballmoor, Buckingham, Buckinghamshire MK18 1RQ

www.automec.co.uk e-mail: info@automec.co.uk

Tel 01280 822818 Fax 01280 823140

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

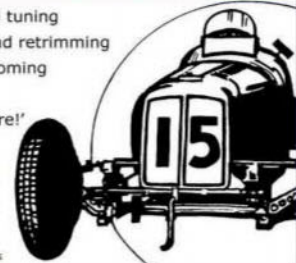
- Full or Part restoration • Servicing and tuning
- Engine and gearbox rebuilds • Rewire and retrimming
- Bodywork repairs and resprays • Re-chroming
- Chassis restoration on our jig
- ... 'all aspects of vintage & classic car care!'

www.reesbros.co.uk

email: andy@reesbros.co.uk

tel: 01252 323038

Located near Guildford to the south west of London, Surrey/Hants





PARTS AND RESTORATION



VOLVO PV – Amazon – P1800 –140 – 164

Thousands of Original and sporting parts are on our shelves

Parts Couriers – Workshop

01379 388400

PARTS AND RESTORATION

AUTODIAGNOSTIK



Unit 4e, Forties Campus, Barham Road, Rosyth KY11 2XB

Carburettor & Engine Tuning Specialists

An independent garage with all the expert mix of equipment & technical skills required to repair & maintain all makes and models of classic cars.

Find us on
Facebook

**01383
419 515**

**admin@autodiagnostik.co.uk
www.autodiagnostik.co.uk**

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

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

01423 330591

www.poollaneclassics.com

Email: info@poollaneclassics.com

**Pool Lane
Classics**

Station Road,
Kirk Hammerton,
York YO26 8DN
United Kingdom

RESTORATION

RESTORATION

**IMPERIAL
MOTORCARS**

With over 30 years' experience, a modern Workshop, but using Traditional Coach Building Techniques we offer Superior Services for the Welding and Restoration of Classic Cars.

Free collection & delivery | Panel Beating & Welding
Painting & Bodywork | Mechanical Rebuilds
Re-Trimming of Interiors
Fully mobile welding service available

Currently under restoration:
1969 Mercedes 280SL | 1971 Porsche 911T | Ford GT40 Replica

Only Excellence is Good Enough

www.imperialmotorcars.com | enquiries@imperialmotorcars.com

07779 433 235 / 01299 488753

**QEST
CRAFT
SCHOLAR**



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

RESTORATION

NEUTRARUST

THE ORIGINAL RUST CURE

More details and the web shop can be found at

www.neutrarustuk.com

or by calling **08451 308 803**
(low call rate).



Don't let your Classic
rust this year

Simple Rust Treatment

Enquiries -
sales@neutrarustuk.com

RESTORATION



Morris

Sales and Restoration



Frog Eye

Transportation and Radiators

Primrose Classic Cars Ltd

Primrose Garage

Units 1 & 2, Robert St., Accrington, Lancashire, BB5 6DY

t: 01254 398777 m: 07890 060 598 e: martin@pc-c.co.uk

www.pc-c.co.uk

SERVICING



AUTO ELECTRIC SUPPLIES LTD

Fast Mail Order Service - Order Online or by Phone

01584 819552



www.autoelectricsupplies.co.uk

FREE 100-PAGE
CATALOGUE AVAILABLE

SERVICING



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.

TYRES

DYNAMICALLY BALANCE ALL YOUR CLASSIC WHEELS

ALLOYS-STEELS-WIRES

Dyna Beads UK

- **ELIMINATE TYRE VIBRATION!**
- **NO MORE UGLY LEAD OR STICK ON WEIGHTS!**
- **NO REBALANCING REQUIRED!**
- **EXTEND TYRE LIFE.**
- **EASY TO INSTALL!**



E&OE

USA Made



4 tyre kit from
£23.76 inc vat.

BUY ONLINE WWW.DYNABEADS.CO.UK

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

CLASSIC CAR 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.



CLUB LOTUS

TEL: 01362 691144/694459

www.clublotus.co.uk

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

RESTORATION

SteeringWheelRestoration.com



Restore steering wheels,
vintage to modern, including
Rolls-Royce, Bentley & Jaguar
tel: **+44 (0)1843 844962**
myrtleprod@aol.com

SERVICING

CFS Classic Fuel Systems

SU Solex, Stromberg, Zenith, Weber
Specialists in reconditioning all British,
European and American Carburettors
to the highest standards.
All pre-war & post-war classics catered for
**FUEL PUMPS, KITS, SPECIALIST IN
MANUFACTURE OF RARE PARTS**
Tel: 01274 684143
or 07811 410481
www.classicfuelsystems.co.uk
Email:
info@classicfuelsystems.co.uk

SERVICES

PURE QUALITY,
BEAUTIFULLY
FINISHED



RESPONSE HAND FINISHED OAK
FRAMED HOUSES & EXTENSIONS
GARAGES • SUN ROOMS
PORCHES • ROOF TRUSSES
POOL BUILDINGS • CLADDING
BEAM COVERS

To advertise in
Classic Cars
call 01733 366388

→ CLASSIC PUNTS

Your tales of classic cars bought and sold on a whim



Persistence paid off for Mike - he finally got his AC Cobra MkIV

22 years of hurt – over



I've wanted an Autokraft AC Cobra ever since reading a Car magazine article on them in 1993. Between 1982 and 1994 the company produced 480 MkIV Cobras, using original tooling and staff.

The MkIV chassis was based on the final MkIII 427 and used fully independent coil suspension, a Tremec five-speed box and the contemporary Ford small block 5.0-litre V8.

For me the whole Cobra concept struck a practical chord. I loved the simplicity. All you had to do was have a spare £70k. Hmm... bit of a problem there. I spent years following the ads and auction results with pointless interest.

In September 2014 one surfaced from a private vendor. He was asking £84,000, but a private ad was a rare thing. I decided that if he was to get all that bloody money for his car, he deserved to suffer a few time-wasters and drove 200 miles just to see it. However, the vendor turned out to be an oily rag like me – he had a pit in his garage. I came clean and explained that I wouldn't really be paying the asking price.

Instead I said my hope was that he'd bought the car cheaply and would settle for his money back. He laughed and I think appreciated my 'don't ask, don't get' audacity. He wasn't offended and offered me a drive and some under-chassis lessons in what to look out for in a MkIV. The car was fast (5sec to 60mph) but not explosive. But it looked and sounded fantastic and I

knew I had enough old car spares to fund a 340bhp crate motor from the US. Sadly, our kindly vendor hadn't bought the car sufficiently cheaply and was moving on to a £230,000+ AC Bristol – he needed all the cash the Cobra could bring.

The positive was that the trip hadn't been a let-down. The 22-year-old car was beautifully made, roomy, brash, noisy and, barring the Granada steering column, drop-dead gorgeous. It even had a big boot.

So I decided to play the waiting game, hoping he couldn't unload it. The ads continued to run. So far, so good. Finally he emailed me. This is it then? Sadly not. The scoundrel had part/exed it for an AC Bristol and, worse still, to a dealer.

However, the dealer didn't really want the MkIV in his showroom, as it already contained a similar-looking '66 MkIII, priced at a cool £600k. So the Autokraft car was going to auction. But again it didn't sell.

It was now December and with the ex-owner's prompt, the dealer gave me a call. I just told him what I would like to pay. He refused. I resisted calling back and it worked. A week later he said if I'd raise my offer £1000 and place a deposit within 24 hours we'd have a deal.

I still didn't really believe it, but on a sunny Saturday a few days before Christmas, my wife and I drove the rumbling Anglo-American beast, top down, a freezing 80 miles back to our home. Only when I put it in the garage did I realise we didn't even have the heater fan on!

Mike Spindle, Radlett, Hertfordshire

**WIN
£100
IF WE USE
YOUR
STORY**

SEND US YOUR STORIES of cars bought on impulse or regrettably sold (along with some pictures) to classic.cars@bauermedia.co.uk

Classic Cars

JULY ISSUE
ON SALE MAY 27

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



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

DESIGNER Aimée Beckett PRODUCTION EDITOR Rob McCabe

SUB EDITOR Nathan Chadwick OFFICE MANAGER Pam Webster

Contributors this month Ross Alkureishi, Tim Andrew, Jereon Booij, Nigel Boothman, John Colley, Massimo Delbo, Rory Game, Richard Gunn, Paul Hardiman, Jonathan Jacob, Peter E Kamp, Simon Kidston, Kieron Malloch, Malcolm McKay, Richard Pardon, Stewart Perry, Mike Renaut, John Simister, Mike Taylor, Alex Tapley, Tom Tjaarda, Adam Towler, 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 **Team leader** Bev Smith, 01733 366302, bev.smith@bauermedia.co.uk **Dealer telesales team** Angela Griffin, 01733 366308, angela.griffin@bauermedia.co.uk; Ryan Pummell 01733 366309, ryan.pummell@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 114 **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 0176085, 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 0176085, VAT no. 918 5617 01.



1950 Healey Silverstone – sold for £212,750 at Silverstone Classic Show 2014



1991 Ferrari Testarossa – sold this year
for world record price £202,500



2010 Porsche 911 GT2 RS (997)
– sold this year for £236,250

The Silverstone Classic Sale

Saturday 25th & Sunday 26th July 2015

The Wing, Silverstone Circuit, NN12 8TN

NOW INVITING QUALITY CONSIGNMENTS

CLASSIC CARS >> SPORTS CARS >> COLLECTOR CARS >> MOTORBIKES >> AUTOMOBILIA >> LIFESTYLE

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. 0844 824 1134.
- ☐ Go for a relaxing drive.



HAGERTY
CLASSIC CAR INSURANCE

HAGERTYINSURANCE.CO.UK