Jaguar E-type
Its life from honeymoon in Europe to pirates in Canada



Siata Daina
20-year quest to rebuild a mangled one-off



Wild Porsche
Braving the 389bhp Kremer 930 Turbo



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EX-TARGA FLORIO WARRIOR DRIVEN IN ITALY

ISSUE 503







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WELCOME

TO CLASSIC CARS
JUNE 2015
ISSUE



Bwaaaaaar! As I write this, a fox stealthing around the woodland outside my office window creates a tranquil scene, one that's shattered by the sound of Tony Wrighton's Aston Martin DB6 still bouncing around my head. I'd borrowed it for the weekend to put on our stand at the Practical Classics Restoration and Classic Car Show, which it shared with the Porsche 911 S and Bristol 411 also from our Epic Restorations series. The drive down from specialist Aston Engineering in Derby set me in a buoyant mood for the whole weekend, but the return leg on Sunday night had me wondering about the timing of our convertibles cover feature as gusty winds tugged at the steering and rain lashed against the windscreen.

By the time this issue reaches you I hope that we're all enjoying the sort of bright, spring days that activate our car-buying genes; the genes that mean on average we are all driven to own a couple of classics at a time, according to the statistics.

If you haven't already added a convertible to your list of must-do lifetime experiences, I recommend it. I'd always preferred the purity of line and structural integrity of tin-top cars until the day I got a convertible of my own. That TVR Griffith was bought for its looks, performance and sound, but its ability to imbue a sense of liberation and total immersion in the environment was a bonus I became more addicted to with every roofless drive. Sadly it had to go to liberate funds for the E-type – and the nine, wildly varied convertibles that Sam Dawson has assembled (p48) remind me what I'm missing.

Enjoy choosing.



Phil Bell, editor

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TAKE A BOW



TOM TJAARDA

Some convertibles look far sexier than their coupé or saloon derivatives, others look lumpen and clumsy. Design legend Tom Tjaarda explains why, p47



ALEX TAPLEY

Our hero! When our photographer fell ill on the day he was due to fly to Italy to shoot the Ferrari 212, Alex set off for the airport while we were still rebooking the flight, p64



BEN BARRY

The chance to drive a 389bhp Kremer Porsche 930 Turbo called for cool-headed driving talent and the ability to distil the experience into finely crafted words, p78



ROBB PRITCHARD

Finding past owners and their pictures for Life Cycle is hard enough for UK-based cars, but Robb traced this one as it moved around the world p72



RICHARD PARDON

Balancing the light and movement while fighting the constantly shifting weather was the biggest challenge of shooting the Kremer Porsche, p78



SAM DAWSON

Extreme weather, cars dropping out, location problems – Sam gamely battled all of them as he organised and re-organised the massive nine-car test again and again, p50

‘Don’t get carried away with the cuteness, pressing the starter button tells a different story’ p64

64 Ferrari 212 Export: We pop over to Italy to drive an ex-Targa Florio warrior

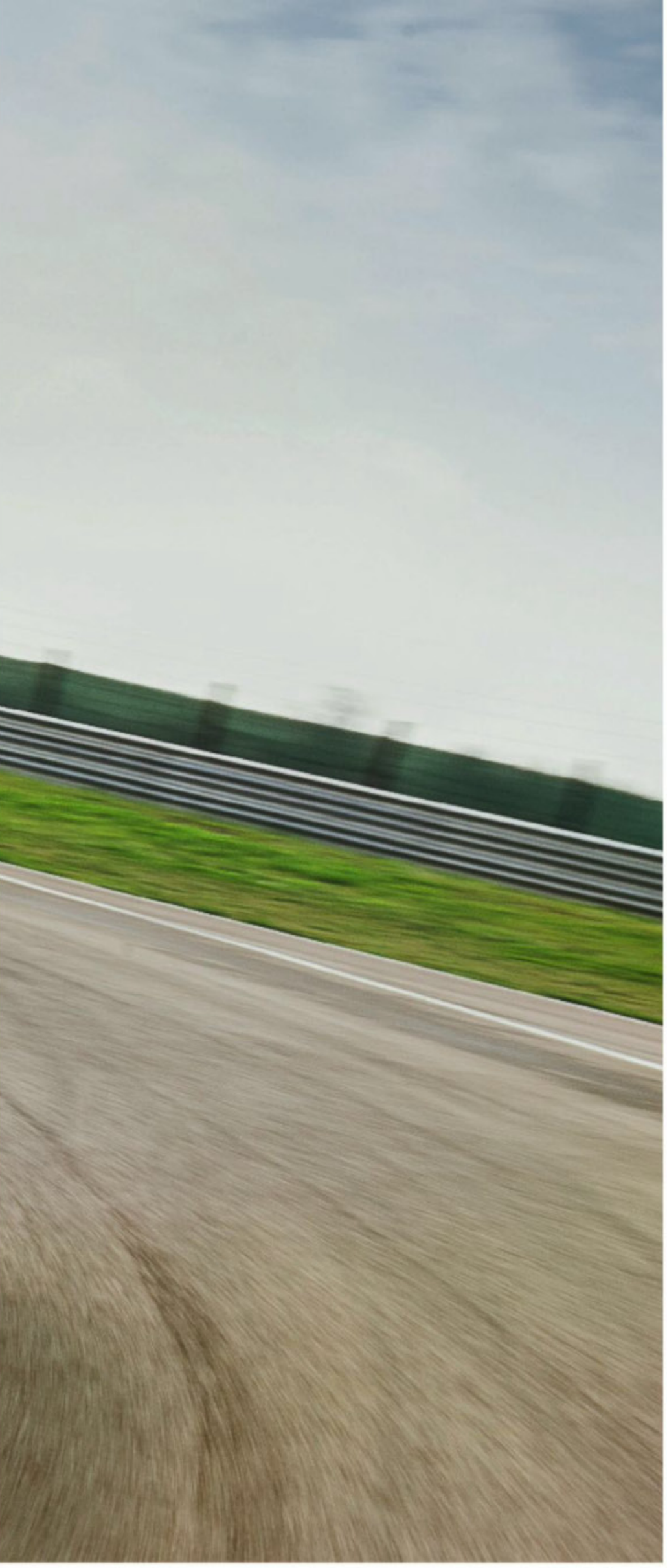


106 Jensen Interceptor: behind the wheel of Jensen's jet-set express



78 Porsche 911 Turbo Kremer: More *schnell*, anyone?

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100 The Collector: we delve into Hector's dazzling collection

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50 COVER **Convertibles** We've brought together the finest drop-tops for summer 2015 – **Mazda MX-5**, **Triumph Spitfire**, **Sunbeam Tiger**, **TVR Chimaera**, **Porsche Boxster**, **Triumph TR6**, **Aston Martin V8 Volante**, **Alvis TD21** and **Lincoln Continental**

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78 COVER **Porsche 911 Kremer** Think a standard Porsche 911 Turbo's tower of boosted power is a little weedy? We sample a 930 tweaked by the race team that trumped the works cars at Le Mans

94 COVER **Maserati Khamsin** With concept car looks and a hyper-speed V8 the Khamsin is a spaceship for the road. We slip into an unrestored example and set forth for the future

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THE LIST

‘You can’t pigeon-hole it – there’s nothing to compare it to’



Michael Hanavan only really wanted one car on his wishlist, and now he’s about to drive it. But will meeting his hero be a dream or disappointment?

Words RUSS SMITH Photography ALEX TAPLEY


DMC

‘This is a big deal. It’s not just that I’ve fancied one, this is fulfilling a lifelong obsession’



MICHAEL HANAVAN

is a BAe Systems engineer whose classic choice is driven by films and popular culture; he also lives on a canal boat called *Columbo*. Seeing *The Italian Job* led to owning four Minis, but his obsession since seeing *Back to the Future* aged seven has been the DeLorean DMC-12.

HIS WISHLIST

DeLorean DMC-12
Lamborghini Espada
Citroën SM
Pontiac Firebird Trans-Am
BMW M1
Aston Martin Lagonda
Ferrari 288 GTO
Audi Quattro SWB
Jaguar XJ220
Austin Mini Cooper S

Not that he’s keen or anything, but today’s reader, Michael Hanavan, turns out to have come down the evening before and stayed in a hotel within walking distance of our South Mimms meeting point so to ensure he wasn’t late for his date with a DeLorean. In fact when I arrive 20 minutes early he leaps out of his ageing everyday 5-Series BMW to greet me. ‘For me the DeLorean’s almost beyond a car,’ he says. ‘It all started with the film of course. You couldn’t get models of them back then, so I made my own by sticking various bits on a silver Audi. My mum also has the one I carved from wood at school. When you grow up you leave the film behind and start to appreciate the fascinating DeLorean story, how it really could have worked, and the enigmatic legacy it left us. They should make a film of *that*.’

Then Gez Medinger’s DMC-12 rumbles into the car park, turning every single head it passes. Michael goes quiet, then admits, ‘I’ve not felt this star-struck since I went to *An Audience with Roger Moore*, and bumped into him after the show. So much nervous excitement; I’ve done pantos and all sorts, but never felt like this before.’ Given the DeLorean’s less-than-glowing reputation as a driver’s car, I’m now nervous that Michael’s about to experience the kind of thudding disappointment felt by some of those who queued outside the cinema to see *Back to the Future III*.

As he raises the gullwing door, the broad grin on owner Gez’s face tells me things are going to be all right – he’s had five years to get





Sadly, 88mph doesn't send you back to 1955


Once he'd climbed in over the handbrake, six-footer Michael found plenty of room inside

used to it and still brims with enthusiasm. His car is a stunning example, and Gez explains why. 'It's had a body-off restoration, with the chassis repaired and Plas-coated. And it's been built to the rarer and better Euro spec, with lower front suspension than the "Federal" US cars used, which transforms the handling, and a Volvo 760 version of the same engine. That's been dyno'd at 160bhp – 30bhp more than the emissions-strangled Federal engines.'

Time to put Michael behind the wheel. We're in the company of a true celebrity – no car attracts positive attention like a DeLorean, and everyone knows what it is. Even in a quiet layby outside a graveyard we're barely out of our cars before an Eon van screeches to a halt and a guy jumps out and asks if he can take a photo.

The best way into the cockpit is to slide your backside in first then swing your legs over the wide sill. Having done this, Michael's beaming like a Smiley badge. 'It fits me. I've read articles saying they're claustrophobic, but I'm six-foot-plus and it's not; there's just enough headroom. But you do sit low – I can see all the rot on my BMW from here.

'This is a big deal. It's not just that I've fancied one, this is fulfilling a lifelong obsession.' He fires up the V6, more vocal than most DeLoreans thanks to a freeflow stainless steel exhaust, and blips the throttle. 'That does sound good – I'll do that again.'

Gez's instructions are few. 'There's not much of servo assistance, so a lot of legwork's needed on the brake pedal… but don't be afraid to give it the beans and have fun with it!'

Michael wisely gives it everything but the beans at first, not only getting used to a strange car but his first encounter with left-hand drive. However, his grin soon returns. 'I could get used to this, it's great – how can anyone say they're dogs? The steering feels good; power assistance would make it too light.

But it's not all good news. 'On the other hand, any wider tyres on the front and you'd struggle to steer it. The brakes are a real issue at first; they need a hard shove and you need to give yourself more time to stop than I'm used to. But I'm building confidence in them the more I drive it. That aside it's not a difficult car – it feels like something you can jump in and drive round and enjoy without worrying about what it might do.

'When you drop a gear the V6 is good, it really pulls but isn't overpowering. And the faster you go the more it settles down and the happier it feels. It's not really quick, but it's fast enough for me, I wouldn't want any more.

'Somehow this car is greater than the sum of its parts. I've got to get one in my life, it's the real deal. People are too quick to diss them. But on the other hand it could have been the worst thing in the world and I'd probably have loved it for what it is.'

Looking for somewhere quiet to swap seating positions we pull into a cricket club car park. An officious-looking gent makes a beeline for us from the clubhouse, generally the prelude to us being asked to clear off. 'Is that an old DeLorean?' he asks with some enthusiasm. He then chats a while about the car and departs



US-spec V6 replaced with a Euro-spec Volvo 760 unit



THE EVOLUTION



BACK TO THE FUTURE SPEC

Emmett 'Doc' Brown's plutonium-powered 'flux capacitor' dealt admirably with the DeLorean's 1985-1955 journey, but what was the significance of 88mph? The internet is filled with sci-fi geek theories, of course, but they have been out-thinking the script writers. On the Blu-ray Q&A commentary, producer and co-writer Bob Gale disappointingly says, 'Why 88mph? It's easy to remember, that's all. There's no special significance to it.'



DELOREAN DMC-12 1978-82

With such a brief period covering concept to production to close-down, there was only time for the one version of the DMC-12 to evolve, albeit with a higher-output engine for markets not subject to America's EPA legislation. But it is surely enough that from scratch DeLorean did manage to achieve that dream of a stainless steel-skinned glassfibre body sat on a Lotus-style backbone chassis. It still sounds futuristic today.

without even asking who we are or what we're doing. Now it's my turn to get behind the wheel. Also with some trepidation, but for reasons different to Michael's.

It's hard not to have your view tainted by all the negative press the DeLorean has accumulated over the years. Driving one has therefore never made it onto my bucket list – all three volumes of it. I'm sure it can only be an underwhelming experience, and don't want to pour cold water on someone's special day. So I mentally prepare to deliver Ferrero Rocher levels of diplomacy.

It isn't needed, probably because of Gez's Euro-spec revamp of the car and its manual gearbox. The sheer event of opening and closing those gullwing doors helps, too. As instructed by Gez, I pull on the strap to lower the door then also push down on the armrest part of it to give a solid slam. Even now, 60 years on from the Mercedes 300 SL Gullwing, the whole up and down rather than forward and back process feels madly futuristic.

The seat is laid-back comfortable, though with one big catch. Unlike Michael and Gez, I'm more of a Marty McFly/Michael J Fox build. Never mind the future, from my viewpoint I can't see any part of the car ahead of the windscreen wipers.

I can see down the road, though, and the rear visibility is good so off we go. None of the limited expectations I had included it being such a physical car to drive, but it is, and mostly in a good way. There's a pleasing weight to the clunk-clunk gearchange; similarly to the steering, which provides plenty of feel and feedback, though I



Michael found the DeLorean's brakes needed a lot of leg effort

'It could have been the worst thing in the world and I'd probably have loved it for what it is'

concur with Michael's comment about not wanting any wider rubber on the front than the 195s it wears – the weight is right on the limit of okay. The brakes are scary for the first couple of applications, until you realise they are there but need more pedal pressure than feels natural. And slowing from speed is best done with help from gearbox downshifts; a good reason not to want an automatic DeLorean.

That 160bhp V6 is enough to make this DMC-12 an entertaining drive, even squealing those 235-width rear tyres when pulling out at junctions a few times – accidentally, of course. That makes a great noise as well, no doubt aided by this car's freeflow stainless exhaust system. It's properly snarly like a V6 in a sports car should be, and sounds nothing at all like the Volvo that spawned it.

The more you drive the DeLorean, the more it wraps itself around you and makes sense. I quickly feel at home in there, no longer bothered about not seeing the front of the car – to be fair I had the same issue in a Lotus Esprit – and able to chuck it around it bit, as encouraged by Gez. The handling's far more benign than the car's 62 per cent rear weight bias suggests, and even on a slightly damp road the tail proves easy to catch when it does step out. Preconceptions be damned; I'm actually enjoying this.

Spotting my grin as I unlatch the door and watch the torsion bar hinge lift it clear, Gez reads my mind. 'No, the novelty never wears off. Well, five years on it hasn't, anyway.'

Michael agrees. 'Those doors are ludicrous really, but it's all part of the magic that makes a DeLorean.' He then announces his plan to draw a caricature of the car to celebrate the day out, in which one door will have to be raised.

For amusement we all now indulge in a bit of parts bin spotting. A surprising amount of the car's parts were bespoke, which must have swallowed large chunks of the limited development funds, but there's plenty to amuse scholars of 1980 motors – Porsche 924 ashtray, Metro stalks and door locks, Volkswagen Golf glovebox latch and a Renault Fuego gearknob.

Returning to our graveyard layby at the end of the shoot several hours on, the Eon guy appears again out of nowhere. I think he's been stalking us. We let him sit in the car this time, and Gez wonders if he shouldn't really be off fixing something. His reply is, 'If my manager asks why I'm not doing any work I'll just tell him I'm looking at a DeLorean. He'll understand that.' Which sums up people's response to these cars perfectly.

Back to Michael, who has now had a little time to reflect on his feelings. 'My love for the DeLorean has taken on a new slant altogether. I'll still always have that nice nostalgic warmth towards the cars and their history but now I'm finding my fondness is leaning towards the fact that it was very much an underdog when it was launched and now, all these years later, it probably still is as it takes its place in classic car circles.

'I love the fact that it is perhaps a technically flawed car and that some bits don't quite fit together as well as they might, yet despite any of this it's greeted with so much fondness and intrigue by people that none of that matters. Those factors are what makes it so endearing I think, certainly for me. You can't pigeon-hole it – there's nothing to compare it to.

'I'm going on the TV quiz show *The Chase* soon [with the potential to win several thousand pounds], so I'm going home now to bone up on my general knowledge. You never know…

'But after driving the DeLorean I know I could have one now; it feels possible.'

Thanks to: *DeLorean owner Gez Medinger, The DeLorean Owners' Club UK, Chris Parnham, Shenley Cricket Centre*



Gullwing doors make any car special

1981 DELOREAN DMC-12 (EURO SPEC)

Engine rear-mounted 2849cc aluminium 90-degree V6, sohc per bank, Bosch K-Jetronic fuel injection **Power** 154bhp @ 5700rpm; 173lb ft @ 3000rpm **Transmission** Five-speed manual or three-speed auto, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by unequal length wishbones, coil springs, anti-roll bar and telescopic dampers. Rear: independent by multi-link set-up, coil springs and telescopic dampers **Brakes** Discs front and rear, servo-assisted **Weight** 1270kg (2797lb) **Performance (manual car)** Top speed: 130mph; 0-60mph: 8.8sec **Fuel consumption** 27mpg **Cost new** £13,500 ($25,000) **Value now** £10,000-£30,000

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TWIN-TURBO DELOREANS



Adding turbos transformed the car - one did 0-60mph in less than six seconds (allegedly)

THE BOOST DMC NEEDED?

The Delorean has been lambasted for being slow. But given more time, adding turbos could have seen the car deliver on its promises

One thing universally agreed upon about the DeLorean DMC-12 is that it lacked power, especially in US market form, which is most of them. And wouldn't you know it, legislation was to blame. A US 'gas-guzzler' law imposed minimum standards for fuel economy, and the target set by the Environmental Protection Agency (EPA) for the DeLorean DMC-12 was 22.6mpg. Any worse than that would result in a $5 fine per car for every tenth of an mpg. Paying the fine was an option but John DeLorean insisted that his 'ethical car' must meet the EPA standard. Anything else would be seen as failure.

'No reliable bhp figures have been quoted, but it was timed at 5.8sec for the 0-60mph sprint'

Easier said than done. This was 1980, and the car had steadily put on weight since the initial prototypes; by now it was recording around 16mpg. From then on the only goal for engine development became economy, and it was achieved after much detail work by Lotus, a new Bosch distributor and low-overlap Peugeot camshafts.

That didn't preclude the creation of a performance version of the car, however, and in August 1980 DeLorean contracted Legend Industries of Long Island, New York to develop and manufacture a twin-turbo system for the car. It could be offered as an aftermarket add-on at first, and become a factory model later on.

By November 1981 a pair of prototypes had been readied for testing at Bridgehampton race track in Long Island, where they were driven by DeLorean and his old friend from General Motors, Zora Arkus-Duntov – a legend in Corvette history – in front of a carefully selected crowd. No reliable bhp figures have been quoted for the conversion, but one car was timed at 5.8 seconds for the 0-60mph sprint, and in the only press mention it got, John Dinkel of *Road & Track* magazine gave it glowing praise in his editorial column.

But it was too late. John Delorean knew by then that the writing was on the wall, the money was running out for real, and the public share offering he'd become obsessed with – probably the only legitimate way to save the company by then – was repeatedly being postponed because of 'concerns'. He never mentioned the turbo cars again. Legend Industries filed for bankruptcy and the prototypes were sold by the receiver.

However, both of Legend Industries' twin-turbo prototypes have survived and one is currently being restored in the UK by Chris Nicholson.

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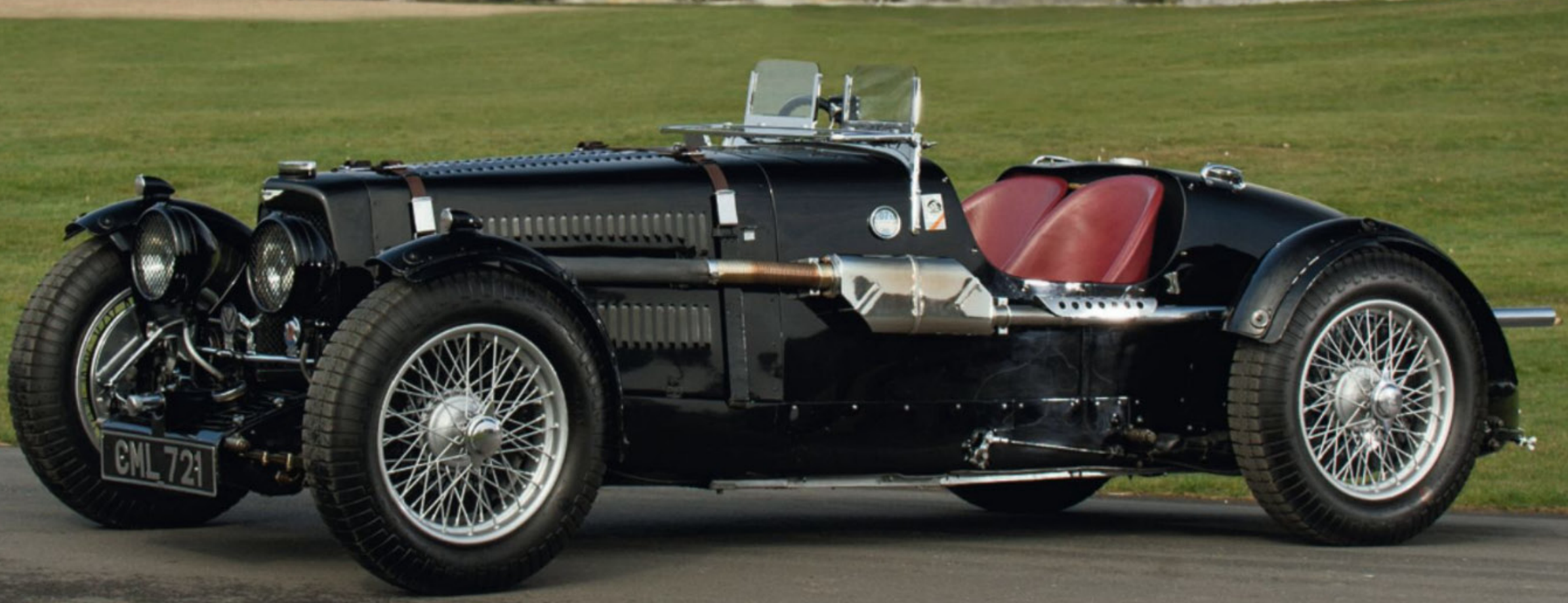
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THE MONTH IN CARS

Star cars from Goodwood and the NEC resto show, plus Easter action from Thruxton



Sean Danaher's Maserati 8CM leads the Earl Howe Trophy grid. Eddie Gibbs (orange-tinted goggles) lines up his Frazer Nash for an attack

PEUGEOT 905

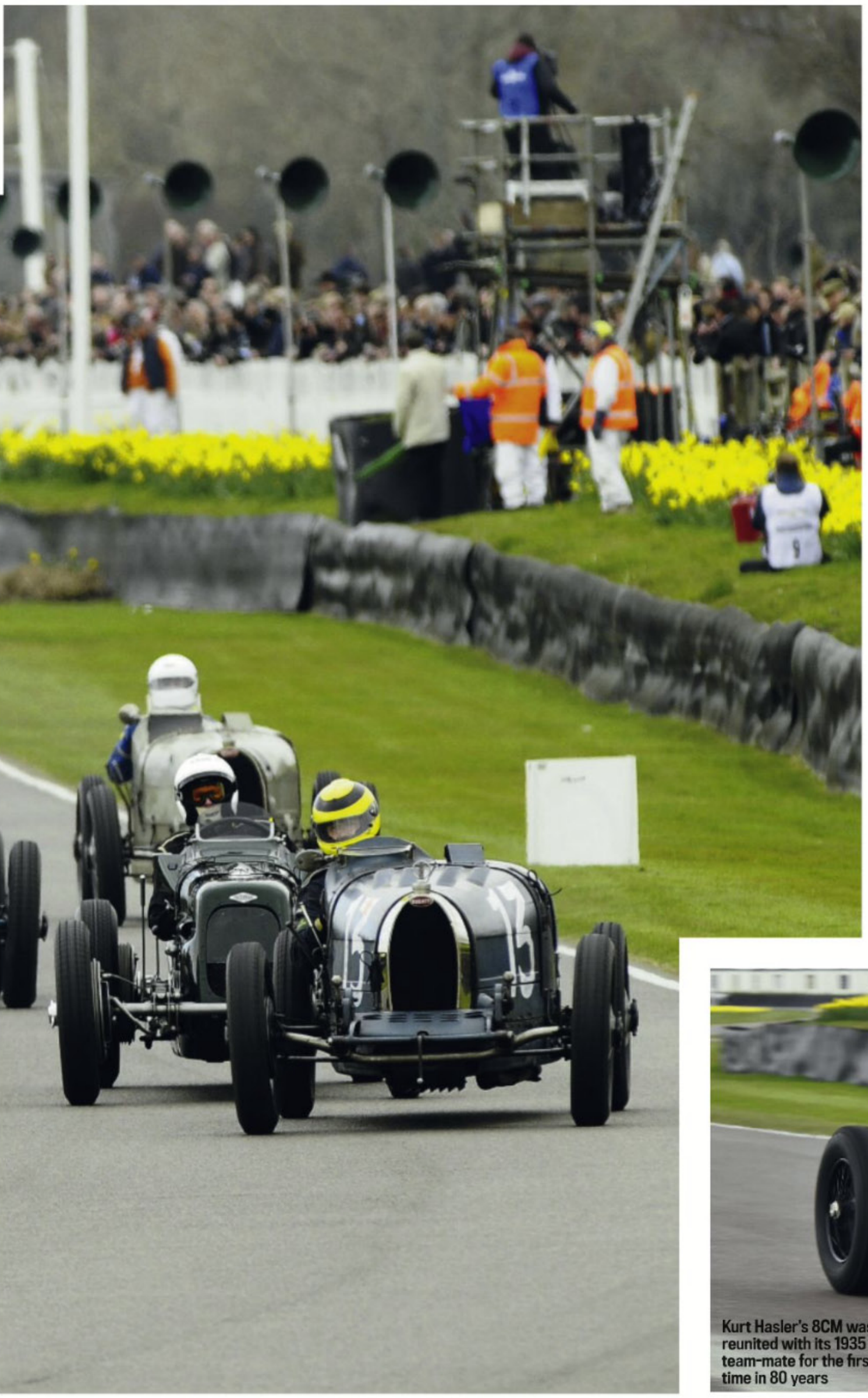
Display-lap cars were given more leeway at this year's Members' Meeting after last year's lacklustre parades, with the organisers running the sessions under trackday rules.

'This is the last car built to Group C rules, part of the Peugeot team that won the World Sportscar Championship in 1992, although it broke down at Le Mans,' said custodian Equipe Europe's Yvan Mahe. 'It has an XTrac six-speed sequential gearbox – earlier 905s had Peugeot's own conventional box, but ran into problems with it.

'It was a prototype project of Jean Todt to develop various ideas including the 3.5-litre Peugeot V10 F1 engine. Peugeot wouldn't give him a budget, so he went to Dassault for the carbonfibre monocoque – it was built alongside the Mirage fighter jet!'



Peugeot 905 represents the pinnacle of Group C development



EMKA

This privateer Aston-Martin-engined Group C racer beat the works team in 1983 and 1985, and has recently been restored having been in hiding for the past ten years.

'It was managed by Pink Floyd manager Steve O'Rourke, who named it after his daughters Emma and Kate,' said Nigel Bishop, who was part of the pit crew at the time. 'I would stand at the end of the Mulsanne straight with a pit board, waiting for a telephone call from the pits screaming, 'refuel now!'. You could easily run out of fuel back then because you were five miles from the pits – and if you missed the message, that was it. There was a lot of responsibility resting on our shoulders. Myself and my colleague – the aptly named George Pitt – handled the whole thing between us for the full 24 hours. We beat the Astons, but we also beat the Jaguars in 1985, which is the result O'Rourke really wanted.'



Rudolf Ernst in the freshly restored, long-dormant Emka



Kurt Hasler's 8CM was reunited with its 1935 team-mate for the first time in 80 years

GOODWOOD 73rd MEMBERS' MEETING

Reunited Maseratis win at Goodwood

MASERATI 8CM

A pair of Maserati 8CMs, originally comprising the Ecurie Braillard Maserati team in 1935, raced for the first time in Britain at the Goodwood 73rd Members' Meeting. Even more remarkably, they were reunited at the event for the first time in 80 years after ending up on opposite sides of the Iron Curtain.

'Chassis 3019 was sold to Luigi Soffietti, but chassis 3015 went to a Hungarian Count, Ernó Festetics, who raced it very successfully in Hungary and Czechoslovakia until the war,' said 3015's owner-restorer Kurt Hasler.

'It was stored in his castle during the war, but in 1945 he fled after collaborating with the Germans. Count Festetics' mechanic, Sandor Wilheim, raced it in hillclimbs in the immediate post-war years, but it was confiscated by the Communist Party in 1949 for the Hungarian state racing team. Fitted with a supercharger and new carburettors, it won the Hungarian racing championship every year from 1955-58. In 1959 Grand Prix rules changed to 1500cc Formula Junior, so it was sent to a scrapyard but not dismantled.

'It's had a few owners, but the owner before me – who bought the car in 1984 – made mistakes in its restoration, fitting the cam drive gears on the wrong side. Unable to get it running, he stored it in his living room for 20 years.'

Hasler couldn't get 3015 through qualifying for the Earl Howe Trophy, but Sean Danaher took 3019 to an eventful win, a crash-strewn race bunching the field behind the safety car, leading to a last-lap sprint to the line with Eddie Gibbs' 1934 Frazer Nash S/C.

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GOODWOOD 73RD MEMBERS' MEETING

Ram-Air Warriors Return

1975 SHADOW-MATRA

'It's this car's first time out in 40 years,' said Grant Beath of his Matra-engined ex-Jean-Pierre Jarier Shadow F1 car, part of a display of 'high-airbox' ram-air cars dating from the early Seventies.

'It was a project mid-way through 1975, when Shadow decided they wanted to try a 12-cylinder engine,' said Beath. 'Matra was the only firm offering a customer V12, and they took their endurance-specification engine from the MS72 and tweaked it to last two hours rather than 24, creating the MS73. It was too thirsty, heavy and tall compared to the Cosworth DFV, so that was the end of the deal. I got it in 2008 and restored the body and chassis at home. The engine took two years though. Jean-Pierre Humbert at the Matra Museum is the only person who could do it, he said "don't rush me", and drawings had to be found and parts made to complete it.'

Jarier was reunited with it on the grid. 'It didn't feel impressive at the time,' he said, 'but when I look back now, I realise this era of Formula One was incredible.'



MARCH 721X

This experimental ex-Ronnie Peterson March has recently emerged from a lengthy and complicated restoration in the hands of owner Magnus Ahlqvist, from Peterson's native Sweden. 'The gearbox was the most difficult thing to restore,' said Ahlqvist. 'Inspired by Peterson's Alfa Romeo 33TT3, March created a gearbox based on Alfa T33 internals and put it ahead of the rear axle to create a low polar moment of inertia for quick responses, like a kart. It ran in Spain, Monaco and Belgium and the Oulton Park Gold Cup in 1972, but Peterson found it too twitchy and the idea was abandoned.

'March made its own gearbox casing to fit the suspension, but the differential and some of the gears were missing so we had to make them. I recognised the red monocoque with Vicks sponsorship when I was buying parts at Retro Track & Air ten years ago.

'I remember seeing Peterson testing it at Anderstorp when I was a boy. I couldn't sleep for two weeks wondering how I was going to pay for it.'

1974 TROJAN T103

'This is "the" F1 Trojan,' said owner-driver Philippe Bonny of another unique high-airbox car. 'It was designed by Ron Tauranac the year in between leaving Brabham and setting up Ralt. Trojan was best known for Formula 5000 and had won the championship with Jody Scheckter, but wanted to enter F1.

'It entered eight races in 1974 – Jarama to Monza – but only qualified for six. Best finishes were 10th at Nivelles and Zeltweg.'

The car represents unfulfilled potential, however. 'After a big crash at Monaco, the driver, Australian Tim Schenken, said there wasn't enough front downforce, so the team – including the young Patrick Head – redesigned the front 'lobster-claw' wing along the lines of the Ferrari 312 T's thin aluminium blade. It ran at Brands Hatch but they ran out of money and couldn't afford to take it to Canada or the USA. However, Ronnie Peterson once tested it and managed to lap faster than in his Lotus 72.'

'Trojan boss Peter Agg was a Suzuki dealer, hence the sponsor, but he had to remove the Suzuki logo from the airbox as everyone thought they'd made the engine – it had a Cosworth DFV just like everyone else.'





PRACTICAL CLASSICS RESTORATION & CLASSIC CAR SHOW, BIRMINGHAM NEC

Porsche 911S, Aston Martin DB6 and Bristol 411 from our Epic Restoration series starred on the *Classic Cars* stand

A Tale of Two Esprits

1979 LOTUS ESPRIT

This pair of early Lotus Esprits are both owned by father-and-son duo, Matthew and Jake Oxley, and the cars' histories are improbably intertwined.

'I restored the white S1 first, and went to buy an engine from an old guy in Birmingham,' said Matthew. When I got there, he said he hadn't had time to extract it, but I could have the car it was in – this one – for £400. I bought it and plumbed the engine into the S1, and funnily enough a photo surfaced of these two cars together at a Lotus event. The son of the S2's original owner got in touch and ended up buying the shell for £3000 saying he'd restore it. It wasn't long though before he sold it on eBay for £3500 – clearly the restoration proved to daunting for him.

'We'd just finished restoring an Excel over the past couple of years – Jake's first project – and he fancied his own Esprit. Oddly enough, we found this one for sale once more – for £3000 again, but this time with a load of spares including a windscreen, doorhandles and full interior.



Father and son team's Lotus Esprit duo stood out

'It's very rare, not only being an S2 but being finished in this colour scheme. It's in JPS black-and-gold with rare gold Speedline wheels, but it actually predates the better-known Championship limited edition. I've loved Esprits, ever since watching a certain Bond film in 1977.'



1979 JAGUAR XJ-S

Jaguar Heritage showed this ex-James Hull collection pre-'HE' XJ-S, currently under restoration, to demonstrate the breadth of its work. 'It's a mixture of refurbishment and replacement,' said Jaguar Heritage's Paul Bridges. 'We've been able to use a lot of old tooling to remanufacture parts for the differential, for example, and the paintwork has been rejuvenated rather than resprayed.

'XKs, E-types and Mk2s form the bulk of our work, but with XJ-S prices starting to climb, people can justify spending money on them. The main barrier to full restoration is the ceiling on XJ-S values at the moment – not a problem with, say, a Series 1 E-type, but right now it's sentiment that's driving XJ-S restorations.'

1968 FORD MUSTANG

'I had no idea how unusual this car was when I bought it – the guy selling it for £4k in 2012 didn't know what he had,' said Luke Greenwood, the owner-restorer of a uniquely-hued Mustang.

'In 1968, Ford demonstrated its colour-palette abilities by producing a Mustang in every possible shade – there were 133 in total. Mine is Dandelion Yellow, but when I bought it it'd been resprayed maroon. However, there were a couple of patches of yellow on the bonnet. I pulled the seats up and realised this amazing, vivid colour was actually original.

'Once I realised how special this car was, it had to be completely original. There are only two Dandelion Yellow Mustangs in the world, and the other's in Holland – there are none in the USA.'





1953 SAAB 92B

This two-stroke-engined Saab is the second-oldest example of the marque in the UK. 'There's a 1952 car on the Isle of Wight, with no external bootlid, but I like the fact this car has one because I bought it to use,' said owner Chris Hull, who found the 92B in a barn in Switzerland.

'I want to convert it to 12-volt electrics to make it safer,' said Hull. 'The bulbs need to be brighter, because it's not quick and the approach speeds of modern cars from the rear at night mean that they don't see you until it's too late to brake.

'Nowadays you can get 12-volt alternator that looks like an original six-volt item so the underbonnet aesthetics need not be compromised. I'm also looking into upgrading the braking system. My kids want to use it, after all!'

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PRACTICAL CLASSICS RESTO & CLASSIC CAR SHOW



1979 TVR TASMIN

'It's the second production chassis number – 5002 – but then-TVR boss Martin Lilley reckons this is the first proper Tasmin,' says serial TVR 'wedge' collector Andy Hutchinson of his latest acquisition. 'In order to get the first one on the road, they put it on a Taimar chassis.

'This car wasn't built at Blackpool, but at TVR's prototype workshop in Preston in October 1979. I found it in a garden in Croydon. When it's finished it'll be the earliest original-spec Tasmin. When I sort the paintwork I'll have to go to Ferrari – Lilley, a Ferrari fan, had all his prototypes and press cars finished in Ferrari Rosso Corsa.'



1982 RENAULT RODEO

'The body on a Renault 4 isn't structural, so a glassfibre body could just be bolted on,' said Alasdair Worsley of the Rodeo on the Renault Owners' Club stand. 'It came about at the time they owned AMC, which had Jeep as a sub-brand, and they wanted a tie-up they could sell in France. It wasn't a serious off-roader, more of a beach buggy.

'This one is being built from unused body panels found in Taunton. Strange, because it wasn't available in Britain.'



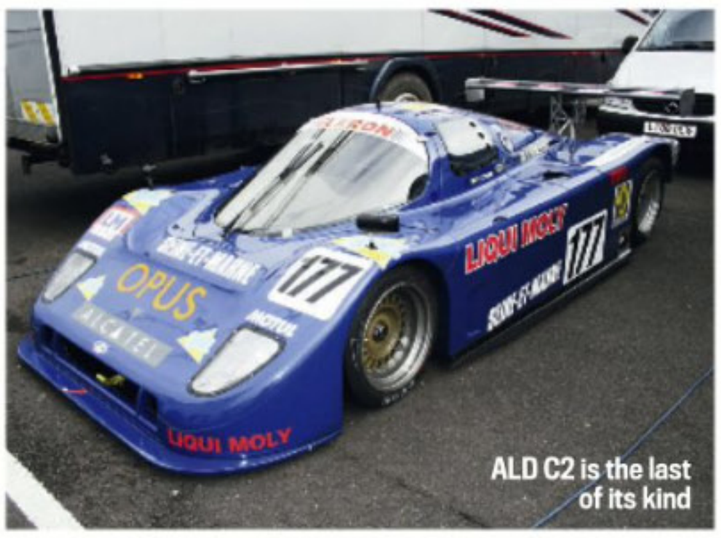
1967 TVR TINA

Classic Cars' sister title *Practical Classics* set itself the challenge of restoring this TVR, one of only two built, against the clock in time for the end of the show. The body was completed and the engine installed in time for Tina Lynch, daughter of TVR racer Gerry Marshall and the person for whom the car was named, to start it up.

'This was supposed to be TVR's entry-level car, based on the Sunbeam Imp Sport, but the project ended up costing too much money,' said Lynch.



Reynard RF78 didn't get to race despite huge effort



ALD C2 is the last of its kind



Debut for rebuilt Lotus Éclat

THRUXTON EASTER REVIVAL, HAMPSHIRE

Reynard's double trouble

REYNARD RF78

After the engine of Ben Simms' Reynard RF78 blew in the first Formula Ford race on Saturday, his friend Stuart Boyer worked overnight to get his similar newly restored RF78 ready for the Sunday race. Unfortunately, all that effort came to nothing when Simms was forced to retire, this time with a water leak.

'I imported the chassis from Holland and completely rebuilt it – almost everything is brand-new,' said Boyer. 'It wasn't supposed to be out today, but I heard that Ben's engine had failed and worked all night trying to get it ready for the track. We were changing ratios and generally setting the car up, as well as finishing off a few things.

'The bodywork, which is painted in the Parmalat livery like Niki Lauda's 1978 Brabham, is original. The air boxes ran like that in 1978, but got banned in 1979, which is why we're the only car with it.

'The next race for this car is at Zandvoort at the end of May – I race in the European series – but before then we've got a test at Mallory Park.'

ALD C2

Laying dormant at the back of Frank Lyons' pits was his rare ALD (Automobile Louis Descartes) C2 car, which he had been shaking down for the first time at Thruxton. It hadn't turned a wheel in anger since competing in the 1992 Le Mans 24 Hours.

'This was the last car that they built,' said Lyons. 'After Descartes' death in a road accident in 1992 his wife sold all the assets of the team. I came across this car about 15 years ago. There was a lot missing. One of the reasons I liked it is that this was the first group C2 car to use a carbon-fibre tub; at the time most people were using aluminium honeycomb monocoques.'

LOTUS ÉCLAT

Neil Brown's immaculately prepared Lotus Éclat made its 70s Roadsports Championship debut at Thruxton. It may not have been the quickest car out there, but it has potential.

'I took it very slowly because I didn't want to break anything and I don't know the circuit, so I am not surprised if I come last!

'I bought it six years ago. Most of the work was done – apart from the engine – in 2011. We got the engine done a couple of years later. I stripped it down to the chassis and the body, and then I built it up from that. The biggest job was getting the roll cage done. We then had to remake the floors, because they had cut large sections out to get the cage in.'

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James Iremonger's Jaguar XK120SE is a former New York native



Mohammed Al Tahiri's young sons helped him restore this Daimler 420



1930 Plymouth took the Pre-World War II Award



One of just 25 Maserati Ghibli SS Spyders built



Ex-Arizona XK120 is used to hot climates

EMIRATES CLASSIC CAR FESTIVAL, DUBAI

Brits in the desert? Don't sweat it

For its seventh edition, Dubai's Emirates Classic Car Festival hosted a new concours beneath the Burj Khalifa, attracting everything from Italian supercars and Thirties American art-deco to a row of modified Minis. Now it's legal to own right-hand-drive cars in the UAE, the market has been opened to a wider variety of classics, with collectors looking to Britain and Japan.

1952 JAGUAR XK120 FHC

'The Californian dealer's ad read, "A rare opportunity to own an unmolested Jaguar XK120. This car has lived in California and Arizona and has not been registered since 1986",' said proud owner Gilbert Ayoub. 'The original owner purchased the car through Max Hoffman in New York, an Austrian who made a name for importing exotic European machinery. The car was raced for six months before being sold to the owner's doctor, who used it for house calls.

'Last October I bought the car for US$40k and brought it to Dubai, arriving on 29th December – the best day of my life!' he says. 'I've been passionate about Jaguar since I was 14. I now have 10 mostly new models including XJ6, XJS and XJ-SC. My ultimate goal is to sell all of these, keep my red XK120 and buy an E-type Series 1 convertible, and that's it!'

1954 JAGUAR XK120SE

Built in Coventry on March 16, the XK120SE was sold to Pete Hines in Georgia, USA. In 2008, after changing hands a couple of times, it went to Pete Lobianco of Pennsylvania, a well-known ex-racer who wanted to own the fastest road car of its day. 'I've dreamed of an XK120 since I was a small child,' says James Iremonger, a lawyer from a family of motor mechanics. 'I bought the car from Hilltop Jags of Massachusetts and shipped it to Dubai.' Iremonger rebuilt the brakes, rewired the engine bay, rebuilt the carburettors, rebushed the suspension, changed the head gasket and polished everything until it gleamed.

He used it as a daily driver in Dubai throughout last winter and it never let him down. Last summer he turned his attention to the body and interior. Dupont mixed the colour based on old codes and the car was painted by Sara Auto in Dubai. It won the Best British Car Award.

1976 DAIMLER 420

Mohammed Al Tahiri has a passion for Mercedes-Benz but decided it was time for a change. He left his 27 Mercedes at home and paraded the opulent comforts of his long-wheelbase 1976 Daimler 420, which took the Dubai Award. Purchased from the USA two years ago as scrap, the car was fully restored by Mr Tahiri with the help of three of his sons – Bader (ten), Saif (eight) and Hassan (five). The interior is original, while painting and knocking out the dents was outsourced.

'When I was 17, I drove sports cars and had a bit of a reputation,' he says, 'but my grandfather told me that if I carried on driving like this, I'd have to leave his house.' Mr Al Tahiri calmed down a little after that, although he says he still drives the Daimler 420 like a sports car.

1971 MASERATI GHIBLI SPYDER SS

'It's the first of its kind in the Middle East,' said Imtiaz Shaikh of the Tomini Classics Collection. 'A total of 1274 Ghiblis were built between 1966 and 1973, only 125 of which were Spyders; and just 25 Spyders were 4.9-litre, 174mph SS models.

'This one was originally imported to the States by Grossman Motor Car Corp, and I bought it from a prominent New York collector in 2012.'

The Tomini Classics collection has now expanded to more than 200 vehicles in his newly opened Gallery in Dubai. 'We're excited to share the enjoyment of this irreplaceable and appreciating art form,' says Shaikh.

1930 PLYMOUTH

The Shajah Old Car Museum acquired this Plymouth from America in 2005. 'It was in a sorry state,' says workshop supervisor Mohammed Alowais. 'We restored it at the museum last year. Full restoration took six months, replacing rusted sections, interior upholstery and tyres, as well as having it repainted dark blue. It was all our own work.' Their efforts were rewarded with the Pre-World War II Award.



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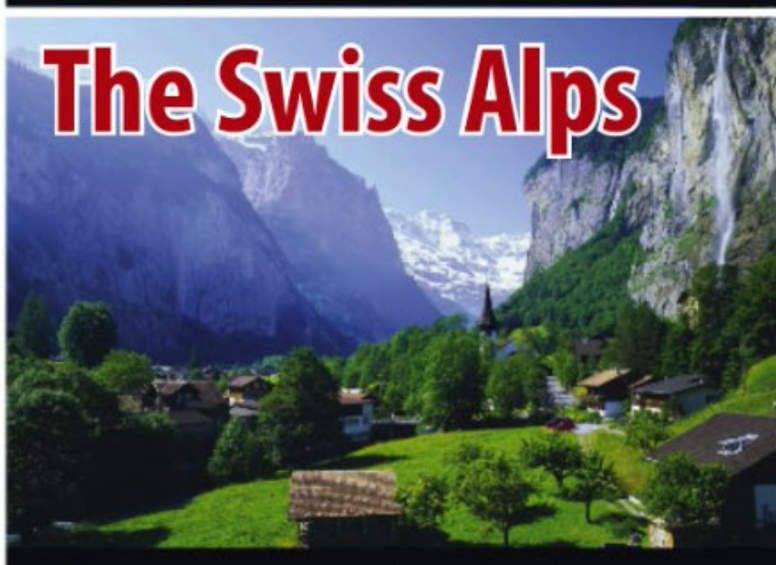
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Picos & Pyrenees



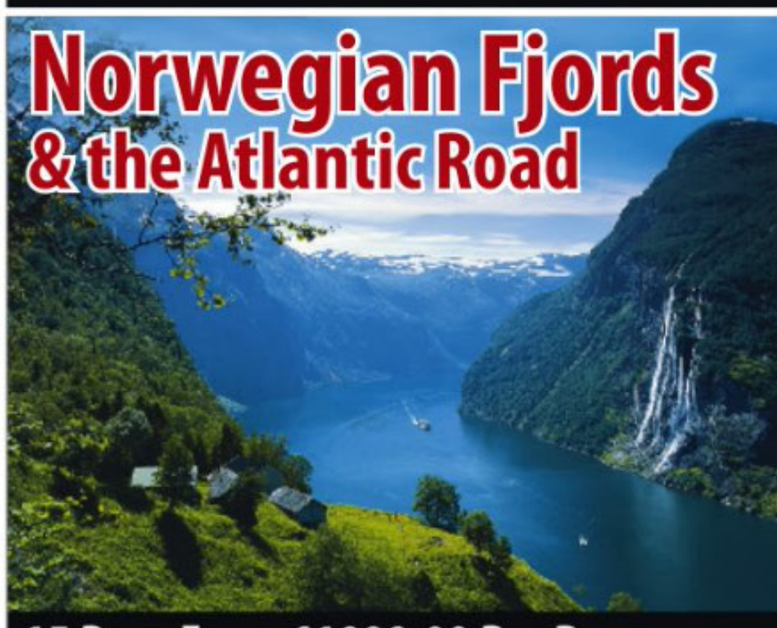
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2nd-3rd Magny-Cours Classic Days, Magny-Cours, France **classic-days.fr**
2nd-3rd Atomic Vintage Festival, Sywell Aerodrome, Northamptonshire **atomicvintagefestival.com**
2nd-4th Donington Historic Festival, Donington Park, Leicestershire **doningtonhistoric.com**
5th Curborough Speed Trials, Lichfield, Staffordshire **vscc.co.uk**
9th-10th Wiscombe Park 500 Owners' Assoc/ VSCC Hillclimb, **wiscombepark.co.uk**
12th-15th Tour Ireland **tourbritannia.com**
13th *Classic Cars* at the Ace, Ace Café, London **ace-café-london.com**
14th-17th Mille Miglia, Italy **1000miglia.eu**
15th-17th Barber Historics at the Park, Barber Motorsports Park, Alabama, USA **themastersseries.com**
16th-17th Silverstone International Trophy, Silverstone cicuit, Northamptonshire **hscc.org.uk**
16th-17th Beaulieu Spring Autojumble, Beaulieu, Hampshire **beaulieu.co.uk**
16th-17th McRae Rally Challenge, Knockhill Circuit, Fife **knockhill.com**
22nd-24th The Summer Trial, Leamington Spa, Warwickshire **heroevents.eu**
23rd-24th Brands Hatch Masters, Brands Hatch, Kent **brandshatch.co.uk**
23rd-25th Concorso d'Eleganza, Villa d'Este, Como, Italy **concorsodeleganzavilladeste.com**
29th-31st Coventry Motofest, Coventry, Warwickshire **coventrymotofest.com**
31st Historic Marathon Rally Show, Gaydon, Warwickshire **heritage-motor-centre.co.uk**

FIVE THINGS YOU NEED TO KNOW ABOUT COVENTRY MOTOFEST


'Drifting through the city' takes on new meaning in Coventry

Racing on the ring road!
Coventry's (in)famous ring road will look a little different. Rekindling the spirit of the much-missed nearby Birmingham Superprix, it's being closed off and turned into a sprint circuit where all manner of classic and performance machinery will compete to set the fastest lap time.

Racing in the car park!
With City Council backing and sponsorship from Skoda and Triumph, Cox Street Car Park is being turned into an oval racetrack, hosting both US-style stock-car racing and Japanese drifting. Plus, given the sponsorship you can expect motocross, speedway and rally displays too.

Coventry celebrates its heritage
Home to more than 100 car and motorcycle manufacturers over its history, Coventry has a strong claim to being Britain's 'Motown'. The city centre will play host to displays of classic cars, bikes and even military vehicles. If your club is interested in displaying, go to coventrymotofest.com/get-involved.

Unlike most classic car events...
...opening night kicks off in grand style with a bit of opera. Bizet's *Carmen* will be performed at Coventry Cathedral by the Opera Bravura company. Tickets are through ticketmaster.co.uk (£25 adult and £10 child). Motofest director James Noble says it will be 'a fitting start to a weekend of breathtaking performances'.

And if that leaves you feeling thirsty, Motofest even has its own beer. Coventry microbrewery Byatts will be preparing a specially brewed ale, Motofest Multigrade, which will be available from street stalls and pubs all around the city.

Interested in going?
Well, there's the beauty of it – with the exception of the opera, it's completely free of charge. With this in mind it's probably a better idea to take the train into Coventry or plan your parking carefully, as many of the city centre's open spaces will play host to car club displays and stalls. It promises to be three days of classic drama.



Modena Cento Ore promises a rich mix of classics from Ferrari 250 GT SWB to Alfa Romeo Giulia GT

Photography: Tony Turner

THE MONTHS AHEAD

June

2nd-7th Modena Cento Ore Classic, Modena to Rome, Italy **modenacentooreclassic.it**
3rd-6th Three Castles Welsh Classic Trial, Llandudno, Wales **three-castles.co.uk**
7th Bromley Pageant of Motoring, Bromley, Kent **bromleypageant.co.uk**
12th-14th Cholmondeley Pageant of Power, Cholmondeley Castle, Cheshire **cpop.co.uk**
13th-14th Brooklands Double 12, Brooklands, Surrey **brooklandsmuseum.com**
14th-20th Classic Marathon regularity rally, Italy **heroevents.eu**
19th-21st Coppa Intereuropa, Monza, Italy **themastersseries.com**
25th-28th Goodwood Festival of Speed, Goodwood House, Sussex **goodwood.com**

July

10th-12th Dragstalgia, Santa Pod, Northamptonshire **santapod.co.uk**
11th-12th Chateau Impney Hill Climb, Worcestershire **chateauimpneyhillclimb.com**
12th-13th Brands Hatch Historic Superprix, Brands Hatch, Kent **brandshatch.co.uk**
18th-19th Classic Nostalgia at Shelsley Walsh, Worcestershire **shelsley-walsh.co.uk**
19th Classics at the Castle, Sherborne Castle, Dorset **classicsatthecastle.co.uk**
23rd-25th Eifel Rallye Festival, Daun, Germany **eifel-rallye-festival.de**
24th-26th Silverstone Classic, Silverstone, Northamptonshire **silverstoneclassic.com**

August

31st July-2nd CarFest North, Oulton Park, Cheshire **carfest.org**
1st-2nd CSCC Mallory Park raceday, Mallory Park, Leicestershire **malloryparkcircuit.com**
7th-9th Oldtimer Grand Prix **nuerburgring.de**
13th-16th Monterey Motorsports Reunion, Laguna Seca, CA, USA **mazdaraceway.com**
14th The Quail, A Motorsports Gathering, CA, USA **signatureevents.peninsula.com**
16th Pebble Beach Concours d'Elegance, CA, USA **pebblebeachconcours.net**
23rd Tewkesbury Classic Vehicle Festival, Tewkesbury, Glos. **tewkesburycvf.org**
28th-30th Historic Grand Prix Zandvoort, **Netherlands historicgrandprix.nl**

RECOMMENDED







Photography: Mark Godfrey, Montjuïc Press

Oldtimer Grand Prix

August 7th-9th Contrary to popular belief, you can still enjoy the spectacle of seeing cars being raced hard around the full-length Nürburgring Nordschliefe. The Oldtimer Grand Prix has a similar set-up to the Le Mans Classic, with races celebrating seven decades of competition during the Green Hell's august past. There's a combination of single-seater, sports-prototype and GT racing, and top drivers usually confined to more modern tracks relish its unique challenge. Search YouTube for Walter Rohrl's physics-defying antics in a Porsche 911S, then go to nuerburgring.de and book your tickets.

The Quail, A Motorsports Gathering

August 14th One of the quieter but no less dazzling events of the famed 'Monterey Car Week', this year's Quail motor-sport-themed concours focuses on Ferrari, with special classes for both one-off coachbuilt cars from Maranello, and 'The Great Ferraris' – iconic designs that have made their mark in racing and style alike. Other categories include 'the Long Tail Cars of Le Mans' and 'Iconic Pre-1965 Porsches'.

The Quail also welcomes the finishers of a three-day rally taking place prior to the concours. For more information go to signatureevents.peninsula.com.

Schloss Bensberg Classic

July 17th-19tt This combination of high-end concours d'elegance and road-rally is in its seventh year. Although the event retains strong ties to Wolfsburg and often boasts a strong display of Volkswagen-Audi Group cars including rare Porsches, the event celebrates rare, unusual and beautiful cars of all marques.

Categories for this year's concours have been announced and include Twenties and Thirties sports and touring cars, post-war coachbuilding, sports saloons and Sixties racers. To see the full category list and consign your car, go to sbc2015.com before May 11th.



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WILLSON'S SMART BUYS

Quentin on the Sixties Ford with super appeal, a rugged but sumptuous Mercedes and bargain BMCs





'Any early Ford Cortina MkI is fiercely prized'

We've seen strong rises in the first of the Cortinas with values of Lotus and GT versions going intergalactic, but they're now in such demand that any early ban-the-bomb-tail light Cortina is fiercely prized. So much so that even a project is well worth buying to restore. If a mint two-door can make up to £20k then there's still a margin in that shabby or incomplete £2000 shed.

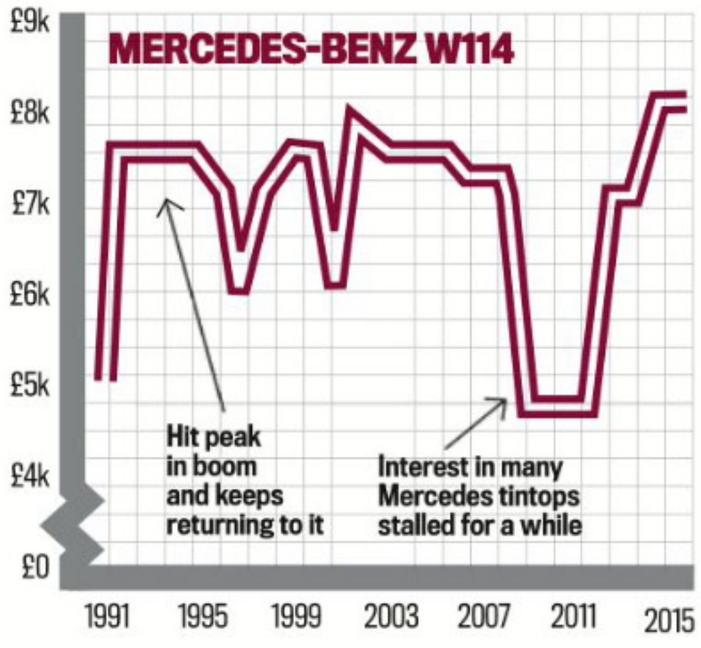
The big interest in these seminal Fords comes as historic racers or cool road cars. Put on a set of 5½ J steel rims, quarter bumpers on the front and drop in a tweaked 1600 or twin-cam lump and you've got a very slick-looking Sixties Ford with a ton of period motor sport echoes.

Most of the bargains are gone, although as I write there's a '66 two-door on eBay with one family owner and a 1600 Crossflow fitted with bidding only at £3100. The 240 watchers (yes really) may battle the final price up considerably.

However, early Cortinas are one of the few classics where you don't need to get anal about originality. Mint survivors will always make strong money but the real value lies in finding a strong, rust-free shell that you can build up using cheap or used parts into something quick and stylish. And I'd rather have a fast, throw-it-about road car than a perfect period piece that's too immaculate to drive.

Look carefully and the promising ones aren't all mental money yet. Cambridge Classics has an ex-Spain '66 LHD two-door with 77,000km in fine original nick for £4995 and on classiccarsforsale.com a seller in Portugal has a '64 GT, running but needing restoration, for £5750.

Export Cortinas from sunny EU countries make sterling buys with rust-free bodies and limited local interest, so if you're planning a break in Malta, Spain or Portugal try to bring a Cortina MkI back. The way prices are going you'll make enough profit to pay for several holidays. Look at it this way – a good Lotus is now £50k-plus, FIA-prepped cars can touch £30,000 and nice original GTs £25k-plus. This means there's a strong upward market pull for any first-generation Cortina. And I'm predicting that prices will only go one way and that's up. This is set to become a very fashionable period Ford.



W114 coupés found a level and struggled to get out of it

'I'm not surprised to see the best Mercedes W114s at £20k'

The two-door '68 to '72 W114 Benz is climbing in value. This one's taken a while to catch our imagination but those Paul Bracq-designed square-cut pillarless lines look really right. In a strong colour like black, gold, silver or white this is now a very handsome ride. Chaste and elegant with comfy MB-Tex interiors and painted hubcaps, I'm not surprised to see the very best ones edging towards £20k.

And they're now a very rare sight. Mercedes churned out 1.8m saloons but only 67,000 coupés, with just 24,669 of those the ultra-rare twin-cam 280 CE. And Mercs don't come much more reliable than this era of Benz. In 1984 a Greek taxi driver donated a 240D saloon to the MB Museum that had done 4.6 million km – the highest mileage ever recorded on a Mercedes-Benz. The finest low-miler coupés may be chasing W107 SL values but you can find 250 CEs at medium money. Yorkshire Classic Trade Centre has a '71 250 in cream with a non-warranted 46,000 for £5995 needing just gentle fettling while a private seller in Kent has an Icon Gold '71 for just £4500.

Front wings rust but pattern ones are cheap plus you can get repair sections for the rear arches. Check the boot area and front bulkhead too as the factory sound-deadening absorbed water like a sponge. Most will have had floor and sill work at the very least, so try to find a car that's had the worst body issues sorted. Bits for the Bosch D-jetronic injection can be hard to source and remember that the autos are always the best sellers. Everybody wants the 125mph 280s and they're rare and valuable but the six-pot 112mph 250 still makes a very practical family classic with four seats, a big boot and plenty of charisma.

But you'd better be quick because in March Historics at Brooklands sold a one owner, exceptionally original 1970 250 CE with 79,000 miles complete with all books, manuals and tools for a solid £18k. Don't be surprised if that one turns up in a year or so with £30,000 on the screen.

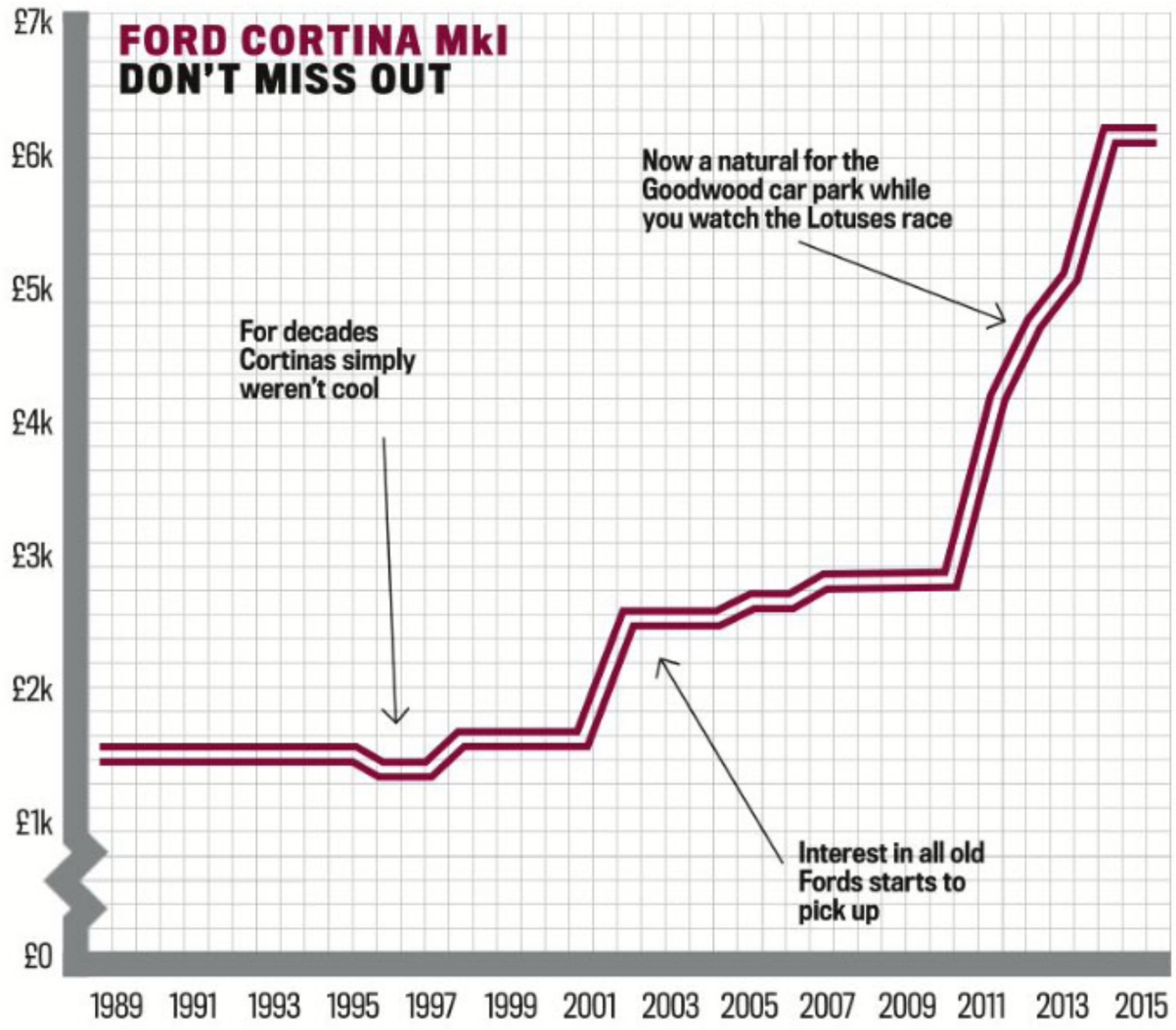
'Tiny-mile BMC 1100/1300s have really started to move'

Our mania for Minis means we've ignored the BMC 1100/1300. Britain's bestseller for a decade, the Pininfarina-penned middle-class darling was pretty, smooth-riding and offered as much cabin room as a Cortina.

ADO 16 was another Issigonis masterpiece that shifted over 2m units from '62 to '75 and spawned a raft of badge-engineered versions that sold strongly all over the world. Riley Kestrels, MG



Early Ford Cortinas are in demand, but bargains can still be unearthed



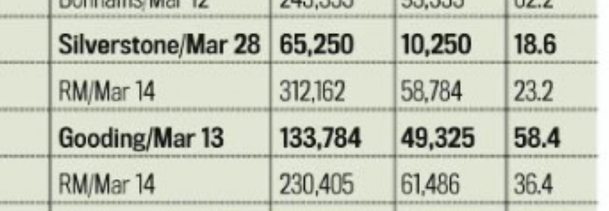
So many rotted away or were customised that MkI Cortinas have become rare... and expensive



Mercedes-Benz W114s offer dignified cruising and bulletproof mechanicals - just watch out for body problems

TRADING HIGH

Double digits over estimate, this slant-nose 911 shows Eighties style is popular



YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1956	**Abarth-Fiat 750GT Zagato**	**Bonhams/Mar 21**	**45,425**	**15,425**	**51.4**
1952	Alfa Romeo 1900C Sprint coupé	Bonhams/Mar 12	281,310	111,310	65.5
1932	**Alvis 12/60 'Beetleback'**	**Bonhams/Mar 12**	**81,862**	**18,862**	**29.9**
1936	Alvis Speed 25 DHC	Bonhams/Mar 21	73,180	13,180	22.0
1935	**Auburn 851 Phaeton**	**Bonhams/Mar 12**	**130,236**	**47,236**	**56.9**
1968	Bentley T-series Coupé Speziale	Bonhams/Mar 21	250,140	50,140	25.1
1959	**BMW-Isetta 300**	**RM/Mar 14**	**37,162**	**6757**	**22.2**
1981	BMW M1	Bonhams/Mar 12	409,313	109 313	36.4
1999	**BMW Z3M Coupé**	**Historics/Mar 7**	**25,760**	**7760**	**43.1**
1982	DeLorean DMC-12	Historics/Mar 7	30,800	4800	18.5
1972	**Ferrari 365/GTC/4**	**RM/Mar 14**	**334,459**	**81,081**	**32.0**
1980	Ferrari 512 BB	Bonhams/Mar 12	243,355	93,355	62.2
1994	**Ferrari 348 Spider**	**Silverstone/Mar 28**	**65,250**	**10,250**	**18.6**
1995	Ferrari F512 M	RM/Mar 14	312,162	58,784	23.2
1999	**Ferrari F355 Spider Fiorano**	**Gooding/Mar 13**	**133,784**	**49,325**	**58.4**
1958	Jaguar XK150S 3.4 roadster	RM/Mar 14	230,405	61,486	36.4
1959	**Jaguar XK150S 3.4 roadster**	**Bonhams/Mar 21**	**225,500**	**135,500**	**150.6**
1970	Jaguar E-type SII roadster	Historics/Mar 7	78,400	12,400	18.8
1983	**Lamborghini Jalpa P350**	**Bonhams/Mar 21**	**74,300**	**29,300**	**65.1**
1975	Maserati Merak	Historics/Mar 7	20,160	5160	34.4
1979	**Maserati Khamsin**	**Historics/Mar 7**	**128,800**	**48,800**	**61.0**
1952	Mercedes-Benz 220 Cabriolet A	RM/Mar 14	193,243	58,108	43.0
1961	**Mercedes-Benz 190 SL**	**Coys/Mar 10**	**107,080**	**32,080**	**58.3**
1967	Mercedes-Benz 230 S	Gooding/Mar 13	37,162	6757	22.2
1970	**Mercedes-Benz 280 SL**	**Gooding/Mar 13**	**148,649**	**27,027**	**22.2**
1985	Mercedes-Benz 280 SL	Historics/Mar 7	11,312	2312	25.7
1974	**MGB GT V8**	**Historics/Mar 7**	**12,320**	**3320**	**36.9**
1963	Porsche 356B Super 90 project	Bonhams/Mar 21	32,200	17,200	114.7
1973	**Porsche 911T Targa**	**Bonhams/Mar 21**	**67,580**	**19,580**	**40.8**
1979	Porsche 911 Turbo	RM/Mar 14	170,496	52,253	44.1
1988	**Porsche 911 Turbo S/N Cabrio**	**RM/Mar 14**	**245,270**	**42,567**	**21.0**
1959	Rolls-Royce Silver Cloud DHC	RM/Mar 14	483,108	77,703	19.2
1972	**Rolls-Royce Silver Shadow I**	**Historics/Mar 7**	**11,200**	**3200**	**40.0**
1972	Roills-Royce Corniche coupé	Silverstone/Mar 28	23,625	4625	24.3
1966	**Rover P5 coupé**	**Historics/Mar 7**	**10,304**	**1804**	**21.2**
1974	Volkswagen Thing	Gooding/Mar 13	35,676	12,027	50.9

TRADING LOW

All but the best Mercedes Pagodas have struggled to reach their estimates



YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1960	**BMW-Isetta 300**	**Gooding/Mar 13**	**17,838**	**5811**	**24.6**
1967	Chevrolet Corvette coupé	Bonhams/Mar 12	37,210	9790	20.8
1970	**Ford Cortina MkII 1600E**	**Historics/Mar 7**	**7840**	**2160**	**21.6**
1951	Jaguar MkV dhc	Gooding/Mar 13	63,919	30,676	32.4
1958	**Jaguar XK150S 3.4 roadster**	**Gooding/Mar 13**	**94,764**	**23,479**	**19.9**
1961	Jaguar XK150 3.8 dhc	RM/Mar 14	130,068	38,851	23.0
1962	**Jaguar E-type 3.8 roadster**	**Gooding/Mar 13**	**130,068**	**38,851**	**23.0**
1964	Jaguar E-type 3.8 roadster	Gooding/Mar 13	96,622	55,405	36.4
1968	**Jaguar E-type S1.5 fhc**	**Gooding/Mar 13**	**32,703**	**7838**	**19.3**
1974	Maserati Bora 4.9	Gooding/Mar 13	122,635	29,392	19.3
1963	**Mercedes-Benz 300 SL roadster**	**Gooding/Mar 13**	**861,486**	**219,595**	**20.3**
1969	Mercedes-Benz 280 SL	Bonhams/Mar 12	34,977	15,023	30.0
1969	**Mercedes-Benz 280 SL**	**Bonhams/Mar 28**	**35,278**	**12,167**	**25.6**
1952	MG TD	Gooding/Mar 13	21,554	5473	20.3
1953	**MG TD**	**Bonhams/Mar 12**	**15,256**	**4744**	**23.7**
1973	Porsche 911S 2.4	Gooding/Mar 13	105,912	29,223	21.6
1934	**Rolls-Royce Phantom II**	**Coys/Mar 10**	**42,400**	**12,600**	**22.9**
1953	Siata 300 Barchetta	RM/Mar 14	174,662	44,933	20.5
1949	**Triumph 2000 Roadster**	**Bonhams/Mar 12**	**26,791**	**6209**	**18.8**



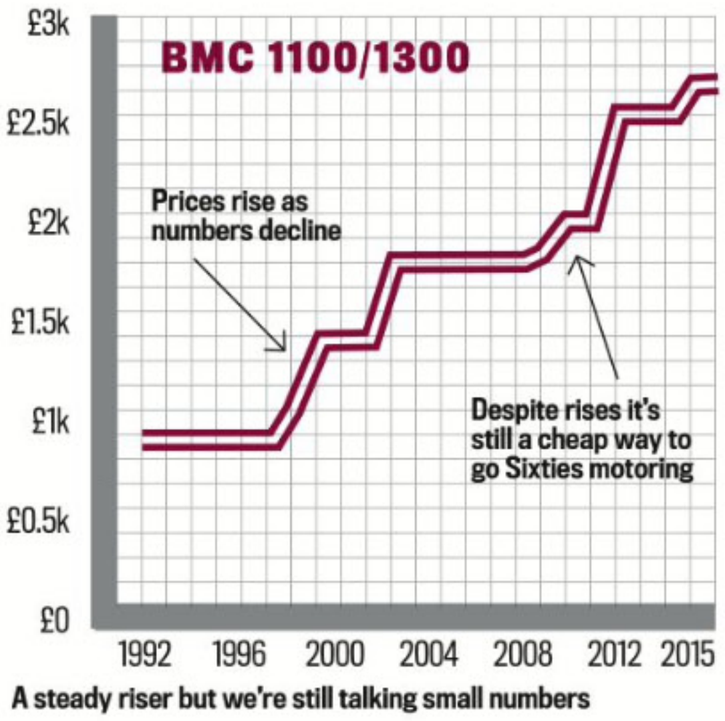
BMC 1100/1300s still offer the potential for bargains

1100/1300 GTs, Vanden Plas 1300s and Wolseley 1100s are all worth buying now, especially since low milers still pop up for less than £5k. And the Morris and Austin versions are cheaper still. A private seller in Devon has a '72 Morris with 27,000 miles for £2500 – that's a bargain.

And so is the blue '69 VDP version being sold by Le Riche Restorers in Jersey for £2950. Original and unmolested with 35,000 miles, that's a very sensibly priced Vanden Plas indeed. And you can see that prices are gently creeping up. Try buying a 1300 GT or an MG 1300 for less than £7k. Really tiny milers have started to move and there's a private seller in Warrington with a 15,000-mile Ziebarted '71 Austin 1300 with history for £10k. Sounds a lot but when you think what you'd pay to restore one to the same condition – maybe not.

The great thing is that you can still find nice ones in private ads for well behind market money. And they're sweet little drivers that get better-looking every day. Don't go for tired projects but find the warranted low mileage cars. Rust is the biggest problem, head gaskets fail and the Automotive Products auto can slip and slur its changes if the oil (which it shares with the engine) hasn't been regularly changed.

The rare Austin Countryman and Morris Traveller versions are definitely worth buying especially since this was the model that Basil Fawlty so hilariously thrashed in *Fawlty Towers*. All ADO 16s are now an endangered species with an amazingly low 501 1100s and 1300s still recorded on the DVLA database. The models to buy are Riley Kestrels, with just 75 still registered, and Wolseley 1100s, with a mere 25 survivors. Get out there and get hunting.



A steady riser but we're still talking small numbers

CLASSIC ON THE CUSP

Land Rover Defender 110

Big, tough and tremendous, now's the time to buy Solihull's finest



Cost new (2007) £28,000 Value now £19,000

I know everybody's saying the final run of 2015 Land Rover Defenders are worth buying – but that's because they just want to earn a few quid.

The last Defenders to roll out of Solihull this year will see a door softly closing on an era that began all the way back in 1948. Sure, the two million Landies built were classics the moment they were assembled, but there's something very special about the current long-wheelbase model that you can only understand if you've owned one.

'The 110 isn't an SUV, it's the wheels to wonderland – something the Mad Hatter would drive'

My children wept when we sold ours – one of the first LR engineering prototypes of the 2.4 diesel TDCi-engined versions that debuted in 2007 – and I have to say selling it wasn't one of my better decisions. It was the best Land Rover ever with seven seats, six-speed gearbox, gutsy turbo engine, heated front screen, electric windows, disc brakes and leather trim. My son called it the coolest people carrier ever – and he was right.

Because once you take the speed limiter off you can sit all day at the ton and marvel how something with the aerodynamics of the Albert Memorial can be so disarming to drive. Classless and imposing, there's still that vintage feel but without being heavy on the hands. Power steering and servo brakes mean all that old LR lumpenness and hard riding compromise is a memory and you can charge about feeling important, secure and comfortable. And those two extra chairs way back in the rear added so much charm and practicality that my ten-year-old daughter called the seventh seat 'my private zone'. Sometimes we didn't even notice she was there. There's a fairy tale charm to the 110 that kids adore because every trip feels like an adventure. The 110 isn't just an SUV, it's the wheels to wonderland – something the Mad Hatter would drive.

Owning one sends off a message that you're deeply non-conformist and just a little bit crazy. There are much better and more refined 4x4s but none has the agricultural authenticity of the 110. Just opening that huge, flappy rear door and scrambling up over the high chassis rail feels like an act of defiance to modernity.

And that's why these last Defenders will depreciate slowly, enjoy strong demand and stay a British engineering landmark for years to come. Don't buy them as investments – buy them because they're wonderful, unique and hugely distinctive. Replacing the Defender will be the hardest re-design in the history of the car industry. This is a classic that can't be replaced, an ancient beast of burden that's on death row because of modern safety and emission regulations. Killing off the Defender seems so cruel and heartless. And I so wish I'd never sold mine.

MORE QUENTIN WILLSON p45



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MARKET WATCH

Russ Smith finds that after the famine of the year's beginning, the market's feasting has begun. Plus – why now's the time to pounce on a Tiger and why Merc's 190 is no longer a hard SL



MARKET MOVES

One of the things that makes the classic car market interesting is that the moment you think you've got a handle on it, it changes track again. Last month I suggested that prices had plateaued roughly at 2014 levels, with buyers making the low estimate their target. But then another bunch of sales took place. No one who attended Anglia Car Auctions' April sale witnessed any flatness in the market. They sold a massive 90 per cent of the lots offered, and of those over 41 per cent with a reserve went for above top estimate.

It was similar at Bonhams' Goodwood Members' Meeting sale. The sale rate was lower but impressive at 76.5 per cent, but of those a very tidy 43% topped their high estimate. Prices may not be rising as fast as before, but the year's flat start now looks like the market taking a quick breather.

SUNBEAM TIGER

For anyone who's wanted one, the historic undervaluing of Sunbeam Tigers has been a blessing. You get Cobra-like grunt in a small British sports car for the price of an Austin Healey 3000. We highlighted that in a cover feature four years ago, but despite a 50 per cent price rise since, all the above still holds true, and you can still buy 12 Tigers for the price of a Cobra.

The rate of Tiger price rises has started to build a head of steam, with a few exceptional examples making even more exceptional prices recently. That's likely to feed down to ordinary examples too, so don't leave it too long if you want one.

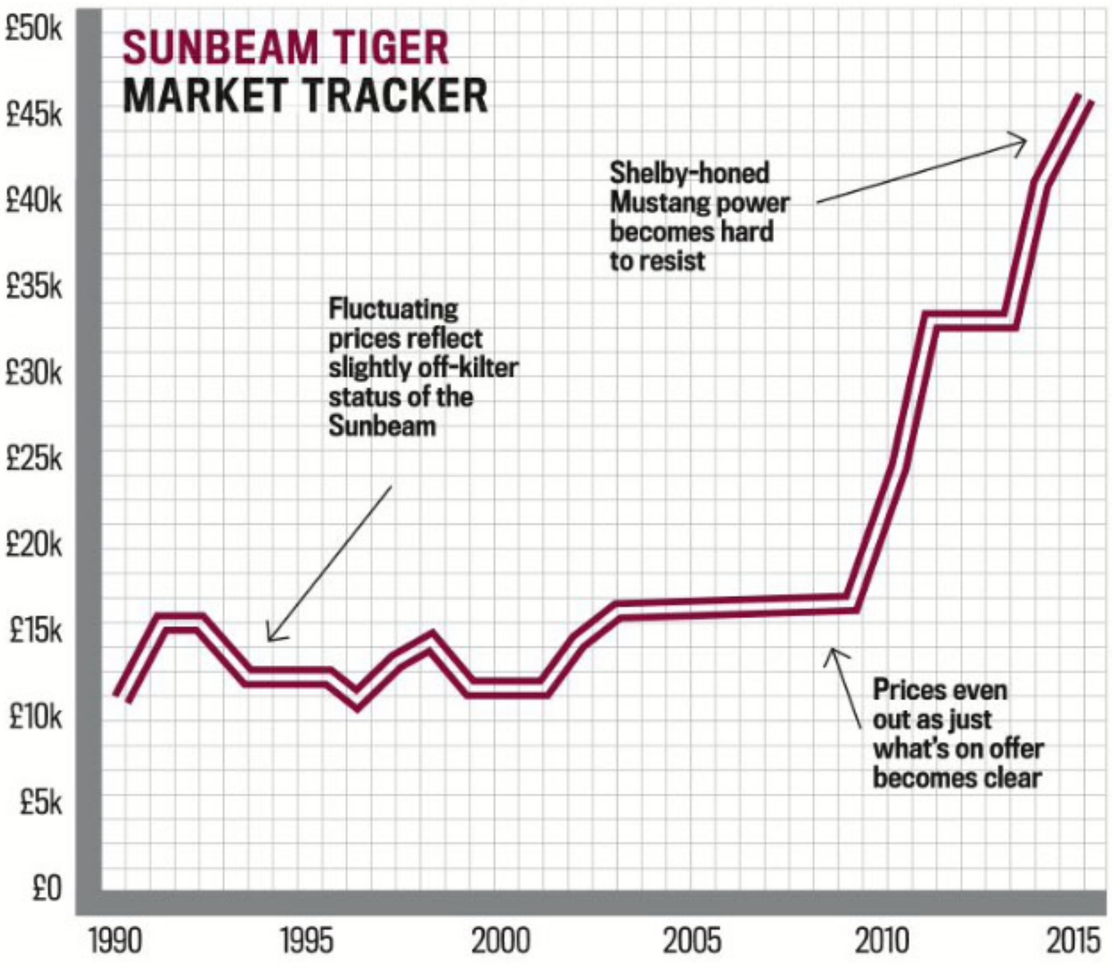
MERCEDES 190 SL

A kind of junior 300 SL but with sub-MGB performance, the 190 SL used to be a hard sell. But with plenty of buyers now just as keen on gentle, stylish touring as press-on motoring, they have found their niche.

Nowadays they are almost always traded at the high-end auction houses, with wide-ranging prices that are affected more than most by condition and history. So there's a strong case for buying a 190 SL with incomplete history and filling the gaps in it. There's also enough tuck in values of imperfect examples to fund improvements – that's why so many are being restored.



Nearly as thrilling as a Cobra yet much cheaper, the Sunbeam Tiger is worth getting your claws into



Sunbeams have offered plenty of value in the past, but people are warming to their charms

ANALYSIS MERCEDES 190 SL



Once seen as the 300 SL's duller sister, the 190 SL is coming into its own as a smooth, stylish cruiser

YEAR	MODEL	Which sale	Estimate	Sold for	% diff.
1956	190 SL	RM/15.1.15	180,000	199,000	10.6
1957	**190 SL**	**Bonhams/18.5.14**	**67,000**	**70,277**	**4.9**
1957	190 SL	RM/15.8.14	119,760	204,327	70.6
1958	**190 SL**	**Bonhams/15.8.14**	**95,800**	**98,868**	**3.2**
1959	190 SL	Bonhams/12.3.15	185,000	167,446	-9.5
1959	**190 SL**	**Bonhams/12.7.14**	**67,460**	**100,454**	**48.9**
1960	190 SL	Bonhams/28.3.15	76,500	67,141	-12.2
1960	**190 SL**	**Artcurial/6.2.15**	**73,000**	**98,110**	**34.4**
1960	190 SL	AA/8.5.14	71,000	86,430	21.7
1960	**190 SL**	**Gooding/16.8.14**	**131,735**	**125,233**	**-4.9**
1960	190 SL	RM/26.7.14	117,650	113,306	-3.7
1961	**190 SL**	**RM/15.1.15**	**139,800**	**123,000**	**-12.0**
1961	190 SL	Artcurial/7.2.14	83,333	87,211	4.7
1961	**190 SL**	**RM/8.3.14**	**104,000**	**85,271**	**-18.0**
1962	190 SL	RM/16.1.15	131,500	119,400	-9.2
1962	**190 SL**	**RM/10.5.14**	**98,360**	**118,992**	**21.0**
1963	190 SL	Artcurial/7.2.14	83,333	128,834	54.6

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1959 Jaguar XK150S 3.4 Roadster ▲ £225,500

BONHAMS, MARCH 21. There was always going to be plenty of interest in this 'S' Roadster because it was a well-preserved car that had been in the same family from new, and this model is especially rare in right-hand drive. But it selling for more than £100k above top estimate was a shock. In fact it would have looked completely out of whack with the market if RM Sotheby's hadn't sold a restored XK150S 3.4 Roadster a week earlier at Amelia Island for £230,400 – so this looks like the new price.



1986 Porsche 944 Turbo ▲ £12,810

ACA, APRIL 4. At some point the market had to wake up to the criminal undervaluing of Porsche's superbly built, 157mph 944 Turbo, and it may just have happened. Held back by a general apathy for 944s, which have probably survived too well for their own good, this 78,000-mile Turbo was estimated at £5500–£6500. That was a bit on the light side, but no one expected this car to almost double the high end of that. Cue a rush to the classified ads section – this won't look dear for long.



1954 Chevrolet Corvette ▼ £63,176

RM SOTHEBY'S, MARCH 14. What a difference a year makes. RM sold this wonderfully preserved 42,000-miler alongside a similar, restored '53 Vette. That first-year car made nearly £186,000, the tripling in price justified by only 300 being built in '53, against 3640 in 1954. But age aside, there's little difference between them; a bit like external bonnet catch versus later E-types. Which makes this '54 look like a very good buy at £4400 below low estimate, especially as it retains such originality.



1976 Daimler 4.2 Coupé ▲ £17,438

SILVERSTONE AUCTIONS, MARCH 28. If you were to conjure up the stereotypical image for the owner of a Squadron Blue Daimler Coupé it would be a retired Major, and that's exactly who owned this example from new until 2004, when it passed to his son. With that kind of form and a mere 59,000 miles on the clock, strong interest in this car was almost guaranteed, and even a stiff £14-£16k estimate didn't put potential buyers off. Indeed, at least one of them was happy to pay more. Well sold by Silverstone.



1983 Lamborghini Jalpa P350 ▲ £74,300

BONHAMS, MARCH 21. Seventies and Eighties junior supercars are definitely on collectors' radars now – as long as they are in top condition and not something *Top Gear* might have broken down in. Rarity also helps – this Jalpa is one of just 35 built in right-hand drive. Backed by a good history, this 40,700-mile example looked about right at the £35,000–£45,000 estimate, which was last year's price, but the market appears to have jumped. The price paid should be seen as the new norm.



1953 Jowett Jupiter ▲ £25,200

ACA, APRIL 4. You don't see Jupiters on the open market very often, so when they do come to auction it's not unusual to find a disorderly queue ready with some fierce bidding. That proved to be the case at ACA for this presentable but far from perfect older restoration. In ideal condition for a spot of classic rallying, which these Le Mans class winners excel at, it made a nonsense of the £18,000 top estimate without looking expensive. Buyer and seller should both be happy with the result achieved.





Everything from a helicopter to a Vauxhall Astra GTE could be yours from the Stondon collection

Stondon Museum sell-off

After 21 years in operation the Stondon Motor Museum in Bedfordshire is to close. Some of the collection has been disposed of in recent years, but the remaining 200 vehicles are to be auctioned by Brightwells on June 10. The wide-ranging contents of the collection includes just about everything from a Reliant Regal three-wheel to an Aston Martin 'wedge' Lagonda via an AEC double-decker bus and an Abbott FV433 tank, not to mention a Police Ford Transit and a 1965 Gaz missile launcher. All lots are to be offered at no reserve.

So there may be bargains to be had, but also some recommissioning to be done. Museum director John Saunders points out, 'Many of the vehicles haven't been started in 10-12 years, but they have all been stored indoors and haven't been racking up miles on the road. We've had many happy years amassing the collection.'

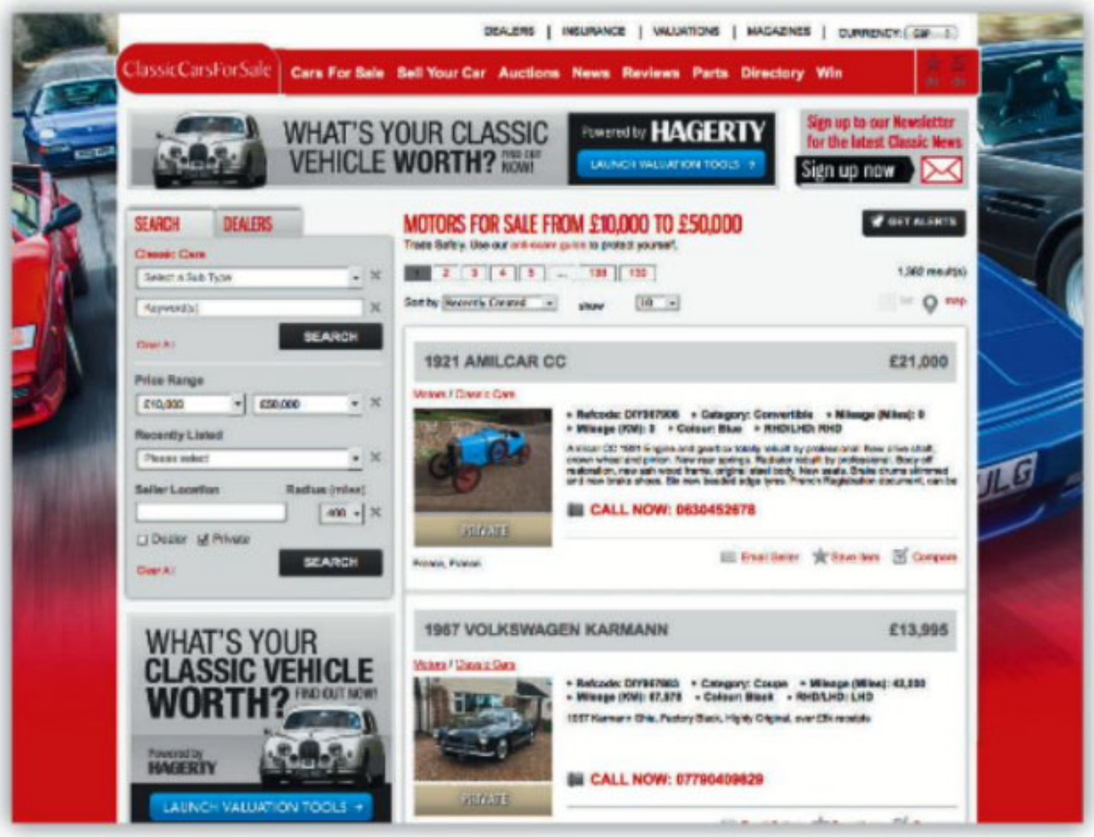
On the closure, John's son Chris explains, 'We have decided that time has come to move on. The care and maintenance of such a large and diverse assortment of vehicles has become increasingly onerous.'

The auction will be held at Brightwells' saleroom in Leominster, and all cars can now be seen on Brightwells' website. Brightwells MD Richard Binnersley said, 'Everything will be sold, no matter what, so this is your one and only chance to grab a slice of motoring history.'

NEW CCFS WEBSITE

After much research the Classic Cars For Sale website, in which *Classic Cars* is a partner, has undergone a massive revamp. The site is now much faster and more intuitive to use, and you can now include as many as 100 photos with an advert, and even upload a video. There is also room for unlimited text with each advert and you can amend or update this at any time.

Despite this investment, the site remains free to use for private advertisers (dealers have to pay a fee, plus there is an option for private sellers to upgrade to a Premium Listing for £9.99) and has dedicated email and phone support. The site has also been mobile-optimised, so you can easily search on the go.



IN BRIEF



CHINA TO ALLOW IMPORTS?

The Chinese government is to hold meetings with the Classic Vehicle Union of China to discuss plans to revoke regulations that prevent import of older vehicles. Guian Zong of the CVUC said, 'The appetite for classic cars in China is dramatic, but one collector keeps 100 of his cars in London.' Any change could have a major impact on the market, but given the way the system works in China, nothing will happen in a hurry.



BONHAMS' NEW SALE

Bonhams' Motoring Department has announced a new sale on its calendar, to be held alongside the Chantilly Concours D'Elegance in France. The Arts & Elegance concours event attracted 10,000 visitors last year, and the black tie evening sale will take place on September 5 in the grounds of the Chateau de Chantilly. 'The event perfectly complements the motoring auction calendar, and will offer an additional sale for our European clientele,' said Philip Kantor, Bonhams' European Head of Motorcars.



CLASSIC CAR SLEUTHS

Motoring book publisher Porter Press International has set up a Professional Research Division to trace cars' histories on behalf of the owners. Depending on the client's brief, each Porter Press Report will document the car's life, and the team will track down unseen photos and interview past owners. Founder and author Philip Porter is a former chairman of the Sherlock Holmes Society, though he insists this is a complete coincidence. Cost depends on requirements but there is a minimum charge of £3000 plus VAT. See porterpress.co.uk.

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to include

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1987 FORD SIERRA RS COSWORTH

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ENTRIES SOLD AT OUR APRIL CLASSIC AUCTION:



1952 ALFA ROMEO MONTREAL

SOLD FOR **£39,900** INCLUDING PREMIUM



1985 PORSCHE 930 TURBO

SOLD FOR **£55,125** INCLUDING PREMIUM



1953 JOWETT JUPITER

SOLD FOR **£25,200** INCLUDING PREMIUM

ACA 1995 20 YEARS 2015

ENTRIES INVITED

TEMPTATIONS

Russ Smith thumbs the classifieds and auction catalogues for the cars worth upsetting your other half for



1974 LANCIA STRATOS
For sale at RM Auctions, May 23, rmauctions.com
Why buy it? Never raced or rallied, this highly original Stratos has covered just 11,500km in the hands of three owners: Lancia themselves, a Lancia dealer, and the enthusiast who is now selling it. As good as they get. **Price estimate** tba



1968 TRIUMPH TR5
For sale with Camberley Marine, Hampshire, cms-gb.com
Why buy it? Original UK market car was ground-up restored eleven years ago and still presents superbly. Cylinder head has been converted for unleaded fuel and chrome wire wheels are a showy but welcome upgrade. Looks priced about right. **Price** £39,995



1965 JAGUAR E-TYPE ROADSTER
For sale at Bonhams, Spa, May 24, bonhams.com/cars
Why buy it? This left-hand drive roadster is in the popular blue/black colour combination and comes with a valuable factory hardtop and period 'bullet' wing mirror. Estimate looks keen so expect it to drum up some interest.
Price estimate £87,000-£120,000



1998 DARE DZ
For sale at Brightwells, May 13, brightwells.com
Why buy it? One of ten Dare DZ's built (by the ex-Ginetta Walklett brothers), this was the company's demonstrator and 1998 Motor Show car. Only 30,000 miles from new and still looks futuristic. Ford Zetec engine makes it easy to look after.
Price estimate £12,500-£14,500



1978 FERRARI 308 GTS
For sale at Silverstone Auctions, May 23, silverstoneauctions.com
Why buy it? This desirable early carb-equipped GTS has been in the same ownership for 12 years and wears optional 16in alloys. The engine was rebuilt 14,000 miles ago, the body resprayed in 2013 and the cambelt service has just been done. **Price estimate** £44,000-£50,000



1938 BUGATTI TYPE 57C CONVERTIBLE

For sale at Bonhams, May 31, bonhams.com/cars
Why buy it? This well-known original supercharged car was owned for nearly 40 years by Bugatti historian and collector Miles Coverdale. Lovely flowing body by Gangloff; welcome anywhere.
Price estimate £610,000-£740,000



1951 TATRA TATRAPLAN T600

For sale at Brightwells, May 13, brightwells.com
Why buy it? Rarely available, this Swedish-market car is a runner after recent £1000 expenditure on the engine and now just needs work on the cosmetics and braking system. Comes with lots of spares to get you started.
Price estimate £15,000-£18,000



1975 CITROËN SM 3.0 AUTO

For sale at Avantgarde Cars, avantgardecars.co.uk
Why buy it? Previously owned long-term (and upgraded by) SM guru Andrew Brodie, this SM has covered just 42,000km (26,000 miles) and has recently been resprayed and retrimmed by the vendor. It's the only European-market 3.0 auto made and the last car built at the Javel, Paris factory. **Price** £59,995



1972 FERRARI 365 GTC/4

For sale at Tom Hartley, tomhartley.com
Why buy it? One of just 31 right-hand drive UK cars produced, this example has covered just 17,600 miles and been cossetted by the last owner for more than 30 years. It also comes with its original tool roll. Stunning to look at and almost certainly unrepeatable, you can just imagine cross-continent jaunts. **Price** £299,950

UPCOMING SALES

May

Sat 2, Texas, USA. RM Sotheby's, Andrews Collection sale, Fort Worth. **rmauctions.com**
Sat 9, Buckinghamshire. Bonhams' Aston Martin Works Service sale, Newport Pagnell. **bonhams.com/cars**
Wed 13, Herefordshire. Brightwells, Easters Court, Leominster. **brightwells.com**
Sat 16, Berkshire. Coys, Ascot Racecourse. **coys.co.uk**
Sat 23, Northants. Silverstone Auctions, Wing building, Silverstone Circuit. **silverstoneauctions.com**
Sat 23, Italy. RM Sotheby's, Villa Erba, Lake Como. **rmauctions.com**
Sun 24, Belgium. Bonhams' Spa Classic sale, Spa Francorchamps. **bonhams.com/cars**
Sun 31, Connecticut, USA. Bonhams' Greenwich Concours D'Elegance Auction. **bonhams.com/cars**

June

Tue 2, Northants. Classic Car Auctions, Silverstone Circuit. **classiccarauctions.co.uk**
Sat 6, Surrey. Historics at Brooklands, Brooklands Museum, Weybridge. **historics.co.uk**
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, Royal Bath & West Showground, Shepton Mallet. **charterhouse-auction.com**
Tue 16, Surrey. Barons Auctions' Jaguar Heritage sale, Sandown Park, Esher. **barons-auctions.com**
Sat 20, Oxfordshire. Bonhams, Shipton-on-Cherwell, Kidlington. **bonhams.com/cars**

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BARN FINDS

Russ Smith rummages in barns and hedgerows to find the finest dusty delicacies and rusty wonders

STAR FIND



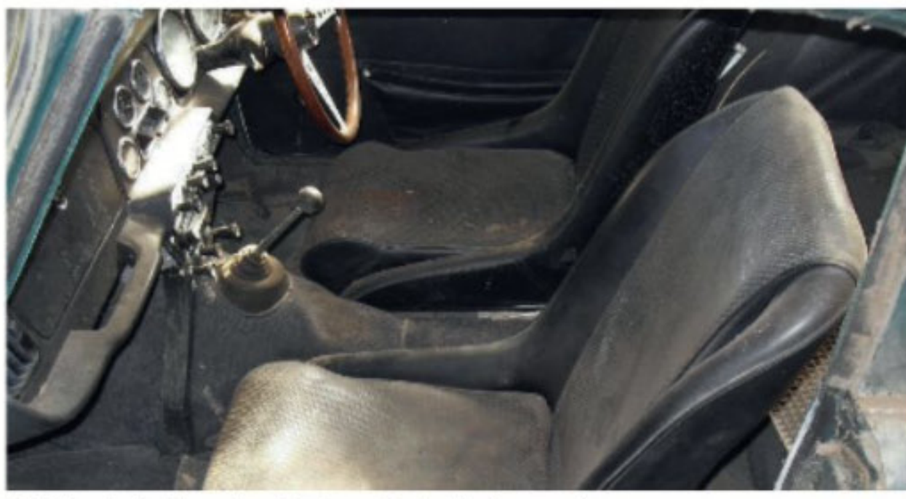
MG SA Under all that quarry dust lurks an early example of MG's heavyweight luxury tourer. After decades of abandonment its future looks far brighter - its new owner plans a restoration



TRIUMPH TR4 Long-dormant engine started first turn



April 1977 tax disc confirms when it was last driven



Solid bodyshell - and cabin integrity looks impressive too

MG SA

The SA was MG's step into the luxury tourer market. It weighed in at 1.5 tonnes and was powered by a 2.3-litre version of a Morris six-cylinder overhead-valve engine. Launched in 1936, only 1945 SA saloons had been built before the war ended production in 1939.

This shed-dweller hails from the first year of production and was recently sent to Brightwells to be auctioned. Brightwells' Matthew Parkin takes up the story. 'The car was entered by a very jolly chap who was helping out his elderly neighbour. The old man used to be a car dealer, I believe, and part-exchanged a car against the MG in about 1960. Whether he drove it or not we're not sure. It did have an MoT in 1987, although this may have been to try and remove the COJ 2 numberplate, which luckily didn't happen. Hopefully this will be re-instated on the car – the wheels are in motion with the DVLA for that already.

'It had been kept undercover in a shed in a quarry – a working one judging by the thickness of the dust everywhere on the car.

'His neighbour dragged it out and gently pressure-washed the outside so people could see what it was like. There was only the original buff logbook and that MoT from 1987 in the paperwork file.'

Brightwells sold the SA on March 4 for £10,976, and it looks like there's going to be a happy ending – the winning bidder bought the car on behalf of a wealthy client who plans to have the MG restored.

Triumph TR4

A friend of TR specialist Mark O'Malley spotted this TR4 advertised on Facebook by the son of its long-term owner, Tony Harper. Tony bought the car in April 1977 from its only other owner, Geoffrey Sale. He in turn had first registered it in May 1964 in Roydon, Essex – all detailed on the old buff logbook that comes with the car.

WORTH RESTORING

1936 MG SA

Restoration estimate £80,000-£100,000

Peter Ratcliffe of SVW Spares, the model's renowned specialist, says, 'A total restoration on one of these cars takes us about 2500 hours, and you just can't do it in fewer than 2000 hours. So with parts and materials taken into account, you are talking about £80,000-£100,000.'

Completeness is very important when choosing a project, because there's very little in the way of spares. Peter is more reassuring on the bodywork. 'Bear in mind that any new panels or ash frame will have to be hand-made, but it's something SVW is very good at.'

These are complex cars, and the cost of a complete restoration is likely to be close to double the price of a nice one on the open market.

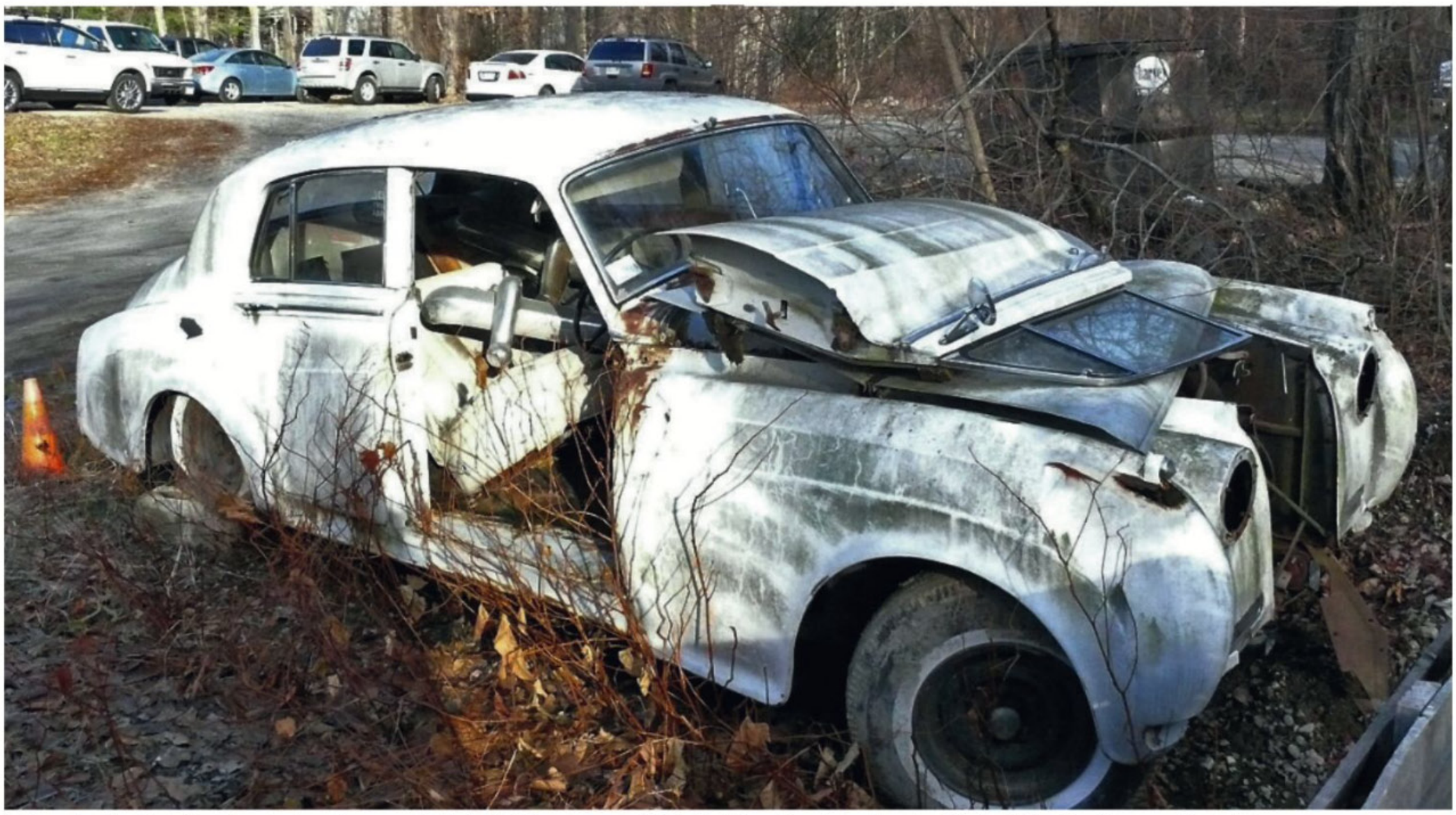
Yet there are no shortage of candidates willing to fund the work because these cars are so rare - and they wear that revered octagon badge. It also has to be said that SAs rarely come on to the open market - these cars tend to be keepers.



ROLLS-ROYCE SILVER CLOUD Engine has been removed - might it still live on somewhere?



Other notable absentees include front and rear lights and the boot handle



Its days of getting the bride to the church on time are probably behind this rust-ravaged Rolls. Wedding white paintwork on the right-hand-drive Cloud is succumbing to lichen

For reasons that are unclear, Tony Harper never drove the car. Apart from a change of barn, it has remained unused ever since and still displays its April 1977 tax disc.

Despite its long lay-up, when a new battery and external fuel supply were connected up last year, the engine fired up first turn after having been spun up first without ignition to raise some oil pressure.

After collecting the car from its barn near Great Yarmouth, Mark O'Malley said, 'It's days like this that make this job special, unearthing something like this after 38 years in storage. It's such a solid shell too; there's light surface corrosion but it's a really good project. It has that Surrey top, too, which is worth £2500-£3000 on its own. There's also its 5185 H registration number – not the original but apparently put on the car when Harper bought it.

'It would be tempting to recommission it mechanically and put it on the road as it is, as a preservation class car.'

That's a choice for the next owner, who bought the car for a whopping £18,375 at Anglia Car Auctions' April 4 sale in King's Lynn, where it was offered with no reserve.

Rolls-Royce Silver Cloud

Regular Barn Finds contributor Tom Letourneau has been spotting again. 'For three months now I've been driving past a limo company on Route 135 in Ashland, Massachusetts. The other day as I drove by, now with the leaves off the trees so my view to the rear of building was no longer obstructed, out of the corner of my eye I noticed a white hulk that looked like a Jaguar MkVII-IX or an Austin Princess. Both makes were years ago used here by limo companies as wedding cars. Many of them were converted to Chevrolet V8 power.

'I made note of this find and the next day left early for my route. The car turned out to be a Rolls-Royce Silver Cloud in a fast-disappearing shade of wedding white.

'Rust has taken hold everywhere that isn't an aluminium panel and many parts have been stripped from the car, including the engine, though some, like the bumpers, have been stuffed in the cabin.'

Alvis 12/70 Drophead Coupé

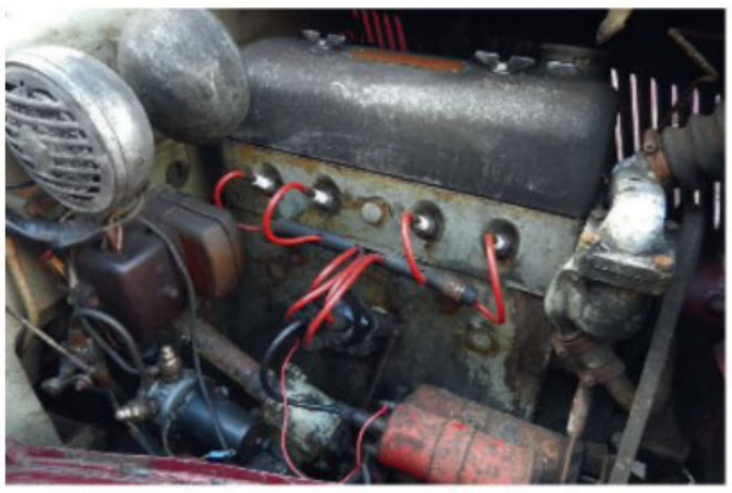
The 1938 Alvis has emerged from 50 years of storage after being offered to a buyer who came to view a Daimler Sovereign, laid up in the same elderly garage. Lee Buglar, the buyer, knew that his father Derek was looking for a project. Derek duly viewed the car and paid a deposit.

Robin Gilbert of the Alvis Owner Club told the Buglars that ERU 385 was supplied to its first owner by a Bournemouth dealer in January 1939. Bournemouth was where it was laid up following the expiry of its most recent tax disc in 1964.

Two of the four flat tyres were accessible, so they were replaced to aid removal. This plan faltered somewhat, as Derek Buglar



ARMSTRONG-SIDDELEY SAPPHIRE was close to being weighed in for scrap. This magazine's scribe can take some credit for playing a part in its eleventh-hour rescue from its barn near Grantham



ALVIS 12/70 Engine is free, so should respond well to treatment



Nearside tyres were flat and inaccessible, hampering removal



Original cab fitments are complete. New carpet needed, though

explains. 'The Alvis proved very difficult to extract because of the confined space and two flat nearside tyres. After about an hour of winching, pushing and using a trolley jack to pull the car sideways, we got it out. We then found our two newly tubed offside tyres were flat, but with much difficulty we finally managed to load the truck and take the Alvis to its new home.'

The Buglars evaluated the car and checked off all the detached items, which appear complete. The engine is free and they're keen to get it running, but Derek has since suffered a back injury and is considering passing the project on if the right buyer can be found. Interested parties should contact the magazine.

Armstrong-Siddeley Sapphire

Our village's other classic car nut, Peter Robinson, popped in for a cuppa the other day. As I was at the time working on Barn Finds, the subject came up. 'Sue over by the A1's got an Armstrong-Siddeley in her barn, and it's got to go – she's sold the house.' Yes, there was a 62-year-old barn find 100 yards from where we were sitting. I told Peter to drink up while I grabbed the camera.

With its front propped up on beer barrels, the 1953 Sapphire 3.4 had sat untouched for at least eight years after being bought in 2004 by Sue's husband, Danny Keay, as a retirement project.

A properly historied example, ERC 288 was first registered to The Light Car Co in Derwent Street, Derby, swiftly moving on to the Pitchmastic Asphalt Paving Co in Ilkeston. Our visit proved timely – Sue didn't know what to do with the car so was ready to call the scrapman.

Apart from the grille shell and rear seat it all seems to be there, and indeed a roomful of spares is offered with the car. We hope someone does take it on, though accept it'll require more love than sense – it could never be a financially rewarding project.

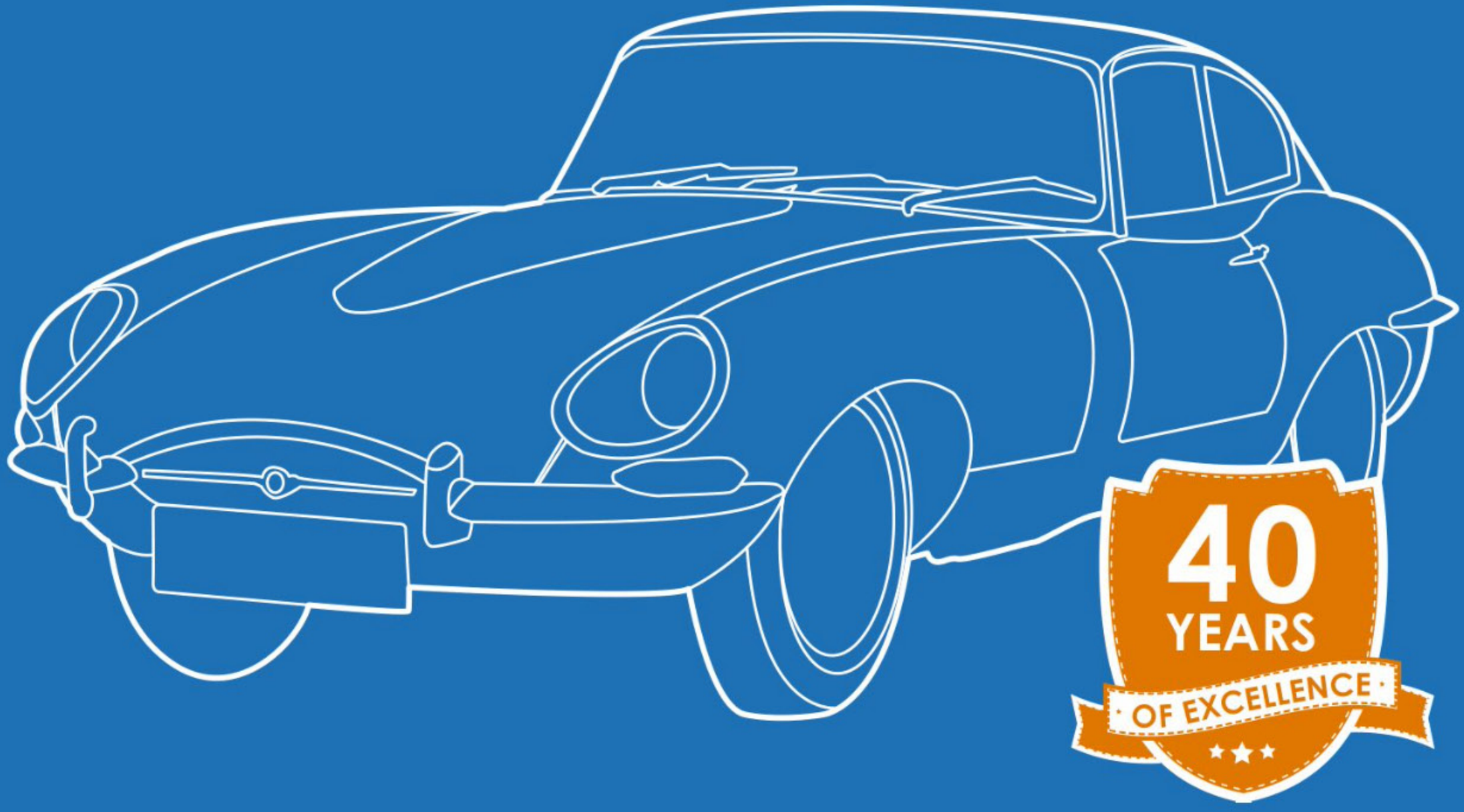
My contribution to its salvation was to call Anglia Car Auctions on the owner's behalf and get them to send a flatbed over. And there's a happy ending – at Anglia's April 4 sale it achieved a decent £700 from a telephone bidder.

BARN FINDS
IN ASSOCIATION WITH
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QUENTIN WILLSON

With auction cars reaching silly numbers, canny buyers should seek out other sources



Last month I boldly ventured we should all calm down and not get distracted by market hoopla from dealers and auction catalogues. The breathless buying urgency that's gripped our hobby means that Uncle Norm's aphorism of doing lots of market research before you buy has a new and pressing relevance.

Lately there have been a couple of worrying examples of enthusiasts rushing in where others fear to tread. Take the Ferrari 456 that made a recent auction world record for the model of £120k. Sure, it was a total stunner with only a few hundred careful miles, but I bet you didn't know it had been on sale with a London dealer for £100k for ages. A lovely, unique 456 it certainly was but you could have probably bought it for £90k directly from the dealer instead of paying £30k more in a hot-flush auction environment. This isn't the fault of the auction house, just an example how bidding hysteria can inflate prices higher than even high-end dealer retail. Needs a moment's pause for thought, that one.

And more recently there was an even wilder aberration. Back in February one of the provincial auction houses offered a 1959 Austin Seven Mini project needing absolutely everything. One of the final '59s to roll out of the Longbridge factory on the last days of December, it had one owner and just 35,000 miles from new. Surprisingly it didn't make the auction estimate of £8k to £10k. But somebody bought it post-sale (the price was rumoured to be seven grand) and popped it on eBay a couple of months later. At the end of March no fewer than 55 bidders fiercely battled the price up and it closed at £44k. Another world record but another car that could have been bought much cheaper away from a competitive

> 'Make sure you investigate all the buying avenues for your chosen model – the less obvious the better'

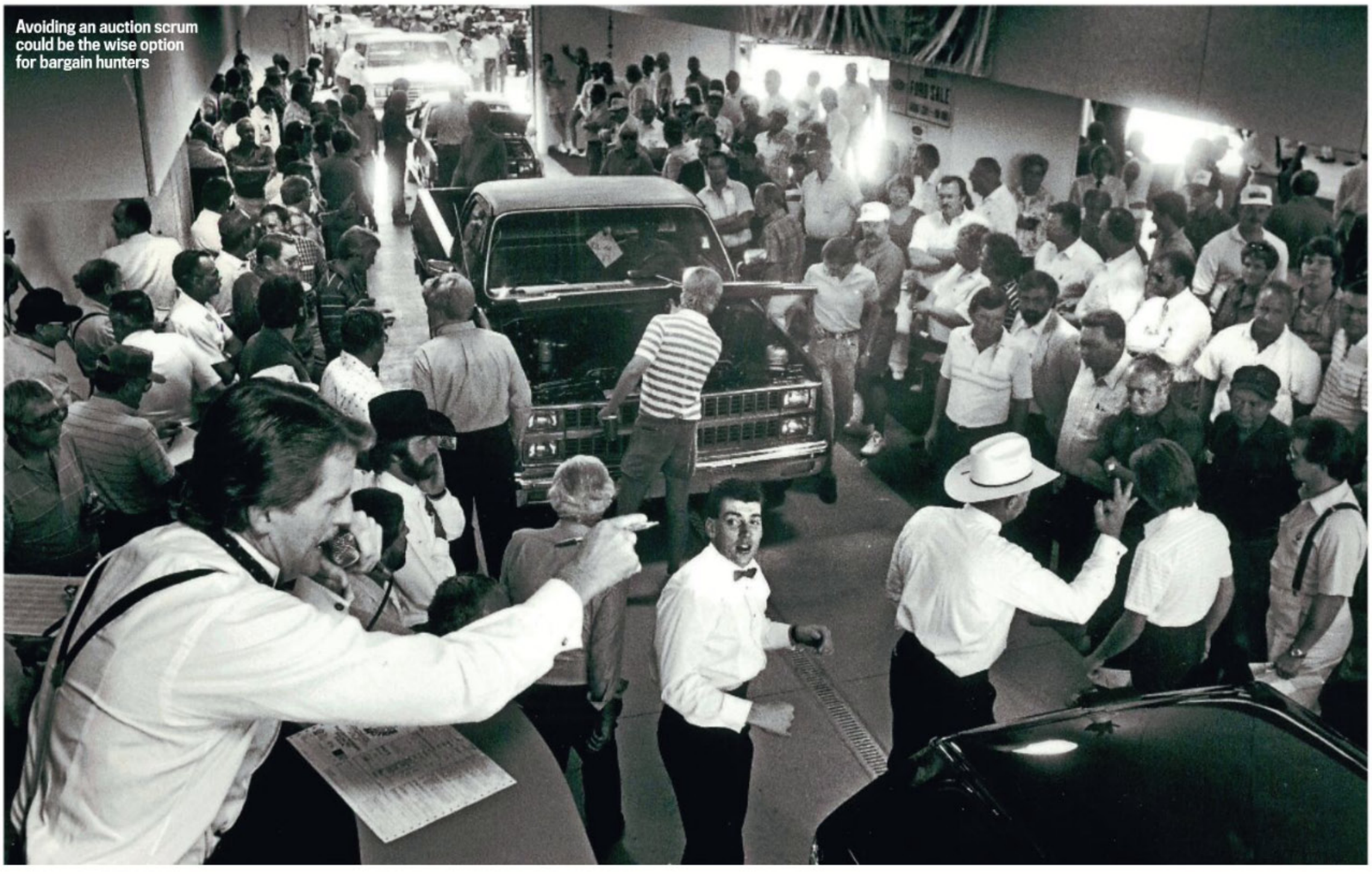
buying environment. All of which means that these much-vaunted price records we keep seeing need a pinch of metaphorical salt. But we knew that already, didn't we?

If the market is so frenzied that classics at auction are considerably more expensive than buying directly from dealers and private sellers then things are out of whack. Only weeks ago you could have bought a restored '59 Mini from a passionate owner for £15k, but not any more. Same deal with Ferrari 456s – only last year a friend bought a 20,000-miler for £35,000 from a top-drawer dealer with a warranty. Auctions may offer convenient one-stop shopping for classics but remember, because of the internet you're competing with buyers from literally all over the world. Doing a deal eye-to-eye with a seller in deepest Lincolnshire whose advert you've spotted in an old car mag means you might not have any bidding rivals at all. And that's the deal that's more likely to bag you the bargain.

I don't want to puncture things, and price rises are broadly good for market resilience, but make sure you thoroughly investigate all the buying avenues for your chosen model – the less obvious the better – and don't assume that cheap classics always come from auctions. There are still suburban lock-up garages all over the country hiding faded treasures. Scanning the private ads and trailering home something undervalued and undersold will feel infinitely more rewarding than sticking up your hand to set yet another world record.



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.



Avoiding an auction scrum could be the wise option for bargain hunters





Lanrick, Back Lane, Cross in Hand, East Sussex, TN21 0ND

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CLASSIC CAR ENTHUSIAST'S COUNTRY HOME FOR SALE.

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A substantial Edwardian country house with many period features from that era, including twin mock Tudor gables to the front creating an exceptional and most attractive family home that has been superbly and sympathetically renovated and updated. It is also ideally located in a quiet but not isolated position.

Lanrick stands in a commanding elevated position towards the northern area of the extensive 2.65 acre grounds with virtually uninterrupted far reaching views on all sides. This splendid southerly aspect family home with its well-designed layout makes the most of the available sunlight. The master bedroom suite with its easterly aspect enjoys the morning sunrise and through the day to the suite's sitting room, balcony and around to the secondary bedrooms. Lanrick is superbly equipped for entertaining with four principle reception rooms, a fabulous kitchen and breakfast room and a large leisure and games room. The high-quality kitchen has been redesigned with practicality in mind and no expense spared - ideal for catering for a large family. The grounds have a hard tennis court and a croquet lawn.

The property has replacement double glazed sash windows and has undergone sympathetic internal updating including having been effectively completely rewired along with thorough re-plumbing; this includes a new highly efficient heating system with tandem oil fired boilers for central heating and hot water. The house is approached via a secure gated entrance and private driveway.

The house is not listed and the outbuildings and garages have the ideal layout and design for classic car enthusiasts to securely enjoy a passion that most properties would struggle to accommodate. There is the possibility, again STPC, to adapt and increase the garaging to suit almost any need, including potential workshop facilities.

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Pinks

TOM TJAARDA

Changes in car design have made crafting a convertible a tricky proposition indeed



In the Fifties, Sixties and Seventies it used to be a fairly straightforward exercise for a stylist to convert a sedan into a convertible.

The vast majority of production cars were of the three-volume type – that is the engine volume, passenger volume and luggage volume, though the glass and roof area was also a volume in itself. Just substitute the roof area with a soft-top and it became a convertible.

Even huge four-door vehicles like the Sixties Lincoln Continental were somehow made into convertibles. A bit of reinforcing here and there on the chassis/body structure took care of squeaks. But then stylists came up with the idea to blend the main body volume into the roof area – perhaps the first to set this trend was the 1966 Oldsmobile Toronado, a beautiful design that still looks modern today.

Giugiaro then came up with the De Tomaso Mangusta that integrated even more of the body and roof volumes into one volume. It's almost impossible to define any sort of cut line to transform these two cars – and similar ones – into a convertible. However, one completely redesigned Mangusta was constructed into a barchetta-type sports car. The Pantera would be impossible to convert into a convertible because of the rear side flanks that sweep up to form the roof. A single targa-type version was built, however.

Even so, there are enough of the classic-type three-volume cars being built today to use as a base for a convertible. But the cloth-top solution has its inherent drawbacks, such as being cold in winter and air leaks can be unpleasant for passengers.

It wasn't long before the convertible hard-top came into vogue. These are fairly complicated mechanical devices that permit the top to split and twist down into the boot area. It is only in the past ten years that technology has caught up with this concept to become commonplace even on rather inexpensive vehicles.

> 'Even huge four-door vehicles like the Lincoln Continental were somehow made into convertibles'

The origins of this concept go back to 1938, when the Peugeot 402 Éclipse Décapotable shocked the automotive world. The whole top folded down into the rear boot area. The 1959 Ford Skyliner retractable hardtop adapted this idea but it was too costly, too complicated and thus too early. It took almost 60 years for this idea to be a practical and affordable reality.

Some of today's classic soft-top convertibles are very attractive – one example is the Porsche 911. The rear area blends very nicely into the form of the cloth top. Another favourite is the 1973 Citroën DS four-seat convertible by Chapron.

It's only natural that my personal favourite is the Innocenti 950 Spyder because this was the first car I designed when I showed up in Torino in 1958. This project was so urgent that Luigi Segre – owner of Ghia – handed me this project on the very day I arrived.

Having studied architecture, my automotive rendering skills were not so good – surely I wouldn't have made it past the front door if I'd applied for a job at the GM styling centre. Yet here I was, a 24-year-old kid designing an entire automobile that was later produced at the Ghia/OSI plant in Torino.



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



The Innocenti Spyder was Tom's first design job – it's his favourite soft-top design

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SIMON KIDSTON

Simon heads to India, and the mesmerising experience of the right car in the right place



If you've ever wandered around a gathering of beautiful classic cars and felt that something was missing but couldn't quite place your finger on exactly what, allow me to offer a suggestion: context. I don't have anything against concrete exhibition halls filled with rakish art-deco automotive treasures or owners showing their glamorous vintage Ferraris sporting 'comfy' baseball caps, shorts and trainers, but neither the venue nor the attire are really in keeping with their original habitat or clientele. It's rare these days that we experience the cars we love in the way they were intended and it's increasingly hard to appreciate the backdrop of their heyday and 'get' their place in the hierarchy of the era.

Take the original Lamborghini Countach, for example. It looks rakish today at a classic car auction or concours but, to achieve the full effect, you'd need a grey Seventies street lined with dull, upright motoring porridge for the brightly hued, angular Latin projectile to cruise down. Probably only the Goodwood Revival or Villa d'Este manage to conjure up the right mindset, but there's another, lesser known celebration of motoring style that goes one better – they've got the original owners.

Okay, to be fair it's more likely to be the original family – but there's every chance the car will have arrived from the same palace garage where it has spent its entire life, quite possibly tended to by the same chauffeur's family whose forebear was first handed the instruction manual decades ago and told to look after it as if his life depended upon it, which it may have done. This, after all, is India where a job can be for ever and not having one can mean poverty beyond the comprehension of most Westerners.

> 'It's rare these days that we experience the cars we love in the way they were intended'

So it is that every two years, 'jeweller of Kings' Cartier hosts the Travel with Style Concours d'Elegance, alternating between Mumbai and Delhi, celebrating excellence on two wheels and four with a dazzling array of vintage bikes and cars as colourful and fascinating as their aristocratic and invariably proud owners.

Luckily for me, a panel of judges is chosen from around the world and flown to India by Cartier, where we're treated like pashas for the best part of a week. Fellow pundits included Prince Michael of Kent, Gordon Murray, Peter Stevens, Jean Todt, Simon and Yasmin LeBon, Giacomo Agostini and Riccardo Patrese and influential collector Sir Michael Kadoorie. I jumped at the invitation, and this year's extravaganza was the best yet.

Imagine an imposing pre-war Rolls-Royce, its livery faded from decades of polishing and gentle use, the brocade fabric covering its passenger compartment worn but still perfectly stitched, clues to a noble history everywhere if you can spot them – a blue light to signal to other subjects that the Maharani is onboard perhaps, blacked-out 'purdah' glass to respect her privacy, or a registration bearing just the name of the province with a sole digit as its suffix (beat that, DVLA). Place the car in one of India's most exclusive polo grounds. Add into the mix the current Maharajah, ramrod-straight beside the car. See what I mean?

Context. Think about it next time you stop to admire something old and beautiful.



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.



The Maharajah of Udaipur's Rolls-Royce was one of many stars of the show at India's Travel with Style Concours

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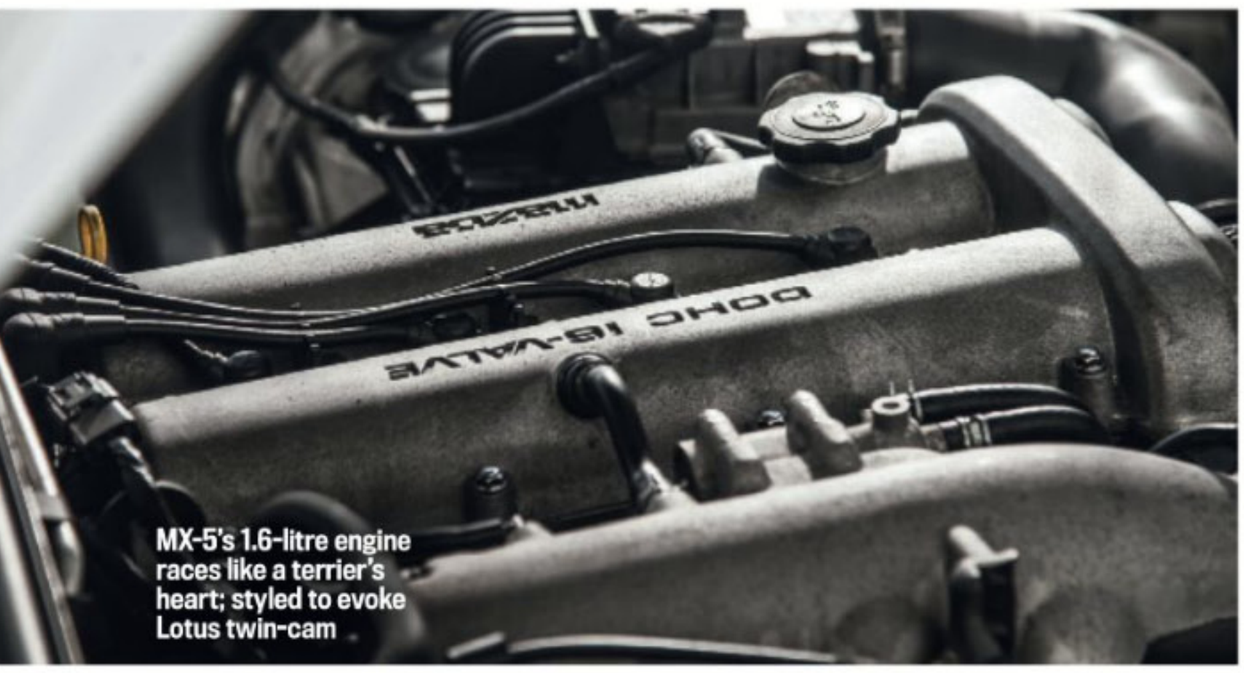
Affordable classics, raw thrillers and luxury wafters – we've coralled the finest drop-tops to find out which are worth getting sunburnt for this summer

Words SAM DAWSON Photography RICHARD PARDON and OLGUN KORDAL

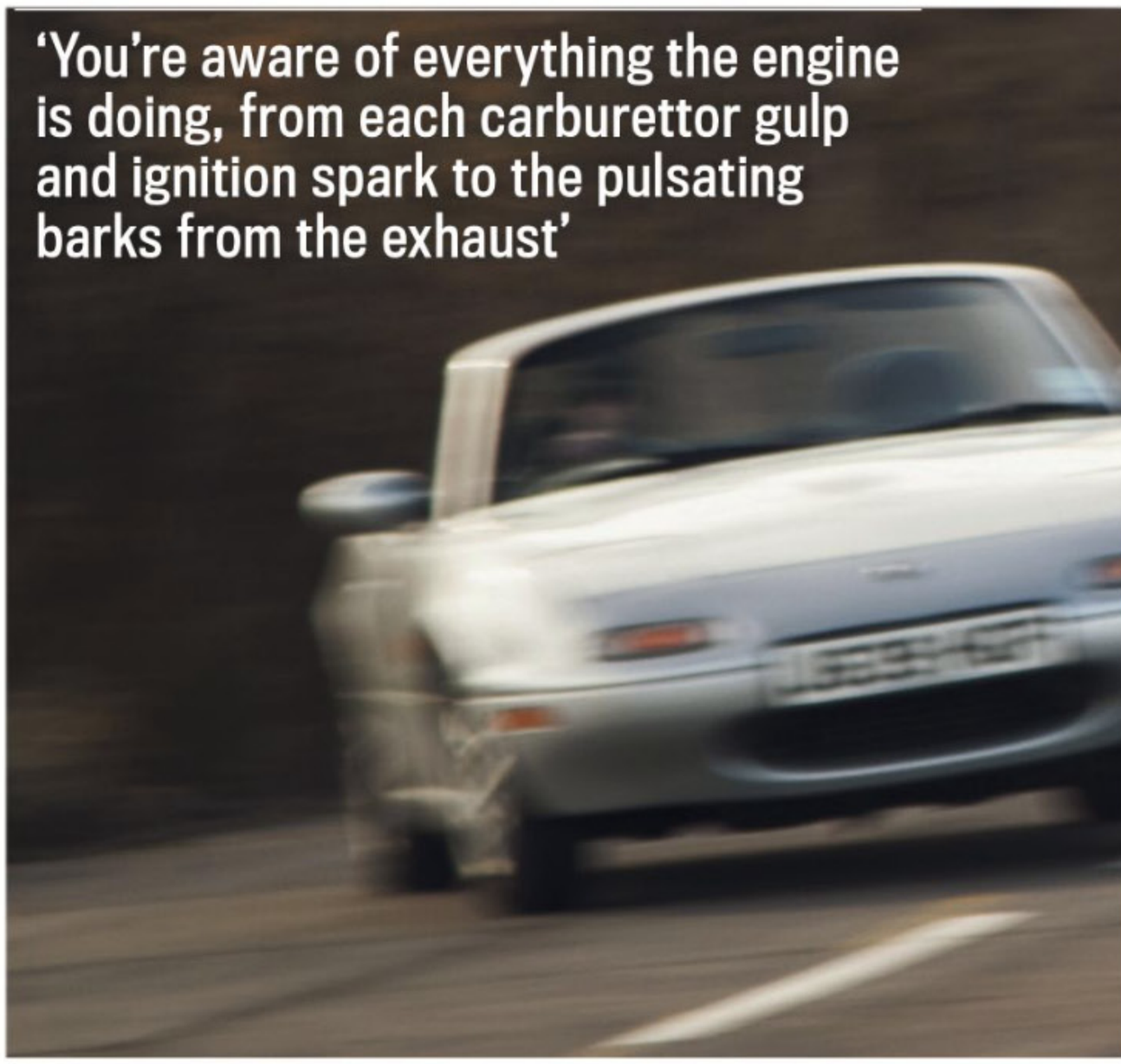

E554 GMY
WEE 2
TR6
XGC
98M



Mazda's interior is more functional than aesthetically sensational



MX-5's 1.6-litre engine races like a terrier's heart; styled to evoke Lotus twin-cam





Retro Sixties roadster meets the real thing; both fizz with driver involvement

MAZDA MX-5

Whether it's badged MX-5, Miata or Eunos, Mazda's little roadster is fast replacing MGs and Triumphs as the entry-level roadster of choice for new arrivals to the classic world. It's faster, more reliable and easier to live with, but does a car that Mazda product planner Rob Hall devised so calculatingly to emulate classic British sportsters that he tasked International Automotive Design with replicating the Lotus Elan's wrist-flick gearchange and the MGB's exhaust snort still deliver the requisite fun?

Oddly enough, the car I'm most reminded of after just a few minutes in the driving seat is the Peugeot 205 GTi 1.6. The engine – also a 1600 – overcomes its lack of torque with free-spinning, eager character, urging you to rev it ever-higher. The grip from its Firestone 185/60 R14s – just enough for safety, but not to a numbing extent – encourages hard cornering.

But what isn't hot-hatch-like is the way it feels mid-bend. The steering feels uncorrupted and light, the nose tracking your intentions faithfully. Decelerate hard into a corner and the forward weight transfer makes the back end lift, but the modern rubber and supple damping means it's predictable, never threatening uncontrollable oversteer unless you're reckless. But that frisson of lightness will con you into thinking that you're balancing it on the limits of adhesion. This side-order of carefully metered fun makes everyday driving joyful in a way most hatches daren't attempt.

It's not absolutely perfect, mind. The driver's seat in this early Japanese import feels more saloon than sports car, novice-friendly but not particularly supportive for me and too high in relation to the fixed, low-set steering wheel. The steering itself, though pure, lacks the minute feedback you get in the older cars the Mazda tries to emulate. It's obvious that Mazda felt a generation of drivers weaned on hot hatches might like the idea of an Elan, but would feel disconcerted by the sheer sensory overload the Lotus offers. As a result the MX-5 stops just short of the genuine nostalgia trip that would have seen Mazda create a Morgan with a Sixties muse.

Instead, it hints at the past while being a thoroughly competent Nineties sports car – one that started a market revolution.



OWNING A MAZDA MX-5

'I've only had it a week, but I'm already planning to do some track days,' says **Adam Turner**, whose car was prepared by Garath Smith of The MX5 Restorer. 'Rust in the rear arches and sills is becoming a major issue, especially as Mazda's parts supply dwindles,' says Smith. 'The only mechanical issue is the lightweight crankshaft in early 1.6s. People tend to take the centre-nut off it when they change the cambelt and don't put it back on properly, which causes the lower pulley to wobble and knock the timing out.'

Engine 1597cc in-line four-cylinder, dohc, electronic fuel injection **Power and torque** 116bhp @ 6500rpm; 100lb ft @ 5500rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Unequal-length double wishbones, coil springs, anti-roll bars **Brakes** Servo-assisted discs **Weight** 989kg **Performance** Top speed: 114mph; 0-60mph: 9.1sec **Fuel consumption** 28mpg **Value now** £1800-£5000



Swing-axle rear suspension makes Spitfire edgy at the limit; double-wishbone Mazda is more predictable





Triumph's low-slung seating makes you feel fast even before you turn the key



Two carburettors help the Spitfire to a rorty 67bhp

TRIUMPH SPITFIRE

After the MX-5, how does one of Hall's original influences – the Triumph Spitfire – compare? Before I've even turned the ignition key I can already tell that Mazda would have benefitted from copying the Spitfire's driving position. You sit low and reclined, legs straight, arms stretched Fangio-like towards a tiny (albeit non-standard) steering wheel with the gearknob sitting just under the left palm. It's a layout straight out of a single-seater, hinting at seriousness in defiance of the Spitfire's separate-chassis Herald basis.

The engine erupts with an unsilenced, loosely chattering racket as the cluster of gauge needles – even bigger in this case thanks to a very rare period Hopkirk 'Rally pack' (oil pressure, water temperature and ammeter) – quiver into life. Unlike the MX-5, you're aware of everything the engine is doing, from each carburettor gulp and ignition spark to the buzzing thrum of the propshaft between the seats and the pulsating barks from the exhaust. It's a crude, raw car, a sensation emphasised by the low cutaway line of the doors.

The first aspect to fall short of expectation is the gearshift, which is precise but too long-travel, with second and fourth causing my wrist to clash with the centre armrest squab, and my knuckles punching the dashboard for first and third. Acceleration feels urgent, especially as it sounds like a Formula Junior up to 3000rpm, but it runs out of urge around 1000rpm later, demanding another long-winded gearshift. This might suggest that the Spitfire is all about rowdy showing-off at boulevardier speeds, but in reality it's just a shortcoming of 1147cc and 67bhp of early Sixties overhead-valve technology. Work it up into overdriven fourth and while it's never civilised, the Spitfire will cruise acceptably at 70mph.

But it's fun in the bends. Weighing just 700kg, it responds to the merest twitch of the wheel, squirreling under braking and threatening to whip sideways in tight corners as the 165/70 R13 tyres squeal with your right elbow mere inches from the tarmac.

The Spitfire feels dangerously alive in a way the MX-5 just isn't allowed to. There's no way you'd want to drive it every day, of course, but to do so would be missing the point anyway.



OWNING A 1966 TRIUMPH SPITFIRE 4 MK 2

'I've owned Spitfires for years. They're so easy to live with and refurbish if they're tatty as everything unbolts very easily,' says Triumph enthusiast and dealer **Bruce Minchin**. 'This car is very special – one owner before me, who fitted it with all the Paddy Hopkirk dealer-fit options when new – the extra gauges, spotlights, steering wheel and so on – which are near-impossible to find now.

Engine 1147cc, in-line four-cylinder, ohv, two SU HS2 carburettors **Power and torque** 67bhp @ 6000rpm; 71lb ft @ 3750rpm **Transmission** Four-speed manual with overdrive on third & fourth, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, coil springs, wishbones, telescopic dampers, anti-roll bar. Rear: independent, transverse leaf spring, swing-axles, radius arms, telescopic dampers **Brakes** Discs front, drums rear **Weight** 711kg **Performance** Top speed: 92mph; 0–60mph: 15.5sec **Fuel consumption** 30mpg **Cost new** £666 **Value now** £2k–£10k



Boxster 2.7 hits the sweet spot between underwhelming 2.5 and more pricey 3.2; Chimaeras are a riot whatever the capacity

PORSCHE BOXSTER 2.7

Forget mere fun – never before have stock performance figures like the Porsche Boxster 2.7's been reliably available for as little as £5000. A top speed of 155mph, 0-60mph in 6.6 seconds and 220bhp is exciting enough. The fact that it comes packaged in a mid-engined, rear-drive roadster with six bespoke, normally aspirated cylinders and one of the world's most desirable badges on its nose is nothing short of a miracle. In terms of what it offers, the Boxster warrants comparison with the Ferrari 308 GTS.

It feels special the moment you enter, with a busy array of hooded gauges thrusting out behind the steering wheel. The firmly upholstered seat seizes your back like a racer's bucket. Compared to the MX-5 and Spitfire, this is a serious performance car.

However, turn the ignition key and you barely hear anything, even with the roof down. The flat-six whispers so quietly at idle that you have to check the rev counter to make sure it's running.

There are no such qualms when you accelerate, though. At 3000rpm, the engine's unimpressive mumble becomes an otherworldly scream. And unlike any other small roadster you might consider at this price, there's no power fall-off once you've passed cruising speeds either.

As with all Porsches featuring the VarioCam system, you're always 'on cam', the car seemingly attached to a distant horizon by an endless elastic band.

You'll know it's mid-engined – and not a 911 – the second you turn into a corner. There's no sense of weight or inertia from either end of the car, it just pivots around you and goes where you point it, comparatively massive 205/50 ZR17 tyres up front and 255/40 ZR17 rears minimising any chance of breakaway.

However, all this hints at the Boxster's only real problem. It's a little too efficient for its own good. It's a supercar without the drama, with very little wheel or pedal feedback, a gearchange that's Golf-smooth rather than Ferrari-notchy, and a sense that all this competence is getting in the way of the low-speed fun at which the MX-5 and Spitfire excel. It's easy to live with, but it's only truly exciting when you're going fast enough to lose your licence.



OWNING A 2000 PORSCHE BOXSTER

Classic Chrome's **Garry Shortt** says, 'The aircon condensers and coolant radiators can trap road dirt and corrode. Rattles on tickover and metal bits in the oil filter indicate an intermediate shaft bearing failure and a scrap engine.'

Engine 2687cc horizontally opposed six-cylinder, dohc per bank, Bosch M7.2 fuel injection **Power and torque** 220bhp @ 6400rpm; 192lb ft @ 4750rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Power-assisted rack and pinion **Suspension** Front: independent, MacPherson struts, longitudinal and transverse links, coil springs, dual telescopic dampers per wheel, anti-roll bar. Rear: independent, MacPherson struts, lateral and trailing links, coil springs, dual telescopic dampers per wheel, anti-roll bar **Brakes** Servo-assisted discs **Weight** 1260kg **Performance** Top speed: 155mph; 0-60mph: 6.6sec **Fuel consumption** 28mpg **Cost new** £31,140 **Value now** £5000-£9900



Porsche's interior is accomplished, if not heartwarming



4.0-litre Blackpool-honed V8 hurls 240bhp into the asphalt

'In terms of what it offers, the Boxster warrants comparisons with the Ferrari 308 GTS'





TVR is more than ready to mince the clinical Porsche



Beautifully trimmed interior is in contrast to the engine's rawness

TVR CHIMAERA 4.0

The TVR Chimaera is everything the Porsche isn't – raw, loud and scary in a way that severely hampers its everyday-use credentials. Or is it? In the wet perhaps, but a drive reveals a far friendlier machine than its reputation would have you believe. After all, this was TVR's big-booted touring model, which rivalled the Boxster during the marque's Nineties heyday.

It channels comparable figures – 240bhp, 0-60 in 5.2 seconds and on to 158mph – with bare Spitfire-style mechanistic overtness rather than novice-appeasing civility. You can tell there's a V8 under the bonnet from the second you turn the key, hear the distant-storm rumble and feel the vibrations through the bulkhead.

Being a V8, it accelerates like a muscle car, with a wave of noisy torque arriving immediately. But that's when any comparisons with that cheaply engineered breed end. There's no threat of excess wheelspin or fishtailing – instead, it squats slightly on its rear 225/55 ZR16 tyres and keeps itself stable and in check long after the engine note has transcended an American-style uncouth rumble around 3000rpm and headed decisively into the realms of high-octave, hand-tooled supercar fortissimo.

This may be a Rover V8 at heart, but its development – and the chassis – came via the Tuscan Challenge of the late Eighties, making Nineties TVRs every bit as race-developed as Ferraris even if they came via Snetterton rather than San Marino.

As befits something descended from a racer, you have to be disciplined when driving it but there are no nasty foibles. There's no dead zone in the steering's centreline and while the scuttle-shake of the old Tasmin-based convertibles is thankfully gone, the damping is unyieldingly stiff and the clutch is Lamborghini-heavy. The gearchange is satisfyingly positive, with a short mechanical throw like the Mazda's, but the lever is a slightly awkward stretch away.

Once you get used to the TVR, it's easy to bond with, and you can treat it like an exotic-looking V8-engined MX-5, nicely balanced with an excitable rear end enlivening neat cornering. Be warned, though – unlike the little Mazda, when the TVR goes light at the rear you'll be going much, much faster.



OWNING A 1999 TVR CHIMAERA 4.0

'It's my third TVR,' says hillclimb racer **Tony Ballard**. 'I've owned it for two years and taken it abroad twice – it's very pleasant to tour in. Chassis outriggers are their Achilles heel. The powdercoating lifts and they rot. Every year, I have mine inspected and recoated by a TVR specialist in Warminster, but even then they've probably only got two years left in them, then I'll have to have a pair made for £650 a side from a more manly piece of metal!'

Engine 3950cc V8, ohv, MBE Sequential fuel injection **Power and torque** 240bhp @ 5250rpm; 270lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Power-assisted rack and pinion **Suspension** Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Servo-assisted discs **Weight** 1024kg **Performance** Top speed: 158mph; 0-60mph: 5.2sec **Fuel consumption** 22mpg **Cost new** £27,850 **Value now** £7000-£12,000



Stripped-back interior is more suited to thrashing than cruising



2.5-litre six-cylinder doles out 125bhp in pleasing dollops



'The Triumph TR6 is surely a prehistoric Chimaera, with its straight-six engine promising satisfying performance'

Tiger and TR6 both offer best-in-class exhaust notes

TRIUMPH TR6

If the TVR represents a modern, supercar-threatening take on the classic British sports car, then how does its source material compare? The Triumph TR6 is surely a prehistoric Chimaera, with its large acreage, driver's seat back near the rear axle and sizeable – for the Seventies – straight-six engine promising uncomplicated, satisfying performance.

Not quite. Although it feels urgent from a standing-start, this TR6 only has 125bhp, and hits a flat spot at around 3500rpm. It's happy to cruise at 70mph with very little effort, overdrive on fourth gear proving as effective as any modern five-speed gearbox, but its aesthetics – all rattling panels, hard suspension, wind roar and exhaust drone – discourage this. It's no GT.

Problem is, it's not that great as a nimble sports car either. It handles wide, sweeping bends with ease – you gently, gradually 'lean' the car into corners rather than hurl it – but it pitches all too easily into understeer on tighter bends and suffers from scuttle-shake above 50mph. Oddly enough, the car it feels most reminiscent of is not the classic Triumph TR4A from which it's derived, but rather a kind of half-timbered Chevrolet Corvette. That's no slight on the Triumph, but rather a compliment to Chevrolet for managing to capture the essence of a particularly British kind of car that's so often forgotten – the open tourer.

Perhaps it's a result of its archaic roots – the front and rear sections of the TR6 are essentially a Karmann-penned disguise for a car that was a decade old on introduction – but the TR6 has a very vintage feel. However, rather than detracting from the driving experience, it imbues it with character instead. The long bonnet, bent-elbow driving position, firm-shifting gearlever, big wheel operating the heavy steering and wind whipping around the upright screen put me in mind of an early Morgan 4-4 rather than a contemporary of the Ford Capri and RS Escort. And yet in doing so manages to make the Fords seem underwhelming and bland.

You won't crack any lap records in a TR6, but that's not the point – you'll drive everywhere bathed in the warm glow of nostalgia, something the Boxster can't even hint at.



OWNING A 1974 TRIUMPH TR6

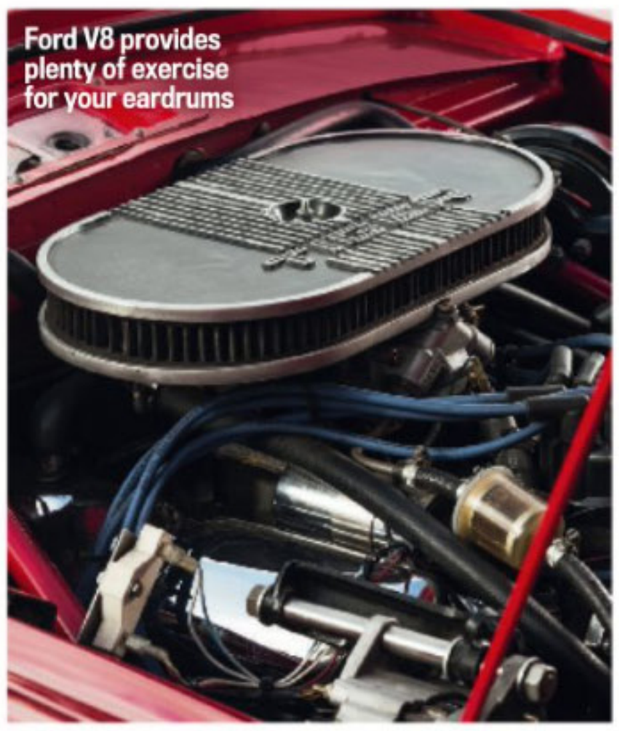
'Try to use it as much as you can,' says Triumph TR expert **Gary Bates** of TRGB. 'If you have left a TR6 standing for a while, leave the ignition on for 10–15 seconds to prime the injectors and let the choke in as soon as possible, otherwise they'll flood. They rust everywhere, clutches only last 10,000–20,000 miles.'

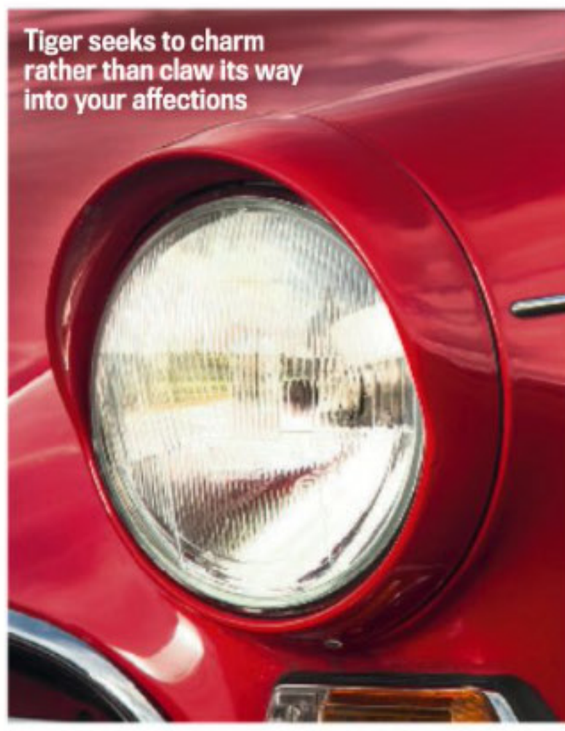
Engine 2498cc in-line six-cylinder, ohv, Lucas PI fuel injection
Power and torque 125bhp @ 5000rpm; 146lb ft @ 3500rpm
Transmission Four-speed manual, overdrive on third and fourth, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, semi-trailing arms, coil springs, lever-arm dampers
Brakes Discs front, drums rear, servo-assisted **Weight** 1053kg
Performance Top speed: 116mph; 0–60mph: 9.5sec **Fuel consumption** 22mpg **Cost new** £1333 **Value now** £6500–£19,000



You could almost mistake it for a demure four-cylinder Alpine, until the loud pedal goes down


Vast steering wheel is awkward to get your legs past


Ford V8 provides plenty of exercise for your eardrums


Tiger seeks to charm rather than claw its way into your affections

SUNBEAM TIGER 260

Visually, the Sunbeam Tiger is the antithesis of the TVR. Its tail-finned, high-sided bodywork is prim and upright in the manner of an unapologetically unsporty tourer, a sense reinforced by the cumbersome wood-rimmed steering wheel with its strange horn-cum-indicator ring running concentrically inside the rim. Squeeze inside – usually on the second attempt after realising you'll have to slot yourself in left-knee-first – and you're transported to a *Heartbeat* world of pottering around country lanes at 50mph between tearooms, guiding the wheel with your fingertips.

The brutal-looking shifter with clawed reverse-lockouts is the only clue that not all is as it seems. There is, in effect, a Shelby Cobra rival hiding beneath all this modesty, let loose at the turn of the ignition key. The V8 growls savagely, gearlever clicking neatly into first before the onslaught of torque begins. It's even louder than the TVR and feels more visceral from a standing start – surprisingly, among its various motor sport endeavours the Tiger proved most adept in stock-class drag racing, winning the American Hot Rod Association championships in 1965, '66 and '67.

The reason, surely, is down to a neatly engineered, typically British chassis that manages to contain 258lb ft of torque within a 1163kg roadster. The engine nestles tightly amid the bulkhead and wheelarches, tempting cooling problems and narrowing the footwells, but the result is a well-balanced front-mid-engined car in the TVR idiom. As a result it corners with a neat suddenness most Sixties American cars couldn't even attempt, while the Panhard rod at the rear manages to keep it from wandering off its line when attempting 0-60mph in 7.5 seconds.

As with many Tigers, this example now has four-piston front brake calipers – a worthy modification given the power and torque.

Sadly, the one aspect that holds it back from being a Cobra rival is one of the things that make it so appealing in the first place – its unaggressive, old-fashioned ergonomics. The driving position is saloon-upright, and the big wheel doesn't like being hustled around. These are things that could be altered, of course, but to do so would be to spoil the Tiger's character – such is the price of originality.



OWNING A 1967 SUNBEAM TIGER 260

'They're not as unreliable as legend would have it,' says **Malcolm Sedman** of his Sunbeam Tiger. 'They had a reputation for overheating simply because that big engine was so tightly packed in the engine bay, but a combination of modern coolant and an upgraded fan solves that. I take this on long touring holidays with no problems at all.'

Engine 4261cc V8, ohv, Ford four-barrel carburettor **Power and torque** 164bhp @ 4400rpm; 258lb ft @ 2200rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** rack-and-pinion **Suspension** Front: independent, wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, Panhard rod, semi-elliptic leaf springs, telescopic dampers **Brakes** Discs front, drums rear **Weight** 1145kg **Performance** Top speed: 120mph; 0-60mph: 7.5sec **Fuel consumption** 17mpg **Cost new** £1446 **Value now** £20,000-£50,000

Drop the Volante's roof and it's still a civilised place to travel quickly

ASTON MARTIN V8 VOLANTE EFI

We're into the realms of luxury performance now. The last-of-the-line Weber-Marelli fuel-injected versions of the Aston Martin V8 Volante offer a level of comfort to rival a Bentley, plus the kind of near-supercar V8 power to excite – and the roof comes down too.

But Aston V8s often disappoint. They're like some upmarket lifestyle events – you're lured in by the sense of exclusiveness and good living, only to be underwhelmed by bland urbanity, secretly hankering after chips-and-beer TVR fun. Early Series 3 V8s in particular feel like privately educated Jaguar XJ12s.

The driving position is awkward, with the tiny Lagonda-style two-spoke wheel low in your lap while you sit high on plump leather chairs. The tonneau blocks rearward visibility too.

The V8 fires instantly, chattering rather than rumbling like the Sunbeam. Clunk the shifter into Drive, push the accelerator pedal into the deep-pile carpet and it gathers speed in a way that demonstrates 20 years of V8 development, blending explosive pace – you'll be past 70mph without noticing – with progressive, jet-like smoothness. Any jolts, hesitations or surges are ironed out by reprofiled valvegear and finely metered quantities of fuel. Unlike the V8 Saloon, the Volante's lack of roof connects you with the action without tearing your ears off – the high-stacked electric hood, deep doors and steeply raked screen shield you from the worst of the wind while still letting it ripple through your hair. But the real surprise comes when you reach a corner. A combination of firmer dampers and lower-profile tyres than the early Series 3 means it resists roll, urging you to push it harder, and the smooth delivery of the fuel-injected 'V/585' V8 allows you to feed the power back in mid-corner without the sudden jerk of the carburettor cars.

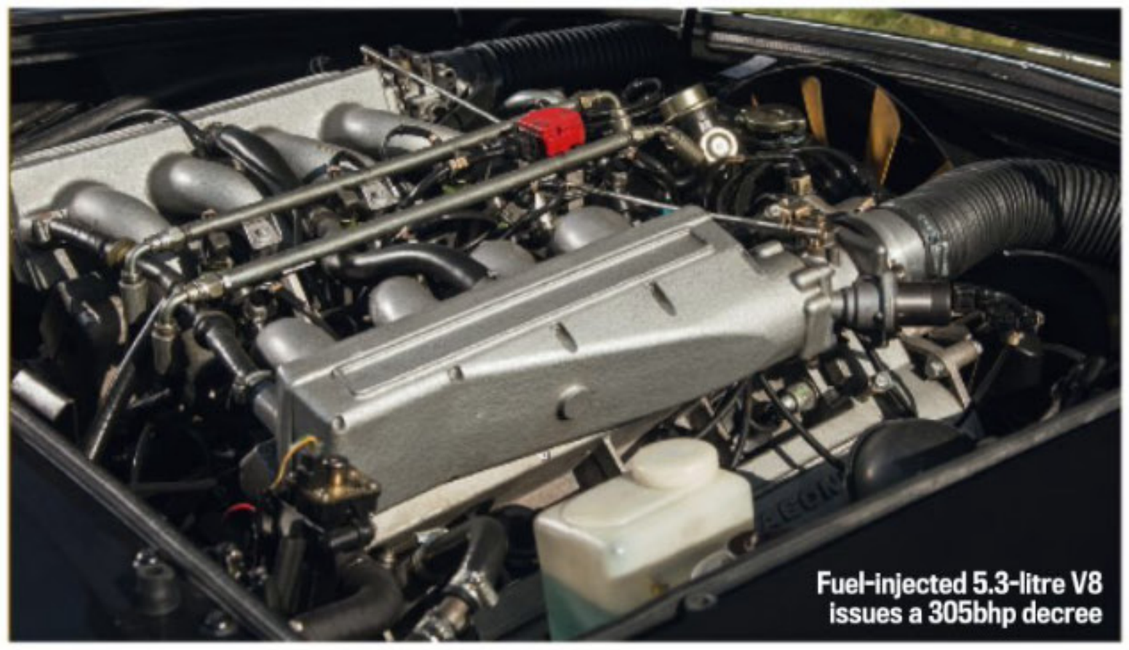
This translates into a beautiful fluency that belies the Aston's 1818kg kerbweight. At last, it's an Aston V8 that's genuinely entertaining to drive, rather than a mere 'occasion'. It's still an aristocrat – the lustrous dashboard veneer and pungent leather say as much – but unlike the garden-party set, this one ditches the louche soft-living and has a kickabout on the croquet lawn instead.



OWNING A 1987 ASTON MARTIN V8 VOLANTE EFI

'**Fergus McIver** has been a mechanic at RS Williams since 1991. 'You need to keep on top of the maintenance,' he says. 'Electronics are a problem as parts for the ignition, ECU and aircon systems can only be reproduced by specialists. If you want an EFI car go for an auto. Manual clutches don't work well with the engines – there's not enough immediate torque to pull away smoothly.'

Engine 5340cc V8, dohc per bank, Weber-Marelli electronic fuel injection **Power and torque** 305bhp @ 5000rpm; 320lb ft @ 5500rpm **Transmission** 3sp auto, rear-wheel drive **Steering** Powered rack and pinion **Suspension** Front: independent, unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: de Dion axle, radius arms, Watt linkage, coil springs, telescopic dampers **Brakes** Servo-assisted discs **Weight** 1818kg **Performance** Top speed: 150mph; 0-60mph: 6.7sec **Fuel consumption** 14mpg **Cost new** £55k **Value now** £50k-£165k



Fuel-injected 5.3-litre V8 issues a 305bhp decree



Muscular looks betray a slightly softer driving style



Firmer suspension makes this late-model V8 a delight in the twisties



Plush interior is easily the match of any contemporary Rolls-Royce



Adding Volante makes any Aston *extra* special



Three words to make any gentleman's heart soar



Interior is refined to pencil-tip sharp





3.0-litre six-cylinder heart is stirred by a four-speed manual



Special headlights ushered in with the TE21



A marque for those who'd rather not leave a mark

ALVIS TF21 DHC

If you are seduced by the aristocratic values the Aston seems to be shrugging off, then is there anything more old-money than an Alvis, especially in a world where you'll just as likely find rappers and footballers driving roofless Rolls-Royces and Bentleys?

The TF21 towers over the low-line Volante, its upright grille and vertically stacked headlights bridling at the very thought of sportiness. It's a grand tourer with the emphasis on the 'grand', but it conducts itself in an admirably discreet way.

Bodied in aluminium by Park Ward, the Alvis is very much a part of the separate-chassis coachbuilt set, with a beautifully appointed cabin that could easily be a product of Crewe. But unlike a Rolls-Royce it's a driver's car, as evidenced by its manual gearbox and compact dimensions. Settle behind that huge wheel and the car instills a sense of decorum – you feel compelled to drive it with precision and grace and take satisfaction in your road manners, rather than lord it over other drivers, recline your seat and rest your right arm lazily on the door sill.

Pull away gently, and it rewards with a cultured, mellifluous exhaust note. The ride is soft, loping and long-legged, avoiding wallow, but you'd never want to push it hard anyway. Precise gearchanges on the stubby little lever become a pleasure, as I try to shift as smoothly as possible, changing at points when an automatic's torque-converter might, rather than the high rpm of an aspiring racing driver. The modern idea of 'handling' seems an affront to the TF21's unhurried nature, but it corners in a neat, secure way, avoiding ponderousness in the name of safety and stability as much as sporting appeal. There's no feedback through the massive steering wheel – not that I was expecting any – but the motion of the wheel is disarmingly smooth, with no hint of kickback or protest.

All these factors combine to make the Alvis an utterly unique prospect – a luxury car of the highest quality, but as with the Citroën DS the driver must work with it to get the best from it and bask in the sense of satisfaction of getting it right, as well as the open air and the sun's warming rays.



OWNING A 1967 ALVIS TF21

'I've had this TF21 for eight years, but I've known it for 20,' says former Alvis Owners' Club president **Mike Baker**. 'All it's needed is careful mechanical maintenance, but the TF is as good as an Alvis gets. I've taken it to Scandinavia and the Alps, and it will shortly leave for Australia for a month touring Tasmania. Don't let the grass grow under its tyres – that's the key to reliability.'

Engine 2993cc in-line six-cylinder, ohv, three SU HD6 carburettors **Power and torque** 150bhp @ 4750rpm; 182lb ft @ 3750rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Worm and nut **Suspension** Front: independent, wishbones, coil springs, telescopic dampers. Rear: live axle, semi-elliptic leaf springs, telescopic dampers **Brakes** Discs front, drums rear, servo-assisted **Weight** 1575kg **Performance** Top speed: 120mph; 0-60mph: 11.5sec **Fuel consumption** 17mpg **Cost new** £3433 **Value now** £55k-£100k



Lincoln's take on luxury is glamour in literal mechanical form

LINCOLN CONTINENTAL

But if basking in the open air is your only aim, you'd be hard-pressed to beat an American land-yacht, and this Hess & Eisenhardt-bodied open limousine – one of a three-car run produced for government use at the behest of President John F Kennedy himself – is the American equivalent of a Royal Rolls-Royce. It's far removed from the crude, wallowing barges of the era, all handbuilt from its sizeable yet restrained coachwork to the whispering MEL (Mercury-Edsel-Lincoln) 430 7.0-litre V8 under the bonnet.

That Ford-derived big-block lived a double life, starring in the Holman Moody NASCAR Thunderbirds, but in this Lincoln it's amazing what difference redesigned inlet and exhaust manifolds can make. Big-block powered American luxury cars can be persuaded to squeal their tyres off the line, but not this one – deliberately restricted breathing and a 3538kg kerbweight means it corrals its power with decorum, with only a mild flat-spot when I press the accelerator to remind me it's being reined in. Once this is overcome, it settles to an effortless glide courtesy of 475lb ft of torque at just 2600rpm. It's as civilised in this respect as any British equivalent.

To drive the vast Lincoln hard would be un-presidential, but pitch it into a corner too hard and the nose will dive and bounce like a fishing boat in a storm. However, forcing a car like this to misbehave is pointless – keep steering inputs smooth and measured, and the Lincoln is a refined place to sit. You don't notice potholes at all. But this is open-air luxury best experienced from the back. Excessive lounging room is to be expected in such a vast limousine, but this is a car to treat your friends and family with. Unlike a hen-night wagon, you relax in a world of tasteful Richard Neutra-style early-Sixties American modernism, all straight lines, stainless steel and electric adjustment. Provided the weather's good, riding in this Lincoln is akin to relaxing in an *al fresco* private lounge.

What's most impressive is the way the Continental manages to be so tasteful for something so huge. Stylist Elwood Engel did it by keeping things simple, erasing the rocket-styled brashness of the Fifties but ignoring the customer-led obvious 'luxury' that dominated the Seventies. Style icons don't come any bigger.



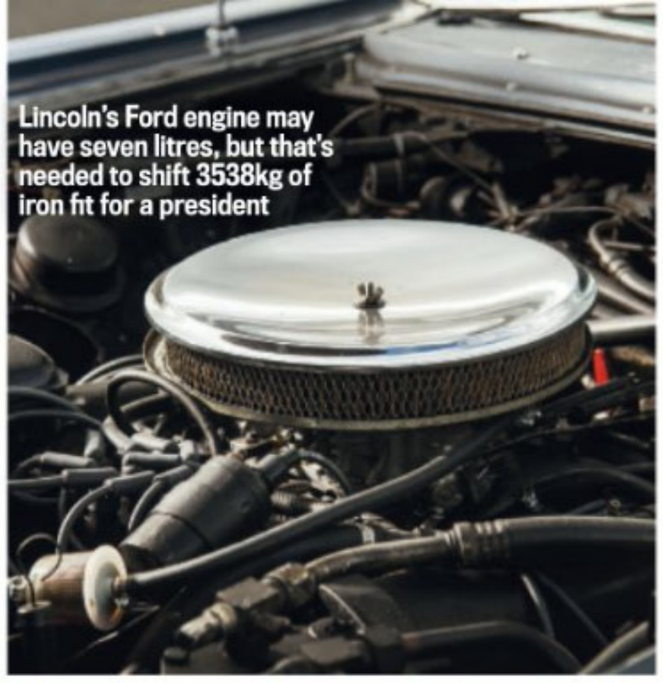
OWNING A 1963 LINCOLN CONTINENTAL PRESIDENTIAL LIMOUSINE CABRIOLET

'This is an extremely rare car, one of the most expensive in the world when it was new,' said **Robert Turner** of Chelsea Cars. 'Only three Hess & Eisenhardt Y82s were built. With the exception of the section in between the doors it's all stock Lincoln coachwork, so oddly enough it's easy to find most parts for.'

Engine 7046cc V8, ohv, Carter AFB four-barrel carburettor **Power and torque** 375bhp @ 4800rpm; 490lb ft @ 3100rpm **Transmission** Three-speed automatic, rear-wheel drive **Steering** Recirculating ball, power assisted **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, semi-elliptic leaf springs, telescopic dampers **Brakes** Servo-assisted drums front and rear **Weight** 3538kg **Performance** Top speed: 100mph (est); 0-60mph: 17sec (est) **Fuel consumption** 9mpg **Cost new** $200,000 (£71,428) **Value now** £72k-£130k



Sam takes a rest from driving in probably the best place



Lincoln's Ford engine may have seven litres, but that's needed to shift 3538kg of iron fit for a president



Establishment Alvis meets new age values, American-style

CONCLUSION

It seems pointless trying to pick a winner from a group so diverse, both in price and design. All these cars have been brought together because they're examples of the best of their breed.

However, in among these nine dropheads are a trio of cars that offer more than just luxury or fun, with a combination of genuinely high performance and a relaxing driving environment that's properly enhanced by lowering the roof – the Mazda MX-5, TVR Chimaera and Aston Martin V8 Volante.

The Mazda offers everything you'd want from a classic small sports car, but without the pain of unreliability. Don't expect Lotus-style thrills, though – modern mass-production realities mean it stops short of being an Elan. The Volante comes close to being a complete all-rounder, but even though it's much sharper to drive than its forebears it's still a roofless luxury saloon, refinement holding the casting vote over driver appeal.

However, the TVR offers a set of qualities that place it ahead of the others. It's the most fun to drive and the fastest. But what's most surprising is how refined it can be, its bespoke-switchgear interior and steeply angled air-deflecting windscreen bearing genuine comparison to the Aston's arboreal leather cocoon, able to waft gently on a light throttle too. Not that you'd ever do that, of course.

Thanks to *Garath Smith, themx5restorer.co.uk, Minchins of Goodwood – minchinsofgoodwood.co.uk – where the Spitfire is for sale at £19,500, Classic Chrome – classic-chrome.co.uk, TRGB – trgb.co.uk – where the TR6 is for sale at £13,995, RS Williams Ltd – rswilliams.co.uk – where the Aston is for sale, Chelsea Cars – chelseacars.com – where the Lincoln is for sale*



Continental's interior is as exquisitely detailed as a Montblanc pen



TVR's raw thrills trump Porsche's polished Boxster



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GENUINE Ferrari



THE BARON'S RED

The 212 Export was designed for gentleman racers, and its success helped forge the Ferrari racing legend; in this car's case, on the Mille Miglia and the Targa Florio

Words ROB SCORAH Photography ALEX TAPLEY

Beneath that pretty Touring Superleggera body lies a tough and effective racer, at its best on twisty circuits or gruelling long-distance events

The great road races of the first half of the 20th century hold a very special place in the affections of motor racing fans; epic in their proportions and feats of daring, romantic in their embodiment of spirit and passion. The cars that took part in them are hallowed objects to the faithful, icons of a lost era of bravery and innocence.

Climbing carefully into the cockpit of Ferrari chassis number 0158 ED, a 212 Export, and sliding down into the seat – those big steering wheels always get in your way – the spell immediately begins to overtake me.

Maybe it's the pared-down sparseness of the cockpit – nothing you don't need – or maybe it's just knowing what this car did. 0158 ED is still a very original car, no sugar-coating American restorer has managed to lacquer the life out of it. Its transmission tunnel and bulkhead sport the odd ding and dint, but the panels (apart from a straightening of one rear haunch) are as they came off the bucks at Touring in 1952. Such diminutive, delicate lines for a hard-fighting street racer. Look at those curves that cup the front and rear lights, the folded line that runs the length of the body. Barchetta; little boat. But don't get carried away with the cuteness, pressing the starter button tells a different story.

I turn the key and the fuel pump begins a croaking tick-tick, drop my thumb to the dim red light glowing in the centre of the dash… and press. The sound is like a heavy metal disc spinning on a granite slab and as the cylinders fire through the block, the starter motor signs off with a faint boxing bout bell chime. The engine coughs, sighs and chatters. Round one.

There have been many round ones in this racer's life. Ferrari brought out the 212 Export, a direct descendant of the 166MM launched in 1951. As the name Export suggested, the model was aimed at taking the new, upstart manufacturer's name out into the competition world. Here was a very capable, upmarket club(ish) racer that could be bought off the shelf, ready to go.

0158 ED was snapped up by Baron Luigi Bordonaro di Chiaramonte, a Sicilian aristocrat whose father had been one of

'The sound is like a heavy metal disc spinning on a granite slab and as the cylinders fire, the starter motor signs off with a faint boxing bout bell chime'

Vincenzo Florio's inner cabal and one of the keen supporters of a new race, the Targa Florio, back in 1906. Bordonaro already had experience of the Targa Florio having driven (and crashed) in the 1951 race in a 166MM. He would have also seen Franco Cornacchia and Giovanni Bracco achieve second place in a 212 Export, behind Franco Cortese in a Frazer-Nash/BMW Le Mans 2.0-litre. Not only that, an Export would win the Giro di Sicilia that year and a 212 Inter the gruelling Carrera Panamericana.

By February '52 Bordonaro had his own 212 – the last of only seven Export Barchettas built by Touring. By April he was competing with it in the Giro di Sicilia and the Palermo-Monte Pellegrino, where he finished first overall. By now, he would certainly have enough of a feel of the car for the Targa in June.

Wriggling to find a comfortable position, I'm wondering if this is the kind of place I'd want to experience the eight 44-mile laps of the great race. Sicily's most celebrated event was in essence a circuit race using the twisting, patchy mountain roads of the Madonie as its track – with the odd village and a bit of volcanic subsidence thrown in. All that can wear a driver out pretty quickly.


Early life saw upgrade to exhaust system


You wouldn't want that breaking free on a 44-mile Targa Florio lap


Honeycomb grille chomps air to feed glorious V12

170bhp and 897kg mean it's steered as much by the throttle as it is by the wheel

Ex-Baron Luigi Bordonaro di Chiaramonte 212 Export wore race number 543 in the 1956 Mille Miglia

Exiting turns, the V12 spins rapidly through its mid range on the way to the next straight

Jaeger dials reflect the fact that this is a precision instrument

The last race-ready Touring-bodied Export model to leave the factory

Just time for a quick stop during the 1952 Coppa Toscana

Although the car is low, I sit quite upright, more so than in an AC Ace or Austin Healey of a similar era. The big steering wheel is the length of my forearm away, filling my lap and almost brushing the tops of my knees. The large white-numbered tacho is clearly visible behind, the speedo off somewhere to the left.

From the off, the 212 is responsive, the V12 immediately answering its throttle while pulling away without any drama. The steering is firm and positive. Even straight ahead, it seems like where I point it, it will go. But from the position of the wheel, I think a lot of strain is going to fall across my elbows, upper arms and chest. As I turn into a low-speed bend, I'm thinking there doesn't seem to be a lot of that 'as the speed builds, it gets lighter' aspect to the handling. A few sessions on a rowing machine might not be a bad idea before tackling a big event in this little barchetta.

Go too hard into a bend and the steering and balance fights me, the nose pushing out into stubborn understeer. I find I'm holding it firmly on the turn, locked wrists and taut shoulders, gradually easing up as I press the throttle on the exit. There's certainly no shortage of shove. Coming out of the turn, the comparatively small V12 spins quickly through its mid range, the torque pushing me firmly back on to the straight and the upper-end horsepower taking over with a sharp-edged yowl to blast me down the road.

'I'm working more with my feet to move the car around; braking to load up the nose and turn in tighter, getting on the power to push the tail sideways'

The motor is essentially the same as that of the 166; Gioacchino Colombo's 2.0-litre V12 bored out to 2563cc and, in its most potent racing form, breathing through three Weber 36DFC carburettors. Even for that, it feels lively. Ferrari authority and historian Marcel Massini has more to say on that. 'In June 1952 0158 ED was returned to the factory where both drivetrain and suspension were upgraded,' he explains. 'It had lighter, higher compression pistons (up to 8.8:1 from 8.5:1), a redesigned fuel and water pump, larger air intake and exhaust valves. Also, the rear differential was replaced with that of the new 340 AM.'

Bordonaro was obviously pretty serious about performing in the Targa. All the same, he would have to contend with this (original) five-speed, synchromesh-is-for-sissies gearbox. Before attempting a set of serious bends or hill climbs, I really need to brush up my Fifties gearchange chops.

The '*raaagh*' of the engine spinning up and the generous breadth of its power band has had me going for the up-shifts too quickly. A Caterham-style snap-back of the delicate chromed wand won't bring much more than a disgruntled zing from the meshing cogs, but better to take a blink-of-an-eye pause or come fleetingly off the clutch before going through to the next gear, maybe with even the faintest blip of throttle in between. Of course, double de-clutching proper is *de rigueur* on the down-changes. The pedal spacing allows me to control both brake and throttle easily with my right foot, though my ankle can be awkwardly angled in this seating position. Coming into a bend firm on the brakes, it's best to give the throttle a firm flick with the side of the foot, the tacho needle jumping to follow the snarling motor through the revs. Clutch down again, stick back, clutch up; now with the smoothness of a Mercedes auto.

One of the enchanting aspects of Fifties racers and especially the Italian cars is the blend of ferocity and delicacy that is needed to make the car go swiftly and smoothly. However, I realise that I *haven't* been applying this philosophy to the handling – I've just been trying to drag the car round the bends with the steering wheel. Even in a modern Ferrari I wouldn't do that.

The 212 is light and has a very short wheelbase, and the V12 also sits quite a long way back in the frame. It's almost front-mid-engined. It displays the three classic handling characteristics of so many old sports cars; running wide with two much power early in the turn, sliding its tail with too much shove just before an apex, and the nose tucking in when lifting off mid-bend as the tail lightens and the front end digs in. But what makes the 212 such an effective competitor is the merge and flow of these attributes.

In trying to bully the steering, I'm suddenly reminded of a conversation I had with ex-Chinetti driver Allen Markelson when he described how, in that era, drivers 'steered' around corners more with the throttle and brakes than they did the steering wheel. If I was to have any feeling left in my arms at all by the end of the Targa or the Mille, I think now is the time to practise those moves.

I soon realise that when I'm tugging the steering wheel too much, I'm doing it wrong. Gradually I'm working more with my feet to move the car around; braking to load up the nose and turn in tighter, getting back on the power to push the tail very slightly sideways. These are all small attitude changes; there's no point in slurring the car all over the road. There certainly wouldn't be on the Sicilian race or the Mille Miglia where the kerb might be a concrete post, a house or a sheer drop to certain doom.

For the most part, everything is beautifully progressive in the 212. The front suspension is independent with a semi-elliptical leaf spring keeping things even from below, while the rear is old school (and getting older by '52) live axle. Even so, there is great transparency to the machine's intentions, and transitions are felt intimately through the chassis. The most problematic scenario is a quick successive left-right where the short wheelbase accentuates the weight change. It could have you swapping ends quickly. Still, I'm soon at ease with the machine and this would allow me to improvise where a compound radius might be beyond the gesticulations of a cosily squashed-in co-driver – just think of the oft-photographed blind left-hand hairpin in the village of Collesano.

Yes, I'm convinced. Driven with insight, sympathy and a bit of nerve, the 212 has the agility and the power to take on any switch-back, roller-coaster road race, while its looks have the guile to enchant the ladies in pearls and linen twin-sets leaning on the pit counters at Cerda. Watching overalled mechanics and managers in dog-tooth tweed jackets pushing machines up the long incline to the start line, Bordonaro must have been fairly confident of a good race. Like any road race of the time, the Targa Florio start line contained

KEEPING A FERRARI 212 RUNNING



'Those engines changed little from 1947 to 1970,' says expert Ferrari restorer and engine builder Terry Hoyle. Talking about the car, he says, 'They're something any [good] Ferrari specialist would be familiar with and easily able to look after. They're no different mechanically from a 250 GT.'

He describes the maintenance as very straightforward, no different from other machines of the time, and best done a little and often. In the worst-case scenario, a full engine rebuild would cost in the region of £28,000 – still a fraction of the car's overall worth.

'Of course they came from a time when there were far fewer cars on main roads,' notes Hoyle.

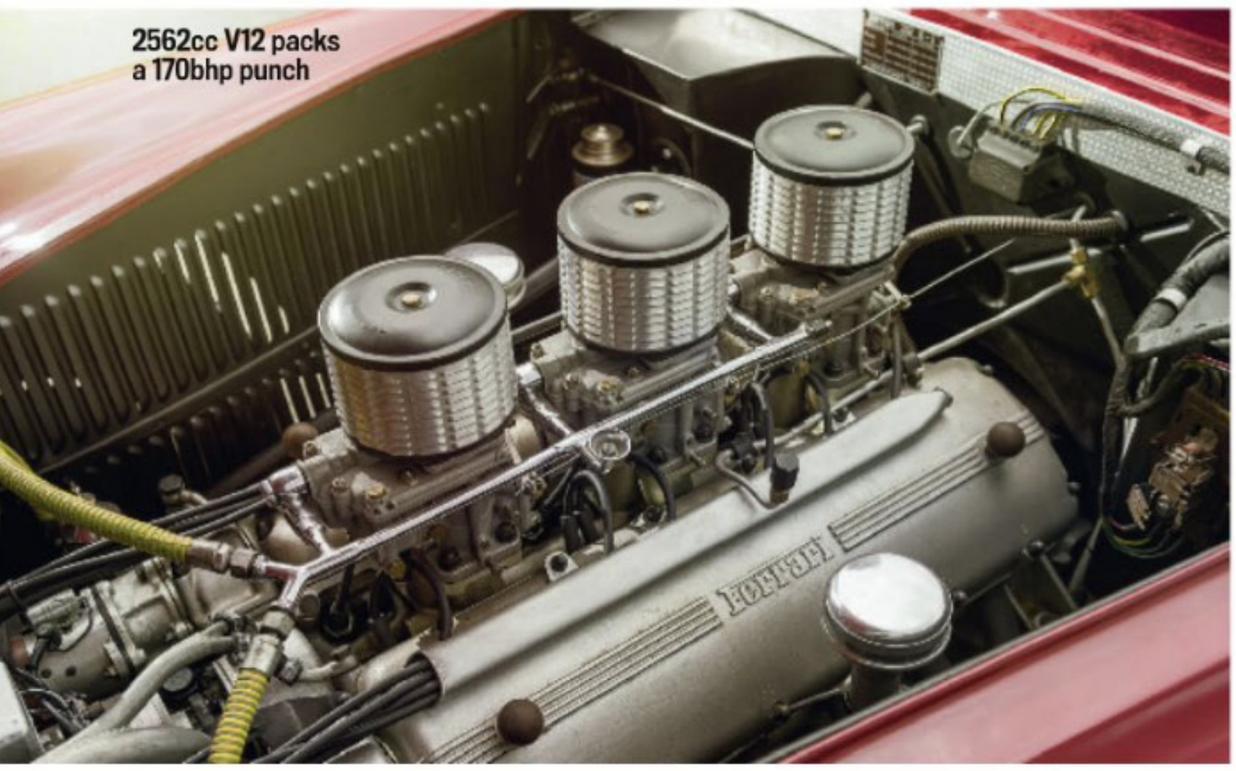
'Now, if I'm on a motorway like the M25 in one of these older Ferraris, I tend to keep in the inside lane – so I'm close to the hard shoulder if needs be. It's obviously not a car you're going to drive every day, but with modern traffic conditions and if you are going to use it on the road, if you don't fit an electric fan, you're asking for trouble.'

Again, the suspension throws up no surprises. 'Sometimes, with the transverse leaf springs you can get a steering wobble.

'In the past we've sometimes put a damper on the track rod to stop it shimmying.'



It's a tribute to the 212's potency that it maintained competitiveness against newer machinery in period



2562cc V12 packs a 170bhp punch



Shifting cogs is a joy once you've found its rhythm

quite a menagerie; the voluptuously muscular Alfa Romeo 6C 2500 Competizione, the low-slung, wide-mouthed, Stanguellini 1100 Sports, a Fiat Siata 1400 sprint – easily mistaken for another elegant Vignale-bodied Ferrari coupé. The curvy Maserati A6 GCS; diminutive yet still intimidating.

In the event, the top three places were taken by the disarmingly pedestrian-looking (but highly capable) Lancia Aurelia B20. Bordonaro and 0158 ED came a very creditable tenth. The pair would continue a very respectable, largely hill-climbing career before the nobleman sold the car to Swiss Eduard Margairez in July 1955. Margairez it seems was largely a circuit racer with a good few hill climbs thrown in. In April 1956 he took on Italy's biggest challenge; the Mille Miglia.

By 1956, the 212 was outclassed in many areas although it was still a tough competitor in the right hands. Stirling Moss and Mercedes-Benz had torn up the track and record book in '55 and the three-pointed star was back with more Gullwing 300 SLs. Ferrari had some svelte and potent sports racers prowling Brescia's Piazza della Vittoria; the 300bhp 290MM. There were 750 Monzas and a host of Porsches driven by privateers.

The little 212 might fight with the best of them on the high passes, but on the long dash across the Lombardy plains the big bores would seize the day. In the deluge that befell the '56 Mille, half of the 365 starters, including 0158 ED were washed out of the race. Eugenio Castellotti in a 290MM won.

If I were sitting in this 212 in the queue for the start ramp on the Mille Miglia, maybe watching Castellotti or Fangio's big red road racer climbing the slope, or glancing at the Porsche Speedsters, OSCAs and Maseratis, would I rather be in one of them?

They're all special – of course – but I'd be happy to do that race, or any other, in this. This was a model that helped forge Ferrari's formidable reputation – slugging it out in desert dust, driving rain and on cobbled stone village roads. This example is a car that was in the centre of that contest, not merely some also-ran namesake bought from the show stand. I'd be happy to race *this* car because it has done all those things and could do them all again. If one phrase sums up any Ferrari 212 Export it would be, 'bring it on'.

Thanks to: RM Sotherby's, which is auctioning this car at its Villa Erba sale in May.

FERRARI 212 EXPPORT BY TOURING

Engine 2562cc alloy V12, three Weber 36DFC carburettors **Power and torque** 170bhp @ 6500rpm; 152lb ft @ 5250rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Worm and sector **Suspension** Front: independent with unequal length wishbones, transverse leaf spring, Houdaille lever-arm dampers. Rear: live axle, semi-elliptic leaf springs, parallel trailing arms, Houdaille lever-arm dampers **Brakes** Aluminium drums with iron liners **Weight** 897kg (1975lb) **Performance** Top speed: 123mph; 0-60mph: 7.1 sec **Cost new** £3200 **Value now** circa £850,000

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THE LIFE STORY OF A JAGUAR E-TYPE

Employed as honeymoon transport across Europe, almost bagged by a pirate, neglected but then restored in Canada, this Jag's seen life

Words ROBB PRITCHARD Photography ANDREW SNUCINS

1970 Michael Wainwright buys VVC 27J new for £2204



The story of this E-type begins in 1970, after Australian-based Michael Wainwright had just finished his orthodontistry studies and was in England to introduce his new wife, Jackie, to his British relatives. His plans for the visit included purchasing a British car and exporting it back to Australia, although fate was to dictate that it wouldn't quite work out that way…

The 20-something's budget didn't extend to a Porsche 911S, so he and Jackie test-drove an MGB and a Lotus Elan, which almost flew off the road. Next they visited Jaguar dealer Henlys in London to try an E-type, which so impressed them that they ordered a brand-new fixed-head coupé. A big bonus was that the car was for export so they could escape paying the 25 per cent purchase tax.

But these were troubled times in Britain's industrial heartlands, and a strike at Pilkington Glass and another at Lucas meant the car's passage from one end of Jaguar's Browns Lane factory to the other lasted from June 3 to September 5. Eventually registered in Coventry as VVC 27J, the Old English White E-type was driven to Henlys for dealer installation of a Webasto sunroof and bullet wing mirrors (all still on the car today). The tax-exempt invoice totalled £2204 12s 6d and the car was delivered to the Wainwrights on November 5, 1970.

However, since ordering the car Michael had accepted a teaching job at the University of British Columbia in Canada, which presented him with a problem.

'The car had to leave England within 12 months of purchase or it would be subject to the 25 per cent purchase tax,' he explains. 'But it couldn't be imported into Canada as a tax-free personal possession unless it had been owned for more than 12 months. A real Catch 22.

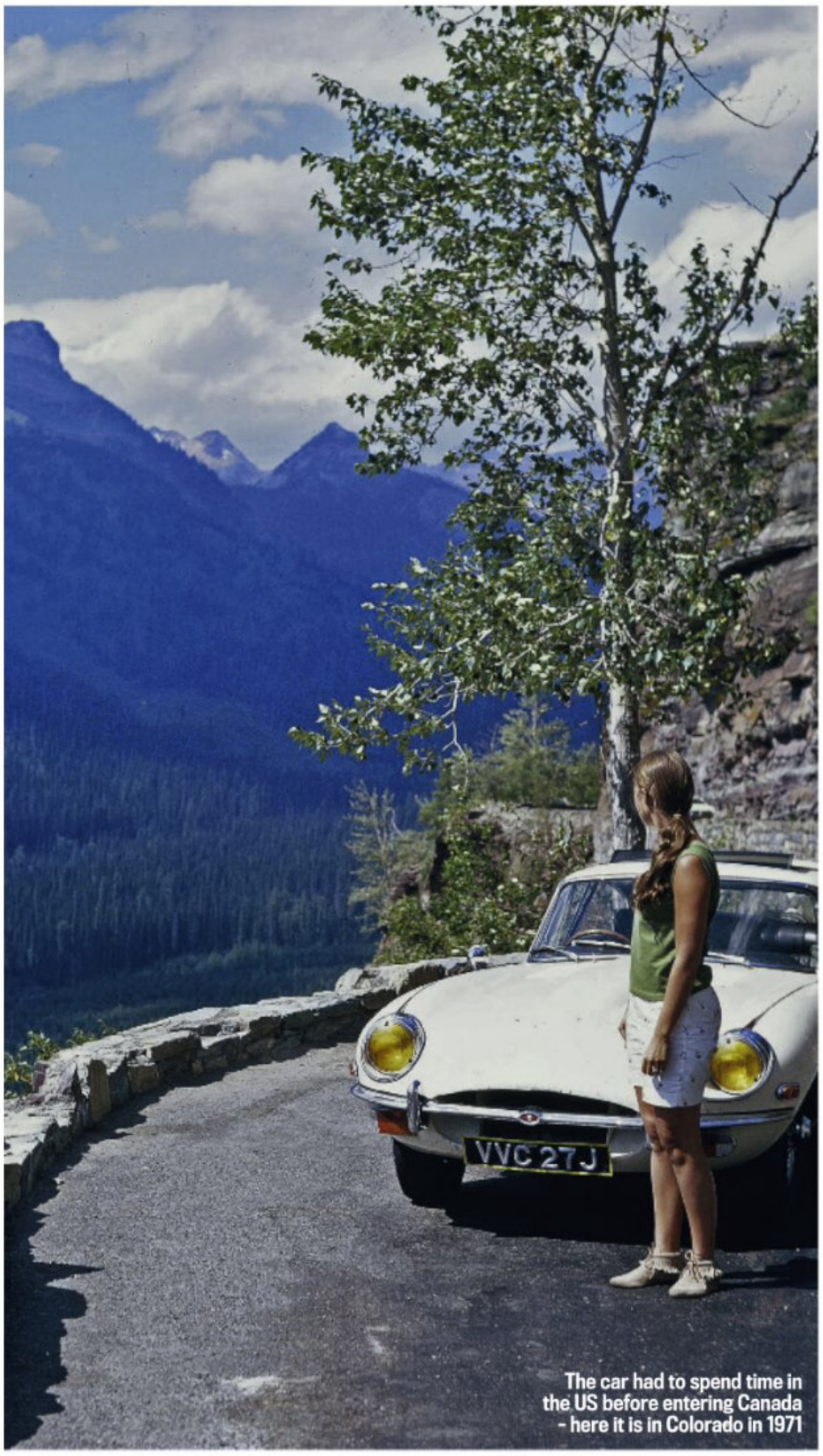
'We came up with a suitable solution, though, which was to drive it around Europe for a few months. Our budget



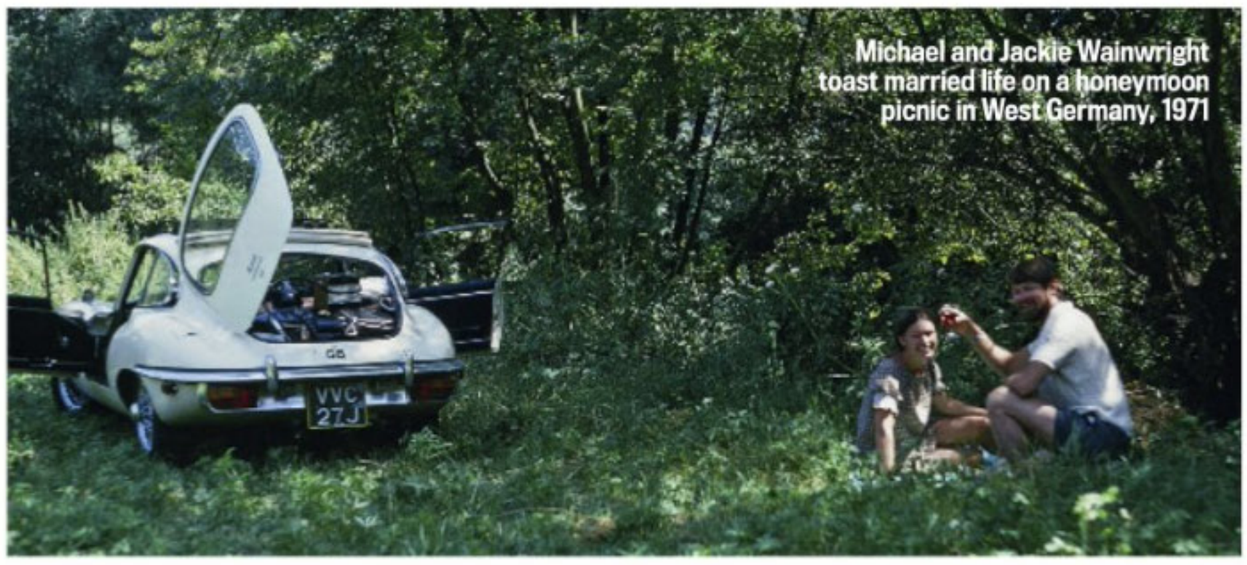
This E-type's travelled a rocky road over the years, but it now enjoys the good life in British Columbia



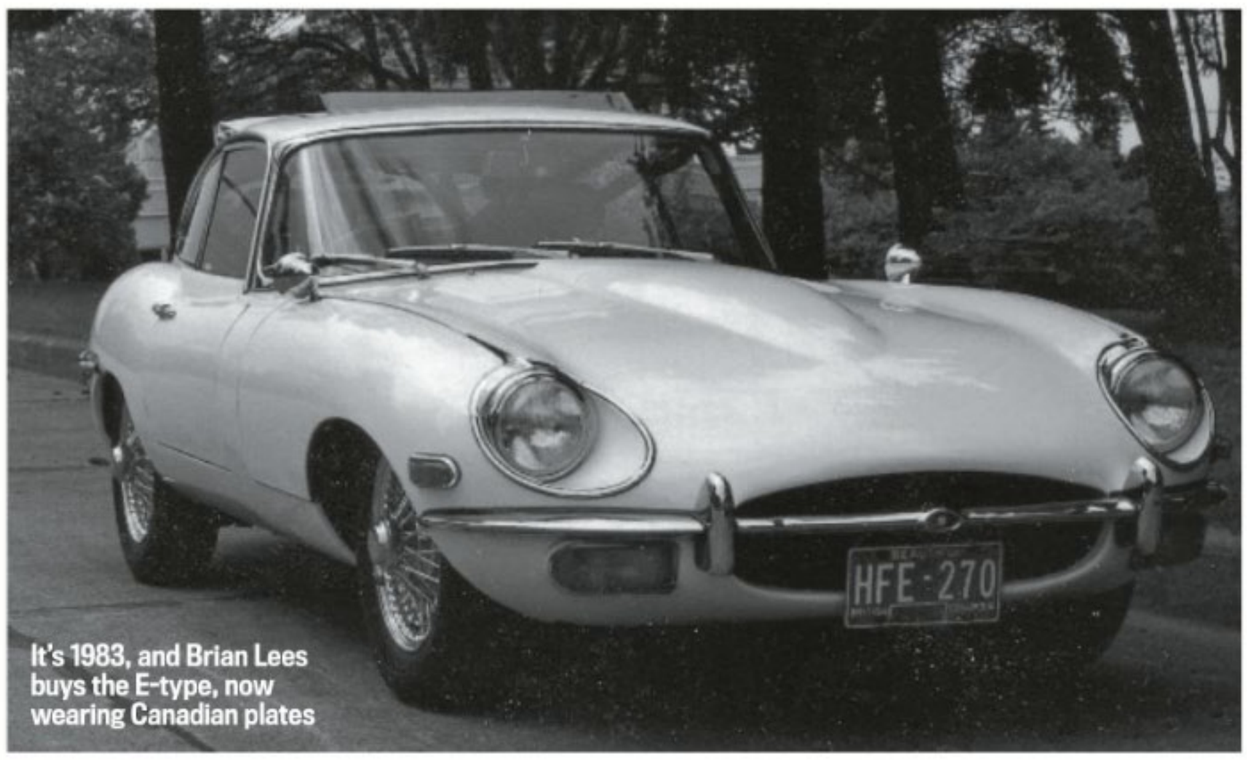
The brand-new Jaguar in Lancashire in 1970, before its international travels began



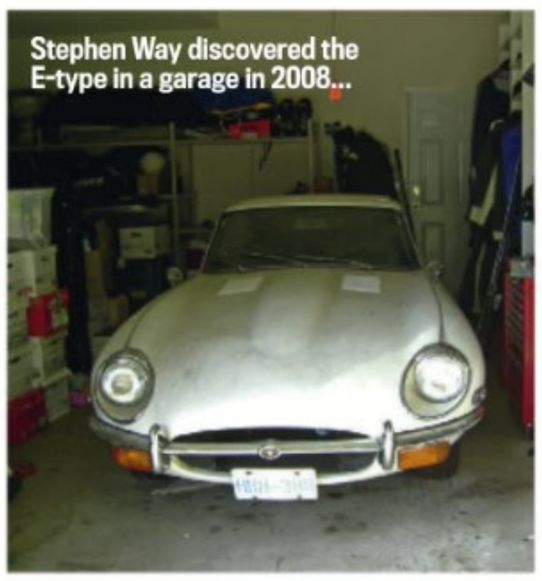
The car had to spend time in the US before entering Canada - here it is in Colorado in 1971

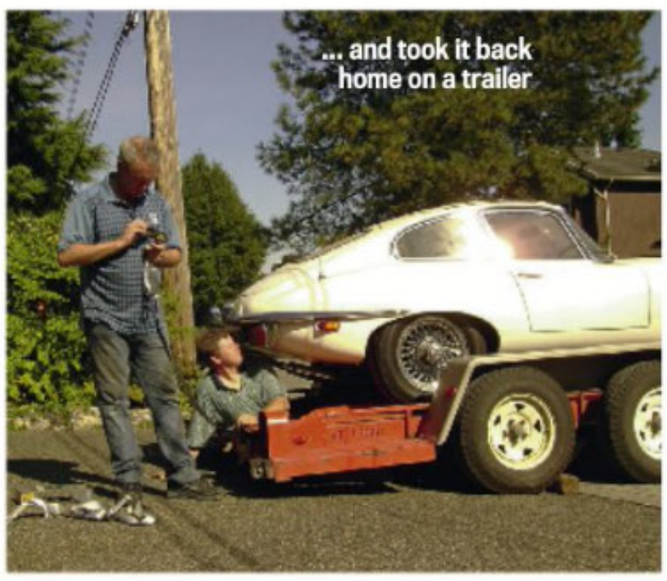


Michael and Jackie Wainwright toast married life on a honeymoon picnic in West Germany, 1971



It's 1983, and Brian Lees buys the E-type, now wearing Canadian plates


Stephen Way discovered the E-type in a garage in 2008...


... and took it back home on a trailer

was £20 a day. Of this £10 was earmarked for petrol, so our food and accommodation had to be quite modest.'

After touring West Germany, Italy – where the car narrowly escaped being stolen – and France, the E-type came back the UK, received its first 5000-mile service at Henlys in May 1971 and was then shipped to the United States. It had to wait there until its first birthday, when it could be taken to its new home in Vancouver.

The E-type became a much-loved family car, but the arrival of children increasingly rendered it impractical as the family's principal mode of transport – one trip to San Francisco was undertaken with Michael and Jackie's new son tucked into a baby bath wedged between the two front seats.

By the early Eighties he had three brothers and sisters, so their parents took the tough decision to exchange their beloved coupé for a bigger Jaguar, an XJ6, also finished in Old English White. So in May 1983, now with 76,000 miles on the clock, the E-type was duly advertised for CDN$13,000, (approximately £5000 at the time) and sold to Brian Lees of White Rock, British Columbia. And that was the last Michael Wainwright saw of it for 29 years.

1983 Sold for £5000, bound for Japan



Brian Lees loves Jaguars. Over the years he has owned 14 of them, including four E-types – two roadsters and two coupés.

The Wainwrights' old E-type shared a garage with an Aston Martin DB5 and was used mainly for Sunday drives and car shows, but after five years and 15,000 miles in Brian's ownership he struck a deal that would send it, as well as a Mk2, to Japan. 'I needed the space so I could move on to other projects,' he explains.

1988 Saved from a pirate

The buyer, ostensibly a Japanese fisherman, started arranging shipment to Tokyo – but then suddenly disappeared. That meant the E-type's next owner could pick up a bargain. Meanwhile, the Japanese fisherman was rumoured to be languishing in a south Asian prison after being convicted of piracy.

1988 Loved then set aside

The next chapter of the E-type's story begins in June 1988 when a man called David McIvor overheard a conversation between a colleague and the fisherman (or pirate…), who was trying to sell the car. David, from Vancouver, isn't so much a car enthusiast as a hobby dealer who over the years has bought, repaired and sold about 200 vehicles – so naturally he found it impossible to resist an opportunity to buy an E-type going cheap.

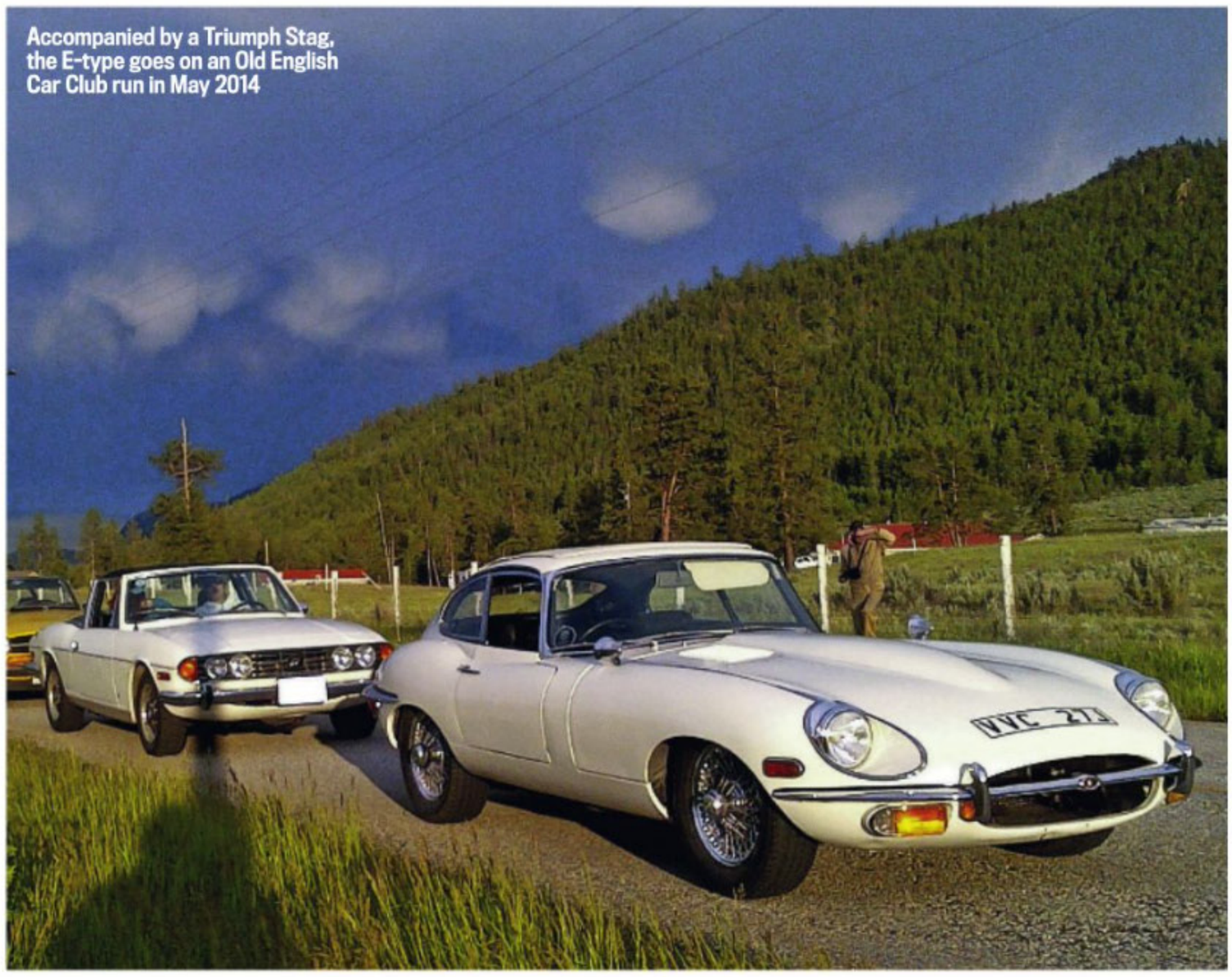
Soon after acquiring the Jaguar, he and his father completed a meticulously documented and photographed rebuild of the engine at 89,000 miles. They also dealt with some rust issues that had developed over the car's 18-year lifespan and had the car resprayed in its original Old English



VVC 27J meets its twin and a brace of MGBs at a Fraser Valley British Motor Club get-together in 2011


In 2012 first owner Michael Wainwright gets back into his old E-type 29 years after selling it


Heading up 2012's Easter parade in the Canadian town of Kamloops



Accompanied by a Triumph Stag, the E-type goes on an Old English Car Club run in May 2014

White – the same lustrous coat of paint that the E-type still wears to this day.

David recalls the car being the centre of attention when he and his wife drove it to a black-and-white-themed ball, he in a black tuxedo and the E-type debuting its new white paint. 'We were the talk of the ball, but my wife was the prettiest of the three,' he adds in gallant fashion.

The couple used the Jaguar for five years, after which the demands of work and young children – plus competition for their affections from an Aston Martin DB6 – meant the E-type was parked in a garage and left there for nearly a decade and a half.

2008 Rediscovered for £8500



We skip to August 2008 for the next instalment of the story – a time when David was moving house and needed to clear everything out of the garage. The car's next owner, Stephen Way, takes up the tale. 'I was looking for a replacement for a 1972 Lotus Europa Twin Cam that I'd sold a few years earlier and a deal on a Lotus Esprit had just fallen through. I saw David McIvor's advert, called him half an hour after he'd posted it, and was at his garage in Burnaby with a CDN$1000 deposit the next day.

'It was sad to see the car looking so neglected, but E-types are very hard to come by in Canada, so David had kept it in the hope that one day he would have enough time to restore it. Ultimately, though, that task was to fall to me.'

A week later Stephen returned with a bank draft for the balance of CDN$16,500 (about £8500) and a trailer and whisked the E-type away to its new home in Kamloops, 220 miles east of Vancouver.

'Fortunately the garage where it had been stored was very dry, so most of the electrics were good. The fuel had turned to powder, though, and the tyres were 18 years old and flat. In addition the windscreen had been cracked by a piece of wood that had fallen over, the fuel tank had a few holes in it and the original SU fuel pump had seized up. But other than that, very little work was needed to bring the car up to its current gorgeous condition.

'I let automatic transmission fluid soak into the cylinders, then hand-cranked the engine because my biggest concern was that it may have seized. But after stripping, cleaning and rebuilding the three 2in SU carburettors and fitting a new battery, it started just fine.

'The original leather seats had rotted, so I sent them away to be restitched and given replacement foam for the driver's seat base, which had disintegrated over the years. While removing the seat I found signatures on the bottom – presumably put there by Jaguar factory workers, which I found fascinating. It was as though they were so proud of their work that they treated it like a piece of art.

'I also replaced the leaking clutch slave cylinder and the brake pads, and by the summer of 2009 the car was back on the



The E-type still gives the driving thrills remembered by its original owner


The original XK straight-six was rebuilt in late 1988


Browns Lane workers' signatures were found under the driver's seat



Happy ending: the E-type has many fun years ahead of it on the wide-open roads of Canada

road again. I've added a few extra things over the past few years – the most major modification was a valve tie-down kit, which I fitted myself. The valve stem liners are steel, but because they're set in an aluminium cylinder head the different heat coefficient properties of the metals can cause the sleeves to move up and hit the overhead camshafts – which would have caused untold damage.

'In order to install the tie-downs I had to drill a dozen holes with great accuracy and then tap threads into the aluminium head. It was definitely the most nerve-racking repair that I have ever carried out on a matching-numbers classic engine – although I did have a safety net – a spare engine had come with the car, so if something had gone terribly wrong it may not have been a complete disaster.

'I've also added electronic ignition to the E-type. This makes a much more efficient spark, so on typically cool Canadian mornings it now starts better than it did with the original points. It's underneath the distributor cap, so when you open the bonnet you can't see any difference.'

2012 Reunited with owner No 1

Stephen has thoroughly researched the history of the car since it left Browns Lane in 1970 – in fact he's spent almost as much time on the internet as under the bonnet.

'The first owner took some finding because the Jaguar Daimler Trust certificate only revealed his initials and surname along with an address in Australia,' he says. 'But after two years of searching, the second owner [Brian Lees] found me through a picture of the car in a car club newsletter. He remembered that the first owner was an orthodontist, so I searched for a Dr Wainwright – and found him right here in Vancouver.

'In May 2012 we arranged to meet and 42 years after factory-ordering his new E-type he had the opportunity to drive it again around Vancouver. He said it felt much smaller than he remembered but accelerated just as well as it had all those years ago. I asked him if in its youth the car was capable of its reported 150mph. He told me that after it had been properly run-in it got very close.

'At that first meeting Michael returned the original tyre pressure gauge, the only item missing from the original tool kit, which is still with the car. Now all four of the car's Canadian owners keep in contact and see each other at car shows at least once a year.'

So after years of use and of storage and of almost being sold to an (alleged) pirate, plus plenty of restoration work, the E-type is now the pride and joy of British Columbia British Car Club president Stephen Way and takes centre stage at classic car drives and shows in and around Vancouver.

The car's future is assured. 'I have no intention of selling it,' confirms Stephen. 'Indeed, my oldest son has asked me to put it in my will for him.'

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KREMER OF THE CROP

For those who think a normal 911 Turbo is a bit weedy, entrusting your 930 to the race team that beat Porsche at Le Mans seems a fine way of upping the power. We strap ourselves in – and hold on

Words: BEN BARRY Photography: RICHARD PARDON

Flatten the accelerator in second gear and the essence of 911 Turbo squashes into just a couple of short seconds. The power delivery swells languidly at first, then suddenly rockets me forwards in a visceral rush of boost as the rear end digs in and my knuckles whiten over the steering wheel. Then… nothing, game over, insert more coins.

To drive a 911 Turbo hard is an adrenaline fix to chase and crave, changing gear and waiting for the intoxicating hit to wash over you all over again.

Contemporary atmospheric 911s might trump it for the precision and linearity of power delivery, but the Turbo counters with a warp-speed mode that gobbles up straights, makes those cars feel lethargic and has an appeal all of its own.

The unique intensity of this power delivery also puts the 911's dynamics under the microscope like nothing else. How fitting then, that the performance modification responsible for this defining character is also the name of the car. Turbocharging defines this 911 in more ways than one.

But for some that wasn't enough, even when the later Turbos were putting out 300bhp. Today, I'm here to drive an even more powerful example – one conceived by Le Mans-winning race team Kremer several decades ago with Stuttgart's blessing – on the amazing road that cuts through Cheddar Gorge. It puts a huge 389bhp through the rear wheels. And it just happens to be wet.

The deluge has stopped for now, but the leaden clouds linger still, and the coil of tarmac that carves through the gorge's twists and turns glistens brightly. My nerves are jangling.

Standing next to me is Nick Paul, the car's owner. These are not ideal conditions for piloting any 911 Turbo, I think to myself as a knot winds up in my stomach, let alone one that's had its turbocharged flat-six fettled. Nick hands me the keys, looking an awful lot less nervous than I feel. 'Don't worry,' he reassures. 'I think it's an easy car to drive.'

I sink down into the deep and comfy leather seats, then turn the ignition key; the 3.3-litre turbocharged engine begins to chunter boisterously behind me. This does nothing to assuage my nerves. So I build up slowly, acclimatising to the curves and the car. The noise dominates the experience at first, even at a moderate pace. I press the throttle and there's a loud if engagingly tuneful mechanical chatter to accompany my progress, but backing off seemingly ignites a fireworks display in the exhaust. It's impossible to be discreet, but it sounds *incredible*.

The interior is much less uncompromising. I instantly feel more comfortable than I often do in earlier 911s, a result, I think, of Nick adding a smaller-diameter steering wheel and tweaking the pedals so the brake and accelerator line up nicely for heel-and-toe multi-tasking. Nick's tall and has a background in hillclimb sprints, so the modifications increase his enjoyment of the car. They make a huge difference, boosting my feeling of confidence and control.

There's a meatiness and sense of connection to this car. The unassisted steering is heavy, but feels slop-free and direct – I never need move my hands from the quarter-to-three position, even through the gorge's tighter sections – and it also conveys rich surface texture, providing a good sense of where the grip limits lie.

Press the brake pedal and I can quickly feel strong pressure building under the ball of my foot, the clutch is reasonably heavy but far from OTT, and the gearchange is long but pleasingly tight – though the gaps between the four ratios are more cavernous than nearby Cheddar Caves. The four-speeder is a necessary evil given that the type 915 five-speed gearbox proved the Turbo-based racecars' Achilles heel. Driven at a cruise, there are no bad manners, no unexpected spikes of turbo boost to give you a heart attack mid-bend. It's a perfectly workable daily driver, and the controls imbue a deep sense of mechanical integrity.

Nerves easing, road recce'd, it's time to up the pace, to feel the kick of that turbo and experience its effect on the 911's sometimes tricky-to-manage dynamics. The 911 Turbo debuted in October 1974 at the Paris Motor Show, at a similar time to BMW's 2002 Turbo, but the good news is that the 911 is much more civilised – the four-cylinder BMW is completely flat below 4000rpm, then suddenly transforms into a speed freak like you're flicking a switch.

In the 911 you've still got a burly six cylinders and 3.3 litres to back you up, so it's flexible down low, pulling without complaint with precious few rpms on the dial, and it feels like it'd be strong even if extra air were being forced into the combustion process. The throttle response is impressive, especially given that this is one of the earlier turbo road cars, and turbos so often anaesthetise response.

You can sense the Turbo getting out of bed at around 2500rpm, but it's into its stride by 3500rpm, and spitting forwards in a spike of boost by 4000rpm. It's all over long before the 6800rpm redline, but even today, more than three decades after the Kremer upgrade was first carried out, this narrow window of performance still feels sensationally urgent. No wonder – producing 389bhp but weighing just 1308kg, the Kremer Turbo loses just 10bhp-per-tonne to today's all-wheel-drive, 513bhp 911 Turbo.

Despite my fears and the visceral performance, this car does not feel like an overpowered hot-rod. Like all 911s of the era, the front end pushes wide with an ease that initially startles, but it's also a progressive bleeding away of grip that's easy to back away from. However, it does mean that I must resort to the tried-and-tested slow-in/fast-out method of going quickly. Get the car slowed down



Kremer K7 turbo helps it deliver 389bhp



One of the few signs this is more than 'just' a 911 Turbo

Despite the extra power, it's no more hairy than Ben's arms

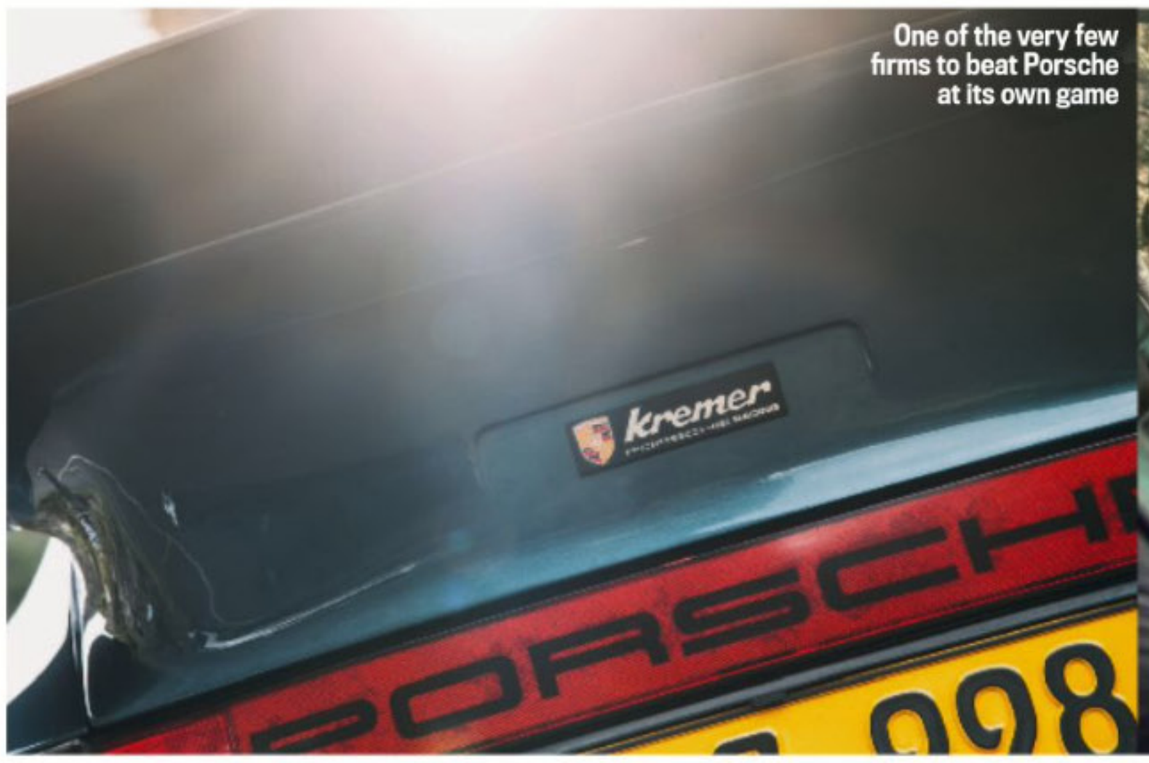
'You can sense the Turbo getting out of bed at around 2500rpm'

Suspension tweaks mean body roll is sharply marshalled

Slow in, fast out, that's the mantra. Well, *very* fast, actually...

'The truth is it bites and propels me forward with a ruthless intensity'

935 racing-car aping rear wing helps to push the 911 into the asphalt



One of the very few firms to beat Porsche at its own game



It may accelerate like a missile, but it's a truly comfortable place to be

with the 993-era four-piston brakes and key the 16-inch front Bridgestone S-02s into the damp tarmac, then get on the throttle early on the exit. At first I expect some rapid breakaway from the rear end, but the truth is it bites and propels me forward with a ruthless intensity.

As my confidence builds, so does the eagerness with which I depress the throttle, and ultimately even heavy acceleration in first gear out of the tighter bends generates only the slightest oversteer. No doubt the Kremer-uprated suspension helps – upgraded torsion bars, firmer Bilstein dampers – and thankfully the ride quality continues to remain pretty cushy despite the extra focus on quashing roll and increasing response.

Cars like this might be lumbered with the 'widow-maker' tag, but I think it takes a basic lack of feel for 911 nuances to get things seriously wrong – keep accelerating when you've already got an armful of understeer and let the boost come in and I suspect it'd be easy for this car to swap ends when you finally did get the message and snap shut the throttle. Disaster looms for the unwary, but this remains a very accomplished car, even when everything is turned up to eleven.

Like so many of its developments, the advent of turbocharging in the 911 has its roots in motor sport. It began when the FIA banned the Le Mans-winning 917 sports prototypes for the 1972 season after just two highly successful years, and Porsche looked across the Atlantic to the Can-Am race series. There the 917 lived again, but this time with a turbocharged flat-12 engine that produced as much as 1000bhp and crushed the previously dominant McLarens. When the 1974 fuel crisis made that series appear bloated and out of touch, Porsche again returned to endurance racing, where the FIA's Appendix J categorisation was to be introduced in 1976, and the World Championship for Manufacturers was based purely on production cars.

Porsche was eager to put its new-found turbocharging expertise to good use, and began experimentation in 1974 with the RSR-based 911 Carrera Turbo. Its engine was reduced to 2142cc so that it fell within the 3.0-litre class when the FIA's multiplication factor of 1.4 for forced induction was applied. Nonetheless, it made a thumping 172bhp-per-litre compared with the Can-Am cars' 200bhp per litre, and should have won Le Mans in 1974 had it not been for the failure of its five-speed gearbox. Finishing second to the V12 Matra-Simca, however, was no disgrace, and proved a solid platform from which to launch the 911 Turbo later that year in Paris.

Known in the corridors of Stuttgart as the 930 Turbo and initially featuring a 3.0-litre flat-six engine, the 911 Turbo was also used to homologate two racing derivatives – the 934 ('4' for Group 4) and the 935 (Group 5), which would go on to spawn the legendary Moby Dick silhouette racer with its radically extended bodywork.

The 934s – running with most of the road car's luxury equipment including electric windows – made as much as 580bhp with the standard engine block, crankshaft, conrods, cylinder heads and K-Jetronic fuel injection. The more radical 935, meanwhile, was eventually boosted beyond 700bhp in 935/78 'Moby Dick' trim, while still using the standard crankcase and crankshaft.

On top of its production-car-based exploits, Porsche also ran the 936 sports prototype, winning Le Mans in 1976 and '77, but it suffered reliability issues in '78 and '79. And when the 936 faltered in 1979 along with rivals' 3.0-litre prototypes, it was Kremer's 935/78 – a Porsche racing customer – that won with Klaus Ludwig and American brothers Dick and Bill Whittington at the wheel.

No wonder an orderly queue soon began to form at the premises of Kremer brothers Erwin and Manfred, with owners of road-going cars wanting to share in that Le Mans magic. Then and now the tuning industry has a reputation for fantasy horsepower claims produced with little thought for reliability.

So what better peace of mind than to entrust your 911 to the people who'd doubled its power in racecars and still failed to explode an engine while going flat-out for 24 hours?

Except some Ruf models, it's hard to imagine that any other tuner's name would actually maintain a 911 Turbo's appeal, let



THIS ONE'S MINE

Nick Paul, Kremer Porsche 930 Turbo

'When I bought the Turbo it was solid, if in need of some TLC. I've spent £15k on servicing and maintenance, with £8k going on labour.

'I noticed the car was baulking into second gear when I first drove it, so I took it to specialist Steve Bull in Devizes, who found that the baulk rings on first and second were heavily worn. We replaced them, along with the selector bushes. The engine had to come out to do the gearbox, so it seemed logical to do the clutch at the same time. Steve also replaced the LSD, which was quite worn.

'I've been able to remedy a couple of problems myself, such as when turning an indicator on turned off that side's headlight. I took off the cowl around the steering wheel, removed the stalk and adjusted the bits inside the switch – it's worked ever since!

'I also had a problem with the fuel pump: the engine was turning over, but the fuel pump was dead. Thankfully, all the fuses are easy to access and carefully marked up under the 911's bonnet. I replaced the fuel-pump fuse and the problem was cured. Next, I plan to strip the interior out to check the condition of the bodyshell.'

A sight other road users see only briefly



‘This is a very accomplished car, even when it’s turned up to eleven’

alone enhance it, but I’d say that’s the case with Nick Paul’s very tidy car. Details of the exact timing of the conversion are sketchy, with Nick only being able to say his car visited the Kremer workshops at some point between 1979 and 1985. But what’s for certain is that Kremer did treat the car to its Street Racer conversion. The airbox, oil cooler, camshafts, manifolds and exhaust were all upgraded, but the most important additions were the larger K27 turbocharger and the vast, 800-cubic-inch, air-to-air intercooler that dominates the engine bay. On the standard injection system up to 430bhp is available, but Nick’s got no plans to upgrade his car’s ample 389bhp at a modest 0.85bar.

Visually, there’s very little to suggest this is anything other than a very clean standard car. The engine lid had already changed when Porsche upgraded the 930 Turbo from 3.0 to 3.3 litres in 1977, because it needed to accommodate a bulky intercooler to cool the inlet charge. And at first you think that this car is a standard 3.3 because of the pronounced rear wing, which clearly doubles as a larger engine cover as much as flamboyant aero aid.

Look closely, though, and you’ll notice it’s significantly enlarged. It’s made from glassfibre and so has a few imperfections, but Kremer cleverly incorporated the original 3.3’s rubber spoiler surround, completing a factory look.

The final touch is a badge that includes both the Porsche and Kremer insignias, a neat little nod that this independent conversion had Porsche’s blessing. The only other clues are a subtle chin spoiler and a slightly lower ride height.

Nick’s left-hand-drive example was first registered in Germany in 1978, and was imported to the UK in 2001 after MCP Motorsport’s Martin Pearse had verified its provenance at Kremer in Cologne. Prior to Nick’s recent ownership his Kremer 930 Turbo was looked after at both 930 Motorsport and Autofarm, who rebuilt the engine and replaced the K27 turbo in 2006. At a similar time the Kremer centre-exit exhaust appears to have been removed; an Autofarm custom system now takes its place.

Despite – or perhaps because of – the previous owner spending some £30k on the rebuild, Nick reports that it was somewhat scruffy when he first set eyes on it. ‘The paintwork hadn’t been properly matched, and the interior was a bit tatty,’ he reveals. ‘That’s why I’ve got the later Turbo seats in it at the moment.’

Nick’s spent £15k on getting the car to this standard, and he’s enjoying researching its past. He’s made contact with Achim Stroth, race manager at Kremer during the Seventies and Eighties, and has so far found evidence of only six 930 Turbos still in existence with the Kremer Street Racer conversion.

Far from being a glassfibre throwback to the mullet-and-moustache era of tasteless German tuning, Nick’s Turbo represents a key moment in Porsche’s illustrious racing past – a kind of missing link between the cars homologated for racing, and the team that turned one into a Le Mans winner. Sounds like it too as it disappears into Cheddar Gorge, roars of turbo boost and that clattery overrun ricocheting off limestone rock faces as it goes.

PORSCHE 911 930 TURBO KREMER

Engine 3299cc flat-six, 5ohc per bank, Bosch K-Jetronic fuel injection, Kremer K7 turbocharger **Power and torque** 389bhp @ 6900rpm; 370lb ft @ 4900rpm **Steering** Unassisted rack and pinion
Suspension Front: independent, MacPherson struts, anti-roll bar, Bilstein dampers; Rear: semi-trailing arms, torsion bar, Bilstein dampers
Brakes Servo-assisted discs front and rear
Performance Top speed: 165mph; 0-60mph: sub 5sec
Length 4290mm (168.9in)
Width 1775mm (69.9in) **Weight** 1308kg (2884lb)
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Cost new £19,829 **Value now** £70,000

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


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


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


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


Porsche 911S 1975 Targa 2.7L Manual Gearbox, RHD, Silver Metallic with black interior.

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EPIC RESTORATIONS

‘In the end, we did much more than just restore it – we totally reshaped it’

Hans Ribbens bought the carburettors first – the rest of the car followed ten years later and the first proper test-drive almost another decade after that. ‘Epic’ doesn’t do it justice

Words BART LENAERTS Photography LIES DE MOL

1952 SIATA DAINA 140S BERTONE

It took a lot of perseverance to find this unique car – and even more to deal with its barrage of intractable problems

‘No one else had noticed this was the ultimate Bertone Daina’



It was a Monday in the mid-Nineties when Hans Ribbens (pictured left) fell in love. Again. After a long, passionate liaison with two Fiat 8V Zagatos, the Dutch collector was totally smitten the second he clapped eyes on a Siata Daina with Bertone coachwork.

This new object of Ribbens’ affections belonged to Tony Adriaensens, a Belgian car historian and author, whose bibliography betrays his passion for Italian cars. He’s written books on the Alfa GTA and Fiat 8V among others, and has no shortage of lyrical prose for the Daina. ‘Although they’re based on Fiat mechanicals, these little Siatas offer beautiful technology,’ he wrote. ‘I adore the idea of this David who dared to challenge Goliath – in this case the mighty Fiat. I want to pay homage to the magnificence of Siata.’

Reading this merely cemented Ribbens’ desire to own a Bertone-bodied Daina – but he could never have imagined how difficult that would be to make happen. ‘Most of the few hundred Dainas that were produced were lightweight racing barchettas, but my target was one of the much rarer racing coupés.

‘After I commissioned Adriaensens to research the coupés’ history, we found out that Farina had built five cars before realising that Siata was never going to pay for them. Then, against their better judgement, Bertone constructed six more. They were never paid either.’

Ribbens’ already narrow focus became narrower – on one particular car. ‘The very last of the Bertones was the

‘Ribbens’ already narrow focus became narrower – on one car’

only one with the more powerful engine. The Siatas’ regular engine was the gutless 36bhp Fiat 1400. Most were tuned to 65bhp, or to 74bhp thanks to an upgrade package. But this very last one used all the tricks in the book – improved stroke, bigger bore, redesigned crank, sharper camshafts, bigger valves, stronger valve springs and Weber 33 carbs – to arrive at 92bhp. That’s massive for a 1400, considering that a contemporary 2.0-litre Fiat V8 achieved 115bhp. I had to have that car.’

Adriaensens told Ribbens he’d find it easier to track down an ice sculpture in the Sahara. And those Weber 33 carburettors would be impossible to find – apart from the one set that Adriaensens had. ‘Obviously, I bought them. I kept them on my desk for years as my expensive motivation to keep going’, Ribbens smiles.

Years later a Bertone-bodied Daina coupé popped up at the yard of Mario Righini, who’s saved many iconic cars from the crusher. ‘It was red with a white roof and all the original parts. I knew it was the most powerful version as the maximum revs shown on the tachometer was higher. The nose and the back end had been redesigned, probably after racing crashes. That’s why no one else had noticed this was the ultimate Bertone Daina.’

Sadly, French specialist Christophe Pund was also interested and he bought it from Righini. ‘Pund sold it to an Englishman who wanted to drive from Beijing to Paris with it,’ says Ribbens. ‘It took a lot of convincing and a lot of money to buy it from him.’

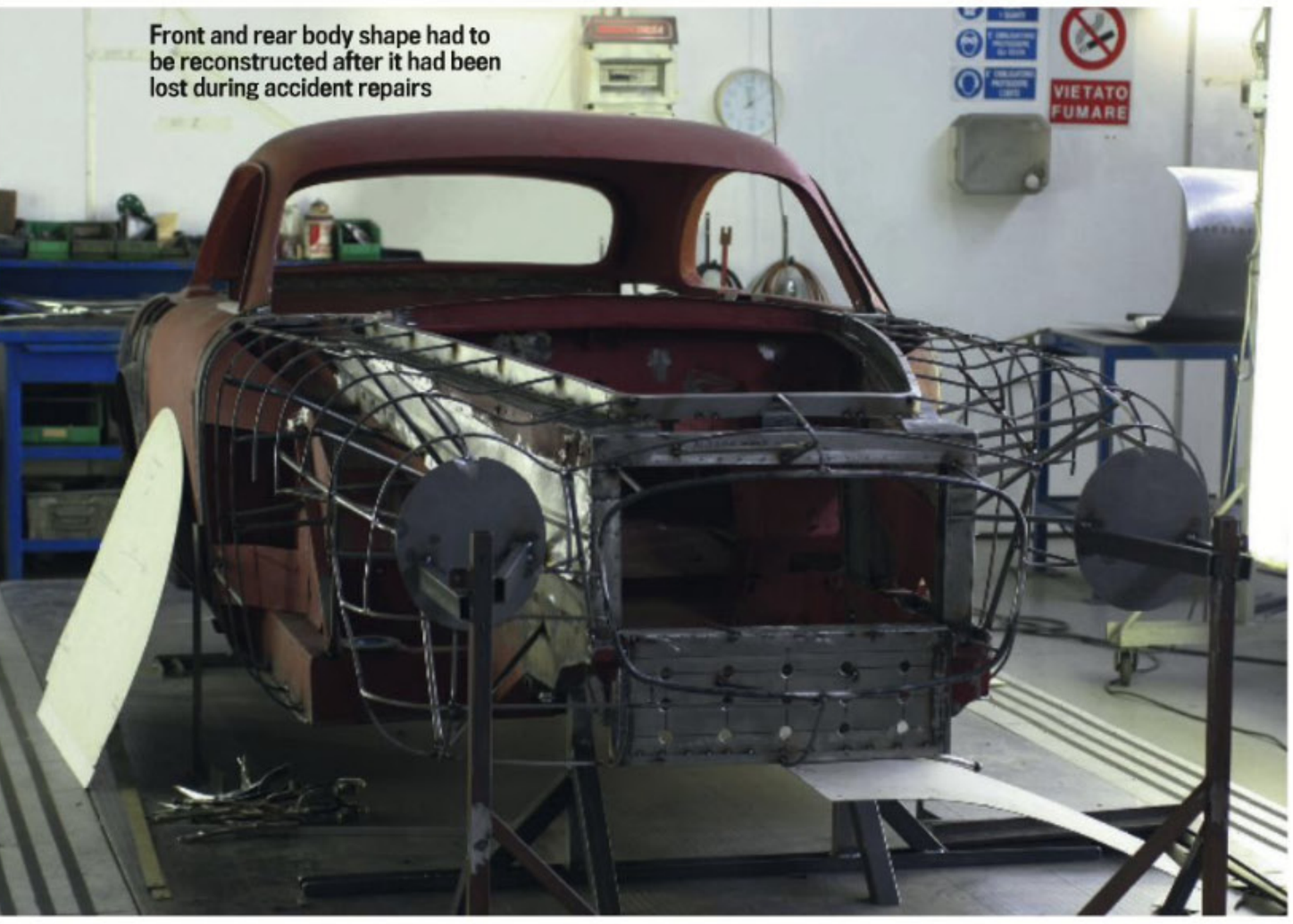


Touring made up bespoke jigs to ensure correctly shaped new panels

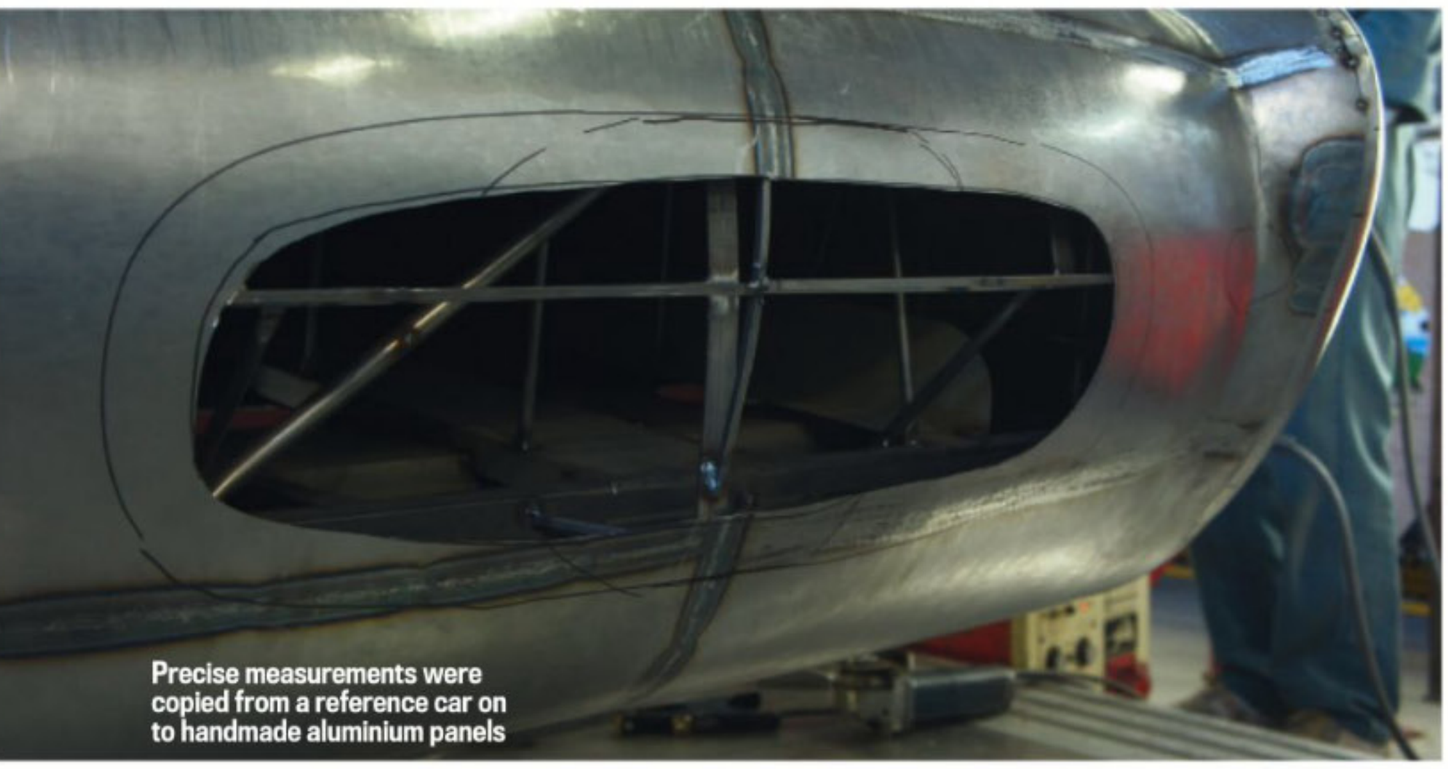


Noek Stevens’ attention to detail included changing every single screw – they were galvanised, so not period-correct





Front and rear body shape had to be reconstructed after it had been lost during accident repairs


Precise measurements were copied from a reference car on to handmade aluminium panels


Body colour when discovered in a breaker's yard was red but original colour is unknown

THE BODYWORK AND PAINT

'I was gobsmacked. So was the restorer – he threw in the towel'



Ribbens' first decision – which way to proceed with the car. 'Some friends believed the body alterations were period history as they were a direct consequence of the car's racing adventures.

'Classic car specialist Bernard Marreyt felt exactly the same. While my car was in storage with him for a few years he featured it in a book on iconic Fifties sports cars, hoping this would motivate me to keep the car as it was. But to me it just didn't look right. After years of doubt I took the plunge, even though I knew it would end up costing me dearly.'

He wasn't wrong there. 'When a Dutch restorer stripped the Daina all the way back to bare metal it revealed a badly welded patchwork of rust. That was bad enough – but the real problem was the chassis, which was as crooked as a banana. Diagonally, we measured a difference of 15cm. I was gobsmacked, and so was the restorer. At this point, he threw in the towel. Fortunately, fellow countryman Paul Koot introduced me to Touring Superleggera.

'If they couldn't to this job, no one could.'

Andrea Dragoni, Touring's head of restoration projects (above), still remembers the sorry sight that awaited him in the company's Milan workshop.

'It was totally dismantled and there was a lot of rust, with evidence of some half-baked attempts to repair it. But in the end we did much more than just restore the car. We totally reshaped it to its original state. Luckily,

'I was introduced to Superleggera. If they couldn't do it, no one could'

a Dutch collector was happy for us to use his Bertone as reference. First, our craftsmen travelled to Holland to measure every millimetre of the car, and later we shipped it to Milan to sit alongside Ribbens' car.

'All too often when doing this type of work, all we have to rely on are period photos. Having a real, matching car made it far easier.'

Touring reprofiled the car so much, only the roof was left alone. 'We even removed the bootlid, bringing it back to its original state with a small alloy panel for the spare wheel. We changed the alloy door panels, because they were corroded beyond saving,' says Dragoni.

Sadly, the car's original colour will for ever remain a mystery. But Ribbens knew from period photographs that at least one car had been black with a white roof. Between them, Dragoni and Ribbens finalised the colour scheme – Ribbens' uncoverering of those old photos determined the outcome – and a matching interior that was period-correct. They also settled on Zagato bucket seats. Meanwhile, Ribbens immersed himself in finding correct components. Most elusive were the subtly teardrop-shaped headlamps and the rear lights – so dark red they almost look black.

When the Siata finally returned to The Netherlands, Touring had spent the better part of 2500 working hours on it. It looked perfect. All it needed now were transmission, suspension and brakes.

Oh yes – and an engine rebuild.

INTERIOR AND DETAILS

‘When Hans said he wanted to do concours, that raised the bar’



The next specialist to get involved was Classic Skills in the village of Beringe, near the Dutch-German border.

Director Noek Stevens was aware of the responsibility placed on his company. ‘When Hans announced that he wanted to compete in concours d’elegance events with the car, that raised the bar considerably on what was always going to be challenging project in any case.

‘And after Touring had done such a magnificent job on the body, the onus was on us to take care of many details in the same way. The steering wheel was beyond saving and had to be replaced, and we cast new switches. We swapped all the screws – they had been galvanised, which wasn’t period-correct.’

DRIVETRAIN AND RUNNING GEAR

‘It was very shrewd of him to spend a fortune on the Webers’

Meanwhile, the powertrain had a few surprises of its own, starting with those impish carburettors. ‘You simply can’t find these Weber 33 DRP5s anywhere, so it was very shrewd of Ribbens to have spent a small fortune on them a decade earlier. And it’s easier to push the Eiffel Tower ten centimetres to the left than to get these Webers right,’ says Stevens.

Luckily, the Siata’s choke system turned out to be identical to that of the Alfa 6C, a car Ribbens also has in his collection. Its settings were copied by Dutch carburettor specialist BCCP, which also renewed the entire innards, including the venturis. ‘It really does come down to the last millimetre,’ confirms Stevens. ‘If you don’t know what you’re doing, you’ll never get it to run properly.’

The Classic Skills team methodically removed engine components and gave them a thorough clean. During

‘Water poured out of the block. It was as porous as biscuits’

the rebuild process they installed new pistons and wet cylinder liners that were made to measure in Italy.

‘I tend to drive my cars. Fast. So the engine had to be just right. But we were so tied up with the body and the interior, we didn’t even start the engine,’ says Ribbens. ‘That was a mistake – we should have pressure-tested the cylinder block.’

Earlier this year, when the Siata was suddenly invited to Concours Het Loo, Ribbens at last asked if he could start the engine. The result was disastrous. ‘A cold shower – literally,’ he recalls. ‘Water poured out of the block – over the years it had become as porous as biscuits. We’d only make it to Het Loo if we quickly transferred the innards of our 92bhp version into a regular Fiat 1400 block, which looks identical. Except that there was no way I could let that happen. I had bought this car because it was so authentic. There was no other way – we *had* to save this engine.’

With only two weeks to go, Julian Messent (formerly the ‘M’ of LMB Racing in Antwerp, now running his own company) came up with a plan. He knew of a specialist in the UK who’d be perfect for the job. Unfortunately, this chap was away on holiday so they had to rely on another, slightly less experienced partner.

This was a worry for Julian. ‘Welding a cast iron engine block is extremely complex. And it’s a living hell. First, a laboratory analyses the cast iron to make sure you’re welding with exactly the same material. Then you have to blast it clean with special steel balls. Next, you heat it to 650°C. Only when it starts to glow red can you start welding – and even then just an inch at a time. After that, the block has to be cooled again to at least 150°C. Then you reheat it, then you weld another inch… and so it goes on. It’s a terrible job, as both inside and outside need to be taken care of.’

But they’d made it in time. Except that they didn’t, as Ribbens explains. ‘During a quick test-drive, the block leaked again – at exactly the same spot. That was the first time I lost my sense of humour.’

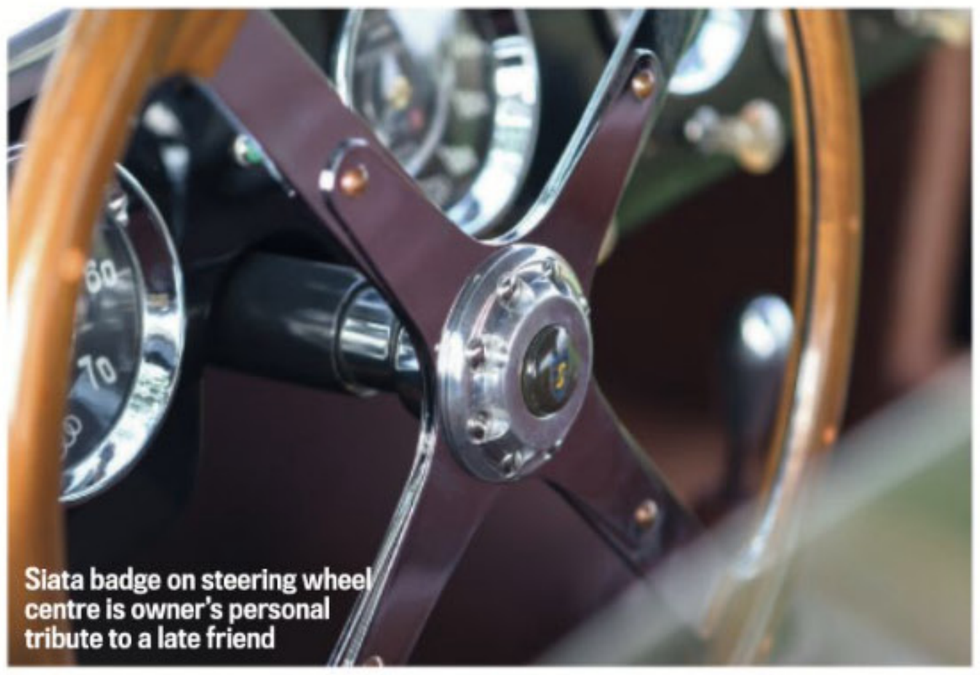
Het Loo was out the window now, but Messent and his team knew what to do. ‘They faced up to their responsibility and simply started all over again,’ says Ribbens. ‘This time they reinforced everything, inside and out, thus dealing with this engine’s Achilles heel – the cylinder head is tightened so hard, there’s too much tension on the block.’

Messent also had to cope with a bent cylinder block. ‘That’s inevitable when heated to such extremes. Even though we only took off half a millimetre to straighten it, the valves touched the pistons afterwards. That’s how tight these engines are engineered. We opened the engine five times. We now know pretty well how it should run!’

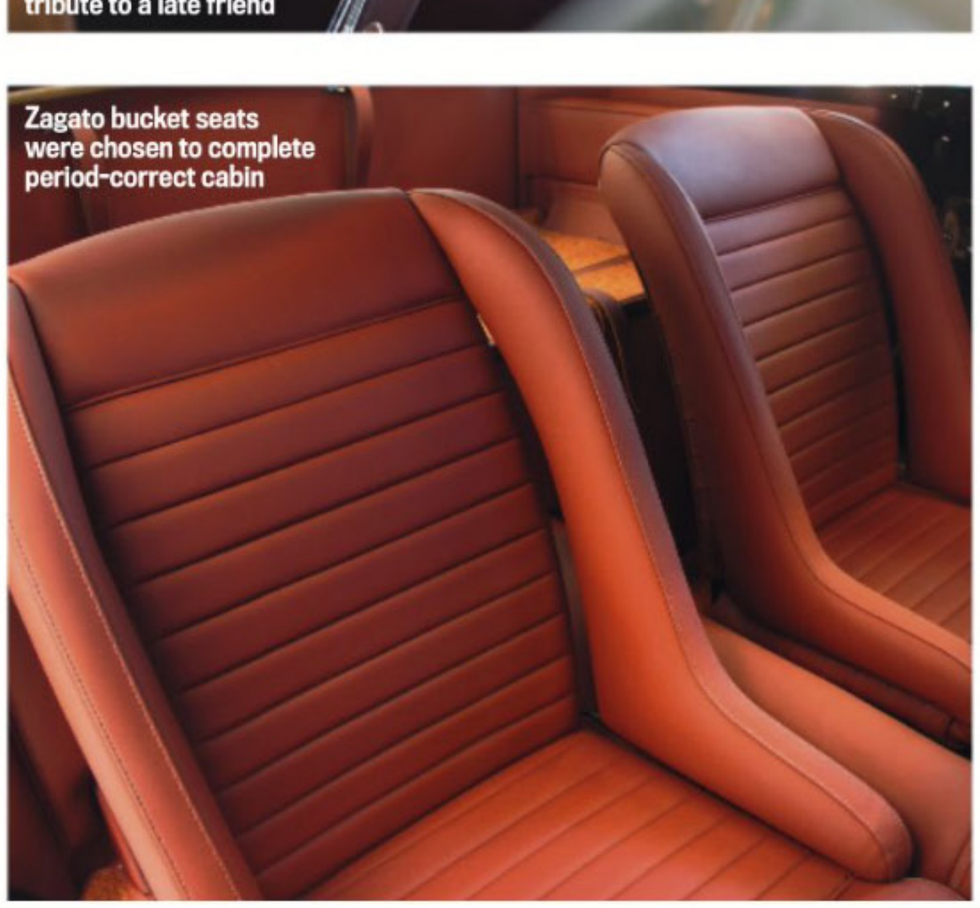




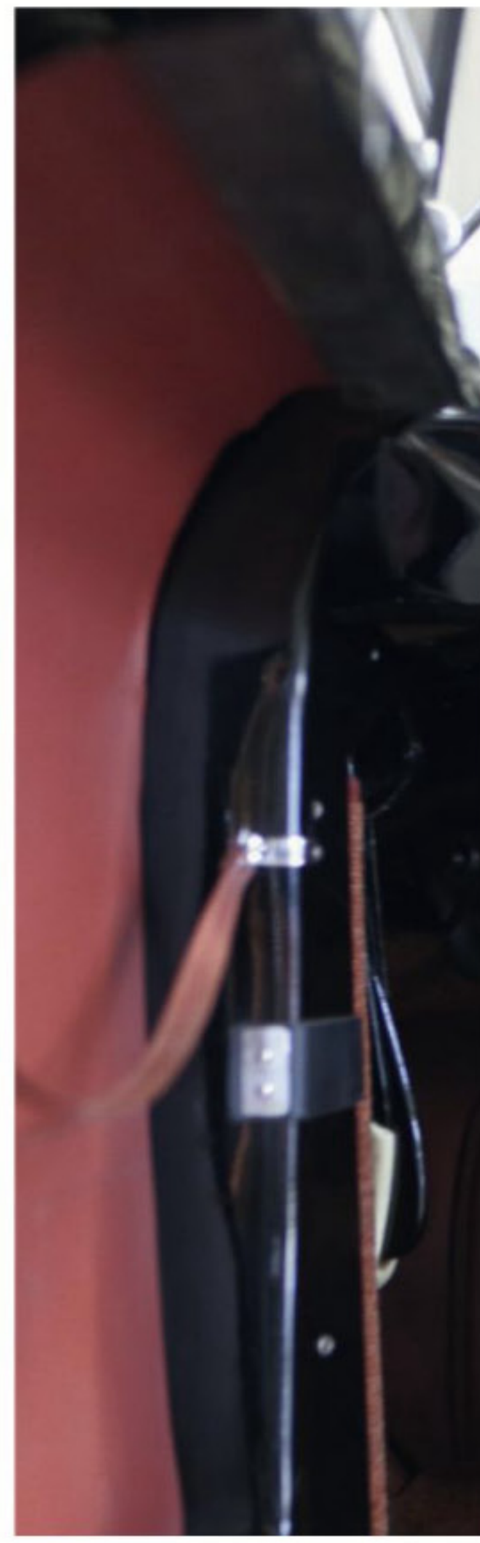
Even the switches were re-cast: ‘The slightest shortcut ruins everything’



Siata badge on steering wheel centre is owner’s personal tribute to a late friend



Zagato bucket seats were chosen to complete period-correct cabin





7000rpm tacho suggested this was the car Ribbens was looking for





Weber 33 carburettors top the 1400 engine that demanded five rebuilds



Beautiful, newly made steering wheel is a faithful recreation of the walnut-rimmed original





Weber carbs are notoriously awkward to set up, calling for millimetric precision

Period photograph of a Siata in black-and-white colour scheme inspired the owner to copy it

THE RESULTS

‘ It was an amazing journey. Well, most of it at least’

About 20 years ago Hans Ribbens was presented with a Siata pin-badge from a Californian friend who introduced him to Italian racecars. Sadly, he died – and, in memory of his friend, Ribbens had the badge cast into the steering wheel knob.‘It’s a beautiful Italian tradition that I wanted to revive,’ he says. It’s also a beautiful finishing touch to the extensive and complex restoration of this fabulous car.

Ribbens doesn’t want to say how many hours have gone into the project nor how much he’s spent. Could be he’s trying not to think about it too hard. ‘But it’s certainly three times more than I had dared to imagine.

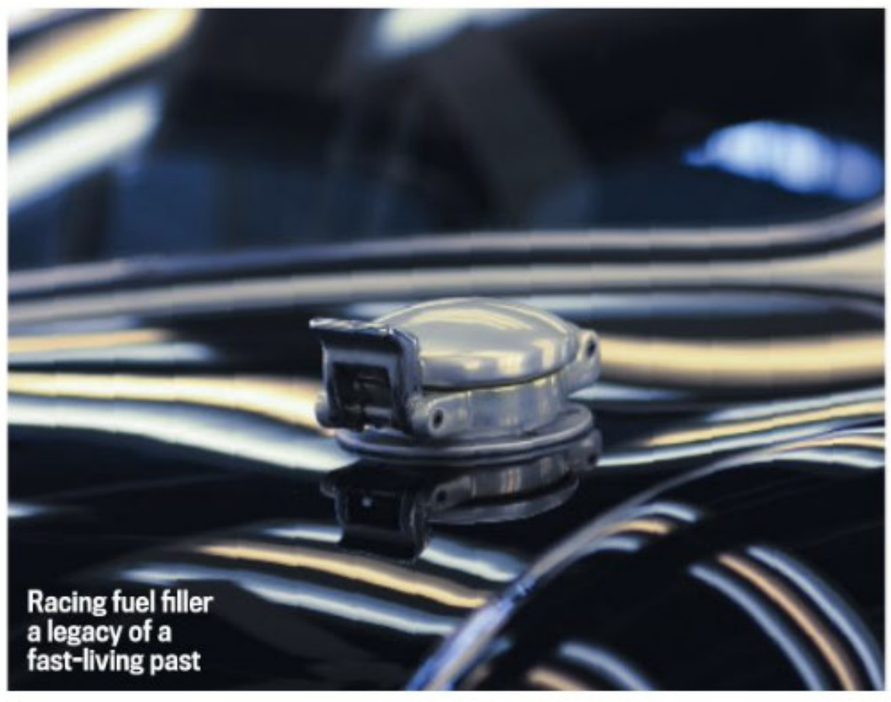
‘Was it worth it? Not financially. I’ll never get my investment back. But I’m fine with that – it was an amazing journey. Well, most of it at least. With such projects there’s only one way to do it and, once you’ve started, there’s no way back. The slightest shortcut ruins everything. But it’s great to witness first-hand the craftsmanship, the love and the passion of all those specialists in their own field. And the end result looks gorgeous. I wanted to bring the brilliance of these little gems under the attention.

‘Mission accomplished, I guess.’

Thanks to Carrozzeria Touring Superleggera, Milan (touringsuperleggera.eu), Classic Skills, Beringe (classicskills.nl)



Sourcing rare details tested the restorer's network of parts experts



Racing fuel filler a legacy of a fast-living past

NEXT MONTH

The rescue of a 1935 DeSoto Airflow that was so dilapidated, even its owner admits most people would have scrapped it. Read how the specialists transformed it into a thing of concours-winning beauty.

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ULTIMATE EXPRESSION

Maserati's Khamsin was a concept car for the road. But decades on, how does this futuristic supercar – in unrestored form – feel on modern roads?

Words SIMON CHARLESWORTH
Photos CHARLIE MAGEE

The driver's door shuts with a solid thunk that refutes the lazy stereotype regarding Italian build quality. Sat in the Maserati Khamsin's vibrant blue interior, ahead lie green-on-black Veglia Borletti dials with more on the centre console, set amid an ergonomic riot of switches, slide controls, vents and knobs.

The dashboard's stilted, blocky structure, edged in blue leather and trimmed with grey alcantara, is archetypal sportivo Seventies Italian and contrasts with the bold, swooping coherence of the exterior. The front seats are creased in places and their unusual colour worn away – providing proof of age and mileage – while behind are a pair of vestigial seats and a generous boot. The seat is comfortable, the adjustable driving position is spot-on and the footwell, thanks to this automatic's two pedals and a footrest, is spacious enough to accommodate chunky brogues.

Mention the Citroën-era Merak, Bora or Khamsin and aficionado opinions are often mired in the notion of diluted pedigree; how Maserati's Parisian owners had apparently imposed their eccentric engineering theories and practices on one of Italy's great sporting marques between 1968 and 1975.

Yet, on our Italianate location – in reality, Denbies Wine Estate in Surrey – personal indifference toward the Khamsin has undergone a Damascene conversion. Gleaming in Argento Auteuil Metallico this beautiful first-rate, low-mileage Tipo AM120 Khamsin has finally made my eyes see what Maserati always intended. It has of course had bits 'n' bobs fettled, it has not been stripped and totally restored. The preservation of its original 'Made In Modena' assembly elevates further the desirability of what is already an extraordinary machine.

Silver is certainly the Khamsin's colour. Sat on understated 7.5J Campagnolo alloys and sporting a delicate blue coachline – echoing the leather interior's colour – this Maserati looks infinitely better in the tin than in gloomy period photos. Move in closer and the Khamsin's wedge is subtly augmented by striking details – gentle curves in the profile of the bonnet, the kicked-up tail and its detail line; the daring, asymmetric bonnet vent;



‘Slipping between ratios only seems to add to the sense of effortless ease and its optimistic modernity’

GIULIO ALFIERI



After graduating from the Politecnico di Milano, Giulio Alfieri first worked on steam turbines for the ship industry before moving to Innocenti in 1949, aged 25. However, it would be after he joined Maserati in 1953 – where he was vital to the development of the firm's racing and production cars throughout the decade and beyond the next – that he made his reputation.

Employed by Adolfo Orsi, Alfieri worked alongside the likes of Gioacchino Colombo and Vittorio Bellentani. He was involved in engines for several cars, including the 1955 A6, the 1957 250F, the 1970 Citroën SM/ 1972 Merak V6 and the 1956 450S's V8.

It would be this V8 that would translate from the track to road use, firstly in the 1959 5000GT and latterly in the Khamsin.

Arguably perhaps, his most famous designs as Maserati's chief engineer were the 1957 3500GT and the 1959 Tipo 61 'Birdcage'.

Working alongside Giancarlo Martinelli, Alfieri's Khamsin was the last design to see production at Maserati. When Alessandro De Tomaso took control, following Citroën's Peugeot takeover in 1974 – which dictated the company sold off Maserati – Alfieri left Maserati in 1975 because he had previously voiced objections to De Tomaso taking control in 1968. He moved to Lamborghini that same year, where he worked with Ubaldo Sgarzi on the firm's V8 and V12 engines until 1987.

Giulio Alfieri died at the age of 77 on March 20, 2002.

that razor-sharp shoulderline; a neat rear bumper assembly mounted above a quartet of proud exhausts; and those rear lamps magically floating in the nothingness of its transparent rear panel. It's all presented without tarnish, clouding, fading, flaking, lifting or perishing.

The Khamsin is the only production Maserati to have been completely engineered under Citroën. Unveiled at the 1972 Salone di Torino as a Bertone prototype, the Tipo AM120 was the first front-engined Maserati to abandon de Dion rear suspension in favour of an all-independent design. Accompanying its Salone debut was a press release from Carrozzeria Bertone SpA that broadly translates as, 'Based on a rational mechanical layout, Bertone could work absolutely naturally, creating a clean body surface, even if featuring highly distinctive and refined elements.'

Contrary to popular thought, this range-topping Maserati's adoption of Citroën technology was not at the insistence of Maserati's new French owners, but because engineering chief Giulio Alfieri was something of a Citroëniste. During an interview with Adolfo Orsi Junior, in Marc Sonnery's opus *Maserati: The Citroën Years 1968-1975*, he revealed that Alfieri was decidedly pro-Citroën when it came to the French company's takeover. Elsewhere Sonnery also explains that Citroën was relatively hands-off in the management of its Italian acquisition. This blessed Maserati with a degree of engineering autonomy seldom experienced today, and Alfieri with a better budget than under previous Orsi ownership.

The Khamsin entered full production in 1974 replacing the 2+2 Indy and, indirectly, the two-seater Ghibli. Sadly, the Khamsin's production run would be hampered by the fate of Maserati following Citroën's financial collapse – thanks to model development expenditure and the 1973 oil crisis – and its subsequent acquisition by Peugeot. Even when it lived again under De Tomaso ownership, the Khamsin failed to realise its true potential before being superseded in 1982 by the Biturbo.

What makes this Khamsin, owned by David Jarvis since 2002 and today accompanied by his son Richard, arguably even 'more Citroën' is its three-speed automatic gearbox – one of an estimated 20 Khamsins to be so equipped. Richard feels the three-speed automatic suits the Khamsin's GT credos and I have to agree. Slipping between ratios only seems to add to the Maserati's sense of effortless ease and its optimistic modernity. I can't help but recall the words of esteemed *Car* columnist LJK Setright when he wrote, '[People] still revere the hand-operated stepped-ratio gearbox, despite the fact that it is even more ancient than the screenwiper and very nearly as primitive. And still people choose to trample a clutch pedal, to heave a lever around, to waste time with every shift and waste energy through being too often in the wrong gear.'

And a pragmatist would possibly trade the involvement of a manual gearbox for the peace-of-mind associated with a three-speed automatic – in particular, the probability that this engine would not have been sadistically over-revved.

During the first few miles the high-geared steering (with just two turns lock to lock) feels too sharp and sensitive, rendering 'normal' inputs ham-fisted and so generating equally ham-fisted corrections. Until, that is, the penny drops and on fast-flowing roads, my inputs diminish – along with steering assistance – to the point that they are so subtle as to be barely visible. Goodbye lane wandering and hello easy, rapid progress. Again the sense of integrity – only ever savoured in original classics – adds to the composed serenity of driving this machine.

The same is true of the power brakes. After I've tested the seatbelt's competence a few times, they become a matter of thinking about touching the pedal rather than consciously applying it. The pedal is so sensitive, with little discernible travel, it's as if it senses my right foot's approach and pops up to greet it. While the experience of using Citroën's hydraulic braking system is unique, its performance is familiar to drivers of cars 20 years the Khamsin's junior – it's that impressive. It's easy to see why Alfieri adopted this braking system, for it combines mighty deceleration with an unerring resistance to fade.

Remember, this car dates from the early supercar era where high speeds were achieved via improved engine output and low-drag, low

'It would be natural to expect the marriage of three-speed auto to a V8 with motor sport DNA to be the embodiment of mismatched frustration – but no'

OWNING A MASERATI KHAMSIN



This 1978 Maserati Khamsin – a Series II with improved seats and slatted nose – with seven previous owners, has just 23,000 miles on the clock and has never been restored.

As an ownership experience, Richard Jarvis describes the Khamsin as, 'Absolutely flawless. I've never had a problem – the engine is very reliable. Corrosion is the main problem and the electronics can be problematic, but on this car everything works – electric aerial, air-conditioning – which is quite nice.'

Rust can attack these cars (outer sills, door bottoms, bonnet, boot and lower A-pillars) but not so on this Khamsin. Some rust-prevention work and a repaint to the front crossmember and the steel pan (ahead of the engine and beneath the space-saver tyre) has been necessary. The air-conditioning system has been overhauled and modernised to make it compliant with current legislation – it now runs on modern R134A refrigerant gas instead of the originally specified R12. The main differences are the seals in the compressor, which is a fairly easy job once you've sourced the parts.

As for the Citroën hydraulics, Richard says it's important to keep the pressure spheres gassed and maintained correctly. 'It is a lack of use, maintenance and understanding (always use the correct LHM fluid) which causes most problems.'

Khamsin's 4.9-litre V8 is from the Ghibli - and in full SS specification

Pop-up headlights one of many features operated by Citroën hydraulics

'Floating' rear light clusters - pure concept car theatre

This is what 37 years of gentle use looks like



‘On anything broader than a B-road, the wide Khamsin shines through weaving asphalt *non c’è problema*’

Tis is what you get when you ask Countach designer Marcello Gandini to create a practical GT car

downforce aerodynamics – which tested both the short- and long-term efficacy of conventional brake technology. Arguably perhaps, Alfieri’s enthusiasm for the hydraulic system did get a little carried away – for in addition to the brakes and steering it operated the clutch on manual Khamsins, pop-up headlamps and even the rapid driver’s seat height adjustment.

The further I drive the Khamsin, the more at ease I feel, but there is a subtle juxtaposition. Compared to a Citroën this Franco-Italian hybrid (good though its ride quality is for a conventionally sprung GT) cannot match that of its pedigree Parisian cousins. Thus a confusing conflict arises between rump – which receives fine steel-sprung rather than sublimely cosseting oleopneumatic ride quality – and limbs that enjoy the usual high-assistance, sharp-response and slightly numb Citroën control surfaces.

It would be natural to expect the marriage of three-speed auto to 4930cc quad-cam, dry-sumped V8 with motor sport DNA to be the embodiment of mismatched frustration – but no. The V8 may have been a bit grey-templed come the Seventies, but this 320bhp unit is relaxed and linear with a good spread of torque. Producing a useful 354lb ft at 4000rpm, this translates to an asy 60mph cruise at 2500rpm. The auto’s performance may be down compared to the manual but it is still swift and the driver is by no means denied a mellow rendition of its rich, sonorous voice under acceleration.

The optimised weight distribution of the front-mid-engined layout and double-wishbone suspension contribute to its fine dynamic ability. Its quick-witted turn-in, crisply controlled body roll, neutral handling, surefooted stability and ride can be experienced without being sullied by tired clunky mechanicals. On anything broader than a generous B-road, though, the wide Khamsin shines through weaving asphalt *non c’è problema*.

In terms of width, it feels similar to a Jaguar XJ-S; in terms of entertainment it’s closer to a Jensen Interceptor – but as an enthusiast-targeting compromise the Khamsin takes some beating. Push an Interceptor too hard and you’ll wish for those fade-resisting Citroën brakes. Drive the XJ-S over racy cross-country roads and its casual manner is almost too disengaged, denying you the emotional interaction you get with the Maserati.

In fact, the only really lamentable thing about the Khamsin was the unfortunate timing of its birth amid unruly global events. Having the privilege to drive such a wonderful example of the breed, garnished with just a whisper of patina, really makes me appreciate Giulio Alfieri’s ultimate expression of what a front-engined Maserati GT should be.

1978 MASERATI KHAMSIN

Engine 4930cc, 90-degree V8, quad-cam, four Weber 42DNCF 6 carburettors **Power and torque** 320bhp @ 5500rpm; 354lb ft @ 4000rpm **Transmission** Five-speed manual or three-speed automatic, rear-wheel drive **Steering** DIRAVI rack and pinion, hydraulic power-assisted **Suspension** front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar; rear: independent, double wishbones, double coil springs, double telescopic dampers, anti-roll bar **Brakes** Discs front and rear, high-pressure hydraulic servo **Weight** 3619lb (1640kg) **Performance** Top speed 155mph (manual), 130mph (auto); 0-60mph 6.6sec (manual), 7.5sec (auto) **Cost new** £13,279 (1975 auto) **Value now** From £60,000

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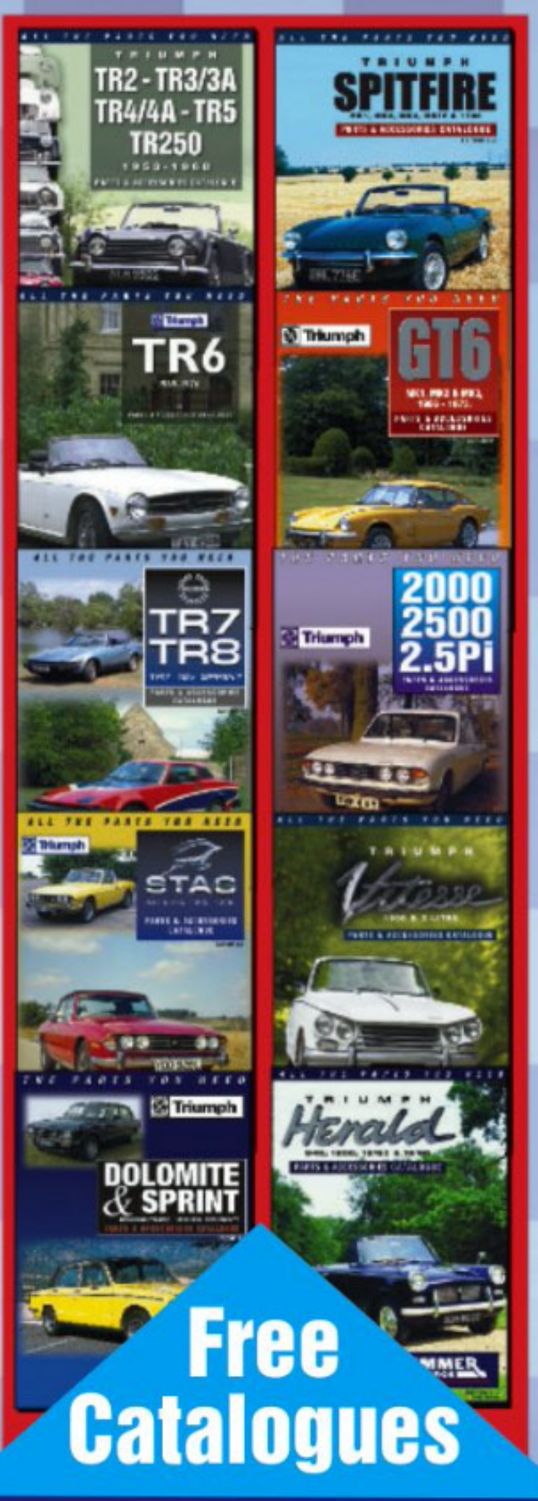
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THE COLLECTORS

Which is your favourite Austin to drive?

‘That’s like asking which is your favourite woman to go to bed with’

‘Larger than life’ is an over-used phrase, but it sums up both Hector Capurro and his collection perfectly

Words IVAN OSTROFF Photography LYNDON McNEIL



Entering Hector Capurro's house in Gibraltar, I'm taken back in time to when motor cars had separate headlamps and front wings. The 90-year-old World War Two veteran welcomes me warmly. We walk past his photos of Marilyn Monroe, which are everywhere. The hall is lined with display cases of model cars and boats, many of which Hector has owned over the years.

He picks up and shows me some free-standing binoculars, rather like twin periscopes, from WW2. 'My father was very friendly with Commodore Holland who was commander of Force H, which put paid to the *Bismarck*.' He shows me a photograph of *Ark Royal* going down about 30 miles east of Gibraltar after being struck by a U-Boat's torpedo.

'I was actually aboard the *Ark* on her previous trip – but that's a long story.'

1932 Austin 7 Tourer

Hector's passion for cars goes back a very long way. 'When I was to be sent off to school in England, I only agreed to go without a fuss when my dad promised to send me *Motor* every week. He set up my subscription in 1936 and I've been hooked ever since.

'My very first car was an ex-military Austin 7 with a Mulliner body and a square back end where the radio used to be. I rescued it from a garage on Gibraltar's North Front, when everything in the area was about to be demolished to allow a clear field of fire in case the Germans invaded. The car was in a garage with the engine in a box. Five of us from the ack-ack battery I was serving in pushed the car into the town, where I put the engine back into it.

'I always missed that car, so some years ago now I bought a Chummy. But it was difficult getting in and out as the doors were so small, so I gave it to a friend in the Gibraltar Classic Car Association – and ten years ago I bought this Austin 7. I can manage this one because the doors are wider – and I just love the car.

'I also use my Austin 16 a lot – it's lovely to drive and has loads of torque. It reminds me of my days at Longbridge.'

Hector goes out of his way to keep all his cars as original as possible, but rats managed to get into the 16's interior and do what rats do – so it all had to be re-upholstered. The stitching is exactly as it was when it left the factory, however.

1938 Norton 16H 490cc

Hector's father was an ADC (aide-de-camp) to the governor of Gibraltar. His colleague and fellow ADC was an army officer named Anthony Quayle, who went on to enjoy a hugely successful acting career.

'But unlike my father I had no aspirations to become an officer; I was happy simply to be Gunner Capurro. I used to charge around Gibraltar on a Norton 16H like this one. Just as it was back then, it still starts easily and still has very good compression.

'In two hours I could cover every emplacement on the Rock. It was quite a ride! The worst was the gun at the top of the Rock. Coming down on the steep gravel you couldn't brake. It was first gear, legs stretched out and hope for the best. If you braked and locked up you would go straight off, right over the side of the Rock.'

Hector's own gun battery was up Signal Hill, the best site on the Rock of Gibraltar, albeit rather isolated. When the Vichy French raided in retaliation for the Royal Navy sinking their ships off Morocco, one of the bombs came straight for the site.

'We heard the whistling and lay flat on the ground. It went in just below our emplacement but luckily failed to explode.'

1947 Rover 16

After the war Capurro Snr was colonel of the Gibraltar forces and took Hector with him to the victory parade in London. The family lived in Kensington Gardens but Hector's father owned Capurro's Garage in Gibraltar and wanted his son to know how to look after a car. 'I spent a year at Longbridge as an apprentice under Lord Austin's son, but was never allowed near the design office, which was the holy of holies. I remember taking the Austin 16s off the assembly line for testing up Leaky Hill along the Bristol Road. We had to check that at 30mph they had 30psi oil pressure.

'I've had my own Rover 16 for 40 years; it belonged to a surveyor in Gibraltar, and I'm the only other owner.'

He gets in and tries to start it. It's the first attempt at doing so for several months and it refuses to start. He takes a hammer and taps at the contact breakers because the solenoid is stuck. No go. But he doesn't give up. He takes a screwdriver, jumps the contacts and the car starts instantly, settling quickly into a smooth tickover.

'The 1947 model was the same shape as the pre-war model but the earlier car had wire wheels. This is original in every way – single Solex downdraught carb, straight six and a freewheel that I don't much like, so I never use it. I de-coked it and had it resprayed in its original maroon. It was a weekend car, so even now it has still done only 30,000 miles.

'Look at the sheer honesty of the British manufacturers. The chassis plate states, "The Rover Company Limited 1947 model, R7411142. This car embodies parts made under the following British patents and patent applications amongst others…" and then gives two numbers. Everything disclosed – total honesty.

'It's quite lovely but I was brought up as an Austin man so I may well end up changing it for another Austin.'

But this Austinophile is not comfortable declaring which his favourite example of the marque is. 'Look, that's like asking which is your favourite woman to go to bed with.



Hector's eclectic collection extends to far more than cars



Separate wings and headlamps prevail among the models too



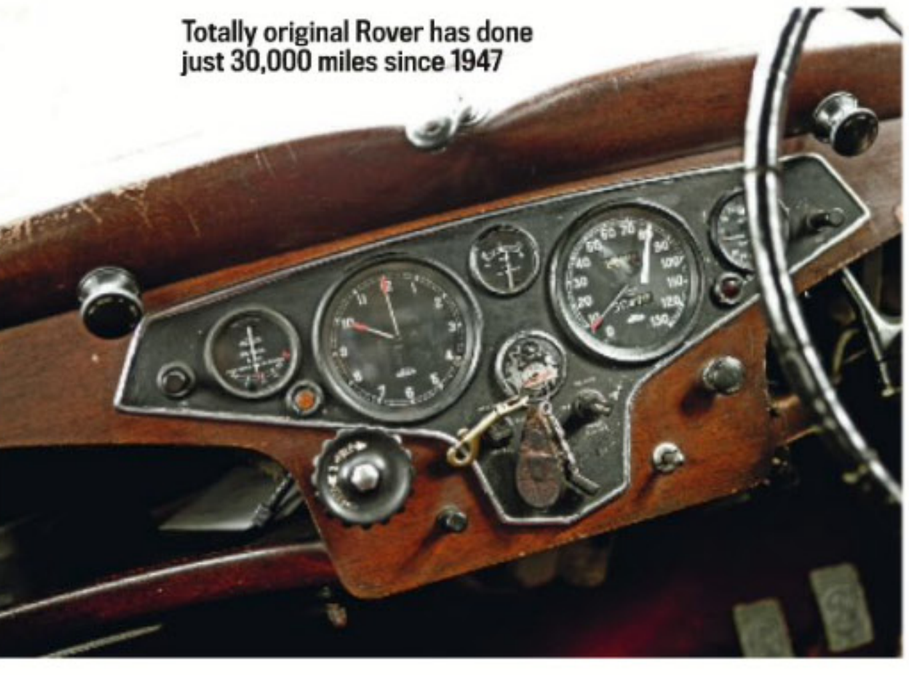
Hector once charged around Gibraltar on a Norton 16H identical to this one



An Austin 7 was Hector's first car - and his 1932 Tourer is a collection favourite



Hector has owned this Rover 16 - resprayed in its original maroon - for 40 years



Totally original Rover has done just 30,000 miles since 1947



Hector (90) is fully hands-on when it comes to maintaining his 'proper cars'

SO, WHO MAINTAINS THE COLLECTION? TAKE A GUESS...

Hector Capurro celebrates his 90th birthday this year but he still carries out all the maintenance work on his own cars.

'These are all proper cars without any modern electronic nonsense. I have a decent pit here and there isn't much I'm unable to do myself – although recently I am beginning to have some problems with my old hands. But my Gibraltarian chums come over a couple of times a week to help me and keep me company. So if I need help getting a gearbox out for rebuilding we manage it together. There's nothing you can't do if you apply your mind to it.'


Sprite is a 'decent enough car' but Hector has never driven it


Rolls-Royce 20/25's US-applied white/blue colour scheme inspired its 'Flash Harry' nickname

They all perform very nicely – you have to get to know them and sometimes adjust your character to suit, just like you would with a new girlfriend.

'But if I must declare a preference, it's simply that I prefer the earlier cars without hydraulic brakes. You can park up those cars for years and the brakes will remain okay – you can't do that with hydraulics because the fluid deteriorates, seals fail, pistons stick and so on.'

To illustrate the point, Hector points to his Austin A12 Heavy Tourer. 'That hasn't been used for about four months now – but if we were to start it now it would be absolutely fine to use. You certainly couldn't do that if it had hydraulic brakes.

'I love driving that Heavy 12, which is from 1924, the year I was born. When I went to London before the war, all the taxis were Austin 12s – same engine, same gearbox noise. Just lovely.'

Rolls-Royce 20/25s

About three years ago Hector bought two of these imposing machines. 'They're 80 years old, yet their comfort is something else. I call my 1935 Rolls Royce 20/25 Hooper Sports Saloon "Flash Harry". When you look into the boot you can see the original grey paint but it was painted white with blue wings in the US. It wouldn't be right in the UK but it works over here.'

Hector opens the door and twists the battery isolator switch (which is a modification he makes to all his cars). The Rolls starts instantly and runs silky-smooth. 'Hand throttle, mixture control and advance/retard on the wheel. Marvellous car, all aluminium – light and quick. I love driving it and use it all the time. It's exactly as I bought it – all original except for the colour. But that's why I call it Flash Harry. It's a bit of a spiv's car.


Boating is another huge passion


Got the period advert – and got the car too

'The other 20/25, a 1935 Park Ward Saloon, has tall bodywork that's designed to accommodate gentlemen wearing top hats. It has a good turn of speed; you just have to use the gearbox intelligently.

'When new, the car was delivered to John Cannington QC in Liverpool and was then used by Captain [later Admiral] Hector CD Maclain DSC who served on *Ark Royal*.

'I understand these cars, every single bit of them. They are from my era.'

Austin-Healey Sprite

Hector is happy to admit that, since buying the Sprite two years ago, he hasn't even driven it. And he's not likely to either, because it'll very likely be sold before he gets the chance.

'Buying it seemed like a good idea at the time,' he says, 'and it *is* a perfectly nice car, really. The only thing "wrong" with it so far as I'm concerned is that it doesn't have separate wings and headlamps – that is what I find most beautiful about cars.' Put politely, there is considerable patina in Hector's collection. Everything needs work, but everything *works*. Yes, the interior of Flash Harry is crying out for restoration, but the car is in use and that's as it should be. Some Rolls enthusiasts may be appalled – but they'd be missing the point. And Hector couldn't care less anyway.

'I am a third Latin, a third Saxon and a third Spanish. I am impulsive; a bit of a show-off at times. But from my youngest days I only wanted to be a mechanic.

'I am still very proud if that is the greatest true achievement of my life.'


Second Rolls 20/25 has tall bodywork to accommodate occupants with top hats

ALL THE VEHICLES

1924 Austin Heavy
1938 Norton 16H 490cc motorbike
1932 Austin 7
1935 Rolls-Royce 20/25 Hooper Sports Saloon
1935 Rolls-Royce 20/25 Park Ward Saloon
1947 Austin 16
1947 Rover 16
1967 Rolls-Royce Silver Shadow
1969 Austin-Healey Sprite
1987 Renault 4L (for the housekeeper)
1989 Bentley 8
1990 Mercedes Benz 300CE

NEXT MONTH

The astonishing 150-car collection of father and son Klaas and Douwe van Dijk, housed in a private museum in Frysland in The Netherlands.

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THE ORIGINAL INTERCEPTOR

Before the Touring-penned GT of the Sixties, Jensen chased the jet-set dream with a daring take on grand-touring glamour. We get a taste of the high life in one...

Words: ANDREW ROBERTS Photography: RORY GAME

When cruising along the roads of Cambridgeshire in a 1952 Jensen Interceptor Cabriolet it is very easy to imagine yourself *en route* to San Tropez, with the boot stacked with custom-made suitcases. It is one of those rare cars that looks as smart with the hood raised as it does in open top form.

When I first made the Jensen's acquaintance, it seemed quite a formidable machine, not least because negotiating a car park at a very low speed thoroughly tested my upper body strength. However, after only a short time on the open road the Jensen's sheer charm soon became very apparent, for it is an exceptionally well-designed machine – the four-spoke wheel is adjustable for reach and the leather-trimmed facia is elegant without being ostentatious.

Admittedly, for a price of more than £2200 (three times the average annual wage for 1952) the original Jensen customer would have had every right to expect his creature comforts but the Interceptor is still very well-kitted out for the touring motorist, from the plethora of courtesy lights and the door pockets to the elaborate rear seat and a boot capable of taking 25cu ft of luggage. There is also enough room for my size 12 brogues to operate the pedals with ease, and for the larger motorist there is space to luxuriate on the split front bench.

'Despite its size, taking a tight corner in a '52 Interceptor can be an exhilarating experience'

The Jensen's gearbox is controlled by a floor-mounted gearlever. It's best to start off in second – first is really only useful for steep hills. It is not a transmission devised for rapid changes – attempts to do so only bring forth unpleasant noises – and the best way to gain the most from it is to gently plant the lever into third for fairly brisk acceleration. Overdrive was a only factory option for the 1953 model year onwards but the car doesn't really need it.

Once the lever is moved to fourth the Interceptor is in its element as an open-topped cruiser. The suspension saves you from the worst potholes – but that's not to imply that it lacks ability as a sports car. Despite its size, taking a tight corner in a '52 Interceptor can be an exhilarating experience. The Girling hydraulic brakes are not particularly light to operate but they are extremely efficient and there is no wallow from the front end. The steering is high-geared but when rounding a bend there's no sense of oversteer and the Jensen retains its poise and dignity at all times.

In short, driving the Interceptor vividly reminded me that it was a car designed for the

nascent jet set both to negotiate Swiss mountain roads and to speed along the A2 to Dover to catch the next ferry with equal élan. Indeed, the original owner of our test car was the wine importer Sir Richard Guy Fison, who used the Jensen to travel to Elba and Porquerolles. During the Sixties his son Charles recalls cowering in the back seat as the venerable Interceptor charged at 100mph along the new M1.

The Cabriolet was then bought by Lord Strathcarron, the one-time President of The Jensen Motor Club. As a friend to the Jensen family, it was he who suggested the new tourer be badged as the Interceptor.

The Jensen brothers Alan and Richard had established their coachbuilding firm under their own names in 1934 and in 1935 they marketed the first car bearing the Jensen marque. The S-Type was powered by a Ford V8 and sported coachwork redolent of the SS Jaguar saloon, and this stylistic trope continued with Jensen's first post-war car, the 1946 PW.

On its 1949 Earls Court Motor Show debut the Interceptor made a considerable impact. It was the first car not to be designed by the brothers and its styling was a radical departure from the PW saloon. Its coachwork was totally modern, without resorting to the Americana styling of cars like the Austin A90 Atlantic.

This understated elegance is all the more remarkable when you consider that underneath the skin is a modified Austin A70 Hampshire chassis and the engine's a 4.0-litre unit from the A125 Sheerline. This had been devised by Longbridge in 1939 as a 3.5-litre straight-six for commercial vehicles and in 1948 it was bored out to 3993cc for use in its new prestige saloon. Jensen launched the PW at the 1946 Hyde Park Cavalcade of Motoring, and one visitor to that event was Austin's MD Leonard Lord, who was so impressed that he ordered the not dissimilar-looking Sheerline to be rushed into production.

However, a resemblance between the PW and the big Austin did not go unnoticed by Richard Jensen but, after a meeting, Lord offered the firm use of the A125's transmission and engine and, after he saw the plans for the Interceptor, the chance to design and build a sporting version of the A40 Devon saloon. The projected profits from the Austin A40 Sports would fund the development of the PW's eventual replacement and in the meantime using the Sheerline engine would solve the problems caused by the Meadows engine. The Meadows unit had been specially commissioned by Jensen but the 3.9-litre straight-eight unit suffered so badly from excessive vibration that the firm initially resorted to using their stockpile of pre-war 4.2-litre Nash units for the PW.

'The six-cylinder engine is an essential aspect of its appeal. Even at 70mph the Interceptor seems as relaxed as a Tony Bennett vocal'

The Austin's six-cylinder engine is a key aspect of the Interceptor's appeal, its flexibility and restrained note brilliantly complementing the comfortable interior. In fact the Jensen's engine is so flexible I could easily slow down to 30mph when approaching a sharp corner and then accelerate away from it with verve. Even at 70mph the Interceptor seems as relaxed as a Tony Bennett vocal.

Another great advantage of the Austin engine is its durability. It proved so reliable in the Jensen that one South African owner was known to cross two continents for a yearly trip back to West Bromwich for servicing – without any problems.

Newly appointed designer Eric Neale developed the Interceptor in tandem with the A40 Sports as he had a vision of 'an Austin and a Jensen from the same stable'. When the A40 Sports was launched in 1950 the family resemblance was obvious. The Austin's grille treatment is slightly more successful than that of the Jensen, where it seems almost lost amid the extra bulk, but the A40's much shorter wheelbase and higher ground clearance means that it looks dumpy in comparison with the Interceptor's lithe profile. Jensen offered two versions of the Interceptor, the convertible and a more awkward-looking coupé, which boasted a reinforced chassis and fabric-covered roof. Eric Neale and Richard Jensen then started work on the 541, which would combine the 4.0-litre Austin engine with a new glassfibre body; later examples of the Interceptor were fitted with a glassfibre bootlid.

Jensen built 52 Coupés and 32 Cabriolets; only eight examples of the latter are known to survive. The car I'm driving was bought by Derek Chapman in 2005. It had an MoT, but 'it was in dire need of restoration, not least because the clutch had a mind of its own!' The next year Derek embarked on a rebuild that took him until August 2011 to complete. He celebrated completion by taking it on a tour of Switzerland in the manner befitting an Interceptor Cabriolet.

It seems, to this writer at least, that classic car history has often neglected the first Interceptor, a vehicle that is too often relegated to a curious footnote to the story of Jensen, with few enthusiasts remembering the 4.0-litre car that demonstrated Jensen's determination to produce a machine to compete with Europe's finest grand tourers.

However, an afternoon spent in a 1952 Cabriolet demonstrates just how well they achieved their goal, for the original Interceptor is the car that redefined the Jensen marque for the post-war driver.

With Thanks To: Derek Chapman, the Jensen Owners' Club (joc.org.uk)



First owner Sir Richard Guy Fison often took the Interceptor on overseas jaunts



Mrs Fison surveys the Jensen on its first day in the family



Who said convertibles couldn't be practical family cars?

OWNING AN INTERCEPTOR



As one who spent six years restoring an Interceptor Cabriolet Derek Chapman is very familiar with its various challenges, including refurbishing the aluminium bodywork and sourcing some of the more scarce parts, 'such as the seals for the clutch master cylinder'. But the result is a car that's 'so graceful and so useable. It looks good, has real space for five and the engine is so reliable.' Derek's use of his Jensen on long continental trips shows how driveable it is on modern roads and just how 'it can cruise along a motorway without any bother.'

'52 JENSEN INTERCEPTOR

Engine 3993cc straight-six OHV with Stromberg-Zenith DBVA downdraught carburettor **Power and torque** 130bhp @ 3700rpm; 212lb ft @ 2700rpm **Transmission** 4-speed manual **Brakes** Drums **Steering** Cam and roller **Suspension** Front: independent; coil springs, wishbones, telescopic dampers. Rear: semi-elliptic coil springs, wishbones, telescopic dampers **Weight** 1397kg (3080lb) **Performance** Top speed: 104mph; 0-60mph: 12.8sec **Economy** 21mpg **Price new** £2257 **Value now** £40,000

Interceptor was the first Jensen not designed by the Jensen brothers



Interceptor was aimed at the jet-set - and it has the wow factor to do it



Interceptor's snout laid foundation for 541 follow-up


Luxurious interior would be a fine place to while away the hours on a brisk run to Bordeaux


4.0-litre engine was shared with the Austin Sheerline



It may look unwieldy but it's capable in the corners



6 STEPS TO BUYING THE BEST

RANGE ROVER CLASSIC

This design icon is now hot property. We show you how to find the best

Words: MALCOLM McKAY Photography: TOM WOOD

OUR EXPERTS



Graeme Hunt
This Kensington-based classic car dealer has a passion for Range Rovers as well as the Aston Martins, Bentleys and so on that fill his showroom. Current stock includes a pre-production Velar as well as two suffix-A 1971 cars, one of which is photographed here.



Damon Oorloff
Damon set up Kingsley Cars as an extension of his hobby. A Range Rover enthusiast with a big collection of rare models, his company performs rebuilds and builds upgraded cars using a stock of new two-door shells.



Richard Varrall
Richard's Famous Four was one of the first Land-Rover specialists to focus on early Range Rovers. His personal enthusiasm for the cars is evident in the sales stock – including a newly restored CSK – at F4's Lincolnshire premises.

A BRILLIANT CONCEPT that had the market almost to itself for decades, the Range Rover was designed to have the off-road ability of a Land-Rover combined with the on-road ability of a road car such as the contemporary Rover P5B, using the same all-aluminium V8.

Economy wasn't important, but weight was kept down by cladding the car in alloy panels, which were bolted to a steel inner body, which itself was bolted to a sturdy steel chassis. Coil springs gave a much more supple and flexible ride than the Land Rover's leaf springs, while a self-levelling strut on the back axle kept the car poised no matter what was thrown in the back.

At first, wipe-clean PVC seats featured in a hose-downable interior, but it was soon clear most owners spent a lot more time on-road than off-road, so velour replaced PVC and creature comforts were added. The four-door arrived, along with a diesel engine and more powerful petrol options.

While becoming more luxurious and potent, the Range Rover inevitably became more complex and hence expensive to restore – and corrosion resistance was worse on late cars than early ones. Superficially sound Range Rovers can hide all sorts of horrors beneath that alloy skin.

Soaring values of well-restored early and rare-model Range Rover Classics are helping to make high-quality restoration worthwhile, and a plethora of specialist restorers has appeared in the past few years turning out some exceptional restored cars.

Parts availability is one of the biggest obstacles, so if you want to restore one to original specification it is best not to buy a car that has been heavily modified or stripped out over the years.

Current demand means that specialists are tooling up to remanufacture obsolete parts, but at present there is a lag between demand and availability – with huge prices paid for the rarest items.

'Severe body frame rust is what kills most cars – with late examples often suffering worse than early ones'

Alloy outer panels can disguise severe rot in the steel structure

1. Bodywork/exterior trim

Severe body frame rust is what kills most cars – with late examples often suffering worse than early ones. The bulkhead is complex and costly to sort, especially on later cars with more components to remove before repairs can begin.

Other areas include front inner wings and front footwells; the A/B/C-posts and sills; the rear inner wheelarches, boot floor and rear crossmember below the tailgate; and of course external panels – doors, bonnet and tailgates. Doors, rear wings and lower tailgate are extremely hard to find for two-door examples. The chassis rots up over the rear axle but rarely anywhere else, except when the car's been subjected to abuse. Budget about £90 for a new floor, £50 for an inner sill and £40 for an outer sill. Genuine front outer wings cost £234 while plastic replicas are available for £94.

Alloy panels can corrode too, notably the link panel between the rear wing and the bottom of the door shut panel. Thorough inspection when viewing a potential purchase is vital – Damon Oorloff advises starting by removing the front indicators (just two screws at the top) to reveal the state of the inner wings.

'Corrosion levels can often be estimated by mileage,' Damon adds. 'A sub-70,000-mile car may need £2k-£5k spent on the inner shell, and up to £9000 for a 100k-130k-miler. A 150,000+-mile bodyshell may not actually be economical to repair.'

2. Engine

A neglected or worn-out engine is a major expense (though V8s are cheaper to rebuild than many lesser car engines), so check for service history and condition.

Cylinder head gasket failure is common on 3.9/4.2 V8s and on VM turbodiesels. With the latter, a swap to Tdi specification is a good option if originality isn't an issue, because VM parts can be hard to find.



Exchange 3.5-litre V8 engines can cost around £3600





Tyres in original 205/80 R16 cost around £100 each



Interior trim got progressively more plush over its 26 years

While 3.5s are generally strong, 3.9 and 4.2 V8s tend to slip a cylinder liner when the radiator silts up and the engine overheats, giving similar symptoms to a blown cylinder head gasket but costing far more to fix – a full rebuild with top hat liners is the only guaranteed solution. A rebuilt exchange 3.5-litre V8 engine minus ancillaries costs around £3600.

Stromberg carburettors can be troublesome. The overpowering scent of petrol from the engine bay could mean the diaphragms have perished and the floats are stuck – budget around £500 to have them rebuilt and fitted.

3. Transmission

The transmission is a complex affair and so it can be costly if major overhaul is needed – check that it operates smoothly in all gears and that none jumps out on the overrun. A failing clutch may be the cause – budget £500 for a replacement. It's best to come to a stop before changing between high and low ratios. Also try locking the centre differential – the lever can seize up through lack of use. A front propshaft is around £80 and universal joints cost just £7 each.

4. Electrics

Electrics become an issue on later, more complex cars, where heavy off-roading can even trigger expensive ECU failure. Check everything works; keep in mind that a new wiring loom costs around £400.

Electric memory seats are a major issue, because the battery inside fails and then corrodes the printed circuit board – and a non-working driver's seat is an MoT fail. Provided ECUs are not too badly damaged,

MEET THE OWNERS

'I always loved the perfect lines of the two-door'



Dixon Ormiston, Victoria, British Columbia, Canada; 1974 two-door. 'I've loved early Seventies Range Rovers from the age of about 12. Just over a year ago I found a very well-used Range Rover that had driven from Alaska to Argentina and back. It had its fair share of body rust, but the frame was solid. With a seemingly 'running like it should' 3.5-litre V8 and a non-stock LT77 five-speed gearbox, it had a pretty good set-up. I offered $1400 [about £750] and the seller accepted.

'One year on, I love my Range Rover even more. I've put $3000 [£1600] into it, with upgraded front axle, brake calipers and dampers, Disco 1 alloys, water pump and engine belts. Eventually I'll have fixed everything, so it won't be breaking all the time. My questions on rangerovers.net are always answered: without the people there, I would be dead in the water.'



Steven Smith, Surrey, UK; 1980 two-door. 'I always loved the perfect lines of the two-door Classic and found a 1980 in Sandglow, the Camel Trophy yellow/brown colour. It was later than I'd wanted, but was an original matching-numbers car in timewarp condition. It had only 58,000 miles and is totally unwelded and rust-free with excellent interior and trim.

'At 15mpg, fuel costs are high, but it's worth it! The car cruises easily in overdrive at motorway speeds and really turns heads. All lubricants, fluids and filters can be changed without jacking up, so if you buy a good car that doesn't require restoration, servicing can be very cheap. Based on 6000 miles per year, you can service the car for under £100. A Range Rover parts manual is invaluable for part numbers and how parts fit together. A workshop manual is vital if you carry out the work yourself.'



Dave Busby, Beaconsfield, UK; 1991 CSK two-door. 'J80 CSK – it's CSK No.80 – was owned by my parents-in-law from 1994, enduring use as a builder's van and being stolen, until in 2003 with 76,000 miles it was taken off the road. I inherited the car in 2014 with rust holes in the floors, rear wheelarches, sills, front inner wings, battery tray and bottom of the driver's door pillar. Stripping off the panels and interior showed much worse corrosion.

'I decided to repair the body in situ and overhaul the mechanics where necessary. Every job was problematic, with seized bolts, nuts and screws on everything! I've built a Westfield and rebuilt three cars before, but the Range Rover is in a different league on challenges. Costs are about £8k plus about 500 hours' labour. Most parts are reasonably priced, but anything late two-door is very rare and people know it!'

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



Rear tailgates are hard to find and expensive when you do

specialists can repair them, but if too far gone, finding a rebuildable one can prove to be a real challenge.

5. Suspension

If oil is leaking from the self-levelling strut above the differential (not fitted on air suspension cars), it is an MoT failure. The original Boge strut is unobtainable; you could just remove it, or convert to another proprietary system. Richard Varrall recommends heavy-duty springs and gas dampers, fitted at a cost of around £600.

The front suspension ball swivels are inevitably exposed on full lock, and on a car that has stood for long periods, can dry out and corrode. The swivels should be unpitted and not leak oil excessively. Rebuilding a front axle (excluding the differential) costs in the region of £950.

6. Interior

Plastic trim is a big issue for restorers, with new parts mostly unobtainable and used parts invariably brittle or split. A/B/C-post covers, centre dash panel and centre console are among the hardest parts to find, though Famous Four has made copies of some.

Two-door seats are structural for MoT purposes because the seatbelts pass through them, so they must be securely mounted and with solid frames. PVC seat material is always split and on later Vogue interiors, cracking and lifting wood veneer becomes an issue. The headlining was vinyl for the first two years before brushed nylon took over. Cloth replacements are available, and can cost around £300.

If aircon is fitted, check it works – the system is buried in the dash and overhauling it is labour-intensive.

WHICH ONE?

▶ The 1970 two-door 3.5-litre Range Rover was basic, with wipe-clean PVC seats. For 1973 rear wash/wipe, power steering and velour seats became available, with a further option pack in 1975 and a facelift with black bumpers in 1979. 1981 saw the 'In Vogue' special edition, 1982 optional auto, 1983 five-speed manual replaced four-speed and in 1984 the Vogue became a production model, getting fuel injection and a front spoiler in 1985 when a ZF 4-speed auto replaced the three-speed. In 1986, the two-door was dropped in the UK (except for the CSK). Pre-production Velars are most sought-after, along with suffix-A chassis cars and CSKs, commanding £30k+ for a good example and £50k+ for the best. Other models depend on spec and condition: the ultimate uprated cars approach £100k but a nice mid-range example can be picked up for £10k if you search hard.

▶ The four-door appeared in mid-1981 (after the limited 'Monteverdi' 4dr from 1980) and was revised alongside the two-door. In November 1986 the range was facelifted with horizontal grille and fuel injection. The Vogue SE arrived in 1988, a chain-drive transfer box replaced gear drive and in 1989 the engine grew to 3.9 litres and ABS was added. 1990 saw anti-roll bars on the CSK, followed by the plastic-tank Phase 6 in 1992. Air suspension became optional in 1992, as did the LWB Vogue LSE. The 'soft dash' with airbags came 18 months later, becoming 'Range Rover Classic' alongside the new model in 1994, finally phased out in 1996. Phase 6s and Monteverdis command £30k+ in restored-standard form and up to £100k if uprated throughout; sound earlier cars can be found for £5k, but be prepared for corrosion.

▶ The Turbo D arrived in April 1986 with turbocharged, intercooled 2.4-litre Italian VM engine: virtually all were four-doors and in 1989 the engine grew to 2.5 litres. The 2.5-litre direct injection 200Tdi took over in October 1992; more refined 300Tdi in March 1994 with SE trim and auto gearbox options. Production ended in February 1996. Not so sought after and rarely restored, despite their much better economy, a really good 300Tdi may reach £15,000 but run-of-the-mill useable diesels are less than £5k.

IMPROVING

Overfinch (formerly Schuler) uprated Range Rovers from 1975, with improved suspension, brakes, steering and engines – 5.7-litre Chevrolet was popular. A vast range of upgrades is available now, including engine enlargements to 3.9, 4.2, 4.6, 4.8, 5.0, 6.0 or 440bhp GM LS3. Various automatic gearbox upgrades are offered, including Kingsley's latest six-speed Ford twin-overdrive unit giving 75mph at 2000rpm, costing £10,800 fitted.

Uprated road-biased suspension is popular – Kingsley's kit includes custom Polybushes, lowered springs, uprated rear anti-roll bar, shorter links and custom dampers for £2820. An uprated, 'quicker' steering box is also available. An improved, stainless exhaust system similar to the Eighties Overfinch sports system complete with tubular manifolds comes in at £2340.

SPECIFICATION

Range Rover 1970-96
Engine 3528/3947/4278cc ohv V8 with twin carbs or fuel injection; or turbo/intercooled iron ohv 2392/2500/2495cc diesel four-cylinder with fuel injection **Power & torque** 111bhp @ 4000rpm, torque 183lb ft @ 2400rpm, to 200bhp @ 4850rpm, 250lb ft @ 3250rpm **Transmission** 4/5-speed manual or 3/4-speed auto, high/low ranges, lockable central diff (viscous coupling from 1989), four-wheel drive **Brakes** Discs, servo assisted, ABS **Suspension** Front: live axle, coil springs (air from 1992), radius arms, Panhard rod, telescopic dampers; anti-roll bar from 1990. Rear: live axle, coil springs, central wishbone with self-levelling strut (air from 1992), support rods, telescopic dampers; anti-roll bar from 1990 **Steering** Worm and nut; PAS after 1973 **Length** 14ft 8in to 15ft 3in **Width** 5ft 10in **Height** 5ft 10in **Weight** 3800-4739lb (1723-2150kg) **Performance** Top speed: 94-110mph; 0-60mph: 16.8-11.0sec **Economy** 14-30mpg **Cost new** £1998/£15,756 (3.5 2dr, 1970/86)

NEED TO KNOW

Engine rebuild 3.5 £3600 **Exchange rebuilt 3.9** £4900 fitted **Exchange rebuilt 4.5** £7900 fitted **Exchange rebuilt 5.0** £10,400 fitted **Lower tailgate** (NOS, rarely available) c£500 **Monroe self-levelling strut conversion** £2650 **Seat ECU** new £1170, rebuilt £420 **LT77 rebuild** £534 **Borg Warner transfer box rebuild** £630 **Clutch replacement (five-speed)** £504 fitted **Aluminium top tailgate, glazed** £395 **Radiator** £359 **Rear crossmember** £72

Who can help?
ACR automotivecomp.com, 01244 539196
Ashcroft Transmissions
ashcroft-transmissions.co.uk, 01582 496040
Bishop's Heritage bishopsheritage.co.uk, 01733 242888
Famous Four
famousfour.co.uk, 01507 609444
Graeme Hunt
graemehunt.com, 020 7937 8487

NEED TO KNOW



We found this Range Rover CS on classiccarsforsale.co.uk. It has covered just under 700 miles, and has been treated to a £100,000 restoration. Now has upgraded 4.6-litre engine plus Kent performance cam and new lifters. Number 153 of 200. Price: £74,995.

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STAR LETTER

A flight to remember

Your article about Mike Costin (My Life In Cars) in the May edition has reminded me of the day I met him. It was an evening in 1981 that I had taken a lady over to Sywell Airfield near Northampton for a flight in a Cessna 150, which I had a share in. This chap came over to us by the hangar and asked if the control tower had closed for the evening. He then said he was flying his plane to Coventry and suggested we accompany him rather than get my Cessna out of the hangar. He was very friendly and chatty and after a short while I realised our new friend was Mike Costin, co-founder of Cosworth.

Being a lifelong motor racing enthusiast I bombarded him with lots of questions about the sport and he had some quite revealing things to say about various personalities. He confirmed what he said in your article that his interest in cars was mainly from an engineering perspective and his great love was flying, especially high-altitude gliding, in which he liked to compete. At Coventry he drove us back to Sywell in his company car, which I think was a yellow Ford Cortina.

No doubt Mike has forgotten this chance encounter but I'll always cherish the meeting.
Gordon Lang, Sharnbrook, Bedfordshire



Mike Costin, gentleman flier and Cosworth co-founder

Museum of wonders

The piece in the April issue by Tom Tjaarda (The Insiders) brought back memories of a trip to the Museo dell'Automobile di Torino (Carlo Biscaretti).

The Turbina was on display – and what a stunning vehicle! Also displayed were the Ferrari Pinin (the four-door, four-seater with the 365 boxer engine). What a brilliant design. I managed to blag a photo in the driver's seat. Also on show was the Alfa Romeo Carabo, with scissor doors à la Countach, in its brilliant green hue.

And then I came to the piece on the Daimler SP250 (Dart Attack). A friend of ours owned one in the Sixties. He visited us when we were living in Scotland and took us for a blast. It was so smooth, with that lovely V8 woofle, which then roared as we accelerated through the gears. All without seatbelts, of course – a scary thought now.
Gordon Dow



The Daimler Dart: the fastest way to see Scotland

Pagoda slapstick

How silly of Sam Dawson to trust a car wash (Our Cars, April 2015). Well, it would be easy to point and laugh, but such mistakes make for a well-rounded motoring life story. It's character-building.

One day ten years ago I had an extended brain fade session with my Mercedes 230 SL Pagoda. Firstly, I forgot to put the hardtop on when it was raining. I quickly realised and decided to turn round and look for it, ploughing the car's nose into the side of the garage door, scraping off a good deal of paint in the process. In horror, I reversed sharply, straight into the Pagoda roof propped against the rear wall of the garage.

My wife can remember laughing for a solid three minutes when I tearfully told her.
Gareth Harrington

A glass act

In your January 2015 issue the Rover P4 specialist appeared to doubt that there was anyone in the country to replace P4 windscreens. There are still a few old hands who will be able to do this job, although it is not the easiest nor the cheapest. A windscreen off-the-shelf is £331; to order one (lead time is 10 weeks) costs £259, with UK delivery £60.

I estimate fitting at around £120. We are not a fitting company but are in contact with many who are.
Jim Winspur, Advanced Glass Products, Worcestershire

Where will it all end?

I want to share my observations of the current classic car market based on discussions with friends and following a recent pub car meet. Some have parted with their long-term classic treasures in pursuit of other well-considered choices. Sadly, for most I spoke to, the curve of extreme appreciation was intersected by them at the wrong time in which a sale and a subsequent breather of time to consider a replacement has left them far short of funds for their new choice.

I am tired of reading about the next big thing that will make some serious wedge. This has resulted in a mutation of the classic car market to include investors, where some of them simply want to buy, store and not use their new 'investment'.

This is disappointing, because the true, spanner-wielding enthusiasts and those slightly less well-heeled are left behind. Before my own recent purchase I attempted to approach quite a few dealers in which the classic in question had already been sold over the phone without inspection, test-drive or viewing to some starry-eyed investment opportunist. Where will it end?
Paul Truckle

Appointment with the 'Vette

Lovely to see a such a fine specimen of the Chevrolet Corvette breed in April's Stars of 1955 feature. I remember my first drive in a Corvette. I was managing a DJ on his American tour in 1998. For reasons best not disclosed in a family magazine we missed our flight after the last show and after-party.

My DJ's next gig wasn't until four days later, back home in London. It seemed only right, therefore, that we should drive to Las Vegas. The only problem was that we were in Miami at the time. We picked up a cheap 1978 Chevrolet Corvette that, if you were being very charitable, was in 'patinated' condition. However, we made it to Vegas driving for 38 hours straight – we were pretty destroyed by then, but the 'Vette didn't miss a beat, even at silly speeds with the roof down through the desert.

After lots more things not mentionable in a family magazine we headed for New York and our flight home. Another 38 hours went by; we were barely functioning, but the 'Vette thundered on. We left it with our PR agent in Brooklyn, where it was later stolen. I often wonder what happened to it.
Nicola Michotti, Como, Italy

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Preview:
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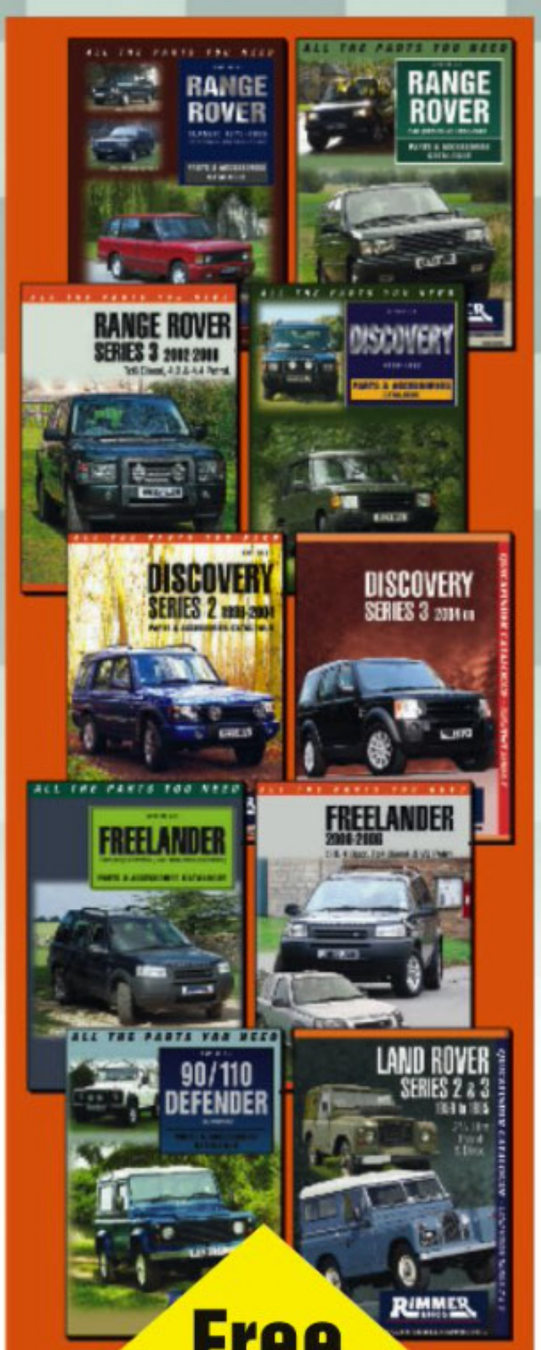
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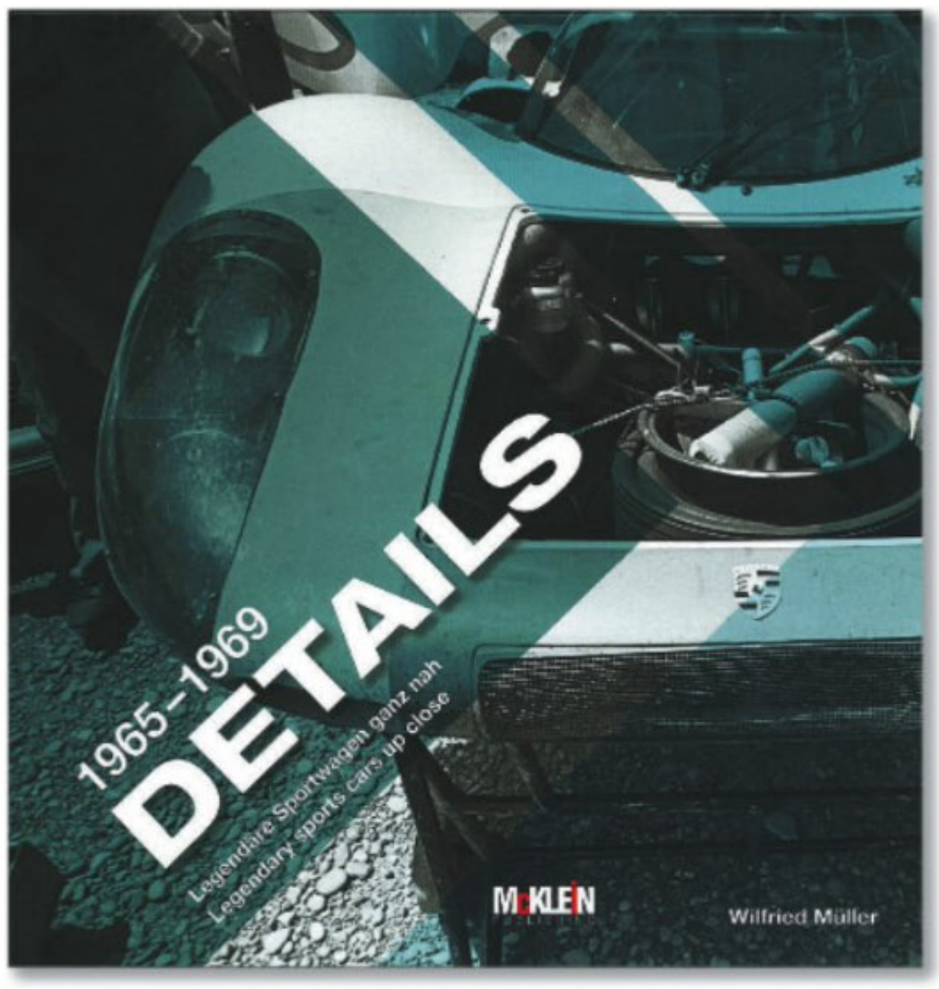
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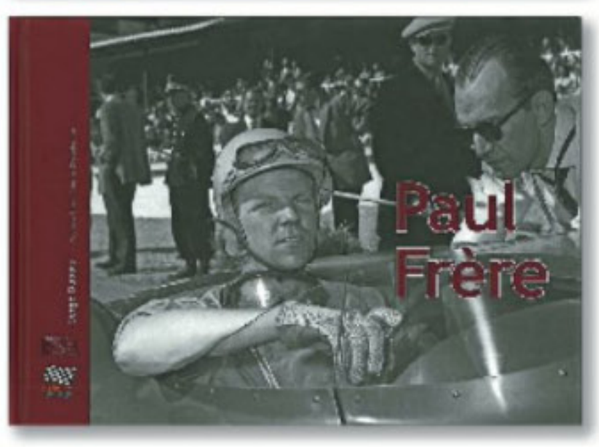
BOOKS & MODELS

Sam Dawson rates this month's most engaging releases

GREAT STORIES







1965-1969 Details - Legendary sports cars up close

By Wilfried Müller, £73.52, mcklein.de, ISBN 978 3 927458 76 5

Although the title and cover shot suggest an album of arty photos of sports racing cars at the end of the Sixties, this is a book about the breakneck development of the sports-racing car during the few years that saw the arrival of the Ford GT40, Porsche 917 and Ferrari P4, the 'details' being the seemingly small technical tweaks that made the difference on track.

The book takes a chronological car-by-car approach, demonstrating the dramatic evolution of the sports-racer class by starting with the Fiat 850 Spider-based 1965 Abarth OT and ending with the 1969 Porsche 917; 54 cars are detailed, with English and German text explaining their technical innovations and place in history.

Müller avoids retreading old ground by giving just as much space to the more unusual cars of the era, including the Serenissima Torpedo, Lotus 62 and Mirage M2, and incorporates the 'extreme hillclimbing' that saw the creation of various Porsche Bergspyders, the BMW Monti and the Ferrari you've never heard of – the 212 Europeo Montagna. High-quality period photography adds grit and colour in equal measure. A great book.

Tecno - La Storia

By Giuseppe Bianchini & Paglo D'Alessio, £89.99, chaters.co.uk, ISBN 978 88 902592 0 3

This lavishly photographed, large-scale 335-page hardback is so much more than the documented history of the successful Italian single-seater constructor. It's also a dramatic tale of success, naivety, hubris and ultimate failure told by an ensemble cast, nearly all of whom are still with us – including Tecno's exuberant co-founder Gianfranco Pederzani.

In the space of just ten years Tecno went from plucky go-kart manufacturer, via the lower formulae, to Formula One team and engine manufacturer with a dizzyingly complex Pederzani-sired bespoke flat-12. As we discover, it would be this desire for self-built greatness that became Pederzani's undoing, and in forcing his ideas on others sadly oversaw the end of Tecno as a successful venture.

The book tells the Tecno story in a non-linear way, starting with karts and working its way up through the formulae, despite all these various strands actually occurring simultaneously. It brings order to a very chaotic story, and adds beautiful period photographs too, immersing you in a world of sunbaked tarmac, furious clashing egos and Martini stripes. Magnificent.

Paul Frère

By Serge Dubois, £43.99, kbs-frb.be, ISBN 9 789051 308365

This biography feels long overdue; Frère was one of those motoring journalists with a unique understanding of cars that raised the standard of his work far beyond that of his colleagues. Frère was not only an excellent writer, but also a genuinely talented racing driver. He didn't just talk about engineering and ride/handling setups – often he was actually involved in them. Even at the age of 90, Honda consulted him on the Civic Type-R.

This book concentrates mainly on Frère's year-by-year racing career. It's a story that begins racing in the Belgian saloon car championship after he persuaded dealerships to lend him cars for review, all the way to Le Mans victory with Ferrari in 1960. Along the way, we get a Frère's-eye view of motorsport, contrasted with the realities of life as a motoring journalist, running the family around in the Citroën 2CV and testing ordinary European saloons.

It reads like a companion to Frère's *My Life Full Of Cars*, but at a time when a certain motoring journalist is making headlines for all the wrong reasons, it's a great opportunity to remember what those at the height of the craft can achieve.

MORE READS

Corvette: Seven Generations of American High Performance

By Randy Leffingwell, £35, motorbooks.com

There's a new Corvette out, so Leffingwell's updated his definitive document. Everything you'd want to know.

Vintage Racing British Sports Cars

By Terry Jackson, £29.99, bentleypublishers.com

Taking a classic British sports car racing? This book's full of useful pointers as to what to modify, and why.

VW Advertising: The art of selling the air-cooled Volkswagens

By Richard Copping, £35, herridgeandsons.com

Selling the Wolfsburg dream, from Fifties European glamour to Sixties West-coast US psychedelia. An enjoyable read – pure pleasure for the eyeballs.

All these books are available from Chaters, many with discounts. To find out more, go to chaters.co.uk

MODELS



1:18-scale Aston Martin DB4GT Zagato

£358.99, cmc-modelcars.de

Aston Martin's most beautiful racer gets the model treatment it deserves. Everything is realistic, from the rough-feeling naugahyde dashboard to fully-articulated suspension complete with hinged Panhard rod. The engine is so accurate CMC actually offers it separately. The only slight issue is the heavy-handed brightwork. And the price!



1:43-scale Stutz Blackhawk

£36.99, premiumx-models.com

Stutz's ridiculous Seventies pimpmobile makes for a great model from IXO's new high-detail sub-brand, because it's a feast of lovingly-rendered details. It features stand-alone headlamps, a split windscreen, fake side-exit exhausts, oversized grille and spare wheel, alongside fake wood and box-pleated leather. A great – and cheap – model with a wicked sense of humour.



1 TO GIVE AWAY

1:43-scale Studebaker Avanti

£80.66, automodello.com

Automodello's light touch with resin suits Raymond Loewy's supercool Sixties GT. In gold it has *Mad Men* cool, and every detail is present including the angular Studebaker 'S' badges, rocket-shaped doorhandles and star-shaped alloys. This one could be yours – go to winit.classiccargiveaways.co.uk.



1:43-scale Ghia-Aigle Jaguar XK150

£79.99, kessmodel.it

Italian resin firm Kess brings us an alternative vision of Jaguar's future from 1958 that's beautifully rendered. The XK150 badging is legible on the grille, and everything about the model seems perfectly-judged, with crisp lines and what look like Ford Zephyr taillights. Put it next to a 1:43 XK150 and argue which looks best.

BMW 3200CS vs 507
Italian adventure in two rare V8s



Ferrari F355
7 steps to buying supercar joy



MGB Roadster
Daily driver to raw road animal



NEXT MONTH

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



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③CLB200	2 Dr step up	672x310x195	£49.98	£59.98
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CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
②CTC800B	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
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④CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
⑤CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

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③CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
④CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
⑤CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
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‡ was £215.98 inc.VAT



GAS STRUTS Hold lid open

EXTRA DEEP DRAWERS

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

① £269.98 EXC.VAT £323.98 INC.VAT

② £459.00 EXC.VAT £550.80 INC.VAT

EXTRA LARGE DRAWER PULLS



1.5M TALL

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
①CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
②CBB226B	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

GAS STRUTS Hold lid open



③ ④ £479.00 EXC.VAT £574.80 INC.VAT

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

MODEL	DESCRIPTION	DIMS WxDxH(mm)	EXC.VAT	INC.VAT
①CBB209BGB	9 Dr chest	710x315x420	£119.98	£143.98
②CBB217BGB‡	7 Dr cabinet	758x468x975	£239.98	£287.98
③CBB224BGB	14 Dr chest	1045x415x486	£279.98	£335.98
④CBB226BGB	16 Dr cabinet	1126x468x1000	£479.00	£574.80

‡ was £299.98 inc.VAT

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

BALL BEARING ROLLER DRAWERS



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 SHELVING

- Simple, fast assembly in minutes using only a hammer

ROLLED EDGE UPRIGHTS GIVE:
- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT



FROM £29.98 EX.VAT £35.98 INC.VAT

150 KG PER SHELF (evenly distributed) Strong 9mm fibreboard shelves

350 KG PER SHELF (evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

SAVE 10% WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST £17.99 INC.VAT

CHOICE OF 5 COLOURS RED, BLUE, BLACK, SILVER & GALVANISED STEEL

MODEL	SHELF DIMS WxDxH(mm)	EXC.VAT	INC.VAT
150Kg	800x300x1500	£29.98	£35.98
350Kg	900x400x1800	£49.98	£59.98

ALL SIZES/SPECIFICATIONS ARE APPROXIMATE

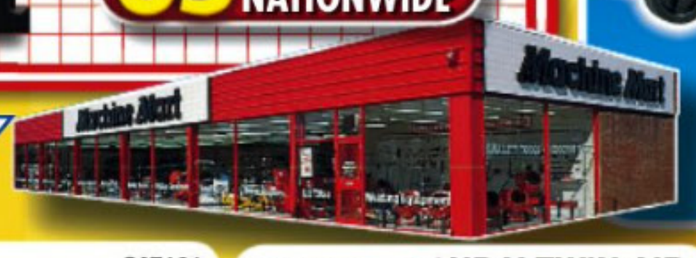
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SALFORD NOW OPEN

Machine Mart®

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS



ALUMINIUM RACING JACKS

BEST SELLER

LOW ENTRY ONLY 85MM



FROM ONLY £84.99 EX.VAT £101.99 INC.VAT

• steel chassis • Quick lift • Non-marking nylon wheels • Rubber contact pad - helps protect vehicle undersides

Clarke RACING

MODEL	EX VAT	INC VAT
1.25 tonne	£84.99	£101.99
2 tonne	£149.98	£179.98
2.5 tonne*	£139.98	£167.98

airmaster TURBO AIR COMPRESSORS



8/250

Superb range ideal for DIY, hobby & semi-professional use

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

BIG 2HP 7.5CFM

MODEL	MOTOR	CFM	TANK	EX VAT	INC VAT
Tiger 8/250	2Hp	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2Hp	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5Hp	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2Hp	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5Hp	9.5	50ltr	£149.98	£179.98

Clarke 2 TONNE TROLLEY JACKS



FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

Voted Best Buy in Car Mechanics Test

MODEL	TYPE	EX VAT	INC VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY	£24.99	£29.99
CTJ2250LP *	Low Profile	£39.98	£47.98
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ2GLC #	Pro Long High Lift	£169.98	£203.98

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke 3 TONNE JACKS

FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

QUICK LIFT

JACKS ALSO IN STOCK UP TO 5 TONNE



CTJ3000G

MODEL	TYPE	SADDLE HEIGHT MIN-MAX mm	EX VAT	INC VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ3QLG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

Clarke AIR TOOLS

CAT127



CAT131



HUGE CHOICE IN-STORE/ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.59
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3"Cut Off Tool & 1/4" Die Grinder	£47.99	£57.59
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke 3HP V TWIN AIR COMPRESSORS



FROM ONLY £219.98 EXC.VAT £263.98 INC.VAT

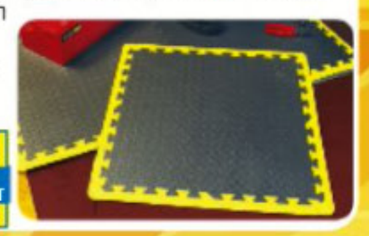
• Suitable for powering all common air tools & spray equipment

TIGER 16/510

MODEL	AIR RECEIVER	AIR DISPLACEMENT	EX VAT	INC VAT
Tiger 16/510	50 litre	14.5 cfm	£219.98	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.98	£323.98

Clarke 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



£19.98 EX.VAT £23.98 INC.VAT FOR 6 TILES

Clarke CAR RAMPS

• Lift cars safely and quickly • Tough angled steel construction



FROM ONLY £26.99 EX.VAT £32.39 INC.VAT PER PAIR

MODEL	CAPACITY	EXC VAT	INC VAT
CR2	2000KG	£26.99	£32.39
CRW25	2500KG	£36.99	£44.39

UK MADE

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 £79.98 EX.VAT £95.98 INC.VAT



CS10BRK

• Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors • Includes metal case * Fast action pump

MODEL	CAPACITY	EX.VAT	INC. VAT
CS4BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1



BIG 3" CASTORS

£44.99 EXC.VAT £53.99 INC.VAT PER PAIR

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke INDUSTRIAL AIR COMPRESSORS

FROM ONLY £369.98 EX.VAT £443.98 INC.VAT

offer the durability & reliability demanded by professionals.

UK BUILT H/DUTY



• Cast iron pumps on SEV11C, SE16 and SE19 • Twin cylinder pumps (except SE11) • Motor overload protection • Petrol models available

MODEL	CFM	MOTOR (HP)	RCVR (LTR)	EX VAT	INC VAT
SEV11C*	9	2	100	£369.98	£443.98
SE16C100	14	3	100	£399.00	£478.80
SE16C150‡	14	3	150	£439.00	£526.80
SE16C200*	14	3	200	£519.00	£622.80
SE18(0L)	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

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£46.99	£56.39
105N ‡	40-100	£49.98	£59.98
EA165	65-160	£62.99	£75.59
115N	30-110	£64.99	£77.99
EA200	60-200	£89.98	£107.98
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

#Turbo fan cooled ‡ was £71.98 inc.VAT

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/MAX HEIGHT	EX VAT	INC VAT
CAX-3TBC	3	300-430mm	£18.49	£22.19
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke 7" SANDER/ POLISHER



£69.98 EX.VAT £83.98 INC.VAT

CP185

• Pro sander polisher, Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

Clarke 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 PRESSES

• Tables tilt 0-45° left & right • Depth gauge • Chuck guards

B=Bench mounted F=Floor standing



FROM ONLY £59.99 EX.VAT £71.98 INC.VAT

MODEL	WATTS/ SPEEDS	EXC.VAT	INC.VAT
CDP5EB	350/5	£59.98	£71.98
CDP101B	245/5	£79.98	£95.98
CDP151B	300/5	£106.99	£128.39
CDP10B	370/12	£169.98	£203.98
CDP301B	510/12	£199.98	£239.98
CDP451F	510/16	£239.98	£287.98
CDP501F	980/12	£429.00	£514.80

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‡	£129.98	£155.98
10 ton bench*	£189.98	£227.98
12 ton floor*	£239.98	£287.98
20 ton floor*	£399.00	£478.80
50 ton floor‡	£1649.00	£1978.80

* Available with/without 7 pce pin, bracket & pressing plate ‡Without kit

FROM ONLY £129.98 EX.VAT £155.98 INC.VAT

Clarke 5 PIECE AIR TOOL KIT

KIT1100



£19.98 EX.VAT £23.98 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 £169.98 EX.VAT £203.98 INC.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke NO GAS/GAS MIG WELDERS

• Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas welding with optional accessories



FROM ONLY £109.98 EX.VAT £131.98 INC.VAT MIG145

*no gas only ‡ was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 120NG*	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152 ‡	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke ENGINE STANDS



FROM ONLY £49.98 EX.VAT £59.98 INC.VAT

CES500A

• Rotates through 360° • Engines up to 227Kg Only £49.98 EX VAT £59.98 INC VAT

CES750A (SHOWN)

• Rotates through 360° • Engines up to 340Kg • Includes tool tray Only £69.98 Ex VAT £83.98 Inc VAT

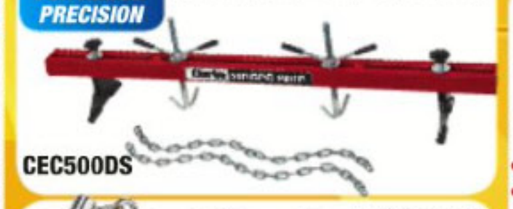
Fully tested to proof load

Clarke ENGINE/ GEARBOX SUPPORTS

ONLY £69.98 EX.VAT £83.98 INC.VAT

DUAL HOOKS FOR ADDED PRECISION

• Ideal for front wheel drive transmissions/drive shafts • Aids removal of gearboxes and transmissions • Max Cap. 500Kg



CEC500DS

Clarke ARC ACTIVATED HEADSHIELDS



CWH6 ONLY £39.98 EXC.VAT £47.98 INC.VAT

CWH7 ONLY £44.99 EXC.VAT £53.99 INC.VAT

PRICE CUT £49.98 EXC.VAT £59.98 INC.VAT WAS £64.99 inc.VAT

• Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding GWH5

Clarke ARC/TIG INVERTERS

• Used for ARC & TIG welding, utilising the latest technology • Low amp operation - ideal for auto bodywork & mild /stainless steel AT161



PRICE CUT £129.98 EXC.VAT £155.98 INC.VAT ‡WAS £167.98 inc.VAT

MODEL	AMPS	ELECTRODE DIA.	EXC.VAT	INC.VAT
AT101‡	10/80	1.6 – 2.5mm	£129.98	£155.98
AT132	10/130	1.6-3.2mm	£169.98	£203.98
AT161	10/160	1.6-4.0mm	£199.00	£238.80
AT135	30/130	3.25mm	£219.00	£262.80

Clarke LOAD LEVELLER

• Max load capacity - 500Kg • Fine screw adjustment for precise leveling

£29.98 EXC.VAT £35.98 INC.VAT

CLL500



INCLUDES CHAINS AND HOOKS

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT



MODEL	DESCRIPTION	EX VAT	INC VAT
PR012C/ 14C/18C	1.2mm, 1.4mm, 1.8mm	£19.98	£23.98
PGF14	Pro, Gravity	£26.99	£32.39
SP14/18C	1.4mm/ 1.8mm	£27.99	£33.59
HVLP	AP15, 2.2mm	£27.99	£33.59

PR012C

Clarke BC520N BATTERY CHARGERS/ENGINE STARTERS

FROM ONLY £47.99 EX.VAT £57.59 INC.VAT



• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL	MAX AMPS CHARGE/BOOST	EX VAT	INC VAT
BC100N	15/100	£47.99	£57.59
BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E	35/400	£129.98	£155.98
BC520N	50/510	£189.98	£227.98

Clarke MIG WELDERS

All models include: • Gas regulator • Earth clamp • Face mask • Welding torch • Pro90-151TE includes CO2 gas bottle



FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

MODEL	MIN-MAX AMPS	EX VAT	INC VAT
PR090	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£409.00	£490.80
205TE Turbo	30-185	£449.98	£539.98

Clarke 24V CORDLESS IMPACT WRENCH



CIR220 ONLY £89.98 EX.VAT £107.98 INC.VAT CIR220

HEAVY DUTY

• Inc. 17, 19, 21 & 23mm chrome vanadium sockets • 2x 24v Ni-Cd Batteries & 1 hour battery charger

OTHER MODELS	MAX TORQUE	EX.VAT	INC.VAT
Corded CEW1000	450Nm	£56.99	£68.39
Cordless CIR450B	450Nm	£119.98	£143.98

Clarke ENGINE CRANES

BEST SELLER

FROM ONLY £144.99 EX.VAT £173.99 INC.VAT



MODEL	DESC.	EX VAT	INC VAT
CFC500F	1/2 ton folding	£144.99	£173.99
CFC100	1 ton folding	£149.98	£179.98
CFC1000LR	1 ton long reach	£189.98	£227.98

Fully tested to proof load CFC100

• Folding and fixed frames available • Robust, rugged construction • Overload safety valve

Clarke HYDRAULIC MOTORCYCLELIFT

£349.00 EX.VAT £418.80 INC.VAT



CML3

FOLDS FLAT FOR EASY STORAGE

450 KG

• 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 TOOL CHEST AND TOOLS

PACKAGE DEAL CHT624

SAVE OVER £62 OFF OUR NORMAL PRICE

ALL THIS ONLY £259.98 EX.VAT £311.98 INC.VAT

329 HAND TOOLS



• This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet • Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

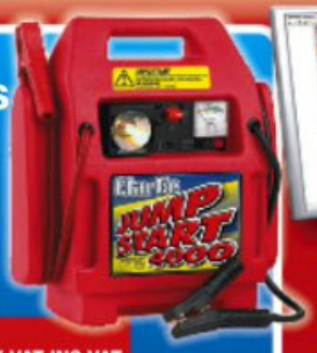
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Clarke JUMP STARTS

- Integral work light • Extra long 1M leads
- 910 includes air compressor
- Long life battery

BEST SELLER

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 500A@24v	2000A@12v 1000A@24v	£129.98	£155.98

HEAVY DUTY 17KG



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Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

- Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing • Ratchet tight tensioning



ZIP CLOSE DOOR

NEW 10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

FROM ONLY £219.00 EXC.VAT £262.80 INC.VAT



MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015 NEW	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£249.00	£298.80
CIG1020 NEW	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

Clarke 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 JET9000

- 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	1522psi	£49.98	£59.98
JS1900	2000w	1957psi	£79.98	£95.98
JET8000	2400w	2610psi	£134.99	£161.99
JET9000	2600w	2900psi	£159.98	£191.98

Clarke PETROL POWER WASHERS

BEST SELLER

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

Honda & Diesel engine models available



PLS190N

MODEL	MAX PRESSURE	ENGINE HP	EX VAT	INC VAT
Tiger 1700	1595psi	2.6	£179.98	£215.98
Tiger 2500	2465psi	4	£249.98	£299.98
Tiger 2900	2900psi	6.5	£299.98	£359.98
PLS190N	2697psi	6.5	£379.98	£455.98
PLS260N	3625psi	13	£569.00	£682.80

Clarke TURBO FAN GAS HEATERS

- Low cost heating for the garage, workshop etc.
- Propane gas fired

FROM ONLY £69.98 EX.VAT £83.98 INC.VAT



*Stainless Steel #Variable output ‡Dual Volt 110/230

LITTLE DEVIL 2

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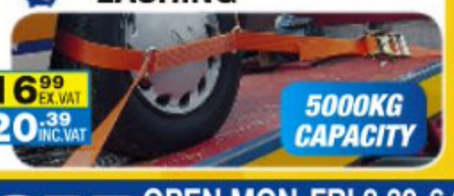
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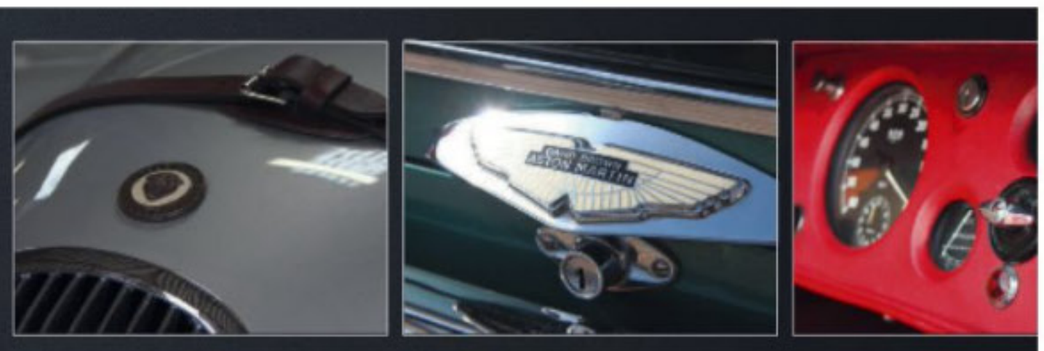
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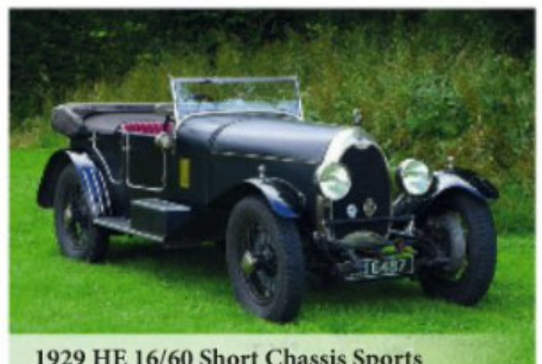
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OUR CARS

What we've been up to with our classic cars this month...



Once more unto the rear wheelarch, dear friends

Suspension of disbelief once again

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** None
Previously Worn wheelbearing and propshaft UJ diagnosed by specialist probing rear end whine

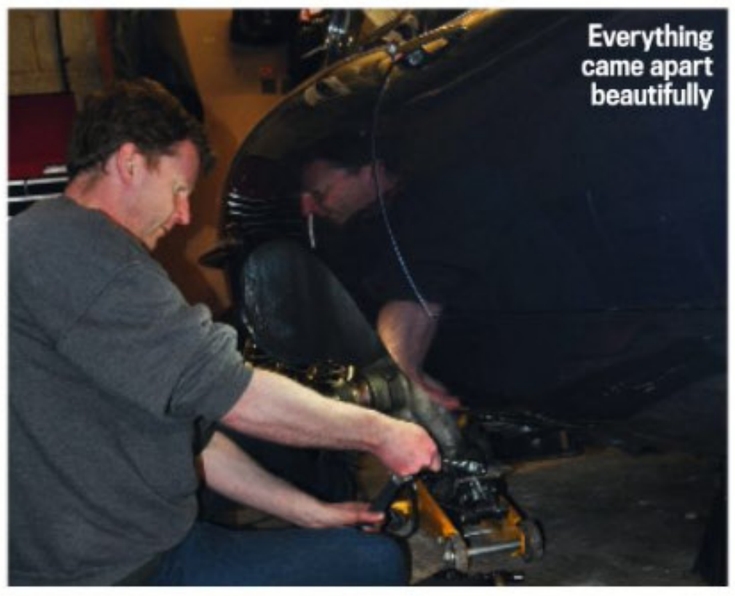
I've known for a while that the offside rear wheelbearing on my E-type is worn, and a possible cause of what I assumed to be differential noise (Our Cars, February 2014). My enthusiasm for dismantling the car's rear suspension ran out with the second rebuild, so I had to give myself a bit of a talking to before embarking on round three. Time to get on with it then.

At least this job doesn't involve dropping the whole rear subframe and axle assembly. With the body supported on axle stands and the suspension hanging free all I had to do was remove the rear aluminium hub carrier.

Step one was to separate the halfshaft from the inboard brake disc by removing the four nyloc nuts. They seemed worryingly easy to undo – I've a feeling that self-locking all-metal nuts are preferred here because they're not compromised by heat from the differential and brakes. Must check before I put it all back together.

The halfshaft passes between the twin coil spring and damper units so extracting it means removing one of them for clearance. The only thing left retaining the hub was the wishbone fulcrum pin, secured with a couple of 15/16in nuts. Even these undid without undue force. After remembering to remove the vulnerable grease nipple from the bottom of the hub I popped my trolley jack underneath for support and tapped out the fulcrum, just managing to drop the mallet and drift in time to catch the hub and halfshaft as it tried to topple off the jack.

With it safely on the bench it was time to contemplate my next move. According to the Jaguar manual that involves fitting a new bearing and using a dial gauge to determine which shims to use end up with the correct end float, then dismantling, fitting new shims and checking again. So far everything has been disarmingly easy because I've had it apart so many times before. Changing and setting up the bearing will be fresh and exciting territory.



Everything came apart beautifully

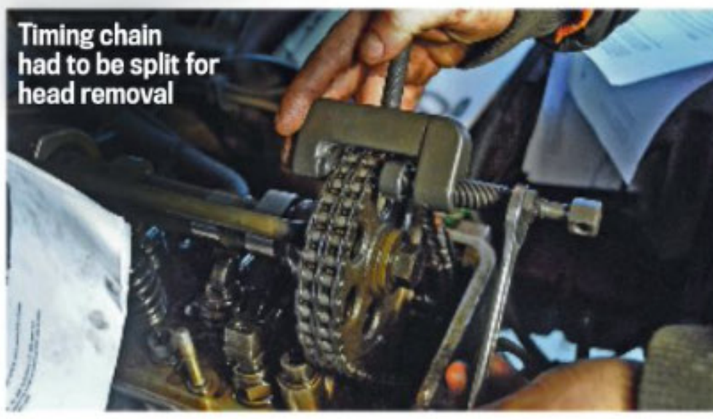


Off with its hub



The W123 reacts to the bungee-jumping Minion with steely resolve


New compression tester didn't show any pressure


Timing chain had to be split for head removal


Aluminium cylinder head had burnt away between cylinders


That scrape in the cylinder head looks beyond reboring

Off with its head! Well, eventually...

THE STORY SO FAR



1977 Mercedes-Benz 230 C
Owned by Nathan Chadwick
nathan.chadwick@bauermedia.co.uk
Time owned Three months
Miles this month 0 **Costs** £300 (tools)
Previously Expedition to London ends in impromptu disco by the side of the motorway after engine blow

One of the most memorable plot devices I remember from school creative writing lessons is observing how characters act, rather than what they say. So when former schoolmate and my most mechanically minded friend Bob shared a glance with CC's editor, Phil Bell, just after he'd managed to remove a cylinder head bolt with his bare hands, I knew the evening was not going to go well.

In fairness, the clues that this wouldn't just be a blown head gasket had been apparent from the day after my midnight sojourn on the M1 (Our Cars, May).

Expecting vast dollops of mayonnaise-like oil-water emulsion in the engine's innards, it was a surprise to find it completely devoid of creamy badness. More peculiar still was the complete lack of compression when Phil put his tester on each cylinder.

No compression whatsoever hadn't been heard of among CC staffers – surely Phil's tester was faulty? So I availed myself of a new one from Laser Tools (lasertools.co.uk; part 2516). While entertaining my flexible friend in fiscal yoga, I also invested in axle stands (part 5074) and a chain splitter to remove the timing chain (part 5826).

Tools delivered, Bob popped around for a weekend of oily goodness. I'd hoped Phil's compression result was an anomaly, but the new tester's needle was as limp as Chelsea's Champions League exit.

We decided to take the head off anyway and started stripping back the engine's ancillaries. This would have been simple had it not been for Bob and I having to make repeated trips to Halfords. We made four or five visits over two days thanks to forgetting to buy all the tools we needed at one time, snapped sockets and Bob's affection for one of the women on our local branch's till. Eventually it was time to cut the chain, only we'd forgotten to grind the rivet head off the link pin. Two snapped chain cutter pins meant a temporary end to proceedings.

When the replacements arrived, Phil and Bob popped by to take the head off at last. The chain splitter worked its magic, and the moment of truth arrived. Rather too easily, actually – hence the look of concern over the head bolts between Bob and Phil.

The gasket had blown in several places, but the real shocker was the state of the cylinder head – a thumbnail-sized chunk of metal is missing between cylinders two and three. The fragments had found their home in cylinder three – there's a 1mm-deep stripe worn into the bore. The cause is hard to pin down, but the arterial spray of red-tinged coolant across the floor and engine bay points to factors like a lack of anti-freeze, cold weather, an almost-solid hose and resultant overheating.

What to do from here? If parts for this now-rare engine could be found, it's likely to be prohibitively expensive to rebuild. Mercedes-Benz quotes £1900 for a fresh cylinder head alone.

Thoughts now turn to a replacement engine. Carburettor engines are rare, and lobbing in a fuel-injected W123 engine is more faff than it's worth thanks to the way the later powerplants are laid out.

'Lob a V8 in,' Bob suggested. 'Rear tyres would become a consumable item, though.'

Lots of thinking to be done, then. What would you do? Let me know via the email address above, or share your thoughts at facebook.com/classiccarsmagazine.

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205 drives nearly as well without its old engine as it did with it

Adam chooses the new-motor way

THE STORY SO FAR



1989 Peugeot 205 GTI 1.9
Owned by Adam Towler
classic.cars@bauermedia.co.uk
Time owned 14 months
Miles this month 0 **Costs** Final bill impending
Previously With a blown head gasket, Adam faced a choice – repair or replace?

It's been a very big month for the 205. Now you could argue there's been a certain amount of procrastination because, even though 205 specialist Pug1Off (pug1off.com) has done a lot of work on the car, the reason it went into their workshop in the first place was the troublesome engine. And that's the bit that, until now, we've not tackled. To jog memories of long ago, it overheated and left its own little oil slick behind wherever it went.

So, with the running gear sorted and the rear axle rebuilt, the engine's time had come. Out of the car it came, along with the equally tired gearbox. With the cylinder head removed to investigate the failed head gasket there was patently considerable wear on show, but the biggest issue was with the block. At some point in the past a botched cylinder head re-fitment had driven one of the head studs down into the block itself and the damage had been patched up messily with glassfibre filler.

I'd always suspected this might be where the oil leak was flowing from, but Steve at Pug1Off put that down to a worn seal at the gearbox end of the engine. Even so, the block's integrity had been compromised, so what to do – spend money on putting right other issues, and rebuild with this potential Achilles heel? Or start afresh?

I knew from the V5 that the incumbent engine wasn't the original. But what really made my mind up was proprietor Matt at Pug1Off letting slip they had a clean engine that had come out of a 1.9 for a 306 GTi6 engine conversion. It seems a lot of money had been spent on this engine recently, and would I be interested? Moreover, the deal would include the gearbox – so my wallet wouldn't have to endure the rebuild of the third-gear synchro that mine required.

The next set of photos from Steve showed my car in an odd pose; the lack of an engine allowed the front suspension to raise the body like a dog awaiting a treat. I went to the workshop to be confronted with a smart-looking XU9JA motor with new hoses, alternator and starter motor attached. In the corner sat an oil stained, forlorn lump – my old block. I'm more excited than ever to get to the end of this stage. Next month – how it all comes together, and, hopefully, the end result.



Look, no leaks! And soon it'll be in Adam's car

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Mobile 07836 222111

Email:
sales@runnymedemotorcompany.com



1962 Jaguar E- type series one (chassis No 885952) 3.8 with Low Drag Lightweight Linder 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.**



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.**



1966 Jaguar E type 4.2 Roadster finished in Carmen Red with black hide recently imported from Canada. It has been enthusiast owned and has been the subject of a total restoration in 2004/5. We can convert to RHD for £3,000. Very realistically priced at **£79,950**



1950 J2 Allard (chassis No 1570 RHD) finished in British Racing Green with freshly trimmed Suede green hide interior. Completely rebuilt by R.W.Racing to the highest standard with correct Cadillac 331 cubic inch V8 OHV giving circa 280BHP coupled to completely overhauled period Moss gearbox. The car is Millie Miglia Eligible and extremely rare and entry to this event is virtually guaranteed. Competitive against "C" types & "D" types at a fraction of the cost. **£345,000**



1966 Jaguar E type 4.2 Fixed head Coupe finished in Signal Red with beige hide interior. This is a very nice 2 owner car that is believed to have covered only 28,000 miles from new. Fitted with 4 speed manual gearbox and chrome wire wheels, the car represents very good value in today's market at **£59,950**



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 Jaguar XK150 FHC finished in British Racing Green with contrasting original Suede Green hide interior with matching carpet and beautiful veneered dash and door trims. This is a lovely unmolested UK supplied car that comes with a huge history file and it drives exactly as it should. The only upgrade is the addition of a 5 speed gearbox which greatly improves high speed cruising. I will be surprised if the first to view this car does not become its next long term keeper. Very realistically at priced at **£65,000**



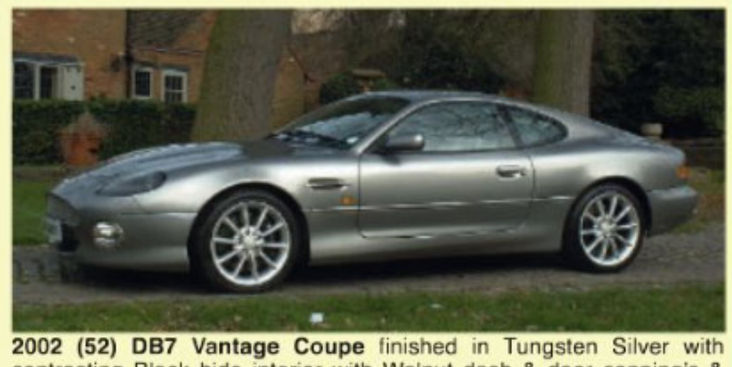
2008 (58) Porsche Cayman 2.7 finished in Guards red with contrasting Black interior. This is a beautiful, unmarked example that has covered only 19,000 miles from new and comes with a complete Porsche service history. This car drives extremely well with superb road holding and represents terrific value at only **£20,950**



2000X Aston Martin DB7 Vantage Coupe finished in Azure blue with contrasting parchment and Pacific blue hide interior. In beautiful condition throughout, the car comes with a comprehensive Aston Martin service history with a recent service including coil packs. It has new tyres all round with unmarked wheels and all usual refinements. Extremely good value for a model that is now appealing to the collector. **£25,950**



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.**



2002 (52) DB7 Vantage Coupe finished in Tungsten Silver with contrasting Black hide interior with Walnut dash & door capping's & 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 **£25,950**



13.**1993 Porsche 964 C2** finished in Grand Prix White with contrasting full blue hide interior. This is a beautiful example that has covered star ship mileage but comes with total Porsche history and is fabulous to drive. Please enquire for more details. **£29,950**



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**



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**



1959 Jensen 541 R finished in deep ocean blue with black interior and fully prepared by R.W.Racing for Historic Racing or Rallies with FIA/HTP Papers and a very competitive car in its class. It has Goodwood racing History and is eligible for Pre-1963 GT racing as well as HRDC, VSCC and HSCC events. A fraction of the price of the equivalent Aston at **£79,950**



2007 Aston Martin Vantage finished in Titanium Silver with contrasting black hide interior and having covered only 44,000 miles from new in the hands of 2 careful owners. The car comes with most available options and a complete HWM service history. Sensibly priced at **£44,950**



1971 Aston Martin DBS V8 finished in Cumberland grey with contrasting blue hide interior. This car has perfect paintwork and an excellent original interior and has covered just 52,000 miles from new. It has a comprehensive history file and has been in the same ownership for over 20 years. Undoubtedly rising in value but realistically priced at **£79,950**

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Cabin shows some signs of wear, but a few door card clips need replacing



Once warmed up the engine performs well, with 40psi oil pressure

1966 Jaguar E-type S1 4.2 £59,950

Given the rising prices of early E-types, could this LHD car be the smart way into one? asks Richard Gunn

E-TYPES SOLD NEW across the Atlantic have been coming home for years as our love of the model grows ever stronger.

Many are sourced from the 'dry states' of the USA, but this one has returned from Canada, a country not noted for significantly better weather than Britain.

Fortunately, aside from a few blemishes, this E-type has survived its northern sojourn well. That may be down to the low mileage of 28,700, although there's no history that confirms this. However, a Heritage Certificate attests to it being built on November 1, 1966 and delivered to Jaguar Cars of New York. After that – aside from having had two owners – the trail goes cold.

Overall body condition is very good, though there are some superficial issues. The bonnet has some stonechips while the driver's door has some paint missing from its outer edge, presumably due to careless opening. Bonnet louvres are also missing paint on their extremities. Other minor flaws include a paint crack at the bottom of the left-hand-side bonnet aperture and another beneath the right-hand rear side window, which has been touched up. There are a couple of small spots of surface rust just above the right-hand-side front bumper.

Looking closely, you'll also find the odd area of thin paint caused by zealous polishing. But that's it with imperfections. The car has been undersealed and the chrome is good all around, including the wire wheels. These are clad in Michelin XVS 185 HR 15 tyres with plenty of tread. For the European look you may want to replace the Federal-spec front bumper 'lips', along with those rectangular spotlamps.

When opened, the driver's door drops a little, suggesting worn hinges, and its interior door card is a little loose, although it looks to be just a matter of clips. The cream leather and carpeting has lasted well with only few marks and very light creasing on the hide. An Eighties Technics radio-cassette looks out of place, but rear speakers have been neatly installed in specially made boxes, which match the rest of the trim. A '4.2 E-type' sticker has been fixed above the speedometer, which also has kph marking transfers on its glass. All the dials work, with healthy readings, save for the clock.

In action, this E-type performs well, making a convincing argument for the scant miles. You have to be a little forceful with the gearbox (especially reverse) until the oil is properly warm but after that it's a lovely ride, nicely tuned, with an instant and strong throttle response when prodded. The brakes bite hard when needed, and bring the E-type up in a straight line. Steering is direct and with little play.

This E-type feels full of life and vigour. Best of all, because it's not a trailer queen it can be driven rather than just admired.

CHOOSE YOUR E-TYPE

▶ In March 1961 the motoring world is genuinely stunned by the launch of the Jaguar E-type at the Geneva Motor Show. Available in roadster and fixed-head coupé forms, the new sports car claims a 150mph top speed courtesy of its 3.8-litre triple-carburettor XK engine. The very first examples have flat floors and exterior bonnet catches. The latter last until October 1961.

▶ From June 1962, the floors are dished to provide more room. Centre armrests make an appearance during 1963, but a more significant change is during 1964 when the 4.2-litre engine debuts, along with sealed beam headlamps.

▶ The range is supplemented in 1964 by a lengthened and raised 2+2 model for the family man, which can also at last accommodate automatic transmission – seen as important for the US market. Series 1½ variants come along in 1967 with exposed headlamps to satisfy American legislation.

▶ Shortly after the arrival of Easi-Clean wire wheels, the E-type is updated in 1968 to become the Series 2, with indicators and tail lights under the bumper.

SPECIFICATION

1967 Jaguar E-type 4.2 Series 1 Fixed Head Coupe
Price £59,950
Contact Runnymede Motor Company, Farnham Common, Buckinghamshire (runnymedemotorcompany.com, 07836 222111)
Engine 4235cc in-line six-cylinder, DOHC
Power 265bhp @ 5400rpm
Torque 283lb ft @ 4000rpm
Performance Top speed: 150mph; 0-60mph: 7.6sec **Fuel consumption:** 18mpg
Length: 4453mm **Width:** 1656mm

INSURANCE £180
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Interior is in exemplary condition, and the gadgets are in fully functioning order



Mighty 6.75-litre engine hides its gubbins under a plastic fig leaf – it works perfectly

1998 Bentley Brooklands R Mulliner £28,000

Bentley's farewell to the Mulsanne shape was this limited edition. Richard Gunn puts the 27th example to the test

THE MULSANNE SHAPE of Bentley was in its last year of manufacture when this Brooklands R Mulliner appeared.

As the final derivative of the 18-year-old design it was something special. Just 100 were built; trimmed and furnished by Rolls-Royce's Mulliner coachbuilding arm. This is number 27. It features a light-pressure turbocharged version of the venerable 6.75-litre V8 engine, longer wheelbase and firmer suspension from the Turbo R model. Number 27 spent its early life as a Jack Barclay demonstrator before moving into private ownership.

It is a huge machine, yet the subtle Atlantic Blue Mica paint does a laudable job of shrinking its dimensions a little. Condition of this 79,467-mile car is very good. The fastidiousness of its most recent custodian is evidenced by a bill for £5000 from specialist Hillier Hill to have the underside stripped and rebuilt. The packed history file contains every invoice, the majority from main dealers.

There is some corrosion bubbling under the nearside wing mirror, adjacent to the window frame, and some more beneath the frames on the offside. However, this will be resolved before sale. Elsewhere there's a small touched-up spot on the offside front wing, a few stonechips on the nose and some light scratching on the rear bumper's brightwork. The bumper corners have some light scuffs too. All alloys are unmarked and clad in Pirelli P Zero 255/55 ZR18 102Y tyres, which are in very good condition.

There's not much to see under the bonnet – most of the business parts are clothed in black plastic covers. But it's clean and tidy, and all fluids look as they should.

Inside, it is difficult to find fault. The excellent dark blue carpets and Sand Hide leather don't look like they've seen 80,000 miles, with the rear seats giving the impression of rarely being used. The wood trim is all fine. There are lots of gadgets, such as cruise control, electrically heated and operated memory seats and a foldaway Alpine satellite navigation system.

Insert the key, press the prominent red starter button and it comes instantly to life with barely a whisper. In action, it is very refined. The automatic transmission shifts so silkily that changes are barely noticeable; you have to poke kickdown to ruffle any of this Bentley's feathers. What is a pleasant surprise is how well it handles; that's not just down to the well-balanced power steering but also the R Mulliner-specific suspension, which feels tighter and firmer than contemporary Bentleys we've sampled.

It rides and behaves impeccably, its faultless conduct making it feel like a car younger than it actually is. That it has been cherished and cared for mechanically during its life is patently obvious.

CHOOSE YOUR BENTLEY

▶ The Bentley-badged equivalent of the new Rolls-Royce Silver Spirit is launched in 1980, as the Mulsanne. However, the marque only starts to distinguish itself from its more laid-back and luxurious stablemate with 1982's Mulsanne Turbo, increasing the 6.75-litre V8's power by 50 per cent. In 1984 the Bentley Eight becomes available as a 'budget' model, without a turbocharger.

▶ 1985 sees the boosted Bentley renamed the Turbo R, with improved handling. The non-turbocharged version becomes the Mulsanne S in 1987, sharing many modifications with the Turbo R. Quad round headlamps replace the rectangular items in 1989.

▶ Both the Mulsanne and the Eight give way to the Brooklands in 1992, but there's still no turbo. However, light-pressure turbocharging does reach the Brooklands in 1996. After the 400bhp Turbo RT comes along for 1997, the final year of production in 1998 sees 100 Brooklands R models by Mulliner, distinguished by a longer wheelbase and more creature comforts inside.

▶ In 2008 the Brooklands name was revived for a Bentley Azure-based two-door coupé.

SPECIFICATION

1998 Bentley Brooklands R Mulliner
Price £28,000
Contact Classicmobilia, Milton Keynes, Buckinghamshire (classicmobilia.com, 07889 805432)
Engine 6750cc overhead-valve V8
Power 300bhp @ 4000rpm
Torque 446lb ft @ 2000rpm
Performance Top speed: 140mph; 0-60mph: 7.9sec
Fuel consumption: 17mpg
Length: 5268mm **Width:** 1887mm

INSURANCE £442
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911

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Aston Martin DB5
Left Hand Drive



Aston Martin DB4 Series Two
Left Hand Drive



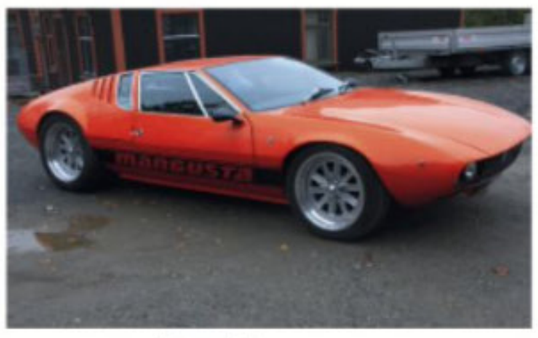
Aston Martin DB2/4 MKI
Left Hand Drive



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
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Retrimmed cabin still sports original headlining and has a new centre console



Wet-sump V8 engine is in good health, as it should be after a confirmed 51,000 miles

1976 Ferrari 308 GTB £165,000

This Australian-spec Vetroresina variant is freshly restored to a near concours standard, says Ross Alkureishi

TWENTY YEARS AGO you couldn't give away glassfibre 308s, but with only 712 produced they've always possessed that most important Prancing Horse factor: rarity. A letter from the Maranello Concessionaires archive in the history file shows chassis number 20247 was delivered new to Australian market importer Lowe in October 1976. It was originally Argento with Nero hide but this was changed to its current Rosso Corsa/Tan interior combination during a comprehensive recent restoration, prior to arriving on these shores. There are receipts for work but they're not comprehensive; also missing is evidence of prior ownership history.

What is certain is that this GTB is finished to a very high standard. The glassfibre body is exquisite, with immaculate fit and finish. Complementing this is the as-new appearance of the black plastic on bumpers and window surrounds. The chrome mirrors seem a touch incongruous but are original and therefore correct. The original 14-inch Cromodora alloys are spotless and shod with 205/70 R14 modern tyres that look fresh and have oodles of tread.

Under the lid sits a beautifully detailed engine bay. The air filter has a crisp crackle-black finish but areas such as the rear bulkhead demonstrate real attention to detail. Only relatively grubby ignition coils let the side down. Mated to the leak-free V8 is a fresh exhaust system with correct quad Ansa Marmitte tailpipes. Underneath, everything appears freshly restored.

The cabin has been retrimmed and there's a brand-new centre console. The car had air-conditioning and electric windows specified when new and these still function, but the passenger window wasn't working.

It's a wet-sump 308 – as all those delivered to Australia were. Real-life differences between the dry and wet versions are negligible on the road. The V8 starts first time and pulls really well throughout the rev range, both hot and cold. The gearchange selects easily, and the brakes pull the car up nice and straight. Those modern tyres are the right choice for proper daily motoring use and offer substantially more grip than the 'correct' items. An extended run elicited no gremlins from the steering or suspension, with textbook 308 handling fluidity allied to that glorious powerplant. The latter ran perfectly, with strong oil pressure and a coolant temperature of 75 degrees.

This 308 is now UK-registered and will come with a fresh MoT. The lack of provenance does affect value but here it's offset by the car's condition. Realistically it's too good for regular use so probably for investment, or to place in a collection. To an enthusiast's ear that's sacrilege but, as prices continue to rise, it's also the reality.

CHOOSE YOUR 308

- 308 GT4 launches in 1973 under the 'Dino' name, featuring Maranello's first V8 engine mounted amidships in a space-frame chassis. The 2926cc quad-cam unit is a jewel. Four seats ensure practicality but angular Bertone styling upsets the purists. Becomes a 'Ferrari' in 1975. Italy-only 208 is a 2.0-litre tax-break special.
- Younger sibling 308 GTB arrives later the same year, with GT4 underpinnings but clothed in flowing Pininfarina lines. Now firmly a two-seater, unusually for Ferrari the first examples have glassfibre bodies. 2.0 Italian variant still available.
- All-steel bodywork from 1977, with a targa-top GTS offering the following year.
- Fuel injection replaces Weber carburettors in 1981 providing smoother running and access to power, but disappointingly output drops from 240bhp to 214bhp.
- The Quattrovalvole – four valves per cylinder – is released in 1982 and restores performance to expected levels at a healthy 255bhp.
- Production ends in 1985, when the 328 arrives.

SPECIFICATION

1976 Ferrari 308 GTB Vetroresina
Price £165,000
Contact Foskers, Longfield, Kent (foskers.com, 01474 874777)
Engine 2926cc dohc-per-bank V8
Power 240bhp@6600rpm
Torque 210lb ft@5000rpm
Performance Top speed: 154mph; 0-60mph: 6.6sec
Fuel consumption 18mpg
Length 4419mm
Width 1727mm

INSURANCE £481
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Slight creasing to the driver's seat is the only minor sore point to this 911's impressive cabin



450bhp engine buried beneath intercooler, but all looks as it should under the whale tail

1997 Porsche 911 Turbo S £250,000

One for collectors: the best of the last aircooled 911s. Paul Hardiman assesses this rare 450bhp supercar

THE TURBO S is a special animal, built in the last year of production only, and that makes it very collectible.

It wasn't just a case of dropping suspension and tweaking boost; the changes ran deeper. As well as an extra 22bhp and the 15mm drop in ride height, bodyshells gained extra reinforcement in the strut towers, and detail changes inside such as carbon panels on the dash and doors. Easiest way to spot a Turbo S is by its yellow brake calipers and four tailpipes. Only 23 were made in right-hand drive – all of which were four-wheel drive – out of a total production of 345.

This one has clearly been looked after over its 36,187-mile life, though the history is patchy; the service book had been mislaid and the invoice trail goes cold in 2008, though there has been a recent service at Porsche Silverstone costing £480.

The body is straight and undinged, and the doors shut accurately with that Porsche 'doing'. It may have had some paint under the back window, but there are no stonechips on the nose, just numerous bug spatters. There's just the lightest grazing under the chin spoiler, while the floorpans and engine shield are unscuffed, still with the drain nipples hanging from the front pan, which hasn't been hit. Inside the boot, we find the original rustproofing still in place, plus the paint code stickers on the underside of the bootlid and the left inner wing. The spacesaver spare has never been on the car and still has its compressor, and there's a bottle of genuine Porsche screenwash lurking too. At the other end the exhaust is in good health. The alloys are unscuffed and there's plenty of tread on the P Zeros, though the 2010 date codes reveal the car has done very little in recent years.

Inside, the leather is lightly creased, more so on the driver's side, and the carpets are unworn, with the rest of the interior perfect.

You can hardly see the motor under the intercooler but we could see from beneath that there were no potentially expensive oil leaks. Being dry-sumped, the oil has to be checked warm and with the engine running; it's up to level and only a month old.

It starts instantly and settles to a subdued thrum. Everything works perfectly and it's easy to operate, with a nice, taut chassis and no clonks or rattles. Plant it and it just goes, the all-wheel drive taking care of any traction issues. In fact, it's rather civilised, if teleport-fast. There's no boost gauge to distract you, but oil pressure is 4bar at 4000 and above, edging to a little more at higher revs. But the end of the runway is looming, fast. Brakes haul you back smoothly but with real bite and the six-speed manual gearchange is foolproof, with the pedals arranged to make heel-and-toeing possible.

It's expensive, but find another like it.

CHOOSE YOUR 993

- 993 launched in 1993 to replace 964. All cars have 3.6-litre version of classic aircooled flat-six, along with a six-speed gearbox. Four-speed auto Tiptronic later an option. Available in coupé or cabriolet, and with rear-wheel drive or four-wheel drive.
- Turbo model released in 1995 with twin turbochargers (and catalytic convertors), 408bhp and all-wheel drive – a first for a 911 Turbo. Rear wings are 6cm wider to cover the larger 18in hollow-spoke wheels.
- 1995's homologation-special GT2 offers Turbo pace without four-wheel drive and interior comfort.
- Targa versions of the 993 are launched for 1996, with the roof electrically retracting beneath the rear window. Carrera S models share Turbo-style body but use normally aspirated engine.
- Turbo S launched in 1997, last year of production. 15mm lower than regular turbo, with bigger turbos, yellow brake calipers, larger rear wing, air scoops behind the doors, four tailpipes and carbon-fibre interior detailing. GT2 boosted to 450bhp.
- In late 1997, first of the watercooled 911s, the 996, supersedes the 993.

SPECIFICATION

1997 Porsche 911 Turbo S
Price £250,000
Contact Pendine, Bicester Heritage, Oxfordshire (pendine.co, 07770 762751)
Engine 3600cc turbocharged and fuel injected aluminium ohc flat-six
Power 450bhp @ 6000rpm
Torque 433lb ft @ 4500rpm
Performance Top speed: 186mph (limited); 0-60mph: 4.2 sec **Fuel consumption** 18mpg
Length 4260mm **Width** 1735mm

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1990 PORSCHE 911 3.3 TURBO LE - RHD

Guards red with grey full leather interior. One of 50 Limited Edition (World Wide). This is a unique opportunity to purchase an appreciating asset and have some fun driving a rare, iconic 911 LE. Only 22,000 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



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Grey full leather interior. Upgrades - Graduated tinted windscreen. Four wheel-drive. Only 44,800 miles.



1993 PORSCHE 964 3.6 TURBO - RHD
Metallic Black. White full leather interior. One of only 42 UK RHD cars. Super rare with exceptional provenance. Only 35,300 miles



1970 PORSCHE 911 S 2.2 - **LHD**
Black. Upgrades. Matching Numbers. Certificate of Authenticity Excellent condition. Imported vehicle. Only 41,600 miles.



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.



1989 PORSCHE 911 SPORT G50 - RHD
Solid Guards Red. White full leather interior . Full service history. 72,500 miles. Excellent condition.



1990 PORSCHE 928 5.0 GT - RHD
Metallic Velvet. White full leather interior. Full dealership history. One of only a few 928 GT manual cars left. 25,800 miles



1995 PORSCHE 993 3.6 TURBO - RHD
Solid Guards Red. Black full leather interior - Excellent Condition. 18" Hollow Spoke Alloys (Turbo). FWD. Only 31,300 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.

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Corvette 1958 Roadster finished in signat red (orange) with white side coves,matching interior,white soft top,4 speed manual,dual quad 283/270 H.P.this very rare 58 Corvette is probably the finest in the world,having covered only 10 miles since full professional restoration every nut and bolt,it boasts every original part with matching numbers even down to the wipers.If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed.This car is just breath taking..... £145,750



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new £250,000



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £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 overrugs to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 1988 560SL sports left hand drive,finished in smoke silver,with brazil hide interior,headrests,hard and soft tops,centre armrest,overmats,first aid kit,light up vanity mirrors,CD stereo system,air bag,air cond,power mirror,cruise control,ABS,power windows,SRS,outside tempriture gauge,tinted glass,auto,power,expensive mercedes wheels,only 38,000 miles,service history,drives like new,just magnificent.... £39,750



Mercedes Sports 560SL 1989, left drive, finished in nautic blue with mushroom hide interior, headrests, hard top and dark blue soft top, overmats, centre armrest, light up vanity mirrors, power windows, cruise control, original stereo system, air bag, air conditioning, outside temperature gauge, alloys, tinted glass, first aid kit, complete with all tools. Automatic and power steering, history, 42,000 miles garaged from new £39,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs,has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Rolls Royce Phantom 11 Sedanca de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concourse wins in its time. Winning the Rolls Royce Owners Club concourse touring P 2 trophy. Also the Dudley trophy in1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophys, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment £275,500



Jaguar S Type 3.4 1968 finished in the smartest colour combination of gleaming midnight blue with as new parchment hide interior, overmats, stereo, sundym glass, manual transmission with overdrive, power steering, new sparkling chrome wire wheels and tyres, spare unused, complete with all tools, only 500 miles since total renovation. 3 owners from new last owner 22 years, original handbook,many old mot's lots of bills and history, entered in many shows concours winner,well known car garaged from new,there cannot be better just magnificent and a fine investment £36,750



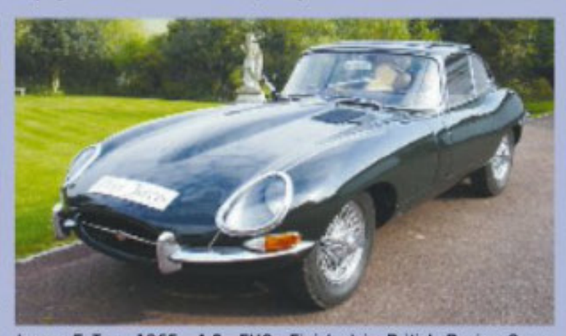
Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overugs, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whiteside tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value. ... £69,750



Mercedes 230SL Sports 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



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



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition, This car is just remarkable..... £165,500



Jaguar E type V12 Roadster 1973/4 Finished in Primrose yellow with superb Black hide interior, piped Primrose, headrests, stereo system, automatic transmission, power steering, sparkling chrome wire wheels, huge history file, only 32,000 miles from new, garaged from new, this car is in magnificent condition throughout..... £125,750



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..£129,500



Aston Martin 2002 DB 7. Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, CD, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history, this car is just remarkable, never seen rain.....£49,750



Corvette stingray coupe 1965 finished in Nassau blue,with complimented blue and white interior,and blue dash and carpets,knock off wheels,and radial tyres, independent rear suspension,disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HP,L79 V8. A super looking and breath taking Corvette £118,750

NUMBER PLATES FOR SALE: 777 BUT - £2,750. F1 HUE - £2000. LOX 11 - £4,500

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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



Jaguar E Type 1962 personal reg number, Series 1 Roadster 3.8 Finished in gleaming unmarked Carmen Red with magnificent black hide interior. With the bright aluminum dash and console, period radio, brand new chrome wire wheels, with white slim band tyres, spare unused, complete with all tools, the engine bay, interior, boot, body all look new. This icon has breathtaking appearance, maintained to an extraordinary high level, heritage certificate, complete with handbook, invoices, bills, etc, original wallet, only three owners, garaged from new, a chance in a lifetime to own one of the finest E types, very collectable, a fine investment..... £155,500



Rolls Royce Ghost 2011 black with brushed silver alloy bonnet driver assistance, two, panorama sun roof, adaptive headlights, comfort entry, camera system rear theatre, picnic tables, RR monograms, 20 inch alloy wheels, extended leather, piano black veneer, television tuner, chrome visible exhausts, interior black carpets. Only 6000 miles one owner FSH £155,750



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



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 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



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 300SL 1987 sports. Finished in unmarked signal red with cream hide interior, rear seats, headrests, hard and soft tops, overmats, tinted glass, light up vanity mirrors, power windows, central locking, stereo system, power steering, automatic, alloys, immobliser, alarm, only 57,000 miles from new with service history, garaged from new, magnificent example.....£26,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels,spare wheel unused, only 36,000 miles from new,virtually one owner from new,good history, original paper work and handbook,very rare to find a car in this unique condition, never seen rain. £135,750



MERCEDES SPORTS 280 SL 1985. Finished in Arctic white with superb interior, hard and soft tops, auto, power, Clifford alarm and imobiliser, alloys, cruise, stereo system, CD player, power windows, service history, excellent example..... £12,750



Jaguar E Type V12 1972 2+2, finished in signal red with black hide interior, headrests, manual transmission, power steering, stereo system, brand new chrome wire wheels and white side tyres, drives superb, always garaged, very well maintained, complete with all tools, old mots and some history, handbook, striking example £49,750



Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model. Finished in Ivory with matching tan hide interior, matching power convertible top, lambs wool overugs, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example £49,750

Mercedes 560 SL Sports.Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard&soft tops, auto,power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS,alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning.....£38,500





Mercedes Sports 280 SL 1969 Left Hand Drive, finished in Ivory White with Dark brown hide interior,hard and soft tops, auto, power,air conditioning, stereo system,only 68,000 miles from new, only two owners from new, garaged from new, this car is just magnificent in every way, fast appreciating in value £67,750



Bentley Azure 1997. Left Hand Drive. Finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, very expensive stereo system, chrome wheels, sundym glass, adjustable front headrests, airbags, anti theft device, burr walnut throughout, 32,000 miles, always garaged £55,500



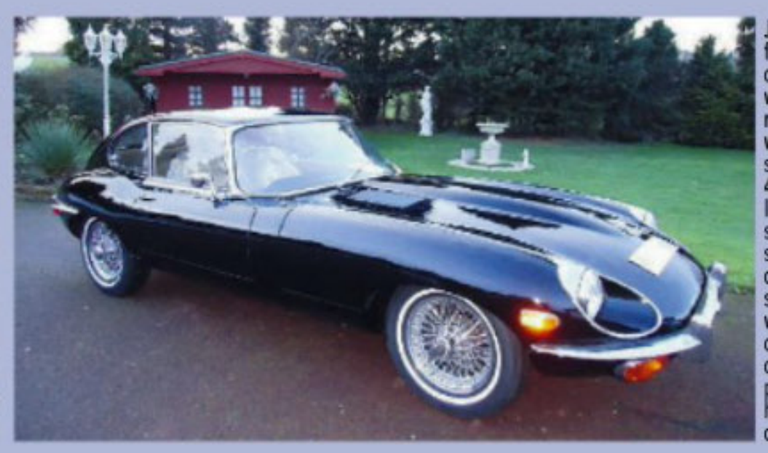
Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MoTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing £135,750



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 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



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking,also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website. £125,750

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1969 Jaguar E-type Series 2 4.2 ltr £POA

Finished in White with Red trim. Full service history and old MoTs ready for the summer.

1967 Jaguar Mk2 3.4cc £POA

Full nut and bolt restoration 10 years ago finished in red with tan piped red trim with red carpets, Full service history and old M.o.T's.





1985 Mercedes 500 SL AMG. Just one owner from new and just 26000 miles. **£25,950**



1968 MGC GT Fully rebuilt in 2012 this MGC GT also benefits from electric power steering and electric windows, fitted with fully gas flowed stage 2 lead free engine with triple su carbs. With biscuit trim. The car also has a large history file. SOLD



1971 MGB Roadster. Fully restored in the mid 90s, finished in teal blue with black trim. this MGB benefits from a fully rebuilt lead free engine and white wall tyres. With large history file. **£14,950**



1968 MGB Roadster. Finished in Old English White with Burgundy interior and carpets. Hood chrome wire wheels. Lead free engine with four speed overdrive gearbox. This car was restored on a Heritage body shell some 20,000 miles ago and little used since. **£17,950**



2002 Aston Martin DB7 Vantage Volante finished in Islay blue with navy/light gray trim with full service history with 3 owners from new and only 60,000 miles. **£TBA**



2000 Aston Martin DB7 Vantage automatic. Finished in Silver with Black trim, 40,000 miles with just one owner and full service history. Super example. **£26,950**

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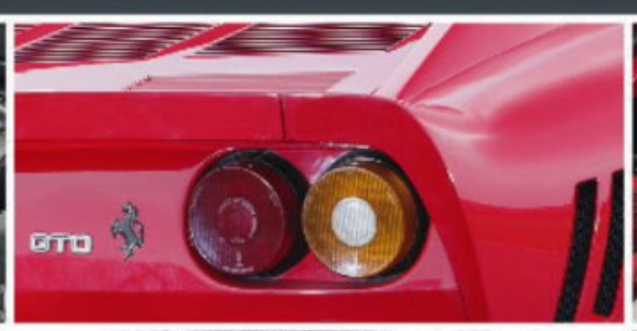
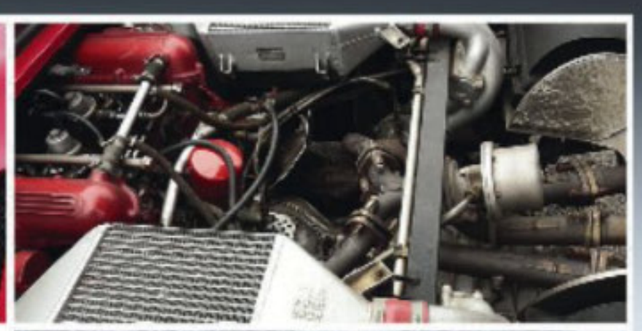


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1962 FERRARI 250 PF SERIES II SPYDER

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FIAT 1200 CABRIOLET by PININFARINA 1962: LEFT HAND DRIVE. Red with black interior with red carpets. Exceptionally rare black hard top and soft top. Manual gearbox. Original service book. Showing 41,000 miles which is most probably correct. Previously sold by ourselves, just returned from Ireland **£18,995**



VOLVO P1800 ES 1972: Maroon with black hide interior with red carpeting. Manual gearbox with overdrive. Electric power steering. Four owners. 93,000 miles only from new. A superbly maintained example. with the added benefit of the electric power steering to overcome the notoriously heavy steering these cars usually suffer from **£16,995**



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 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**



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. Previously supplied by ourselves, its own dedicated book following much research of its extensive history. **£39,995**



JAGUAR XJ8 3.2 Ltr 1999: Seafrost with Ivory hide interior. Alloy wheels. One owner until recently. 18,000 miles only from new. Air conditioning and other usual refinements. **£9,995**

ALVIS TE 21 DROPHEAD COUPE 1964: Opalescent Dark Blue with Grey hide interior. Navy Blue mohair soft-top and hood bag. Chromium wire wheels. Automatic/P.A.S. Correct wood-rimed steering wheel. Fully restored many years ago by Red Triangle Auto Services. One of only 95 examples of this classic British four-seater open tourer built.

JAGUAR E-TYPE 4.2 Ltr SERIES 2 ROADSTER 1969: LEFT HAND DRIVE British Racing Green with Beige hide interior. Chromium wire wheels. Just arrived, please enquire for details. **£84,995**

JAGUAR XJ-S 3.6Ltr COUPE 1992: Sebring Red with Magnolia hide interior, piped in red. Colour coded Lattice Alloy wheels. Air conditioning and other usual refinements. One owner. 10,400 miles only from new. Full service history. Arriving shortly.

JAGUAR XJ8 3.2 Ltr SPORT 2001: Sapphire Blue with Ivory hide, charcoal facia with Birds eye grey veneers. 16" Eclipse alloy wheels and many other special features. Colliers Jaguar demonstrator then one private owner. 28,000 miles only from new. Full service history..... **£8,995**

ROVER 3 ½ 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.

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**

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ASTON MARTIN DB7 ZAGATO. 2004. £235,000

This particular example is car number 14 of the 99 which is finished in the suitably elegant shade of Solway Grey with Pacific Blue aniline hide. Complete with its numbered car cover, as well the interior trim protection covers, this Zagato has been lovingly cared for throughout its life and benefits from a comprehensive service history from Aston Martin main agents and respected marque specialists. Having covered just 5,800 miles from new, this sublime Anglo-Italian thoroughbred is a significant part of the marque's history, and has proved to be a fast-appreciating model within the legions of Aston Martin sports GT cars. Supplied with a fresh service, MOT and inspection, as well as 12 months warranty and roadside assistance, this car is available to view now at our West London showroom.



ASTON MARTIN DB AR1.
2004. 6k
£235,000



ASTON MARTIN VANTAGE V600.
1996. 30k
£185,000



ASTON MARTIN LAGONDA SERIES
1990
£130,000



ASTON MARTIN V8 COUPE.
1996. 27k
£79,950



ASTON MARTIN VIRAGE VOLANTE. 1996. 36k.
£54,950



ASTON MARTIN V8 VANTAGE.
2009. 21k
£52,950



ASTON MARTIN DB9.
2004. 27k
£39,950

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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**



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, Uprated 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



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. Rotex 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



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



1928 AUSTIN SEVEN CHUMMY.

Yellow over Black with Black trim and Hood. Correctly restored to an exceptional standard. Mag Engine fully rebuilt. 12v Conversion. Previous owner from 1960. Old style log books, Original Registration Number. A delightful example of this much loved marque.

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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



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



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RHD - WAS £89,995 NOW £79,995



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In my opinion the most useable of all E-Types.

RHD - £74,995



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.

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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 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**



FORD ESCORT TWIN CAM

1971, Finished in tawny metallic with black interior, export model, original R.H.D, supplied new to Australia, rebuilt engine, original Type 49 shell, 5 1/2 J wheels, very correct example sensibly priced. **£34,995**



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 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**



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**



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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**



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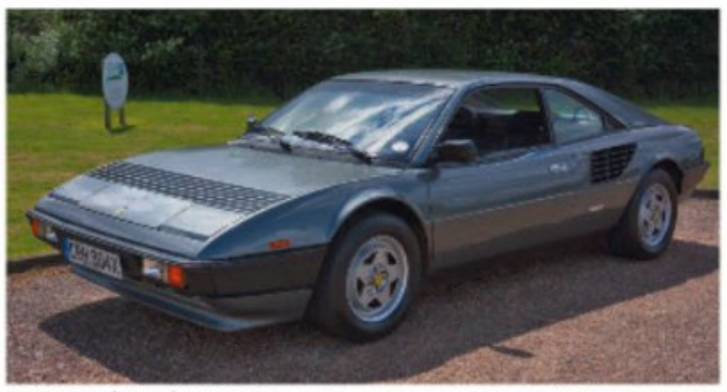
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82 FERRARI MONDIAL QV. Finished in immaculate gun metal grey with Nero leather. Been in a collection in Italy for several years before being imported to the UK in 2012. It was then owner by an elderly gentleman who had the cambelt and tensioners replaced 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**



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Austin Mini Cooper Mk1, 1967. Finished in Tartan Red with Black Roof, complimented by Red/Grey Brocade Interior. Fitted with Group 2 Arches, Period Mini Lite Wheels, Period Competition Spotlights, Reversing Light and recently rebuilt Twin SU Carburetors. Still on Hydrolastic Suspension. Restored 15 years ago. This rare genuine matching number Mk 1 Mini Cooper is supplied with a Heritage Certificate and invoices for works carried out. Fabulous condition in every aspect. Drives superbly..... **£19,995**





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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.Spratley (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**



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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 replated 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 then. The car has now only covered a genuine 58,496 miles from new and is in top show condition and drives like new..... **£14,995**



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 38000 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**



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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**

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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 ALVIS TD21 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 OEW 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.



1971 MG 1300 £7,500

This example appears to be in a time-warp having not been restored. The original Ziebart sticker can still be seen on the rear screen. A well documented log and MOT's accompany the car. Driving it back from Bath was an absolute delight and the car performed faultlessly. Finished in British Racing Green with Lime Flower interior.



1957 MGA 1500 OEW 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.



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.



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 23years. 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.

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2008 BMW X3 M Sport diesel 4x4 11,600 miles black, black leather, all options, ex Guernsey. **£11,995**



1987 FORD SIERRA XR4i 4dr Saloon, white/ black leather, 7500 man hours on ground up resto, concours. **£11,995**



2002 FORD THUNDERBIRD CONV turq/ turq 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**



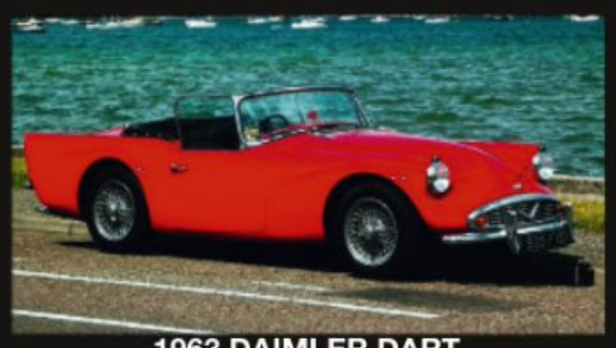
1988 FERRARI GTB 308 Evocation RHD Finished in Ferrari Rosso red with cream trim based on Pontiac Fierro, **£15,995**



2012 HONDA CRZ HYBRID, black, silver trim, 1 lady owner, 12,000 miles, style and economy, mint cond. **£10,995**



JAGUAR XK140 FIXED HEAD COUPE, French blue/red leather trim, man gearbox, Aristocat body, superb. **£24,995**



1963 DAIMLER DART, red, black leather, with hardtop, ground up resto to concours condition. **£39,995**



2004 MAZDA MX5 limited Edition Euphonic Sports Conv pearlescent grey met red/black two tone leather trim, 69990 m, **£4995**



1937 BSA SCOUT Sports 2 seater conv, BRG with black soft top, complete refurb, 5 keepers, lovely example. **£19,995**



2009 RENAULT MEGANE CONVERTIBLE dark silver, 20,000 miles only from new, 2 previous owners, ex condition. **£5995**



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**



2012 CHEVROLET ORLANDO 2.0 MPV VCDi LTZ diesel Auto 15,000 miles and 1 owner from new **£11,995**



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**



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1977 MGB ROADSTER Stunning in white with red leather, full restoration, mint condition. **£8,995**

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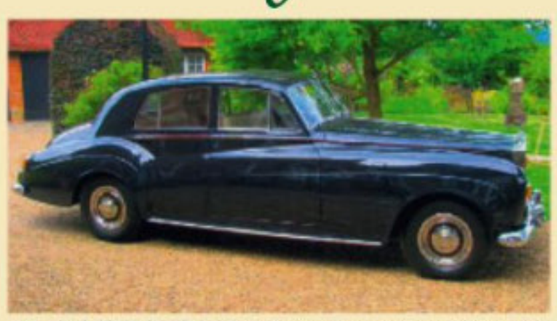
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1997 BENTLEY TURBO RL finished in dark blue with tan interior, covered just 85,100 miles this car has many optional extras to include electric rear seats and picnic tables, Chrome R.T alloy wheels, bumper tops and radiatorgrille. An excellent example in first class condition **£16,950**



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**



1981 ROLLS ROYCE SILVER SHADOW II white with a black vinyl roof and beige interior. Full service history with invoices. 110755 miles. Excellent original condition inside and out. One of the very last shadows made. **£9,950**



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**



1989 ROLLS ROYCE SILVER SPIRIT Windsor blue with Magnolia hide piped blue. 34500 miles maintained by H.T Ownen 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 ROLLS ROYCE SILVER CLOUD III finished in Garnet with light tan hide interior. Covered 73434 miles having been owned for 20 years by the last keeper. A very attractive example in excellent condition throughout **£59,950**



1984 ROLLS ROYCE SILVER SPIRIT, in deep ocean blue with light blue interior piped in dark blue with Blue Wilton carpet and lamb's wool over rugs. Covered just 35,000 mls with FSH, and all MOT certificates **£14,250**



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**



ROLLS ROYCE SILVER CLOUD I LWB BY PARK WARD. The car was on the road in Oct 1956 but the very next day was sent to Park Ward for attention to the coachwork, returning 3 months later to commence its development and test programme. The car was only then put to general use with most interest centred on the coachwork, including another return visit to Park Ward. In May 1957 the car was given a new chassis number ALC-1-X then despatched to Hythe Road. After use by the Aero Division in London it was sold to Weybridge Automobiles and then on to Southern Comfort Luxury Travel of Southampton.....**£59950.00**



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..... **£21,950**

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1934 SINGER LE MANS 2-SEATER SPORTS. This fantastic & delightful little gem with its twin SU carburettors, 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.

★ £34,950 ★



1934 MG PA FOUR SEAT OPEN TOURER. The MG car company only produced 2,000 of this model over a period of 2 years, with very few still being on the road today. Being the last model to have been designed by Sir William Morris and Cecil Kimber. The P was much more refined than its predecessor the J and delivered a very robust and smooth performance. "Sweet Pea" as she is called was subject to a total body off restoration in 2004, including a complete engine rebuild, and has a very extensive service record with full photographic evidence of her re build. She is finished in two tone Green with matching Green leather interior and full weather equipment in Black with matching side screens. She is in tip top condition in every conceivable way, any inspection invited.

★ £26,950 ★



1935 TALBOT AX65 bodied by Darracq. Commonly and previously known as the Talbot 14/45. This fantastic, powerful, spacious, 4 door family saloon, being a local car to us and known by us has a superb body and mechanics and a beautiful totally original tan leather interior. With its highly advanced pre select gearbox is finished in Masons Black and Ivory. Side mounted spare. Wire wheels. Full size sunroof. All original period fittings. An absolute must.

★ £41,750 ★



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.

★ £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.

★ £27,500 ★



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.

★ £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.

★ £39,950 ★



1936 TWO LITRE TRIUMPH GLORIA VITESSE with the highly thought of 6 cylinder Coventry Climax engine is probably the finest example to be found today, being the winner of numerous competitions and highly thought of in the pre-war Triumph fraternity. Full documented history from almost day one together with bills, receipts etc. Being totally rebuilt in the early 90's with full photographic evidence, by the pre war Triumph "guru" Rob Green and still in superb condition in every respect. Finished in Deep Burgundy with beautiful Grey leather fluted interior. Full length sunroof, badge bar, with all badges of course, twin trumpet horns. A very drivable, comfortable, sporty, 4 seat family touring car.

★ £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 and 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. At present going through our workshops having a major mechanical overhaul including a complete new exhaust system. Lovely sound body, perfect chrome, a very eye catching example and sensibly priced at.

★ £39,950 ★



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.

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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**



1986(C) FORD GRANADA 2.8 COLEMAN MILNE DORCHESTER LIMOUSINE.
Black / Cream with Blue Velour. Rare and only 83,000 miles. Auto, PAS, A/C, c-l. Great paint and pristine interior, sliding glass partition. History. Interesting classic and with 7 seats has plenty of room for a large family to go to shows. Potential to generate income. **£2,995**



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**



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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 furthe 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. **£29,995**



1976(P) TRIUMPH STAG MK2
Delft Blue with pristine original Black trim. Auto, PAS, factory alloy wheels, hard top, e-windows, CD stereo etc. All originals panels, no sign of any welding, Ziebarted from new, only 85,000 miles recorded with huge history file. Engine rebuilt in the last 3000 miles by Carlow Engineering. Pristine.
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1965 TE21 DHC by Park Ward



1966 TF21 Saloon by Park Ward



1967 TF21 Saloon by Park Ward



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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; 1954 TC21 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

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1948 JAGUAR MK IV 3-POSITION CONVERTIBLE

This rare 3.5-litre, U.S. delivery version sold new to its owner of 42 years, then sold to its last owner of 23 years—and with only 16,306 original miles—was restored to show standards. Complete with documents, records, manuals, tools amd Heritage Certificate TOTAL MILEAGE: 19,257. $175,000



1955 MERCEDES-BENZ 190SL ROADSTER

One local owner for the past 41 years and 20,000 miles. Beautifully restored in black with tan leather (original 300SL-style early seats), matching cloth top and fully rebuilt original engine. 77,684 miles. $138,000.



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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 facia, etc. Just had $70,000 mechanical overhaul. $195,000.



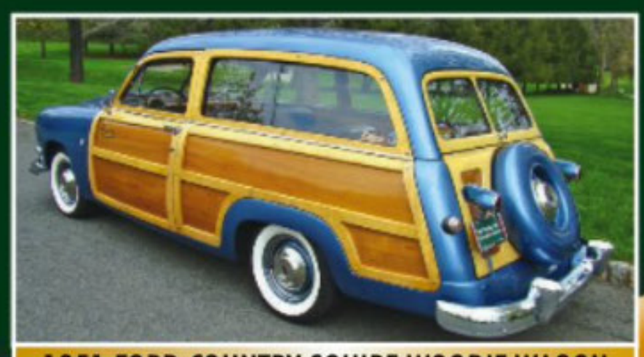
1959 NASH METROPOLITAN CONVERTIBLE

This is a late Mark IV convertible with the external trunk access, larger 1500cc engine, covered rear spare, AM radio, original width whitewall tires. and the very rare "Flying Lady" hood ornament. Fully restored and beautiful in original Caribbean Blue and Frost White with matching interior and white convertible top. 77,317 miles. $22,000.



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.



1949 MG-YT TOURER

The "YT" offers room for four in a classically-designed MG convertible. One of just 904 ever built, our car came to us in a group of four very interesting cars from a estate collection. It is correctly restored in white with tan interior, top and boot and features a factory fold-down windscreen, vintage MG "double scuttle" facia, banjo steering wheel and instantly recognizable MG grill. $42,500.

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1975 Jensen Interceptor
Convertible LHD
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1992 Bentley Continental
Convertible LHD. Series IV –
1 owner – 7.000 miles



1938 Bentley 4 1/4 MX
chassis series
Unique de Villars 2 door body



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1969 Daimler V8250. Stunning example subject of extensive rebuild and various upgrades to include 4 speed ZF gearbox, Coopercraft brakes, SS exhaust system and electronic ignition. Show standard engine bay, beautiful car inside and out..... **£24,995**



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**



1947 Rover 12 Tourer – A pristine show standard car which is 147 of just 200 cars made in 1947. The car boasts various awards including "best rover" and "best in show" at well known shows **£34,995**



1971 Fiat 500L. Lovely useable LHD Fiat 500 that has been in Italy from new. Imported by us and now UK registered with a full 12 months MOT. Strong mechanically, on the button and ready to go. **£6,995**



1968 Ford Shelby Mustang GT 500 Fastback. Outstanding Manual example that has been with one family since the early 1980's. Comprehensive UK history, attended Le Mans and really used and enjoyed. First class car in every respect and becoming harder to find like this..... **£124,995**



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**



1982 Mercedes Benz 280SL.
33k miles from new and truly outstanding. Full service history, both hard and soft tops, stunning condition inside/out and previous show winner. Superb value at..... **£24,995**



1951 Citroen Traction Light 15 – A stunning Slough built RHC car. Restored by a Traction specialist who bought the car for his own use..... **£18,995**



1980 Honda JZR. Inspired by the Morgan three wheeler and great fun. Spent the past year in Southern Ireland and on the button in strong mechanical condition. Very smartly presented with Honda CX500 V twin engine. **£9,995**



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, uprated handling kit and much more. Less than 3000 miles since and truly 1st class with knock on Minilights and Works hardtop..... **£24,995**



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**



1937 Riley 9 Monaco Six Light Saloon. Rare six light saloon in stunning condition with high quality red leather upholstery and a gleaming paintwork. A strong driving car that has been used for shows, events and rallies **£15,995**



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**



1972 Mercedes 220. Only 34000 miles from new and one family owned until last year. Magnificent show standard car that will prove hard to repeat. Manual, documented history and stunning inside and out..... **£14,995**



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**



1923 Vauxhall 14/40 Princeton Tourer - This is a very impressive example that still retains original Jaeger instruments etc. The full weather equipment is in excellent order. A truly wonderful motor car..... **£39,995**



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**



1997 Mercedes Benz SL320. Supplied new in Jersey, garaged in Jersey and largely used in France. Only 33000 miles from new and in outstanding, original condition. 1st class car. **£12,995**

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Bentley LHD Azure, 2009
Colour: Blue
Mileage: 3000
Details: Dark blue, Magnolia hide



Bentley Petersen Trossi, 1936
Colour: Black
Mileage:
Details: Unique motor car.



Bentley T1, 1970
Colour: Aquatic Green
Mileage: 98,000
Details: One owner from new. Excellent condition.



Bentley Special, 1950
Colour: British Racing Green
Mileage: 4000
Price: £99,500
Details: Special MK VI built by The Chelsea Workshop.



Bentley S3 Saloon, 1963
Colour: Black, Mileage: 93,000
Price: £39,500
Details: Winner of BDC concours 2012. Black Tan Connolly hide. Excellent condition and history. Fitted with air conditioning.



Rolls Royce Silver Cloud III Mulliner Parkward, 1964
Colour: Claret, Mileage: 79,000
Price: £99,500
Details: Chinese eye. This excellent low mileage car has been known to us for over 30 years.







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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 SI

1958 Bentley S1 Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file. Please call for information.



1934 Rolls-Royce 20/25 3 Position 'Owen Sedanca' 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. Please call for information.



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

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2013/13. 2014 Model. Bentley Continental GT V8 4.0. VAT Qualifying. Finished in Burnt Orange with Buluga Hide with contrasting Orange stitching. Fitted with, carbon ceramic break with black brake callipers, sports exhaust, deep pile overmats to front and rear, Bentley GPS tracking system, b rear view camera (in addition to park distance control front and rear, Touring specification, 21 inch six-twin spoke alloy wheels, space saving spare wheel. 7,200 miles . Immaculate throughout. **£107,950**



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**



2010/60 Bentley Continental GTC Mulliner. Finished in unmarked Graphite with Linen interior stitched in Beluga with Beluga secondary hide. With adaptive cruise and rear parking camera. 3 owners, only 22,000 miles with Full Service History, known to ourselves for last 2 years. Immaculate condition throughout and outstanding value **£76,650**



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 48000 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**



2001 Y Bentley Arnage Red Label. Finished in Masons Black with Soft Black interior, DVD screens to rear of front seats. Vanity mirrors, Arnage t 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 lumber and heated. Full Service History, immaculate condition throughout. Must be seen **£38,750**



1999 T Bentley Azure. Finished in Verdant Green with chrome grille, one owner from new with only 42,000 miles. Full Service History. Cotswold interior with Spruce carpets, Cotswold knee roll and Spruce centre console and top roll. The car has also been fitted with a factory wind deflector. Exceptional condition throughout **£62,950**



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**



1997 R Bentley Turbo R MKIV. Special order standard wheel base, the only 1997 produced in short wheel base. Finished in unique Hayden Bailey Blue colour (similar to Peacock Blue) with Cotswold interior with picnic tables and rear park sensors. Known to ourselves for last 10 years. Immaculate throughout, Full Service History, low mileage **£18,950**



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 L Bentley Continental R. Finished in Masons Black with Parchment interior, piped. Fitted with Picnic Tables. Limited edition ally 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**



1994 M Silver Spirit Mk III. Finished in Royal Blue with Silverstone interior piped in French Navy with French Navy carpets. Only 34,000 miles. 2 owners. A really stunning car and only **£19,750**



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**



1990 G Corniche Convertible Series III. Finished in Larkspur Blue with Magnolia interior piped in French Navy with French Navy carpets piped in Magnolia and a new French Navy Mohair hood with west of England cloth headlining. This car is in pristine condition throughout having just had over £25,000 spent to bring it up to near concourse. An investment not to be missed. **£67,950**



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 W Rolls Royce Corniche Convertible Series II. Finished in Ivory with White hood that has been recently replaced with Magnolia interior piped in Walnut with Magnolia knee roll. Only 82,000 miles with Full Service History, known to ourselves for last seven years. Immaculate throughout and fast becoming a collectors car **£52,950**



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 guillotine driven window, and a yellowed centre lamp. The car was ordered in Tudor Grey and is still finished in that colour today, after a full metal repaint. Trimmed in London Tan with a special order bench front seat with centre arm rest and Sunroof. This is a rust free example and has had extensive mechanical work amounting to over £18,000 on the base metal respray. This car is a one off and must be seen. A true collectors car **£64,950**

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1961 CHEVROLET
C 1 SERIE II - A.S.I.


1981 FERRARI
308 GTBI


1988 FERRARI
TESTAROSSA F 110 AB E


1979 FERRARI
400 CARBURATORI - RHD


1935 FIAT
500 BALILLA BERTONE


1965 FORD MUSTANG
289 CABRIOLET


1964 JAGUAR 3.8
Mk2 OVERDRIVE (manual)


1962 JAGUAR MK II
3.8 OVERDRIVE - A.S.I.


1952 LANCIA
B 10 - RHD


1970 INTERMECCANICA
SPIDER ITALIA


1972 LANCIA
FULVIA ZAGATO 1300 S


1959 LANCIA
APPIA ZAGATO GTE


1958 JAGUAR
D-TYPE REPLICA - A.S.I.


1948 LANCIA
APRILIA - RHD


1942 LANCIA
ARDEA 1°SERIE - RHD


1973 LOTUS EUROPA
TWIM CAM SPECIAL


1991 MASERATI
RACING (331 B 204 R)


2000 MERCEDES
500 SL


1959 MERCEDES 300 D
LIMOUSINE ADENAUER


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


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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. **£54,950**



1984 ROLLS-ROYCE CORNICHE Graphite Grey with Tan leather interior and Black mohair hood. Extensive work carried out over last 16 months totalling over £60,000. Outstanding condition, must be seen. **£67,500**



2004 BENTLEY CONTINENTAL GT
Moonbeam Silver with Saffron main hide and Nautic Blue second hide. 44,000 miles. Burr Walnut wood veneer, 19 inch split rim alloy wheels, sat nav, red brake calipers. F.S.H. **£29,950**



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**

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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**



Mercedes Benz SL280 1997 W129 Sports Convertible ONLY 37000 MILES FROM NEW. Finished in Metallic Brilliant Silver with full Grey Leather Electric Seats. Finished with Climate Control, Cruise Control, Rear Seats, AMG 17" Sports Alloys, Rear Wind Deflector, Hard Top, Black Power Soft Top. There is a very Comprehensive Service History with many Service invoices/MOT Certificates **£13,995**



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TR4a. Extensive body off chassis restoration, rebuilt engine and overdrive gearbox. Full leather interior, new dash and steering wheel. New Cobra style chrome wire wheels. Nice history file and very reliable having toured France last year.



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TR3A 1958. Signal red with black interior. Very nice car in very nice useable condition. Overdrive and stainless steel exhaust. Pictures of bare metal re-paint from a few years ago. will come with 12 months MoT.



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2000 MERCEDES CL55 AMG F1
LIMITED EDITION - RHD - ONLY 55 EVER BUILT RARE!! - £32,500.00









No 6 of 55 built. Rare CL55 F1 V8 Pillarless Coupe. This stunning and rare care has all the equipment you could expect, including: PAS, ABS, ESP, adjustable suspension, parking sensors, overcarpets & mats, air bags, climate control, electric memory heated seats, lumbar support,tilt & slide sunroof and electric EVERYTHING. Covered only 22,000 miles, absolutely immaculate and unmarked! Very hard to find these limited edition cars for sale as only 55 were ever built by Mercedes. The Mercedes-Benz CL 55 AMG F1 Limited Edition is the world's first roadgoing automobile equipped with an ultra-high-performance ceramic braking system. The engineers at DaimlerChrysler AG and Mercedes-AMG GmbH developed internally ventilated brake discs made from fiber-reinforced ceramics for this unique high-performance coupe. The use of ceramic brakes in the CL was part of a pilot project offering this technology early next year as optional equipment for the S and CL 55 AMG models. The model on which this stunning special edition was based is the CL 55 AMG safety. The new front brake discs of carbon-fiber-reinforced ceramics are approx. 60 percent lighter in weight than comparable brake discs of conventional cast iron. This significantly reduces the unsprung masses, with a noticeable improvement in driving dynamics. By virtue of these lighter brake discs the steering of the CL 55 AMG F1 Limited Edition is also more responsive and precise. The significant weight advantage also has a positive effect on suspension comfort car. However, these are by no means the only the advantages to be obtained from the high-performance C-BRAKE, which was first shown in the Mercedes-Benz SLR super-sportscar in 1999. The new material also exhibits a very high temperature stability. The maximum temperature load is up to 1400 degrees Celsius. This provides a level of safety when braking from high speeds which was previously unknown in series-production cars.

The extremely low thermal expansion of the ceramic brake also reduces juddering when the brakes are hot. Brake squeal and juddering when cold - two familiar characteristics of cast iron discs - are also considerably reduced with the ceramic brake. The extremely long operating life of up to 300,000 kilometers and the low maintenance also speak for the new, absolutely corrosion-free ceramic brake discs. But it is not only the internally ventilated ceramic brake discs that are responsible for the uniquely sensitive response and very short braking distances of the ceramic brakes of the CL 55 AMG F1 Limited Edition: eight-piston brake calipers which were specially developed for this fast high-performance coupe by the Formula 1 supplier Brembo reliably ensure the necessary deceleration. The design of these calipers was specifically tailored to the fiber-reinforced brake discs. The anti-lock braking system ABS, Brake Assist and the Electronic Stability Program were also carefully adapted to the new braking system. In addition to the F1 Limited Edition lettering on the front fenders, the interior of this exclusive Mercedes coupe also features cues from the motor racing activities of Mercedes-Benz. Numerous special characteristics distinguish the CL 55 AMG F1 Limited Edition, which is available only in brilliant silver metallic, from its series-production counterpart: -F1 Limited Edition lettering on the center console, with consecutive numbering - Illuminated entry sills with F1 Limited Edition lettering - Front seats of ultra-sporty design with optimum lateral support, black/silver leather upholstery and embroidered AMG logo - AMG sport steering wheel with perforated leather wrap - Carbon decorative trim - Automatic shift lever in leather-carbon combination - Floor mats with AMG logo. The deceased owners son tells us that its 53 bhp more than the normal car. If anyone can confirm, we would really appreciate it - Also, the ratio between RHD and LHD



2005 JAGUAR XKR LIGHTWEIGHT ALUMINIUM BODIED - SPECTACULARLY FAST! - £12,995.00

Automatic gearbox, 4.2 supercharged V8 engine and covered 65,000 miles. Unmarked gun metal coachwork with red leather interior and walnut trim. All the equipment you'd expect such as PAS, ABS, Cruise control central locking, sat nav, rear blind, tinted glass, 19" alloy wheels, air bags and air conditioning. Electric memory seats, sunroof, windows & mirror. DVD players fitted in back of front head rests. Cat D early in its life and just passed new MOT with no advisories.



1974 CITROEN SM MASERATI - £35,000.00

5 speed manual 2.7 litre V6 170 bhp carburettor engine. Beautiful Cream coachwork almost unmarked with unmarked tan leather trim & oatmeal carpets. Blaupunkt radio, stainless steel exhaust. Electric windows & PAS, original rear spats & handbook. Original UK market car with 64,000 miles and 4 previous owners. Owned since 1990 by the late David Chaulkin - the SM aficionado. The Citroen Car Club have established that the car was built in January 1974 and that the original injection engine has at some point been changed to a carburettor type. This car has just had a re-ground crank shaft, mains and big end bearings; still needs running in. Chassis Number OOSC 3478. Recently fitted with Mich. YWX 250/70 tyres. New MOT supplied with sale. At the time this was the fastest front wheel drive production car, with a top speed of 140 mph! SMs are really starting to be appreciated for what they are and values are increasing rapidly. I've owned this car for the last 10 years.

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- **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

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1984 AC COBRA 427 Mk IV - L.H. DRIVE

One of only 2 L.H. Drive 427 (7 Litre) Mk IV AC Cobras built in their entirety by AC Cars Ltd. at Brooklands, Surrey and exported to the USA. Reimported to the UK in 2012 and registered with the cherished number 12 ACC. Totally rebuilt Peter Knight all aluminium period engine giving 511 bhp and 553 lbs.ft. (dyno-reading print-out); 4 speed 'top-loader' g/box and high axle-ratio (2.88:1) for improved touring performance; 15" Halibrand wheels with new Avon tyres; uprated suspension with anti-roll bars etc. All work carried out by Thunder Road in Woking. 8,000 miles from new with fully documented history including original USA titles and correspondence/photographic records of the Cobra's manufacture at the AC Factory in 1984. Superb condition throughout and complete with full weather equipment. Absolutely mind-bending performance but totally tractable for all road conditions and Club events for AC's etc. An exceptional opportunity!



1995 BENTLEY TURBO R - ex FLAVIO BRIATORE

Ordered new by the ex Benetton/Renault F1 Team boss with several special features e.g. matrix grille, 17" chrome alloy wheels, privacy glass, leather headlining etc. Total comprehensive spec. costing £130,000 new. 6.75 litres and 386 bhp. Dark metallic blue with cream leather piped in blue and blue carpeting. 69,000 miles with service history. Outstanding condition in every respect.



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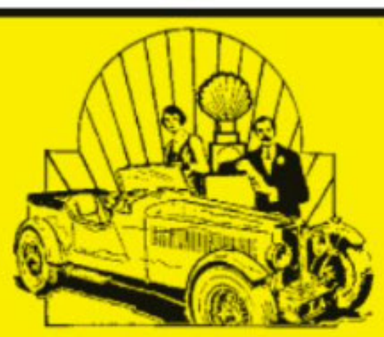
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1963 ALFA ROMEO 2600S BERTONE COUPE. Rosso Corsa with Tan Leather Trim. Original Factory RHD, 58000 Miles Only. Matching Numbers, All books, Tools, etc. Restored to near concours several years ago, Stunning and rare **£49,950**



1958 Bentley S1. Oxford Blue with Original red Leather trim. RHD matching numbers car, last owner many years,70000 miles only, maintained to the highest of standards all of it life. One of the finest and most original examples in the UK..... **£45,000**



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 1. Two tone sage green with beige leather, PAS, original RHD example,with all books, tools etc, Known by us for many years, and sold by us to its last collector owner. 72000 Miles only, original build sheets in history file, lovely Original, Stunning, example **£39,950**



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 **£74950**



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**



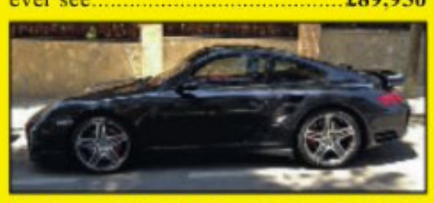
1976 (ONE OF THE LAST BUILT) FIAT 500. with sunroof. Matching numbers, LHD, Rust free, unrestored, low mileage, mint original example. 37000 Miles Only. The best you will ever see!! **£12,950**



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 ..... **£POA**



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**



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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**



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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**



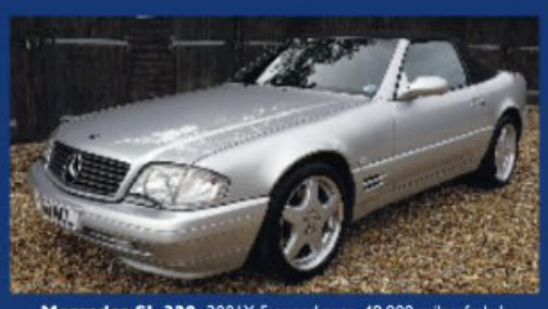
2009 COBRA 427 by Magnum Engineering Factory built with no expense spared, this Kevlar and aluminium bodied road going race car has a bullet proof 7.1Ltr Chevy engine developing 571bhp. Engine built by Rick Wood including being run in on the Dinoata cost of over £7,000. The lightweight carbon/Kevlar and aluminium body was built by the famous Aston and Ferrari body maker/restorer Bodylines of Olney. Original Magnum, computer designed, round tube, fully adjustable rose jointed space frame chassis, Tremec 5 speed gearbox, Jaguar Powerlok diff, rare American racing wheels, twin aluminium fuel tanks, black classic look leather interior, full weather equipment and painted to the highest standards in Jaguar turquoise. Over £70,000 was spent on this magnificent Cobra. For full spec sheet please contact us **£42,950**

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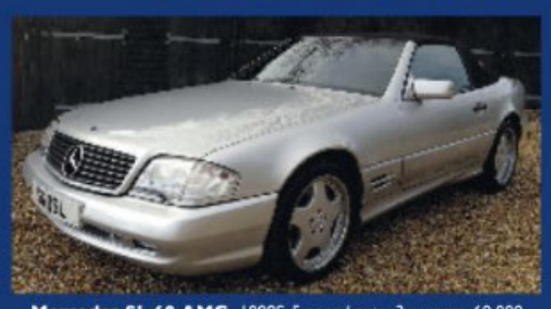
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Mercedes SL 320, 2001Y, 5-speed auto, 49,000 miles, fmbsh, brilliant silver, black nappa leather, electric black soft top, hard top, climate, cruise, electric steering column, ESP, rear seats, front & side airbags, electric heated memory seats, Xenon 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. **£34,950.**



Mercedes E220 Cabriolet Sportline, 1996P, 4-speed auto, 33,000 miles, fmbsh & just serviced, azurite blue metallic, mushroom leather, electric navy soft top, aircon, electric heated seats with driver's memory, wood/leather steering wheel, otg, sports chassis. Rare late model. **£19,950.**



Mercedes E320 Cabriolet Sportline, 1994L, 4-speed auto, 83,000 miles, fmbsh, imperial red, black leather, new electric black soft top, sports chassis, heated seats, headlamp wash/wipe. Last owner since 2007. Nice example. **£14,950.**



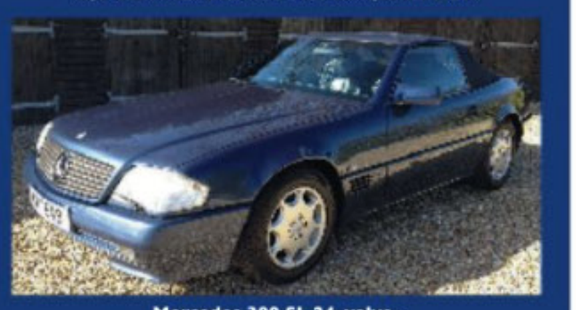
Mercedes E320 Sportline Coupe, 1996N, 4-speed auto, 63,000 miles, fmbsh, green/black metallic, mushroom leather, aircon, cruise, electric sunroof, sports chassis, heated seats, otg, headlamp wash/wipe etc. Gorgeous example and the best in UK I think. **£13,950.**



Mercedes 300 SL, 1992J, 4-speed auto, 31,000 miles, fmbsh, pearl blue metallic, mushroom leather, electric navy soft top, factory fitted hard top, electric seats, rear seats, driver's airbag, headlamp wash/wipe etc. Outstanding original condition. **£13,950.**



Mercedes CLK 500 Elegance, 2002/02, 5-speed auto/tiptronic, 36,000 miles, fmbsh, obsidian black metallic, silver grey leather, climate, cruise, electric heated memory seats, electric sunroof, electric steering column, ESP, etc. Superb example. **£8,950.**



Mercedes 300 SL 24-valve, 1992J, 5-speed auto, 60,000 miles, fmbsh, nautic blue, navy leather, electric navy soft top, hard top, aircon, cruise, electric steering column, electric heated seats with lumbar support, rear seats, ASR etc. **£8,950.**



Mercedes 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.**



Mercedes 500 SEC, 1988F, 4-speed auto, 96,000 miles, fmbsh & recently serviced, astral silver, navy leather, aircon, cruise, electric steering column, otg, headlamp wash/wipe, electric sunroof. One of the best examples availablen. **£11,950.**



Mercedes 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, otg, headlamp wash/wipe, etc. Outstanding example. **£29,950.**



Mercedes 500 SL, 1990G, 4-speed auto, 31,000 miles, fmbsh, almandine red metallic, mushroom leather, electric black soft top, hard top, aircon, ASR, driver's airbag, heated seats, rear seats, electric rear view mirror. One of the best early 129 SL's. **£14,950.**

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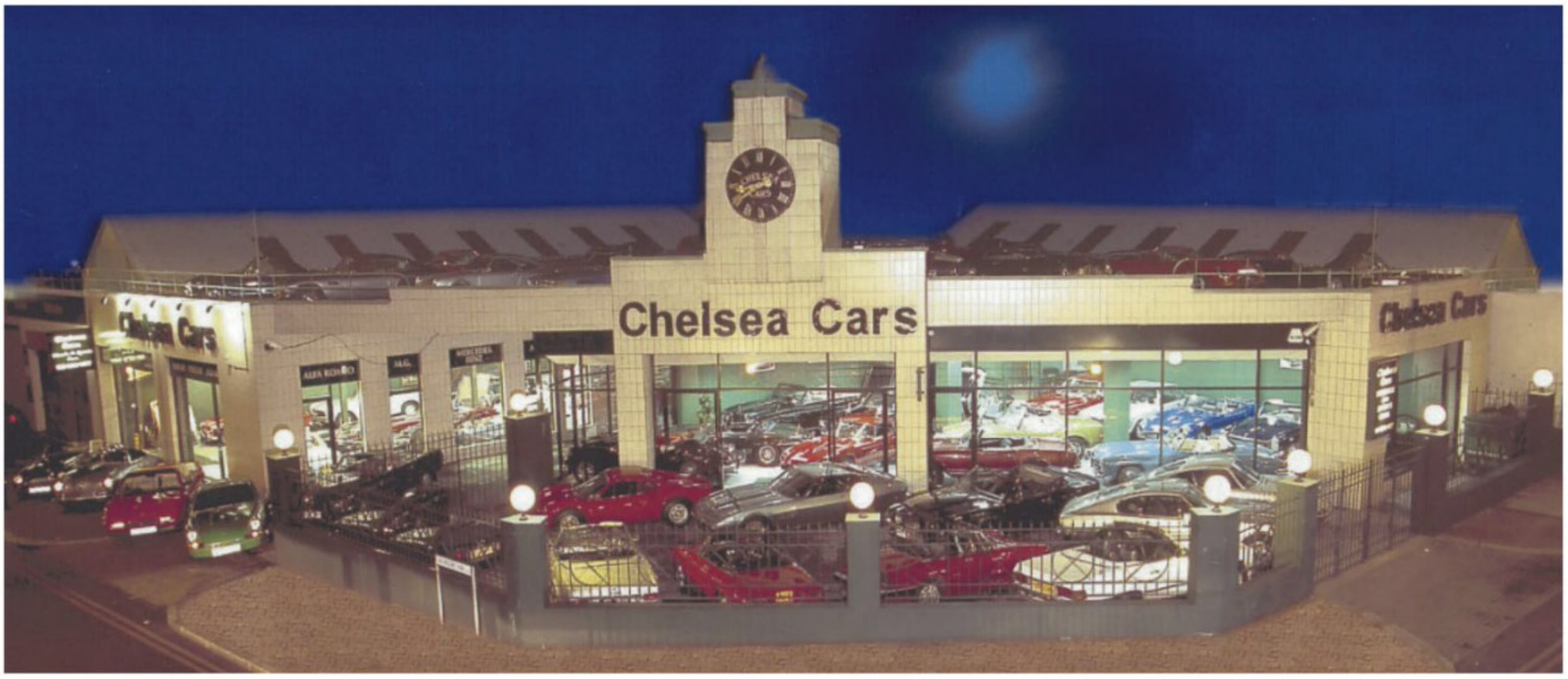
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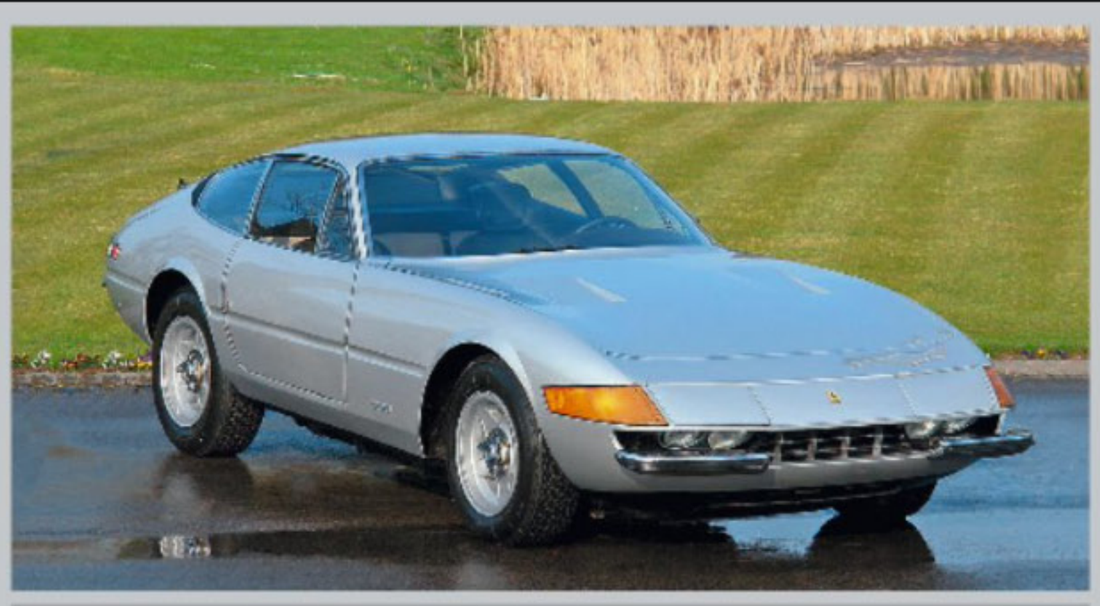
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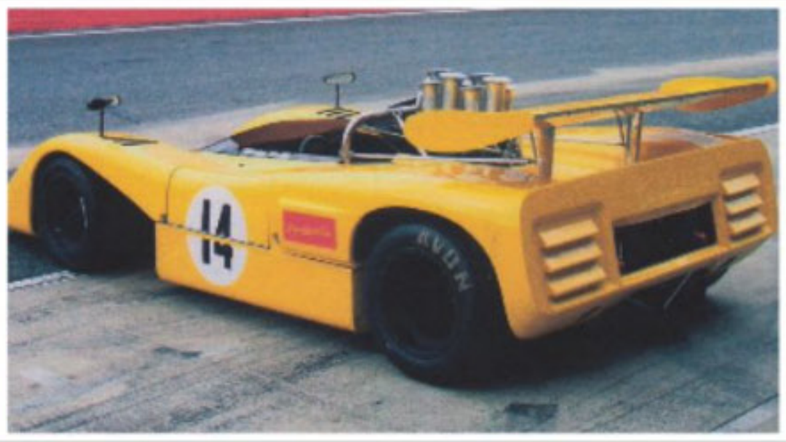
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BSA A50 ROYAL STAR 500 TWIN 1968 This machine is a real credit to the last owner. The chrome gleams, paint work is just lovely bar one very small chip, engine sweet as a nut-and an exhaust note to die for. I have really enjoyed riding this one and it looks the part too. Delivery available. **£4,750**



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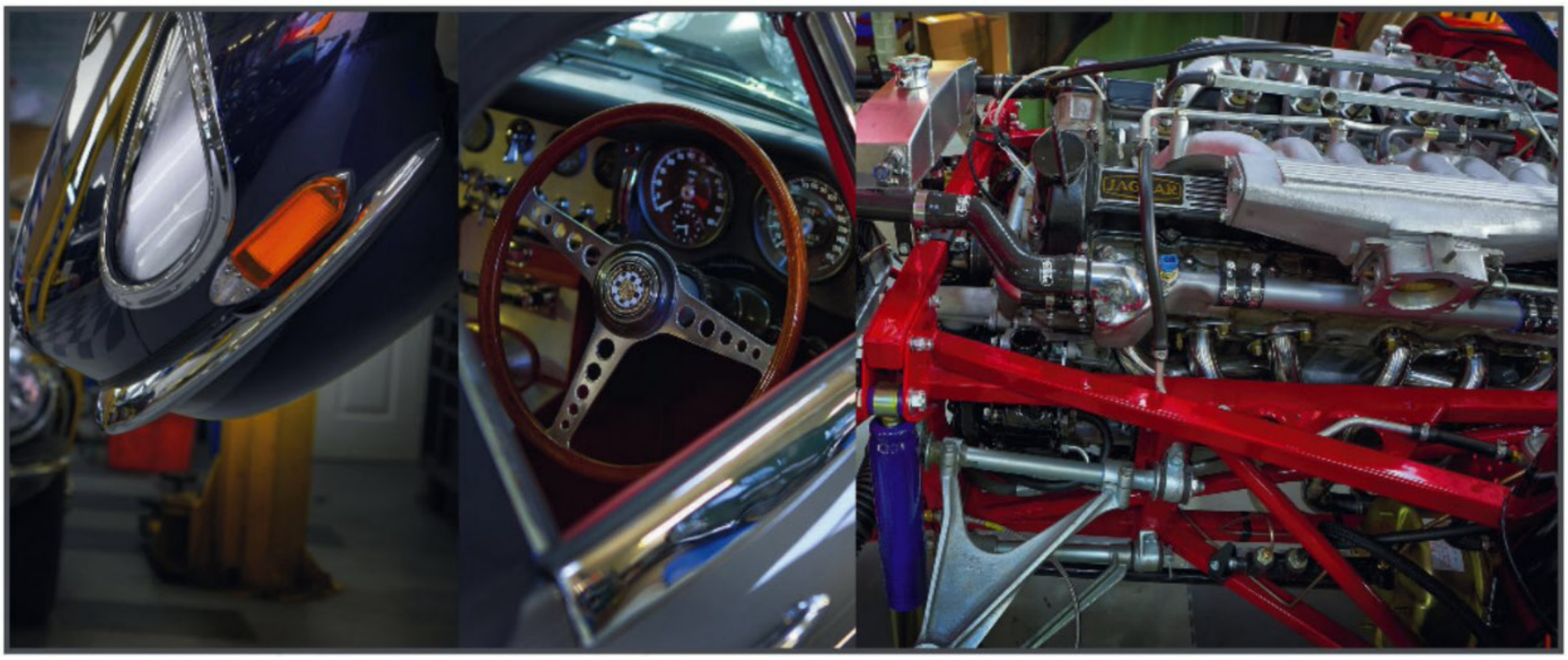
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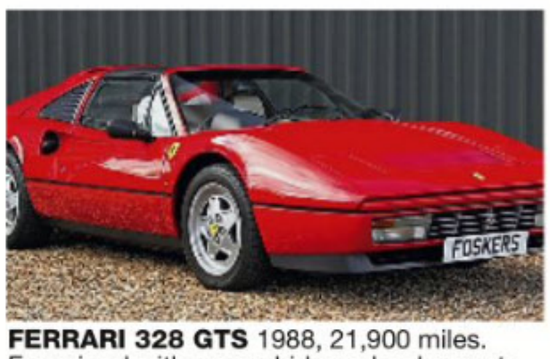
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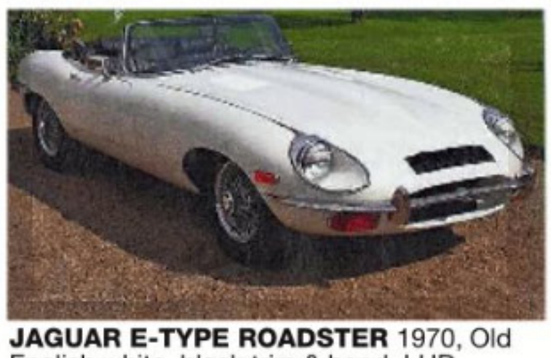
JAGUAR XJ6 1995, 137,000 miles, dark blue, in good condition. Reg: M699 CCC. MoT till 2016. £1200 ONO TEL: 01323 729085 EAST SUSSEX



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 XJ6 1995, 137,000 miles, dark blue in good condition. Current MoT. £1200 ONO TEL: 01323 729085 EAST SUSSEX



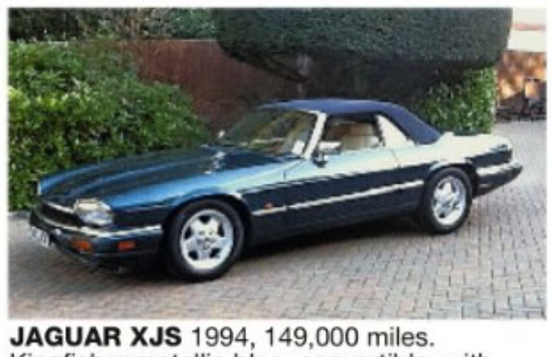
JAGUAR E-TYPE ROADSTER 1970, Old English white, black trim & hood. LHD, manual o/d, a nicely resto red car. Retaining its original upholstery. Heritage car, matching no's. £59,000 TEL: 01772 612175 PRESTON



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 E-TYPE S1 4.2 1965, 55k miles, entirely original bodywork, superb shut lines & paint. Many sensible mechanical upgrades. First class example. Email: etypeS14.2fhc@btinternet.com £69,500 TEL: 01327 261415 DAVENTRY



JAGUAR XJS 1994, 149,000 miles. Kingfisher metallic blue, convertible, with cream leather trim, only 2 owners. www.kinsonmotorcompany.co.uk. £8999 TEL: 02380 766870 SOUTHAMPTON (T)



JAGUAR MK2 1963, manual overdrive and sitting on wire wheels. Proper unmolestered example, very hard to find. www.westendclassics.co.uk. £POA TEL: 014878 42085 CAMBRIDGESHIRE (T)



JAGUAR XJS 4.0 COUPE 1993, MoT, 127,000 miles, FSH & documentation, original car, 3 owners since 1st registered, well maintained. £4500 TEL: 07801 062995 PERTH



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



JOWETT JUPITER 1952, One of Yorkshire's finest. Very good condition, on the road. £25,000 TEL: 01642 553357 TEESSIDE



JAGUAR XJS V12 COUPE 1987, 48,000 miles, 2 owners, FSH, well maintained, gold metallic & tan leather , all original. £POA TEL: 07801 062995 PERTH



LAMBORGHINI COUNTACH LP500s 1987, like new, stunning condition, right hand drive black and white interior. www.talacrest.com. £POA TEL: 01344 308178 BERKSHIRE (T)



JAGUAR XK150 1959, Carmen red with black leather interior. Excellent and easy to drive, has been sensibly upgraded, comes with an extensive history file. www.runnymedemotorcompany.com. £69,950 TEL: 01753 644599 BUCKINGHAMSHIRE (T)



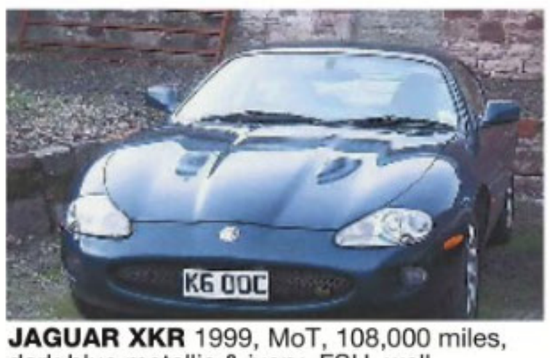
LANCIA BETA SPIDER 1979, owned for 31 years, Summer use only, red with black interior, 96,000 miles, well cared for, MoT, good condition for year. £5995 TEL: 01483 892099 SURREY



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



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 XKR 1999, MoT, 108,000 miles, dark blue metallic & ivory, FSH, well maintained. £5600 TEL: 07801 062995 PERTH



LANDROVER SERIES 2A 1966, petrol, SWB with hardtop, good & quite original condition, long MoT with no advisories. £3995 TEL: 07798 866071 MIDDLESEX



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LOTUS ELAN SE3 1967, 84,700 miles. Older restoration, reciepts for work done, recent improvements include, water pump & breather pipe mods, engine rebuild. £15,000 ONO TEL: 02024 50858 LONDON



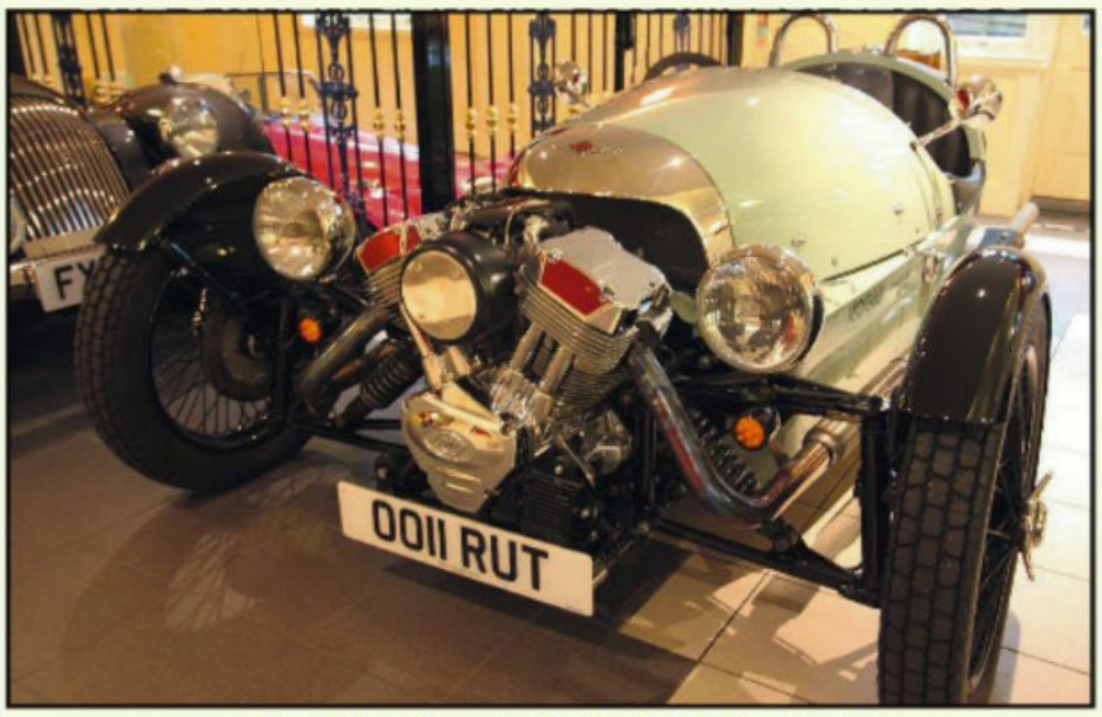
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LOTUS ELAN SPRINT 1971, 38,525 miles. Left hand drive, 4 speed manual, 2 Weber carburettors. www.oldtimerfarm.be. £28,997 TEL: +32 47240 1338 BELGIUM (T)



MERCEDES 560SL 1988, euro spec, not USA spec, black leather & black hood. 59,000km, climate big spec, very original, hardtop, garaged, well looked after. Excellent example. £25,995 TEL: 07966 265077 ESSEX



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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



MARLIN BERLINETTA 1986, 2 litre, automatic gearbox, Q reg, one previous owner, very sound and well built. £2500 TEL: 01763 244826 HERTFORDSHIRE



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)

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MERCEDES-BENZ SLC C107 1981, full 5 seat coupe, understated but has great presence. Very smooth gearbox, MoT Jun'16. Please call for more details. £4950 TEL: 07803 253299 WEST SUSSEX



MG MGB ROADSTER 1980, vermillion, 6500 miles approx, £3000 spent on upgrades but most original parts available with car. MoT Sept'15, condition 1/2 not restored. Realistic offers £OFFERS TEL: 01305 777898 DORSET



MG MGA 1500 ROADSTER 1956, in original Glacier blue. Sound and driving very nicely, fresh MoT. www.realcar.co.uk. £18,500 TEL: 01248 602649 N. WALES (T)



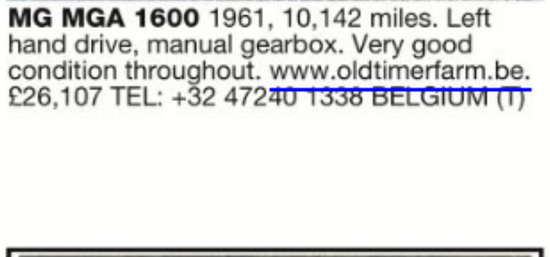
MG MGC 1968, fully restored car. reupholstered leather seats, engine rebuild, full body restoration and respray, wire wheels, new carpets, tax exempt. £21,995 TEL: 07738 466151 DEVON



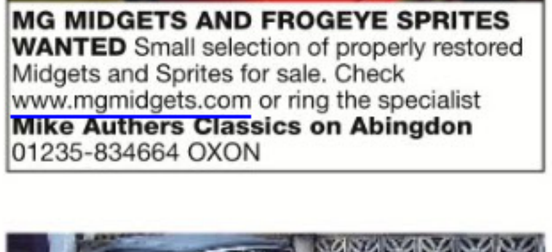
MG MGA 1600 1961, 10,142 miles. Left hand drive, manual gearbox. Very good condition throughout. www.oldtimerfarm.be. £26,107 TEL: +32 47240 1338 BELGIUM (T)



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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

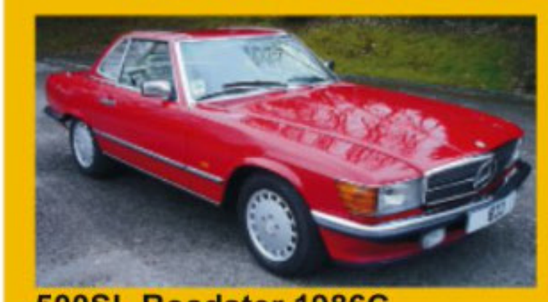


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300SL-24 Roadster 1992J

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**



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**



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**



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**



E320 Cabriolet 1993L

Pearl Blue metallic, blueleather, new blue soft top, 4-Sp auto, aircon, leather steering wheel, airbag, armrests, illuminated vanity mirrors, orig alloys, FSH, 125,000m **£11,950**



230TE Estate 1983A

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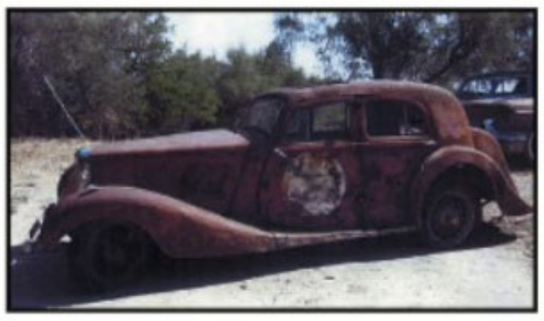
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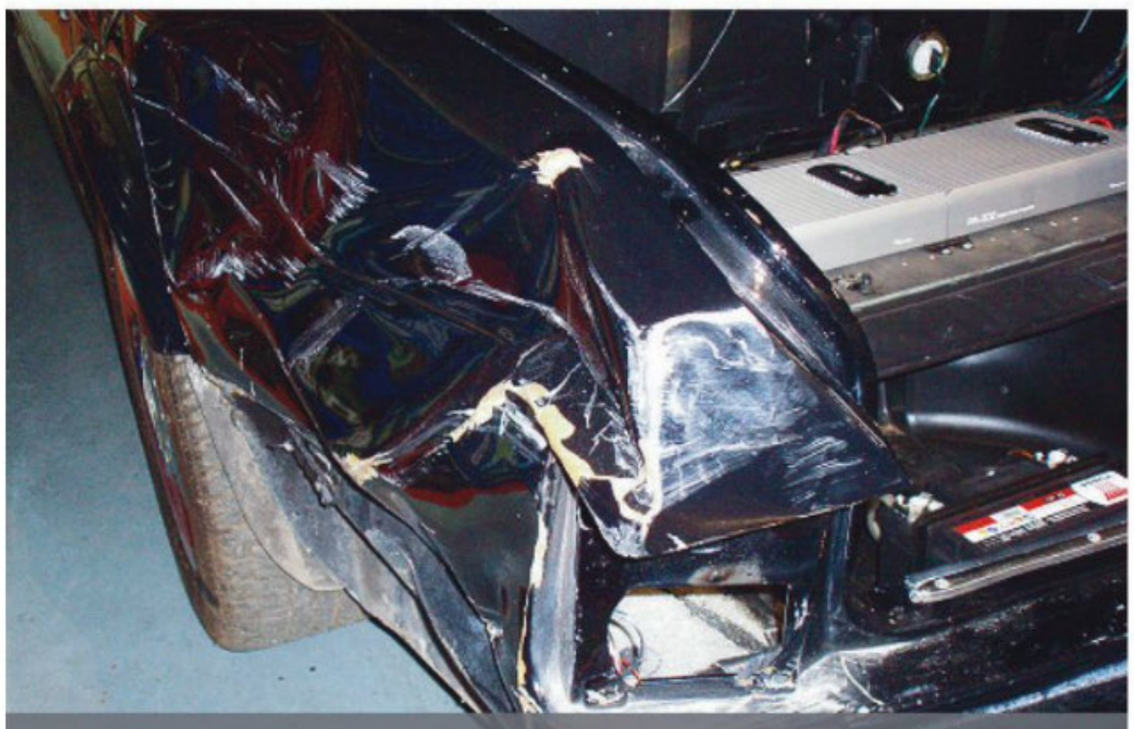
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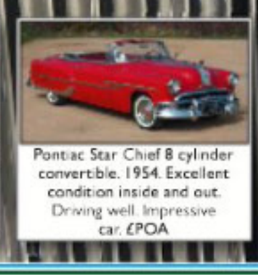
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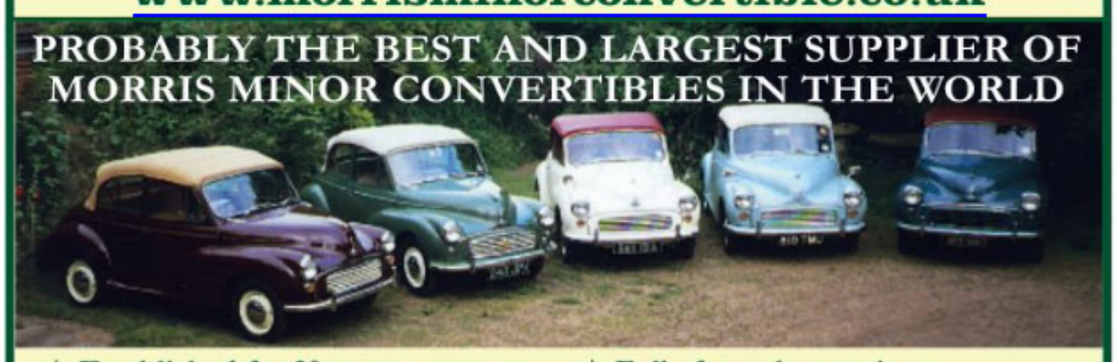
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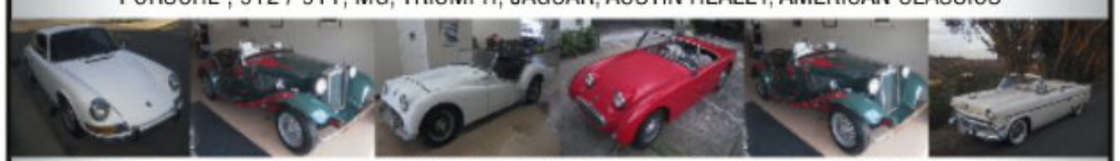
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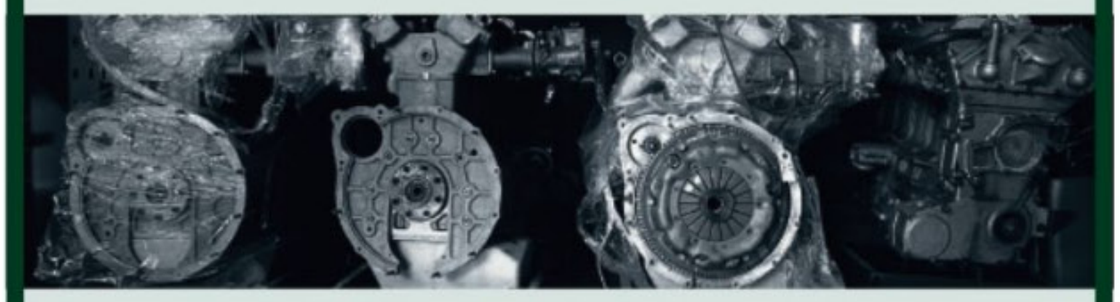
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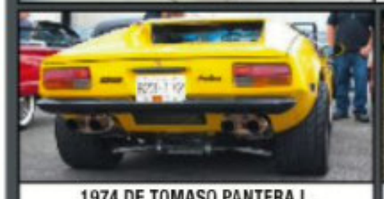
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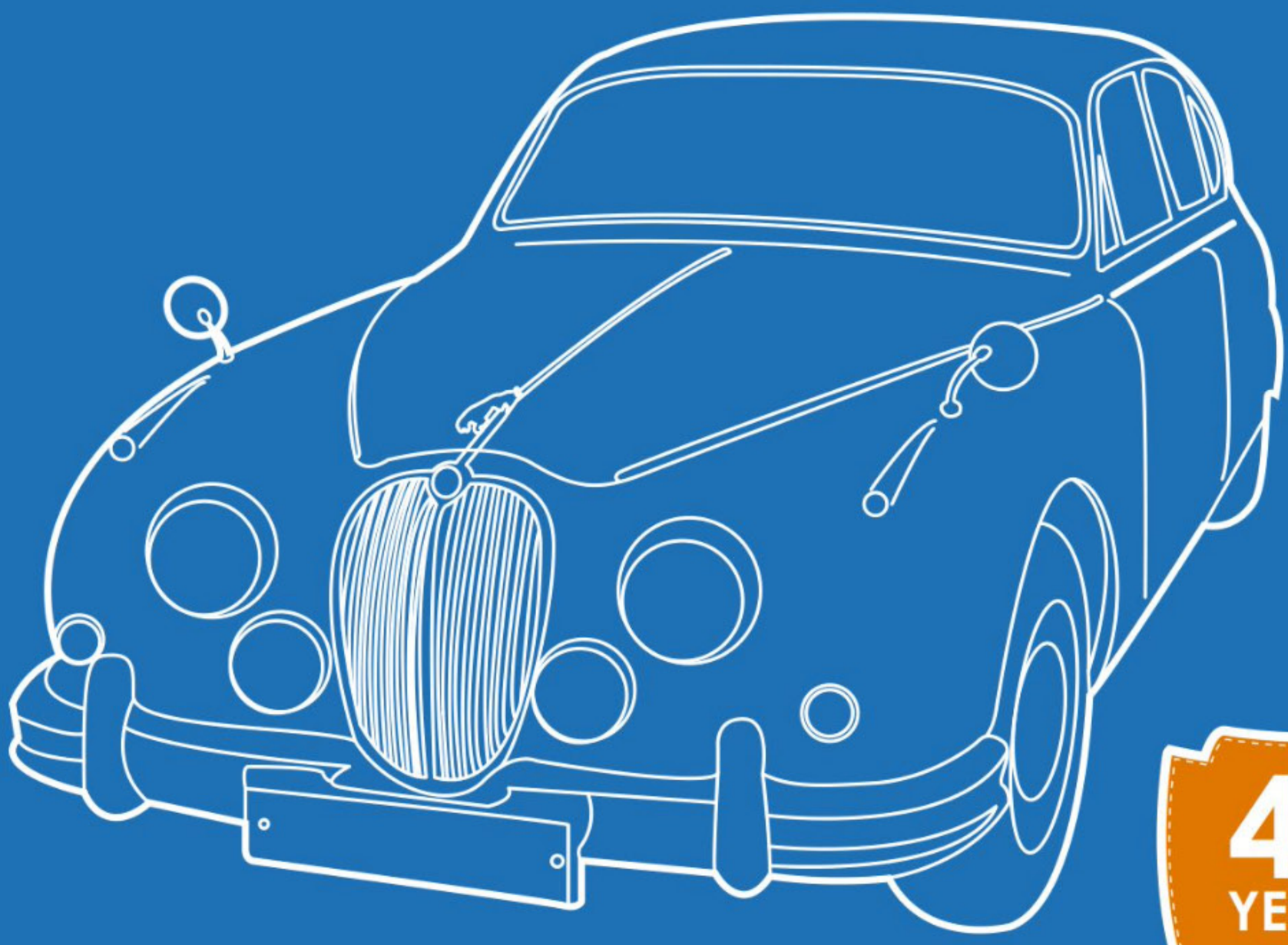
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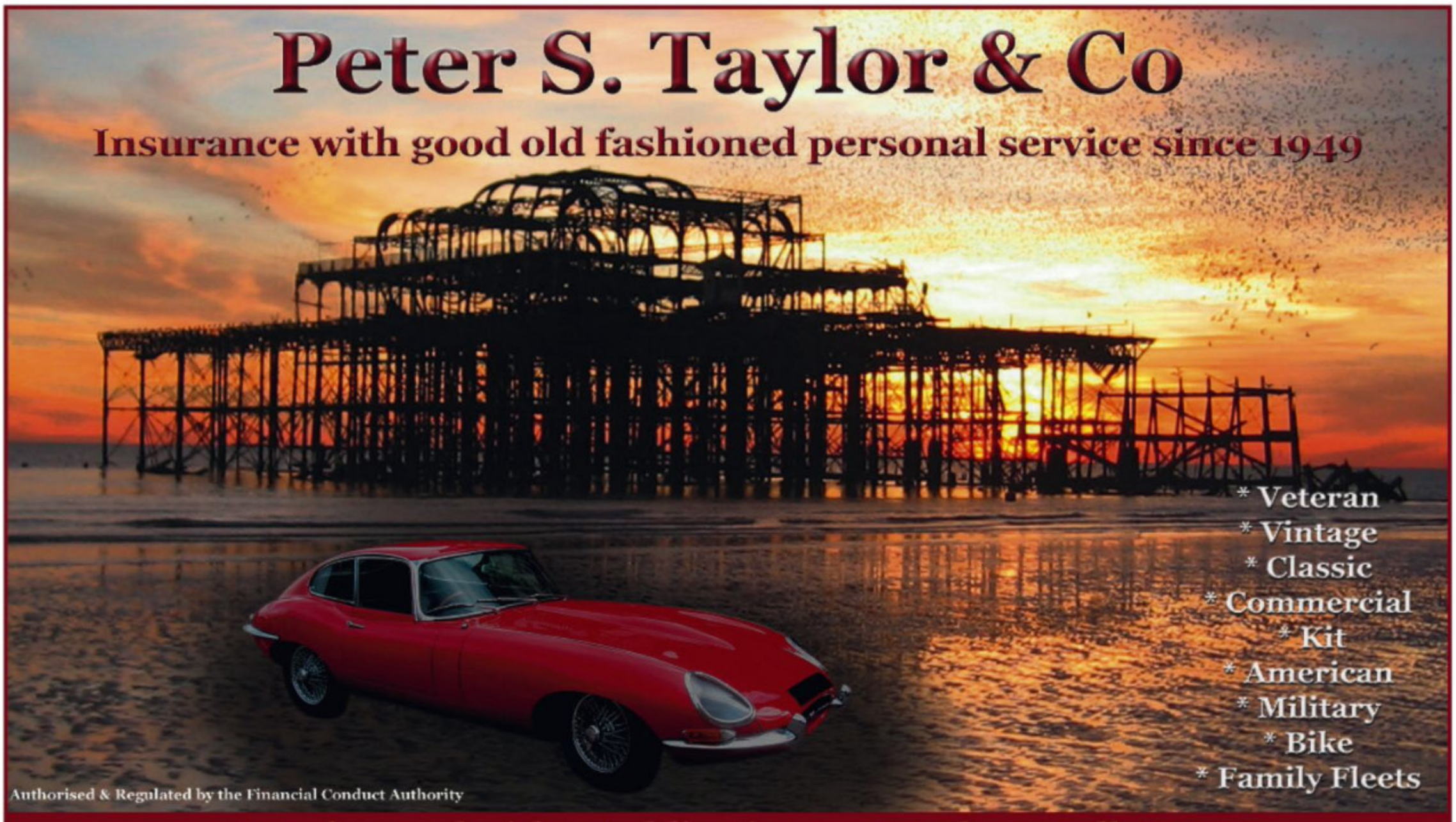
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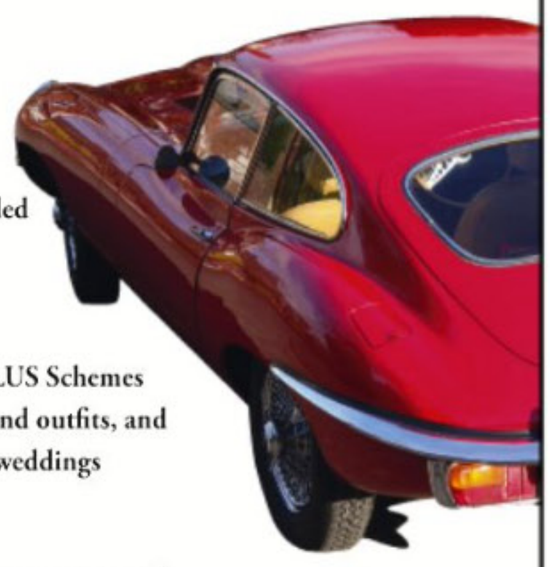
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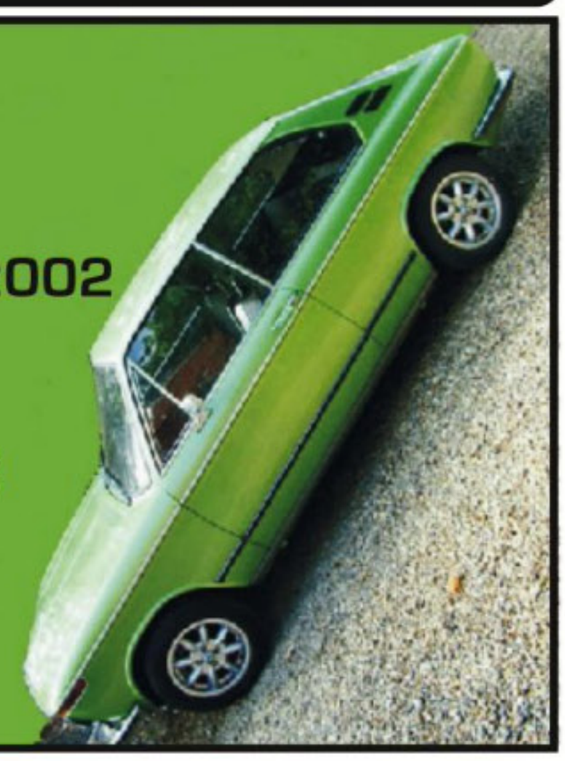
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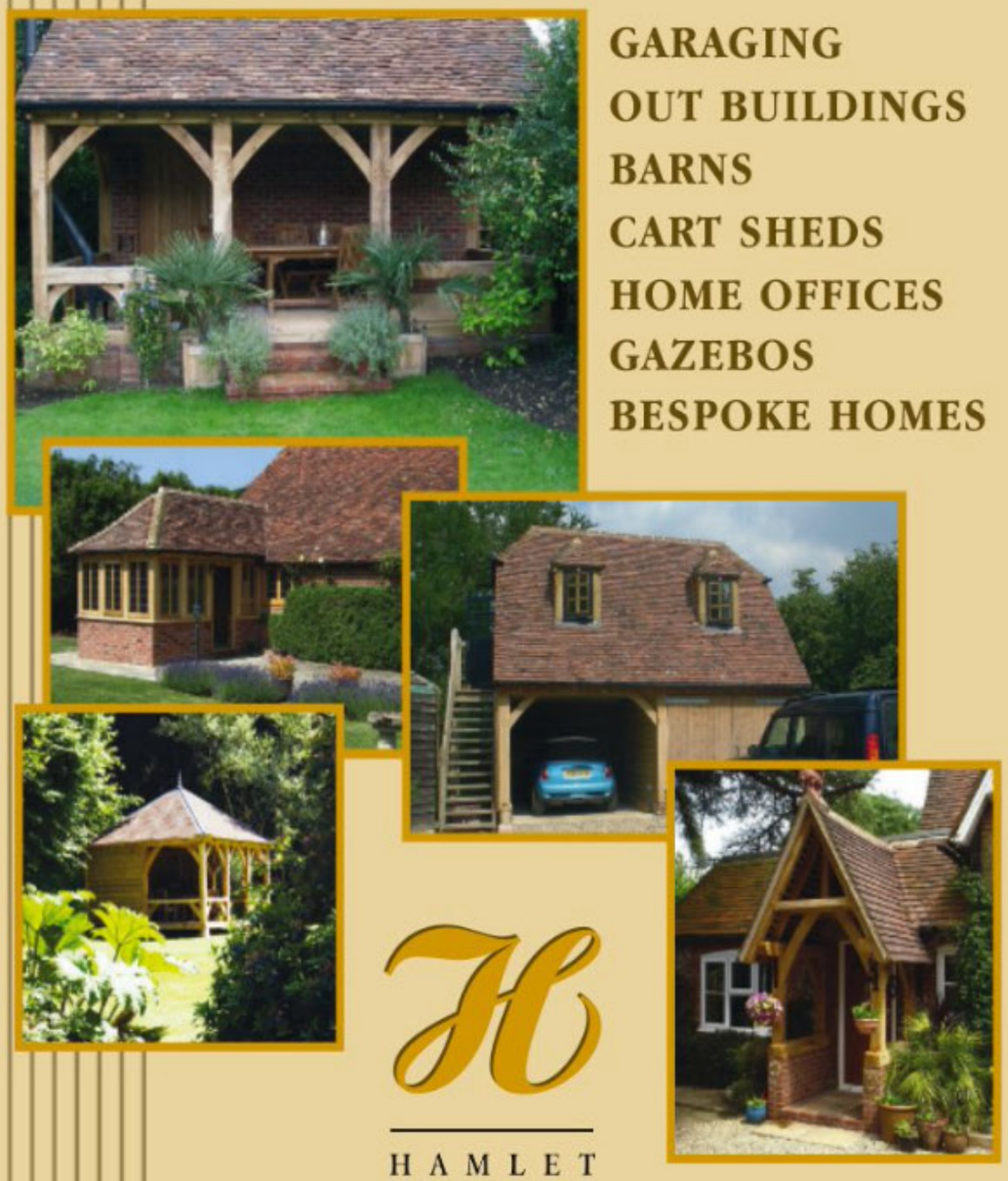
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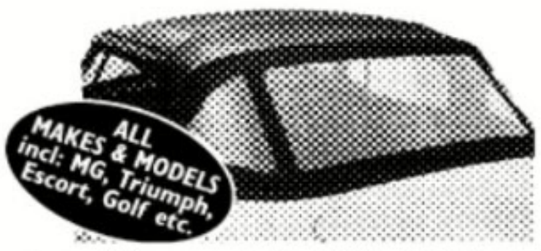
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DON 62V
DOR 668
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148 ECD
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HOY 733N
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KEN 54P
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6888 KV

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LAY 685
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LEN 297P
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LEV 177V
LEV 177J
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MAR 63L
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MAR 771V
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BPL 47T
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RDG 6R
ROJ 6R
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RON 810R
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RUF 53X
VEG 53X
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SON 7E
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SOU 150N
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SOY 6R
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STU 318L
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SUB 4R
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SUL 114N
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SUT 13R
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SV 9561
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TAL 9R
TAL 131R
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TAY 119R
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TFC 489
THE 123S
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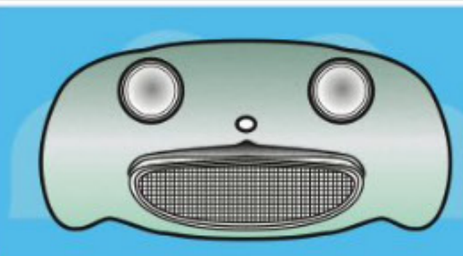
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CLASSIC PUNTS

Your tales of classic cars bought and sold on a whim



Michael wasn't looking for a Ponton and had no space for it anyway. So he bought it

'I wished I hadn't seen it'



I have had a lifetime love affair with classics, and over the past 20 years I've been fortunate to build a collection of eight very nice cars.

I'd just returned from Portugal in my 1960 Porsche 356 Cabriolet Super 90, which had developed a minor problem. I took it round to my local specialist, who quickly sorted it.

Near his workshop are the premises of a guy who imports cars from the US. These cars almost always need complete restoration, so most of his customers are individuals looking for a project.

Occasionally, though, he finds something special. As I inched along the gravel track on my way back to the road, I slowed right down to have a good look at what he had sitting in the car storage area.

The unmistakable grille of a beautiful, ivory-coloured Mercedes Ponton caught my eye. I was transported back to a car I had driven when I was 17, when an older friend gave me the keys to his Merc – the first decent car I had ever driven. I remembered the column change, the three-pointed star dominating the bonnet and those beautiful body lines. The Porsche scrunched to an immediate stop on the gravel.

My immediate thought was, 'I wish I hadn't seen this car,' because it was inevitable I would end up buying it. I already owned seven lovely cars, I already hardly had enough space to accommodate them – and I don't like selling. I really wasn't expecting to buy yet another.

Excitement took over – I realised I'd probably never chance across another Ponton and, even if I did, it wouldn't look as gorgeous as this one. I decided to go home and think. But not for long. Later that day I called the owner, we haggled briefly and settled on £15,000.

I was thrilled. The car – still on US plates – ran well but needed recommissioning after being in storage in Oregon since 2001. Imagine my surprise when I found in the car all the history from new – not many 1957 cars have absolutely everything, including a lovely valve radio that still works well.

Before the deal was done my friend and trusted mechanic Owen Warboys had given the car a good check and, as I'd expected, pronounced her sound in every respect. In fact she is completely corrosion-free and the chrome looks like new.

The Ponton is now UK-registered but in storage waiting to be recommissioned. My priority is preparing my Mercedes Fintail for the 2015 Trans Am, from Halifax to San Francisco, but we'll soon be starting work to get the Ponton back on the road. I don't expect any serious problems.

These old Pontons are beautifully built and rare on UK roads – and yet, somehow, the cars aren't particularly valuable.

Michael Eatough
Barton on Sea, Hampshire

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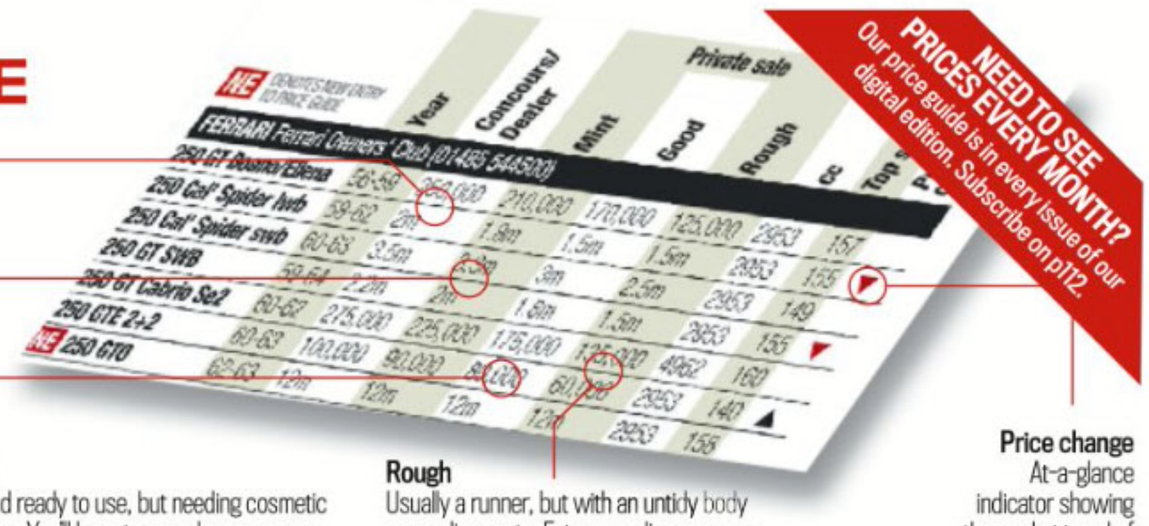
PRICE GUIDE

Our quarterly guide brings you freshly updated prices for 1200-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling a classic, it pays to know how the market has been reacting to that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But remember, it's not a valuation – a car's true value can only be assessed in person. Timewarp cars with perfect history, or those freshly restored, often command disproportionately higher prices. On some models at the 'bluechip' end of the market, like Ferrari GTOs, history and provenance are as crucial as condition, so our price spread reflects that.

USING THE GUIDE



Concours/Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Good
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
Usually a runner, but with an untidy body or needing parts. Extra spending may now be a more serious consideration

Price change
At-a-glance indicator showing the market trend of the latest updates

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
ABARTH					Abarth Club GB (01869 340289)			
Zagato 750	57-61	95,000	75,000	60,000	40,000	747	95	▲
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80	▲
AC					AC Owners' Club (01904 793563)			
2-litre	47-56	14,000	10,500	6000	3250	1991	83	
2-litre dhc/Buckland	49-56	27,500	22,000	14,000	9000	1991	83	
Ace (AC engine)	54-63	175,000	135,000	95,000	70,000	1991	102	
Ace-Bristol	56-63	200,000	160,000	120,000	80,000	1971	118	
Ace-Ford	61-63	220,000	180,000	140,000	85,000	2553	120	
Aceca-AC	54-63	90,000	70,000	47,500	35,000	1991	104	
Aceca-Bristol	56-63	100,000	80,000	57,500	40,000	1971	128	▲
Greyhound	59-63	54,000	40,000	25,000	16,500	1971	107	
Cobra MkI/MkII/289	62-69	750,000	600,000	475,000	400,000	4727	138	▲
Cobra 427	65-67	850,000	625,000	500,000	425,000	6998	145	▲
428	67-73	125,000	85,000	62,500	42,500	7014	143	
428 con	67-73	145,000	105,000	80,000	52,500	7014	143	
3000 ME	79-84	12,000	9000	6500	4250	2994	125	
Cobra MkIV	83-89	100,000	80,000	60,000	42,500	4942	134	
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140	
ALFA ROMEO					Alfa Romeo Owners' Club (01787 249285)			
6C 1750 GS Zagato	30-33	1.6m	1.5m	950,000	750,000	1754	95	▲
1900C Super Sprint	55-58	200,000	150,000	100,000	75,000	1975	112	▲
Giulietta berlina	55-62	15,000	11,000	5000	2500	1290	90	
Giulietta ti	57-64	22,500	16,000	7500	3750	1290	103	
Giulietta/Giulia Sprint	55-64	46,000	37,000	22,500	15,000	1290	110	
Giulietta/Giulia Spider	55-65	60,000	44,000	26,500	17,500	1570	108	
Giulietta, Giulia SS	57-66	97,500	72,500	47,500	30,000	1570	120	
2000 Spider	58-62	49,000	38,500	19,250	12,500	1975	111	
2600 Spider	62-65	70,000	55,000	27,500	16,000	2584	124	
2600 Sprint	62-66	45,000	32,500	15,000	6500	2584	125	
SZ-1	60-62	300,000	250,000	210,000	165,000	1290	120	▼
TZ-1	63-65	700,000	600,000	475,000	395,000	1570	124	
Giulia Ti/Super	62-74	15,000	10,000	5000	2250	1570	105	▲
1750/2000 Berlina	68-76	10,000	6500	3000	1200	1962	115	
Giulia Sprint GT/Veloce	63-68	40,000	30,000	15,000	7500	1570	112	
Giulia GTA 1300/1600	65-71	160,000	130,000	90,000	70,000	1570	115	
GT Junior	66-77	21,000	16,500	8500	4500	1570	115	
1750/2000 GTV	67-77	29,500	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	30,000	22,500	11,000	6000	1290	110	
Spider Duetto	66-67	26,500	20,000	11,500	6000	1570	113	▲
1750 Spider Veloce	68-70	27,500	20,000	11,000	5000	1779	115	
Spider 2000 S2	70-82	15,000	12,000	6000	2500	1962	119	
Spider 2000 S3	82-89	8950	6250	3000	1650	1962	114	
Spider 2000 S4	89-93	10,000	7200	4000	2000	1962	114	▲
Montreal	70-77	65,000	45,000	25,000	15,000	2593	132	
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	▲
Alfasud Sprint	76-90	4500	3200	1350	500	1490	104	▲
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	
GTV 2000	76-87	8500	5750	2950	1200	1962	118	
GTV6	81-87	12,000	8250	4000	1750	2492	130	
75 sal	86-92	3250	2250	900	500	2959	135	
SZ	89-93	32,500	22,500	16,000	12,500	2959	153	
ALLARD					Allard Owners' Club (01438 773428)			
K1/K2/K3	46-54	100,000	75,000	50,000	32,500	3917	101	
L/M	46-53	60,000	404,000	22,000	14,000	3622	86	
P	49-52	27,500	20,000	12,000	7500	3622	90	
J2/J2X	50-54	215,000	180,000	140,000	110,000	4375	130	

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ALPINE-RENAULT					Club Alpine-Renault (01902 895590)			
A110	65-77	65,000	50,000	32,500	25,000	1565	115	
A310 1600	74-77	20,000	15,000	9000	5250	1605	130	
A310 V6	77-86	25,000	18,500	11,000	6500	2664	137	
GTA	85-91	8500	7000	3750	2250	2849	139	▲
GTA Turbo	85-91	9900	8000	4650	2750	2458	149	▲
ALVIS					Alvis Owner Club (01892 832118); Alvis Register (01483 810308)			
Speed 20 Tourer	32-36	115,000	95,000	72,000	52,000	2762	90	▲
Speed 25 Tourer	37-40	180,000	155,000	125,000	100,000	3571	85	
TA14	46-50	15,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	19,500	15,000	8500	4000	2993	100	
TA21/TC21/100 con	50-55	47,500	35,000	20,000	10,000	2993	95	
TD21	56-63	29,500	21,000	12,000	6000	2993	104	
TD21 convertible	56-63	65,000	50,000	32,000	18,500	2993	102	▲
TE/TF21	63-67	34,000	25,000	14,000	7500	2993	110	▲
TE/TF convertible	63-67	80,000	60,000	37,500	22,500	2993	107	▲
ARMSTRONG SIDDELEY					Armstrong Siddeley Owners' Club (0121 459 0742)			
Lancaster	46-52	12,000	9000	5000	2750	1991	70	▲
Hurricane dhc	46-53	19,500	15,000	7500	4000	1991	70	
Typhoon coupé	46-50	13,500	10,500	6000	3250	1991	70	▲
Whitley	50-53	11,500	8500	4250	2500	2309	85	▲
Sapphire 346	53-59	12,500	9500	4750	1750	3435	100	
Sapphire 234/236	56-58	11,500	8500	4000	1600	2309	97	
Star Sapphire	58-60	14,000	11,000	5500	2500	3990	104	
ASTON MARTIN					Aston Martin Owners' Club (01865 400400)			
DB2	50-53	180,000	140,000	87,500	65,000	2580	110	▲
DB2 con	51-53	285,000	225,000	180,000	140,000	2580	109	
DB2/4 MkI/II	53-57	172,500	135,000	85,000	65,000	2580	120	▲
DB2/4 con	53-57	275,000	225,000	175,000	125,000	2580	120	
DB MkIII	57-59	200,000	155,000	110,000	80,000	2922	120	
DB MkIII con	57-59	400,000	320,000	240,000	180,000	2922	120	
DB4	58-63	400,000	320,000	250,000	200,000	3670	141	▲
DB4 con	61-63	800,000	700,000	500,000	400,000	3670	140	
DB4 GT	60-63	1.8m	1.5m	1.2m	950,000	3670	155	
DB4 GT Zagato	60-63	5.5m	4.9m	4.4m	4m	3670	154	
DB5	63-65	550,000	450,000	350,000	250,000	3995	143	▲
DB5 con	63-66	950,000	850,000	650,000	500,000	3995	141	▲
DB6	65-70	250,000	200,000	145,000	115,000	3995	140	▲
DB6 Vantage	66-69	300,000	240,000	175,000	140,000	3995	148	▲
DB6 Volante	66-70	600,000	475,000	375,000	300,000	3995	145	
DBS 6	67-72	100,000	70,000	45,000	32,000	3995	138	
DBS 6 Vantage	67-73	120,000	80,000	52,500	40,000	3995	141	
DBS V8	69-73	110,000	75,000	50,000	35,000	5340	162	
V8	72-90	75,000	52,500	32,500	22,000	5340	147	▲
V8 Vantage	77-89	140,000	100,000	70,000	37,500	5340	168	
V8 Volante	78-90	110,000	80,000	50,000	32,500	5340	130	
V8 Vantage Volante	86-89	150,000	110,000	75,000	50,000	5340	162	
Zagato	86-87	120,000	100,000	88,000	75,000	5340	180	
Virage	89-96	30,000	23,500	16,000	11,000	5340	158	
Virage Volante	92-96	35,000	27,500	22,000	19,000	5340	157	
V8 Vantage	93-99	120,000	85,000	60,000	40,000	5340	186	
V8 Coupé	96-99	42,500	35,000	29,000	24,000	5340	155	
DB7	94-99	22,500	20,000	16,000	11,500	3239	157	
DB7 Volante	96-99	27,500	23,500	18,500	13,500	3239	155	
DB7 Vantage	99-03	29,500	25,000	20,500	16,000	5935	185	
DB7 Vantage Volante	99-03	35,000	28,500	25,000	22,000	5935	165	

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AUDI					Audi Owners' Club (07788 588449)			
60, 70, 80, 90, 100	65-76	3750	2500	1200	350	1871	107	
100S Coupé	69-76	7750	5250	2500	1000	1871	112	
Quattro turbo	80-89	15,000	11,000	5500	2750	2144	135	
Quattro 20V	89-91	22,500	15,000	9000	5000	2226	142	
AUSTIN Seven					OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173)			
Seven saloon	30-34	12,000	9000	5250	2750	747	50	
Seven Chummy	31-34	17,500	13,500	8000	5000	747	50	
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60	
Seven Ruby saloon	34-39	10,000	7500	4000	2000	747	53	
A125/A135	47-57	9000	7250	3750	1750	3995	89	
A40 Devon/Dorset	47-52	4850	3600	1750	700	1200	76	
A70 Hamps/Heref	48-54	5600	4400	2250	950	2199	83	
A90 Atlantic con	49-50	20,000	15,000	7500	4000	2660	92	
A90 Atlantic coupé	50-52	14,000	10,000	6000	2500	2660	92	
A40 Sports	50-53	12,000	9000	4500	2750	1200	80	
A40 Somerset	52-54	4000	3000	1400	600	1200	72	
A40 Somerset con	52-54	7000	6000	3250	1600	1200	72	
Metropolitan cpé	54-61	12,500	9000	4500	2200	1489	78	
Metropolitan con	54-60	15,000	10,000	5000	2500	1489	78	
A30/A35	51-59	4750	3500	1650	650	948	75	
A40, A50, A55	53-59	4250	2900	1200	550	1200	70	
A55/A60 Cambridge	59-69	4000	2750	1100	500	1622	78	
A90, A95, A105	54-59	7000	5250	2400	900	2639	91	
A40 Farina	58-67	5000	3250	1500	650	1098	82	▲
A99/A110	59-68	6250	5000	2000	750	2912	102	
1100/1300	63-74	2650	1750	800	400	1098	85	
1300GT	69-74	8000	5500	2500	1200	1275	96	
3-litre	68-71	5250	3500	2000	800	2912	106	
1800/2200	64-75	3250	2000	800	350	1798	96	
Allegro 1750/Sport TC	73-75	2250	1500	650	275	1748	104	
Seven/Mini MkI	59	20,000	15,000	10,000	7000	848	71	
Mini MkI	60-67	9000	6500	4000	2750	848	71	
Mini MkII	67-69	5500	4000	1500	750	998	79	
Mini MkII-V	70-90	4000	3000	1250	650	998	82	
Mini Cooper 997/998	61-69	16,500	13,500	7000	4500	998	90	
Mini Cooper 1071S	63-64	27,500	22,500	12,500	7000	1071	95	
Mini Cooper 970S	64-65	25,000	20,000	12,000	7000	970	82	
Mini Cooper 1275S	64-67	30,000	24,000	12,500	6750	1275	96	
Mini C'r 1275S MkII	67-71	17,500	14,000	7250	4000	1275	96	
Mini Moke	64-85	15,000	11,000	5500	3000	998	70	
Mini 1275GT	69-80	6500	4500	2000	1000	1275	89	
Mini Clubman	70-80	3750	2600	1000	400	1098	82	
AUSTIN-HEALEY					Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND			
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	145,000	115,000	75,000	50,000	2660	109	
100S	55	620,000	500,000	425,000	375,000	2660	119	▲
100/6 BN4/6	56-59	44,000	32,000	21,000	12,000	2639	105	
3000 MkI	59-61	52,500	37,500	25,000	13,000	2912	112	
3000 MkII BN7	61-62	100,000	75,000	47,500	30,000	2912	117	
3000 MkII BT7, BJ7	62-64	55,000	39,500	27,500	14,000	2912	117	
3000 MkIII	64-68	59,000	42,500	30,000	16,000	2912	121	
'Frogeye' Sprite MkI	58-61	16,500	11,000	5250	3500	948	82	
Sprite MkII	61-64	10,000	7000	3250	1600	1098	90	
Sprite MkIII-IV	64-71	7500	5500	2850	1250	1275	96	
BENTLEY					Bentley Drivers' Club (01295 738886)			
3 Litre Tourer	22-25	300,000	225,000	150,000	100,000	2996		

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4.5 Litre Tourer	27-31	900,000	675,000	500,000	350,000	4398	92	
6.5 Litre Speed Six	28-30	1.25m	1m	700,000	500,000	6597	86	
4.5 Litre 'Blower'	29-31	2.25m	1.75m	1.4m	1m	4398	98	
8 Litre	29-31	1.5m	1.25m	900,000	450,000	7982	101	▲
Derby 3.5 Park Ward	33-37	100,000	75,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	250,000	180,000	110,000	50,000	3669	91	▲
Derby 4.25 PW	36-39	120,000	80,000	52,500	32,000	4257	96	▲
Derby 4.25 coachbuilt	36-39	325,000	250,000	150,000	60,000	4257	96	▲
MkVI 4.3/4.6-litre	46-52	35,000	26,000	13,500	7000	4566	100	▲
MkVI con	51-52	100,000	75,000	40,000	27,500	4566	100	
R-type saloon	52-55	36,000	27,000	14,500	7500	4566	106	▲
Coachbuilt saloons	52-55	55,000	37,500	18,500	12,000	4566	106	
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106	
R-type Continental	52-55	875,000	725,000	550,000	475,000	4566	115	
S1/S2 saloon	55-62	40,000	30,000	17,000	8250	4887	101	
S1 Continental Mulliner	55-59	350,000	275,000	185,000	140,000	4887	115	
S1 Cont P Ward con	55-59	300,000	250,000	175,000	125,000	4887	114	
S2 Cont Mulliner	59-62	250,000	185,000	130,000	80,000	6230	115	
S2 Park Ward con	59-62	205,000	165,000	105,000	65,000	6230	115	▲
S2 Flying Spur	59-62	120,000	90,000	56,000	36,000	6230	120	▲
S3 saloon	62-65	42,500	32,000	18,500	8500	6230	116	
S3 MPW 2dr coupé	62-65	120,000	90,000	60,000	40,000	6230	120	
S3 MPW con	62-65	190,000	150,000	100,000	65,000	6230	116	▲
S3 Flying Spur 4dr	62-65	150,000	120,000	75,000	50,000	6230	118	▲
T1/T2 saloon	65-81	15,000	12,000	6000	2250	6748	120	
MPW/Corniche coupé	66-80	45,000	35,000	22,500	10,000	6748	120	
MPW/Corniche conv	67-85	55,000	45,000	30,000	16,000	6748	118	
Mulsanne/Eight	80-92	12,500	10,000	6000	2000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6500	2400	6750	135	
Turbo R/RL	85-97	22,500	16,000	7000	2500	6750	135	
Continental MPW conv	84-94	65,000	55,000	40,000	25,000	6750	140	
Continental R	91-02	45,000	36,000	26,000	20,000	6750	151	▼
Continental T	96-02	62,000	50,000	40,000	30,000	6750	175	▲
Brooklands	92-98	17,000	14,000	10,500	7000	6750	140	▼
BERKELEY				Berkeley Enthusiasts' Club (01483 475330)				
Sports SA322/SE328	56-58	6750	5000	2500	1400	328	65	
Sports SE492	58-59	7250	5500	2750	1600	492	80	
B95/B105	59-61	7750	6000	3000	1750	692	90	
T60 3-wheeler	59-61	6750	5000	2400	1250	328	60	
BIZZARRINI						(isobizclub.com)		
5300 GT Strada	65-69	475,000	400,000	325,000	250,000	5354	165	
BMW						BMW Car Club (01225 709009)		
328	36-39	640,000	525,000	400,000	300,000	1971	100	
501 V8/502/2.6/3.2	55-63	45,000	32,000	15,000	8000	2580	100	
503 coupé	56-59	125,000	100,000	70,000	50,000	3168	115	
507	56-59	1.2m	1m	825,000	650,000	3168	135	
Isetta 250/300	55-65	26,500	20,000	14,000	8000	298	60	
600	58-59	30,000	24,000	16,000	9500	585	65	
1500/1800	62-72	6000	4500	2000	1100	1766	100	
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105	
1600/1602/1502	66-77	5000	3500	1650	650	1573	100	
2002/Touring	68-75	9500	6500	3500	1500	1990	112	▲
2002 cabrio/targa	71-74	13,500	10,000	5250	2400	1990	110	
2002tii	71-75	13,000	9500	5000	2500	1990	120	▲
2002 turbo	73-74	50,000	40,000	27,500	18,500	1990	130	
2800CS/CSA	69-71	15,000	11,000	6000	3500	2788	120	
2500/2800/3.0/3.3	69-77	7500	5250	2500	1400	2494	110	
3.0CS/CSi	71-75	20,000	15,000	8500	5000	2985	130	
3.0CSL	72-75	50,000	37,500	22,000	12,500	3003	134	
3.0CSL 'Batmobile'	72-75	125,000	110,000	90,000	65,000	3153	138	
633/628 CSi	76-87	8500	6000	2750	1200	3210	132	
635 CSi	78-89	10,000	7000	3500	1500	3453	140	
M635 CSi	85-89	20,000	16,000	10,000	5000	3453	158	
M1	79-80	190,000	155,000	100,000	75,000	3453	162	▲
323i (E21)	77-82	6500	5000	2500	1300	2315	126	▲
320/325 Baur cabrio	81-85	6250	4250	2000	650	2495	135	▲
M535i	80-87	5500	3500	1600	600	3453	136	
M5 (E28)	85-88	22,000	16,500	8250	5500	3420	152	
M5 (E34)	88-95	15,000	11,000	5500	3000	3535	155	
M3 (E30)	86-90	34,500	26,500	17,500	10,000	2302	143	
M3 Evo II (E30)	88	49,500	39,500	25,000	15,000	2302	143	▲
Z1	86-91	22,500	17,500	12,500	8000	2494	140	
840/850 coupé	90-99	12,000	9000	4500	2200	4941	155	▲
Z3M Coupe	98-02	25,000	18,500	12,000	8000	3201	159	▲
Z8	00-03	120,000	100,000	80,000	60,000	4941	155	
BOND					Bond Owners' Club (0121 784 4626)			
Minicar MkA-G	48-65	5000	3600	1750	750	250	55	▲
GT2+2/GT4S	63-70	4250	2850	1500	600	1296	90	
Equipe GT	67-70	4750	3000	1500	600	1998	100	
Bug	70-74	7950	5250	2500	1500	701	75	
BORGWARD					Borgward Drivers' Club (01536 510771)			
Isabella TS	54-61	8500	6500	3000	1400	1493	93	
Isabella coupé	55-61	24,000	16,500	9000	4000	1493	98	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
BRISTOL				Bristol Owners' Club (01403 784028); Owners & Drivers Assn (bristoloda.com)				
400	47-50	57,500	40,000	22,500	16,000	1971	92	
401, 403	49-55	50,000	32,500	18,000	12,000	1971	94	
Arnolt-Bristol	54-61	250,000	200,000	150,000	90,000	1971	109	▲
404	54-55	75,000	55,000	35,000	22,000	1971	110	
405 saloon	54-56	37,500	27,500	15,000	9000	1971	94	
405 con	55	100,000	80,000	45,000	30,000	1971	100	
406	58-61	35,000	25,000	13,500	8000	2216	104	
407, 408, 409	62-69	32,500	22,500	12,500	7000	5130	122	
410, 411	69-76	37,500	27,500	14,000	8000	5900	140	
412, Beaufighter	76-93	35,000	20,000	12,000	6500	5900	150	
603,Britannia,Brigand	76-94	32,000	22,000	12,000	7500	5900	150	
BUGATTI					Bugatti Owners' Club (01242 662914)			
Type 57 Galibier sal	34-39	265,000	200,000	150,000	110,000	3257	95	
Type 57 Ventoux 2dr	34-39	395,000	325,000	240,000	165,000	3257	95	
Type 57 Stelvio con	34-39	650,000	550,000	400,000	250,000	3257	96	
Type 57 Atalante cpe	35-38	1.25m	1m	750,000	550,000	3257	100	
Type 57S Atalante cpe	36-38	5.25m	4.5m	3.75m	3m	3257	115	
EB110	92-95	275,000	235,000	180,000	125,000	3499	209	▲
CATERHAM					Lotus Seven Club (01483 277171)			
Seven (solid axle)	73-89	15,000	10,500	7000	4500	1599	108	
Seven (de Dion)	87-91	16,000	11,500	7750	5250	1715	112	
CHEVROLET				Classic Chevrolet Club (01376 552478); Corvette Club (01702 200881)				
Corvette	53-54	125,000	100,000	65,000	36,000	3800	107	
Corvette	55-57	65,000	47,500	30,000	20,000	4343	119	
Corvette	58-62	75,000	55,000	32,500	22,000	4639	132	
Corvette Sting Ray	63-67	55,000	42,500	22,500	15,000	5359	142	
Camaro	67-69	22,000	17,500	9500	5000	5735	130	
Camaro conv.	67-69	25,000	20,000	14,000	8000	5735	130	
Corvette Stingray	68-72	25,000	21,000	14,000	5500	6997	151	
Corvette Stingray	73-77	21,000	15,000	10,000	5000	5737	125	
Corvette	77-82	15,000	11,000	6500	3500	5733	125	
Corvette C4	84-96	11,000	9000	4500	2000	5733	145	
Corvette ZR1	90-95	17,500	14,500	11,000	7500	5727	180	
CISITALIA						(cisitalia.net)		
202 coupe	47-54	250,000	200,000	150,000	120,000	1089	105	
CITROËN					Citroën Car Club (07 000 248258)			
Light 15/Big 15	35-55	20,000	14,000	7250	4000	1911	72	
2CV	48-60	7500	5000	2400	1200	425	49	
2CV	60-90	5850	4250	1650	500	602	71	
DS19/ID19	56-68	16,000	12,000	5000	2000	1911	88	
Safari estate	59-75	17,500	13,000	6000	2500	1911	88	
DS décapotable	63-78	140,000	110,000	80,000	52,500	2175	100	
DS20/21/23/Pallas	68-75	30,000	20,000	8000	3500	2347	120	
SM V6	70-75	60,000	37,500	22,000	10,000	2670	135	
GS/GSA	70-85	3750	2500	1000	450	1220	100	
CX GTi/GTi turbo	77-89	6000	4500	2000	900	2347	137	
CLAN					Clan Owners' Club (01656 744741)			
Crusader coupé	71-74	5000	3750	1650	700	875	102	
DAF				DAF Owners' Club, 56 Ridgedale Rd, Bolsover, Chesterfield, Derbys S44 6TX				
55 Marathon coupé	68-72	3500	2200	800	350	1108	83	
DAIMLER					Daimler & Lanchester Owners' Club (01253 352076)			
DB18/Consort	39-53	8500	6250	2750	850	2522	76	
DB18 con	39-50	30,000	22,500	12,500	6500	2522	76	
DB18 Sports Special	49-53	32,000	24,000	14,000	8000	2522	80	
Regency	52-56	9000	6000	3000	1250	3468	85	
Conquest/Century	53-58	8250	6000	2500	1000	2433	90	
Century drophead	54-55	12,500	9000	6000	2500	2433	90	
Conquest Rdster/DHC	54-57	29,000	22,500	11,000	6000	2433	100	
104/Majestic	56-62	8000	6000	3000	900	3794	100	
Majestic Major	60-68	10,000	7750	3750	1500	4561	119	
SP250 sports	59-64	45,000	32,500	17,500	12,500	2548	123	
2½-litre/V8 250	62-69	17,500	12,000	5750	2500	2548	112	▲
Sovereign (420)	66-69	14,000	11,000	5000	2000	4235	117	
Sovereign (XJ6) SI/II	69-79	7500	5500	2200	750	4235	120	
Double-Six SI/II	72-79	10,000	7000	3000	1000	5343	140	
4.2 coupé	75-78	11,000	8250	3750	1200	4235	120	
Double-Six Coupé	75-77	12,500	9250	4500	1250	5343	140	
Sovereign SIII	79-86	5500	4000	1850	600	4235	126	
Double-Six SIII	79-86	7500	5500	2250	650	5343	150	
DATSUN				Datsun Owners' Club (01342 321000); Z Club (01782 873374)				
240Z	69-74	15,000	11,000	5750	3500	2393	125	
260Z	74-79	11,000	8000	4250	2500	2565	127	
280ZX/2+2	78-83	6250	4250	1900	900	2753	111	▲
DELAHAYE					The Delahaye Club (clubdelahaye.com)			
135M/MS Coupe	35-39	600,000	400,000	225,000	100,000	3557	n/a	▼
135M/MS Cabriolet	35-39	700,000	500,000	300,000	125,000	3557	n/a	▼
135M/MS Coupe	46-53	175,000	125,000	85,000	55,000	3557	n/a	

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135M/MS Cabriolet	46-53	295,000	180,000	120,000	90,000	3557	n/a	
235 Chapron coupe	51-54	100,000	75,000	45,000	20,000	3557	120	
DELLOW				Dellow Register, 4 Roumelia Lane, Bournemouth, Dorset BH5 1ET				
Mark I-V sport-trials	49-57	12,000	9000	4500	2500	1172	65	▲
DELOREAN				DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)				
DMC-12 coupé	81-82	30,000	22,500	15,000	10,000	2849	109	▲
DE TOMASO				De Tomaso Drivers' Club (01226 321686)				
Mangusta	67-72	200,000	150,000	100,000	65,000	4727	150	
Pantera	72-89	47,500	37,500	22,500	14,000	5763	160	
Deauville	70-88	27,500	20,000	10,000	4500	5763	150	
Longchamp	72-89	28,500	21,000	11,000	5500	5763	150	
DKW					DKW Owners' Club (01224 743429)			
Sonderklasse/3=6	53-59	15,000	12,000	7000	4000	896	76	
1000SP/A Union sp	58-65	17,500	12,500	6500	3500	980	82	
1000/1000S sal/cpé	58-63	6500	5000	3000	1750	980	80	
F102 saloon	64-66	2500	1650	800	475	1175	84	
DODGE								
Viper RT 10/GTS	92-02	35,000	27,500	20,000	14,000	7974	165	
ELVA					Elva Owners' Club (01903 823710)			
Courier sports/cpé	58-61	11,250	8250	5000	2500	1498	100	
MkIII/MkIV T-type	62-69	12,000	9000	5500	3000	1798	110	
FACEL VEGA					Facel Vega Car Club (01621 818608)			
FVS 4.5/4.8/5.4/5.8	54-59	190,000	140,000	90,000	65,000	5801	125	
HK500	59-61	180,000	130,000	85,000	60,000	6286	130	
Facel II	62-64	285,000	240,000	165,000	125,000	6286	132	
Facellia/Facel III	60-64	42,500	32,000	17,500	11,000	1647	114	
FAIRTHORPE					Fairthorpe Sports Car Club (01895 256799)			
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	4500	3250	1850	750	1998	112	
FERRARI					Ferrari Owners' Club (01485 544500)			
166 MM Barchetta	48-50	4m	3m	2.2m	1.75m	1995	125	
166 Inter	48-51	750,000	600,000	500,000	350,000	1995	115	
212 Inter	51-52	1.1m	900,000	750,000	625,000	2562	120	
340 America open	51	2.2m	1.9m	1.5m	1.1m	4101	135	
340 America closed	51	1.6m	1.4m	1m	750,000	4101	136	
250 Europa SI/SII	53-55	1.4m	1.1m	900,000	700,000	2963	126	
410 Superamerica	56-59	2.2m	1.9m	1.7m	1.4m	4962	165	
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157	
250 GT Berlinetta TdF	57-59	4.9m	4.5m	4.1m	3.6m	2953	143	▲
250 GT PF coupé	58-60	400,000	325,000	250,000	175,000	2953	145	▲
250 Cal' Spider lwb	58-62	6.25m	5.75m	5m	4.25m	2953	155	
250 Cal' Spider swb	60-63	8.5m	7.75m	7.25m	6m	2953	149	
250 GT SWB (steel)	60-63	5.5m	5.25m	5m	4.4m	2953	150	
250 GT SWB (alloy)	59-62	6.5m	6m	5.5m	4.75m	2953	155	
250 GT Cabrio Se2	60-62	1.1m	950,000	700,000	550,000	2953	160	
250 GTE 2+2	60-63	275,000	220,000	150,000	95,000	2953	140	
250 GTO	63-64	30m	26.5m	n/a	n/a	2953	158	
250 LM	64-66	9.5m	8.5m	7.5m	n/a	2953	159	
250 GT Lusso	62-64	1.45m	1.25m	1m	800,000	2953	150	▼
400 Superamerica	60-64	2.2m	1.8m	1.5m	1.25m	3967	162	▲
500 Superfast	64-67	1.3m	1.1m	950,000	750,000	4962	170	
275 GTB (steel)	64-66	1.5m	1.25m	1m	800,000	3286	150	
275 GTB (alloy)	64-66	1.6m	1.35m	1.1m	900,000	3286	150	
275 GTS	64-66	1.1m	1m	850,000	750,000	3286	150	
275 GTB/4 (4-cam)	66-68	2m	1.75m	1.5m	1.25m	3286	165	
330 GT 2+2	64-67	250,000	195,000	140,000	80,000	3967	150	
330 GTC	66-68	600,000	500,000	400,000	300,000	3967	150	
330 GTS	66-68	1.8m	1.6m	1.3m	1m	3967	150	
Dino 206 GT	68-69	375,000	300,000	200,000	150,000	1987	145	
Dino 246 GT	69-73	250,000	185,000	125,000	85,000	2418	150	
Dino 246 GTS	72-74	300,000	240,000	150,000	100,000	2418	150	
365 GT 2+2	67-71	185,000	135,000	80,000	50,000	4390	152	▲
365 GTC	68-70	650,000	550,000	450,000	350,000	4390	155	
365 GTB/4 Daytona	68-74	500,000	400,000	300,000	220,000	4390	173	
365 GTS/4 Spider	72-73	1.8m	1.35m	1.2m	1m	4390	170	▲
365 GTC/4 2+2	70-72	250,000	200,000	135,000	100,000	4390	152	▲
365 GT4 2+2	72-76	60,000	45,000	27,500	18,500	4390	150	▲
365 BB	75-76	260,000	210,000	150,000	110,000	4390	163	▲
512 BB, BBi	76-85	200,000	160,000	100,000	75,000	4942	188	▲
308 GT4 2+2	73-80	39,500	29,500	20,000	12,000	2926	156	
308 GTB (grp)	75-77	110,000	90,000	60,000	40,000	2926	154	▲
308 GTB/GTS	77-80	75,000	55,000	35,000	25,000	2926	155	▲
308 GTBi/GTSi	80-82	50,000	37,500	25,000	16,500	2926	155	
308 GTB qv/GTS qv	82-85	56,000	42,500	28,500	20,000	2926	155	
328 GTB/GTS	85-88	65,000	50,000	32,000	22,500	3195	163	▲
400/400i/412i manual	76-89	32,500	26,000	14,000	8750	4823	158	▲
400/400i/412i auto	76-89	25,000	20,000	11,500	7750	4942	158	
Mondial	81-94	25,000	20,000	12,500	7000	2926	143	
Mondial cabrio	84-94	29,500	24,000	16,000	9000	2926	146	

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348/Spider	89-94	32,500	26,500	22,000	18,000	3405	170	
F355/GTS	94-99	52,500	45,000	32,500	25,000	3496	185	
F355 Spider	95-99	55,000	47,500	35,000	26,500	3946	183	
Testarossa	84-90	75,000	60,000	45,000	35,000	4942	181	▲
512 TR	91-94	120,000	90,000	60,000	50,000	4943	193	▲
F512 M	94-96	150,000	110,000	75,000	60,000	4943	194	▲
456 GT	92-98	33,000	27,500	22,500	17,500	5474	186	
288 GTO	84-87	1.5m	1.25m	1.1m	900,000	2855	190	▲
F40	88-92	750,000	650,000	575,000	475,000	2936	201	▲
F50	95-97	900,000	800,000	700,000	600,000	4698	202	
550 Maranello	96-01	62,000	52,000	42,000	35,000	5474	199	▲

FIAT	Fiat Motor Club (0208 372 4028)							
500 Topolino	48-55	12,000	8000	4000	2000	569	60	
600/600D	55-70	9500	7000	3000	1250	633	66	
600 Multipla (MPV)	55-60	22,500	17,000	9000	5000	767	59	
500/D/F/L/R	57-75	11,000	7500	3500	1650	499	61	
1500S/1600S Osca sp	59-66	40,000	30,000	16,000	9000	1568	105	
2300S	61-68	25,000	17,500	12,000	7000	2280	120	
850 Coupé	65-73	6500	5000	2400	850	903	96	
850 Spider	65-73	12,000	9000	4250	2000	903	96	
124/Special 1.2/1.4	66-73	2500	1600	750	300	1438	100	
124 Coupé	66-75	6500	4500	2000	750	1756	115	
124 Spider 1.4/1.6	66-72	14,000	10,000	4500	2000	1608	112	
124 Spider 1.7/2.0	72-81	10,000	7000	3000	1500	1756	108	
124 Spider Abarth	72-75	25,000	18,500	12,000	6500	1756	118	
Pininfarina Spider	82-85	12,000	8000	3750	1650	1995	104	
Dino Spider 2.0/2.4	67-73	100,000	75,000	50,000	30,000	2418	130	
Dino Coupé 2.0/2.4	67-73	32,500	25,000	16,000	10,000	1987	122	▲
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	
130 Coupé	72-76	15,000	11,000	6000	3000	3235	114	
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	
128 3P coupé	75-78	6000	4500	2000	1000	1301	102	
X1/9	77-89	4000	3000	1400	650	1290	100	
Barchetta	95-02	5000	3750	2250	1000	1747	118	

FORD	AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)							
Prefect	40-53	5000	3850	1750	950	1172	68	
Pilot V8	47-51	11,250	9000	6000	3000	3622	82	
Anglia/Popular 103E	46-59	5250	4000	1850	1100	1172	61	
Anglia 100E/Popular	53-62	4500	3000	1250	625	1172	71	
Prefect 107E	59-61	5000	3500	1600	700	997	73	
Anglia 105E	59-68	5000	4000	1750	750	997	74	
Anglia 123E	62-68	5500	4250	2000	950	1197	82	
Consul MkI	50-56	5750	4250	2200	900	1508	73	
Zephyr Six MkI	50-56	8000	6500	3000	1100	2262	82	
Zephyr Zodiac	53-56	9000	7000	3250	1400	2262	84	
Consul MkI con	52-56	12,000	9000	5000	3000	1508	73	
Zephyr MkI con	52-56	20,000	15,000	9250	5250	2262	82	
Consul MkII	56-62	7500	5000	2200	900	1703	79	▲
Zephyr MkII	56-62	11,000	8000	3000	1250	2553	88	▲
Zodiac MkII	56-62	12,500	9000	3500	1500	2553	88	
Consul MkII con	56-62	11,250	8500	4250	2500	1703	78	
Zephyr MkII con	56-62	16,500	12,500	7000	4000	2553	88	
Zodiac MkII con	56-62	20,000	15,000	9000	5000	2553	88	
Zephyr MkIII	62-66	6500	4500	2000	650	2553	95	
Zodiac MkIII	62-66	7500	5250	2400	850	2553	100	
Zephyr 4/6 MkIV	66-72	4000	2850	1200	500	2994	100	
Zodiac MkIV/Exec	66-72	5000	3500	1500	600	2994	100	
Consul Classic	61-63	5600	4000	1750	800	1498	79	
Consul Capri/GT	61-64	8500	6000	3000	1200	1340	80	
Corsair/V4	64-70	4750	3200	1500	700	1663	90	
Corsair GT	64-67	5250	3500	1750	800	1996	100	
Corsair 2000E V4	67-70	6500	4500	2000	1000	1996	100	
GT40	64-68	2.5m	1.9m	1.5m	1.25m	4736	198	
Mustang coupé	64-68	20,000	15,000	9000	5000	4727	120	
Mustang fastback	65-68	30,000	22,500	14,000	7000	4727	120	
Mustang con	64-68	27,500	21,000	14,000	7250	4727	111	
Mustang GT350	65-66	200,000	160,000	110,000	75,000	4727	133	
Mustang GT500	67-70	120,000	100,000	70,000	50,000	6800	130	
Cortina MkI	62-66	6000	4250	1900	850	1498	82	
Cortina MkI GT	63-66	14,000	9500	5000	2650	1498	91	
Cortina MkII	66-70	4500	3200	1500	700	1599	87	
Cortina MkII GT	66-70	8500	6000	2650	1300	1599	98	
Cortina 1600E	67-70	10,000	7000	3250	1500	1599	98	
Cortina MkIII	70-76	4000	3000	1500	600	1993	104	
Cortina 2000E	73-76	5750	4000	1850	850	1993	105	
Cortina 2.3 Ghia	76-79	3250	2200	875	425	2293	110	
Escort MkI 1.1/1.3	68-75	5000	3250	1600	800	1298	83	
Escort Twin Cam	68-71	39,500	32,500	24,000	17,500	1558	113	
Escort GT/Sport	68-73	8000	5750	3000	1500	1298	96	
Escort 1300E	73-75	7500	5500	2750	1400	1298	94	
Escort Mexico	70-75	20,000	14,000	7500	4000	1599	99	
Escort RS1600	70-75	47,500	40,000	29,500	21,000	1601	113	
Escort RS2000	73-74	25,000	19,000	12,500	8000	1993	108	
Escort MkII Ghia	75-80	4500	3250	1500	650	1599	97	
Escort MkII Sport	75-80	8000	6500	3500	1500	1599	101	
Escort MkII Mexico	76-78	14,000	11,000	6000	3500	1593	105	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Escort MkII RS1800	75-77	35,000	30,000	22,500	15,000	1835	112	
Escort MkII RS2000	75-80	14,000	11,000	6000	3500	1993	109	
Escort XR3/XR3i	81-86	4500	3000	1500	400	1597	116	
Escort RS1600i	83-84	6000	4000	2000	1100	1597	117	
Escort XR3i cabrio	84-90	2750	1950	950	400	1597	107	
Escort RS Turbo	84-90	8000	6000	3000	1250	1597	122	
Capri MkI 1.3/1.6	69-74	7500	5250	2500	1300	1599	95	
Capri GT 1.6/2.0	69-74	9000	6500	3250	1750	1996	107	
Capri 3000GT	70-74	12,500	9250	4500	2500	2994	113	
Capri 3000E/GXL	70-74	13,500	10,000	5000	2750	2994	113	
Capri RS3100	73-74	26,500	21,000	12,500	7500	3091	125	
Capri II/III 1.6/2.0	74-82	6000	4250	1950	1000	1993	110	
Capri II/III 3.0	74-82	12,000	8500	4000	1750	2994	116	
Capri III 2.8i	81-87	10,000	7500	3500	1400	2792	129	
Capri 280 Brooklands	87-88	12,500	9000	4500	3000	2792	129	
Consul/Granada 3.0	72-77	6750	5000	2250	1000	2994	113	
Granada 3.0 Coupé	74-77	11,000	7500	3250	1500	2994	111	
RS200	85-86	110,000	90,000	75,000	60,000	1803	140	
Sierra RS Cosworth	85-87	22,500	16,500	9500	5500	1993	145	
Sierra RS500	87	40,000	32,000	20,000	12,000	1993	149	
Escort RS Cosworth	92-96	20,000	15,000	10,000	7250	1993	144	

FRAZER NASH	VSCC Frazer Nash section (01285 720483)							
Le Mans Replica	48-52	650,000	500,000	275,000	220,000	1971	115	

GILBERN	Gilbern Owners' Club (01926 512136)							
GT MkI 950-1800	59-67	10,000	7000	3750	2000	1588	111	
Genie	66-70	8500	6250	3200	1500	2994	120	
Invader I/II/III	71-74	9000	6900	3500	1650	2994	120	▲

GINETTA	Ginetta Owners' Club (01724 352801, email: membership@ginetta.org)							
G4 1.0/1.5	61-68	20,000	16,750	12,000	8000	1498	115	
G15 875/998	68-74	8500	6750	3500	1500	998	108	
G21 1800/1800S	71-78	9000	6500	3250	1500	1725	120	
G33	91-93	12,000	9000	6500	4750	3946	137	

GORDON-KEEBLE	Gordon-Keeble Owners' Club (01280 701009)							
GK1/IT	64-67	60,000	50,000	32,500	20,000	5395	135	

HEALEY	Association of Healey Owners (01425 480243)							
Elliott saloon	46-50	36,000	30,000	22,000	10,000	2443	110	
Silverstone sports	49-50	175,000	140,000	97,500	60,000	2443	107	
Abbott con	50-54	40,000	32,000	22,500	11,000	2443	100	
Tickford saloon	50-54	32,500	25,000	16,000	9000	2443	102	

HEINKEL/TROJAN	Heinkel/Trojan Club (01527 501318)							
Cabin Cruiser/200	56-65	26,500	20,000	12,500	8500	198	60	

HILLMAN	Owners' Club (01522 823778); Imp Club (01789 414789)							
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8750	3850	1950	1185	65	
Minx Ph. III-VIIIA	48-56	4000	3000	1250	600	1390	73	
Minx Ph. III-VIIIA con	48-56	7000	5000	2200	1100	1390	73	
Californian	53-56	4750	3500	1500	800	1390	74	
Minx SI-IIIC	56-63	4000	2500	1000	500	1592	80	
Minx SI-IIIC con	56-62	7500	5000	2250	900	1494	80	
Minx SV-VI	63-67	3500	2000	850	375	1725	81	
Husky II/III estate	58-66	4250	3000	1500	950	1390	74	
Super Minx SI-IV	61-66	3750	2200	900	400	1725	86	
Super Minx con	62-64	6000	4000	1850	750	1592	84	
Imp	63-70	3950	2500	1000	475	875	81	
Hunter GT	70-75	6000	4000	1400	650	1725	96	
Hunter GLS	72-76	7500	5250	2000	1000	1725	110	
Avenger Tiger	72-73	10,000	7500	4000	2500	1599	100	

HONDA	Honda S800 Sports Car Club (0121 444 2988)							
S800 coupé	66-70	14,000	10,000	5000	3000	791	96	
S800 sports	66-70	17,500	12,500	6500	3750	791	96	
Z600 coupé	70-75	6000	4500	2200	1100	598	78	
NSX 3.0	90-97	30,000	22,500	16,500	12,000	2977	158	▲

HRG								
1100/1500	38-56	49,500	40,000	30,000	16,500	1496	81	

HUMBER	Post-Vintage Humber Car Club (01604 404363)							
Hawk MkI-III	49-50	6750	5500	2500	1000	2267	80	
Hawk MkIV-VI	50-57	5500	4000	1900	700	2267	80	
Hawk SI-IV	57-68	5000	3500	1600	600	2267	86	
Snipe	45-48	9000	7500	3000	1250	2731	72	
Snipe/P'man MkI-IV	45-56	9750	7000	3250	1500	4139	91	
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80	
Super Snipe SI-VA	58-67	6750	4750	1900	800	2651	106	
Imperial	64-67	7000	4750	2000	900	2965	102	
Sceptre MkI-II	63-67	4500	3200	1400	600	1725	90	
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98	

ISO	Iso Bizzarrini Club (020 8891 6663)							
Rivolta	62-70	72,000	57,500	33,500	20,000	5359	140	
Grifo	63-74	195,000	160,000	100,000	65,000	5359	161	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Grifo 7-litre	69-74	205,000	170,000	105,000	70,000	6998	170	
Lele	70-74	27,500	18,000	12,500	8000	5736	145	

JAGUAR	Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)							
SS90 sports	35	250,000	200,000	160,000	120,000	2663	90	
SS100 2½-litre	36-39	250,000	200,000	160,000	120,000	2663	94	▲
SS100 3½-litre	38-39	340,000	265,000	210,000	160,000	3485	104	▲
1½-litre	45-49	27,500	20,000	12,000	6500	1776	70	
2½-litre	46-51	30,000	22,500	14,000	7500	2663	87	
3½-litre	46-51	38,500	30,000	16,000	8500	3485	92	▲
MkV 2½-litre con	49-51	50,000	35,000	16,500	8500	2663	87	
MkV 3½-litre con	49-51	70,000	50,000	25,000	12,500	3485	92	
XK120 lightweight	49-50	200,000	155,000	110,000	80,000	3442	132	
XK120 roadster	50-54	85,000	70,000	48,500	29,000	3442	122	
XK120 dhc	50-54	90,000	74,000	50,000	29,500	3442	122	
XK120 fhc	51-54	72,000	55,000	37,500	24,000	3442	121	
XK140 roadster	54-57	95,000	70,000	50,000	30,000	3442	126	
XK140 fhc	54-57	85,000	65,000	45,000	26,500	3442	125	
XK140 dhc	54-57	125,000	95,000	57,500	35,000	3442	125	
XK150 roadster	58-60	76,500	58,000	35,000	22,000	3781	130	
XK150 fhc	57-61	67,500	50,000	30,000	20,000	3781	128	
XK150 dhc	57-61	80,000	60,000	37,500	22,500	3781	127	
XK150S 3.4 roadster	58-60	175,000	135,000	85,000	52,500	3442	130	▲
XK150S 3.4 fhc	58-60	85,000	70,000	45,000	32,500	3442	129	
XK150S 3.4 dhc	58-60	160,000	125,000	80,000	50,000	3442	130	▲
XK150S 3.8 roadster	59-60	195,000	150,000	95,000	57,500	3781	136	▲
XK150S 3.8 fhc	59-60	145,000	110,000	70,000	50,000	3781	132	
XK150S 3.8 dhc	59-60	200,000	160,000	100,000	60,000	3781	130	
XK150SE 3.8 dhc	58-61	130,000	100,000	75,000	50,000	3781	141	
Mk VII-MkIX	51-61	37,500	26,000	13,000	6000	3442	105	
MkX/420G	61-70	11,250	8500	4000	1750	4235	120	
Mk1 2.4/Mk2 2.4	55-67	20,000	13,500	7000	3250	2483	96	
Mk1 3.4	57-59	32,000	22,500	11,000	4500	3442	120	
Mk2 3.4	59-67	30,000	20,000	10,000	4000	3442	114	
Mk2 3.8	59-67	37,500	24,000	12,500	5000	3781	121	
S-type sal	63-68	22,000	15,000	6750	2750	3781	121	
240	67-68	15,000	11,000	5500	2500	2483	105	
340	67-68	22,500	16,000	7500	3500	3442	123	
420	66-68	14,000	11,000	5000	2000	4235	123	
E-type 3.8 roadster	61-64	140,000	110,000	60,000	42,000	3781	145	
E-type 3.8 coupé	61-64	110,000	80,000	52,000	34,000	3781	145	
E-type 4.2 S1 rdstr	64-67	120,000	95,000	55,000	36,000	4235	145	▲
E-type 4.2 S1 coupé	64-67	85,000	65,000	42,000	28,500	4235	145	▲
E-type S1 2+2	66-67	39,000	30,000	16,500	10,000	4235	136	
E-type S1½/S2 rdstr	67-70	80,000	57,500	35,000	22,500	4235	145	
E-type S1½/S2 fhc	67-70	50,000	38,500	22,500	15,000	4235	145	
E-type S1½/S2 2+2	67-70	35,000	26,500	15,000	9000	4235	136	
E-type V12 roadster	71-75	70,000	47,500	28,500	14,000	5343	150	▲
E-type V12 fhc 2+2	71-74	42,000	30,000	17,500	9500	5343	150	
XJ6 2.8 Series 1	68-73	6000	4000	2000	750	2791	117	
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1000	4235	124	
XJ12 Series 1-3	72-93	7500	5000	2200	650	5343	146	
XJ6 3.4 Series 2-3	75-86	4250	3250	1500	400	3442	117	
XJ6 4.2 Series 2-3	73-86	5750	4250	1900	500	4235	125	
XJ6 Coupé	75-78	11,000	8250	3250	1100	4235	120	
XJ12 Coupé	75-78	12,500	9250	4500	1250	5343	143	
XJR 3.6/4.0	88-94	5000	3500	1600	600	3980	142	
XJ-S manual	75-80	7500	5500	3000	1500	5343	154	
XJ-S auto	75-81	5500	4250	2000	750	5343	143	
XJ-S V12 HE	81-89	6000	4500	2250	700	5343	150	
XJ-S 3.6	83-89	5500	4000	2000	600	3590	141	
XJ-SC 3.6 cabrio	83-87	7500	5500	3000	1400	3590	134	
XJ-SC V12 cabrio	85-88	7500	5000	2750	1250	5343	150	
XJ-S V12 con	88-91	11,500	8500	5000	2250	5343	150	
XJR-S	88-93	8250	6250	3500	1750	5993	158	
XJS 4.0	91-96	7500	5750	3000	1500	3980	138	
XJS 4.0 conv	92-96	13,500	10,000	6500	3750	3980	138	
XJ220	89-92	180,000	155,000	120,000	92,500	3498	212	▲
XJR	94-97	5850	3850	2200	1000	3980	142	

JENSEN	Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
541/R/S	54-63	42,500	32,000	16,000	9000	3993	123	
C-V8	62-65	40,000	30,000	16,000	8500	6276	143	
Interceptor	67-75	32,500	22,500	10,000	4500	6276	140	
FF	67-71	40,000	30,000	14,000	7000	7212	141	
Interceptor SP	71-73	35,000	25,000	12,000	5500	7212	144	
Interceptor con	74-76	52,500	37,500	19,000	9000	7212	140	
Jensen-Healey/GT	72-76	8500	6500	3250	1000	1973	120	

JOWETT	Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	8750	6250	3250	1600	1486	77	
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85	▲

LAGONDA	Lagonda Club (01252 845451)							
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100	
2.6/2.9 con	49-57	80,000	57,500	28,500	18,500	2922	100	
Rapide	61-64	140,000	100,000	50,000	30,000	3995	135	
Saloon	76-85	50,000	32,500	20,000	15,000	5340	140	

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
LAMBORGHINI			Lamborghini Owners' Club UK (lamborghiniclubuk.com)					
350 GT/400 GT Inter	64-67	450,000	365,000	275,000	200,000	3497	147	
400 GT	67-68	425,000	350,000	265,000	190,000	3929	150	
Miura P400	66-69	550,000	450,000	350,000	250,000	3929	170	
Miura 400S	69-71	700,000	600,000	475,000	365,000	3929	172	
Miura SV	71-75	1.2m	1.1m	900,000	700,000	3929	175	▲
Islero	68-70	175,000	140,000	90,000	60,000	3929	160	
Jarama	70-78	75,000	56,000	35,000	20,000	3929	162	
Espada I/II/III	68-78	80,000	55,000	35,000	20,000	3929	154	
P250 Urraco	73-74	29,000	22,500	14,000	9000	2463	148	
P300 Urraco	75-76	32,500	26,000	18,000	11,000	2997	158	
Silhouette	76-77	39,000	29,000	18,000	11,000	2997	160	▲
Jalpa	82-86	60,000	45,000	30,000	17,500	3485	153	▲
C'tach LP400 Periscopo	74-76	850,000	750,000	500,000	350,000	3929	192	
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192	
C'tach LP400S/5000S	78-84	185,000	155,000	110,000	75,000	4754	165	▲
Countach 5000qv	85-90	225,000	200,000	150,000	100,000	5167	179	▲
Diablo	91-99	120,000	90,000	70,000	55,000	5700	202	
Diablo roadster	96-97	125,000	95,000	75,000	60,000	5700	186	
LANCHESTER			Daimler & Lanchester Owners' Club (07000 356285)					
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69	
Fourteen	51-54	6500	4750	3000	1750	1968	75	
LANCIA			Lancia Motor Club (lanciamotorclub.co.uk)					
Aprilia	37-49	30,000	22,000	12,000	6500	1486	80	
Appia saloon	53-63	10,000	7000	4000	2000	1089	80	
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6500	1754	90	
Aurelia B20 GT	53-58	115,000	92,500	55,000	36,000	2451	113	
Aurelia B24 Spider	55-56	800,000	650,000	525,000	400,000	2451	115	
Aurelia B24 conv	57-58	325,000	250,000	200,000	150,000	2451	108	
Flaminia saloon	57-70	9000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	47,500	32,500	17,500	10,000	2775	112	
Flaminia GT/GTL/3C	59-67	70,000	50,000	30,000	20,000	2775	115	▲
Flaminia convertible	59-67	95,000	80,000	50,000	35,000	2775	110	
Flaminia Sport Zag	59-67	300,000	240,000	150,000	99,000	2775	130	
Flavia saloon	61-70	5250	4000	2000	750	1488	105	
Flavia coupé 1.5/1.8	62-68	13,500	10,000	4750	2400	1800	112	
Flavia Sport Zagato	63-67	52,000	40,000	25,000	15,000	1800	120	
Flavia 2000 saloon	70-74	5500	4250	2000	850	1991	110	
Flavia 2000 coupé	69-73	12,500	9000	4250	2200	1991	115	
Fulvia Berlina	63-73	5000	3750	1600	500	1216	100	
Fulvia coupé	65-76	11,000	7500	3600	1500	1298	96	
Fulvia Sport Zagato	68-72	27,500	20,000	12,500	8500	1298	109	
Fulvia HF SI/SII	68-72	30,000	22,500	15,000	10,000	1584	115	
Stratos	72-74	275,000	240,000	200,000	150,000	2418	130	
Beta Coupé 1.6/2.0	73-84	4500	3000	1250	600	1995	114	
Beta Coupé Volumex	83-84	5250	3750	1750	850	1995	126	
Beta Spider 1.6/2.0	75-82	6500	4000	1750	850	1995	114	
Beta HPE	75-85	4500	3200	1350	650	1995	116	
Montecarlo	75-84	10,000	7500	3500	1600	1995	120	
Gamma	76-84	4000	2750	1250	500	2484	121	
Gamma Coupé	76-84	6000	4500	2000	750	2484	121	
Rally 037 Stradale	82-83	240,000	200,000	150,000	120,000	1995	128	▲
HF Turbo	84-90	5250	3500	1500	850	1585	121	
HF Integrale	87-91	13,500	9500	4750	3000	1995	134	
Integrale Evo 1	91-93	26,500	19,500	12,000	7500	1995	135	
Integrale Evo 2	93-95	30,000	22,500	15,000	10,000	1995	136	
Thema 8.32	88-90	10,000	7500	3500	2000	2927	140	
LAND ROVER			Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN					
Series I	48-53	30,000	20,000	7500	4000	1595	60	
Series I	53-58	15,000	10,000	5000	2250	1997	60	
SII/IIA 2.2/2.6	58-71	12,500	8000	4000	1750	2625	70	
SIII 2.2/2.6/3.5	71-85	7500	5000	1850	750	3528	86	
Range Rover 2dr	70-72	20,000	15,000	7500	5000	3528	96	
Range Rover	73-89	12,500	7500	3500	1000	3528	96	
LEA-FRANCIS			Lea-Francis Owners' Club (01865 407515)					
14hp/14/70 saloon	46-54	10,000	8000	4000	2750	1767	75	
14hp/2½-litre Sports	50-53	35,000	27,500	16,000	9000	2496	100	
LOTUS			Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)					
Six	53-56	35,000	26,500	17,500	13,000	1172	93	
Elite	57-63	72,000	56,000	37,500	25,000	1216	113	
Seven SII	60-68	25,000	19,000	12,500	8000	1098	92	
Super Seven 1.3-1.6	61-69	27,500	22,500	15,000	9000	1498	103	
Seven SIII 1.3/1.6	68-70	26,000	20,000	12,500	8000	1599	108	
Seven S4	69-73	15,000	11,000	6000	3250	1599	108	
Lotus Cortina Mkl	63-64	48,000	37,500	25,000	16,500	1558	103	
Lotus Cortina Mkl	64-66	42,000	32,500	22,500	14,000	1558	103	
Cortina II Lotus	67-70	21,000	16,000	10,500	6500	1558	102	▲
Elan S1-3 dhc	62-68	26,500	21,000	12,500	7500	1558	119	
Elan S4 dhc	68-71	25,000	19,500	12,000	7000	1558	120	
Elan S3/S4 cpé	66-71	22,000	17,500	10,000	6000	1558	123	
Elan Sprint con	71-73	40,000	32,000	20,000	13,500	1558	121	
Elan Sprint Coupé	71-73	32,500	26,500	16,500	11,000	1558	121	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Elan Plus 2	67-74	16,500	12,000	6500	4000	1558	121	
Europa S2	67-71	18,000	12,000	6500	3750	1470	110	▲
Europa TC/Special	71-75	22,500	16,000	8500	5000	1558	123	▲
Elite, Eclat	74-82	5500	4000	2000	800	2174	129	
Esprit S1	76-78	22,500	16,500	10,000	7000	1973	124	
Esprit S2	78-81	15,000	12,000	7500	5000	1973	130	
Esprit Turbo	80-87	16,500	13,000	8500	5500	2174	148	
Esprit S3	82-87	13,500	10,500	7000	4500	2174	134	
Excel	82-88	6000	5000	2600	1000	2174	130	
Esprit X180	87-90	12,000	9500	6750	5000	2174	135	
Esprit Turbo/SE	87-92	14,500	12,000	8000	6500	2174	156	
Esprit S4 Turbo	93-96	19,000	15,500	12,000	8500	2174	161	
Carlton/Omega	90-92	18,000	14,000	10,000	7000	3615	177	
Elan SE turbo	89-92	8000	6500	4250	1750	1588	137	
Elan S2	94-95	9000	7500	5500	3500	1588	137	
Elise S1	95-00	12,000	10,000	7500	6000	1796	126	
Esprit V8	96-04	22,500	18,500	14,000	11,000	3506	175	
340R	00-02	25,000	21,000	16,000	13,500	1796	133	
Exige S1	00-02	22,500	18,000	15,000	13,000	1796	136	
MARCOS			Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)					
GT 1800	64-66	20,000	15,000	8000	4750	1780	115	
1500/1600	66-68	15,000	11,000	6000	3500	1598	117	
3-litre	69-72	20,000	15,000	7500	4000	2978	120	
Mini-Marcos	65-74	8250	6000	3250	1600	1275	100	
Coupé	81-87	11,000	8000	4750	2750	2792	130	
Mantula	84-87	11,500	9,000	6000	3500	3528	150	
Mantara	93-97	16,000	13,000	10,500	8000	3946	158	
Mantis	97-98	26,000	23,000	18,500	15,000	4601	170	
MASERATI			Maserati Club (01494 717701)					
A6G/2000 Zagato cpé	54-57	1.2m	1.05m	900,000	750,000	1986	131	
A6G/2000 coupé	54-57	500,000	450,000	400,000	350,000	1986	131	
3500 GT coupé	58-64	200,000	150,000	100,000	65,000	3485	142	
3500 GT Spider	58-64	600,000	475,000	400,000	275,000	3485	140	▲
Sebring 3.5/3.7/4.0	62-66	175,000	135,000	80,000	55,000	3485	138	▲
Mistral coupé	63-70	110,000	85,000	50,000	35,000	3692	147	▲
Mistral Spyder	64-70	350,000	280,000	200,000	150,000	3692	147	▲
Quattroporte 4.1/4.7	63-71	47,500	35,000	22,000	11,000	4136	130	▲
Quattroporte III	79-90	13,000	10,000	5000	2750	4930	122	
Mexico	65-72	47,500	36,500	22,000	15,000	4719	150	▲
Indy	66-74	50,000	37,500	22,500	15,000	4719	156	
Ghibli 4.7	67-70	130,000	100,000	70,000	45,000	4719	155	▲
Ghibli Spyder	69-71	450,000	390,000	300,000	225,000	4719	154	▲
Ghibli 4.9 SS	70-73	150,000	120,000	80,000	50,000	4930	172	
Ghibli SS Spyder	71-72	500,000	420,000	325,000	250,000	4930	170	▲
Bora 4.7/4.9	71-79	100,000	85,000	50,000	30,000	4719	160	
Merak	72-75	36,000	25,000	15,000	7500	2965	135	▲
Merak SS	76-83	45,000	32,000	18,000	9000	2965	147	▲
Khamsin	74-82	75,000	60,000	40,000	25,000	4930	151	
Kyalami 4.1/4.9	76-83	35,000	25,000	15,000	9000	4930	150	
Biturbo 220-425	81-88	6500	4500	2200	1000	2491	138	
Biturbo Spyder	84-91	9000	7000	4000	2000	2491	138	
Ghibli II	94-97	13,500	10,000	5500	3000	2790	155	
3200GT	98-01	14,000	11,000	8250	5500	3217	180	
MATRA			Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	5500	3600	2000	850	1442	102	
Murena	80-83	5750	4250	2500	1000	2155	121	
MAZDA			mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)					
RX7	78-86	4000	3000	1600	600	2292	119	
RX7 S2	86-91	4400	3250	1750	500	2254	140	
MX-5	90-97	5000	3500	1800	500	1597	121	
McLAREN								
F1	93-98	6.5m	5.5m	4.9m	4m	6064	240	
MERCEDES-BENZ			M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	1.3m	1.05m	800,000	500,000	5016	102	
500K Tourer	34-36	1.2m	1m	750,000	475,000	5016	102	
500K Sports/Roadster	34-36	3m	2.4m	2m	1.5m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A/B/C	36-39	2m	1.6m	1.1m	650,000	5401	100	▲
540K Special Roadster	36-39	6m	5m	3m	1.8m	5401	106	
180/190 Ponton sal	53-62	12,000	9000	4500	2500	1897	87	
219/220S Ponton sal	56-59	15,000	12,000	6000	3500	2195	101	
220S/SE cabrio	56-60	120,000	95,000	60,000	45,000	2195	101	
220S/SE coupé	57-60	45,000	35,000	22,000	15,000	2195	101	
300A/B/C/D saloon	51-62	55,000	37,500	20,000	12,500	2996	101	
300 cabrio D	57-62	200,000	160,000	90,000	50,000	2996	100	
300S cab/rdster	52-55	360,000	285,000	200,000	125,000	2996	112	
300Sc cab/rdstr	55-58	575,000	495,000	375,000	250,000	2996	112	
300SL Gullwing	54-57	925,000	825,000	675,000	550,000	2996	145	
300SL roadster	57-63	900,000	775,000	625,000	500,000	2996	130	
190SL roadster	55-63	140,000	100,000	60,000	40,000	1897	109	
190/200 Fintail sal	61-68	12,000	9000	4000	1750	1988	90	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
220/230 Fintail sal	59-68	14,000	10,000	5000	2250	2281	100	▲
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109	
220SEb coupé	61-65	35,000	25,000	16,500	9000	2195	107	
220SEb cabrio	61-65	70,000	50,000	27,500	17,500	2195	107	
300SE coupé	62-67	38,500	28,500	18,500	10,000	2996	110	
300SE cabrio	62-67	80,000	60,000	32,500	20,000	2996	109	
230SL sports	63-67	72,500	52,500	30,000	19,250	2496	121	▲
250SL sports	67-68	75,000	59,000	34,000	21,500	2496	121	
280SL sports	67-71	82,500	65,000	40,000	24,000	2778	121	
600 saloon	64-81	120,000	80,000	40,000	25,000	6330	120	
250/280S/SE saloon	65-72	7500	5900	2750	1000	2778	116	
250SEC/280SEC cpé	65-69	32,500	24,000	12,500	7500	2778	116	▲
250/280SE cab	65-69	70,000	50,000	25,000	15,000	2778	116	▲
280SE coupe (low grille)	70-72	40,000	30,000	15,000	9000	2778	116	▲
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116	▲
280SE 3.5 coupé	69-71	70,000	55,000	32,500	20,000	3499	127	▲
280SE 3.5 cabrio	69-71	195,000	160,000	100,000	70,000	3499	127	▲
300SE/SEL saloon	65-69	9000	6750	3500	1400	2996	115	
300SEL 6.3 saloon	67-72	42,500	30,000	16,000	9500	6329	132	
200/220/230.4 sal	67-76	5500	3750	2000	500	2197	105	
230.6/250/280 sal	67-76	6000	4500	2250	600	2746	125	
250CE/280CE coupé	68-76	8000	6000	3250	1500	2746	125	
280/300 SE/SEL 3.5	69-72	14,000	10,000	5000	2750	3499	128	
280/350/380/420SL	71-89	13,500	10,000	5000	2000	4196	130	
500/560SL sports	82-89	16,000	12,000	6250	2600	5547	142	
300SL (R107)	85-89	16,500	12,500	6500	2500	2962	124	
350/380/450SLC cpé	71-81	11,000	7500	3400	1250	4520	137	
280S/SE sal	72-80	6750	5500	2600	900	2746	118	
350/450SE/SEL sal	72-80	6900	5000	2500	750	4520	130	
200/230 saloon	75-84	4500	3000	1400	600	2299	114	
250/280E saloon	75-84	5000	3500	1650	650	2746	124	
230/280CE coupé	77-85	6500	4500	2000	750	2746	125	
450SEL 6.9 saloon	76-80	20,000	13,000	6000	3500	6834	140	
300SL/SL300 (R129)	89-95	10,500	8000	3500	1500	2960	142	
500SL/SL500 (R129)	89-95	12,000	8500	4250	2000	4973	155	
600SL/SL600 (R129)	89-95	13,000	9250	6000	3750	5987	155	
380/420/500SEC	81-91	11,000	8000	3000	750	4973	138	
560SEC	86-91	12,000	9500	3750	850	5547	151	
500/560SEL saloon	86-91	4750	3750	1750	650	5547	156	
190E 2.5-16	85-93	12,000	8500	4000	2250	2299	143	
230/300CE	87-93	5000	3250	1250	375	2962	139	
E220, E320 Cabrio	91-97	12,750	9250	4500	2500	3199	142	
500E saloon	92-94	20,000	15,000	8500	5500	4973	155	
SLK 230 Komp'	97-04	5500	3400	1500	775	2295	140	▼
MESSERSCHMITT			Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	27,500	20,000	12,000	7000	191	65	
TG500 Tiger	58-61	80,000	70,000	55,000	42,500	493	75	
MG			Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80	
SA tourer/dhc	36-39	65,000	45,000	32,500	20,000	2322	80	
VA saloon	37-39	30,000	24,000	16,250	10,000	1548	80	
VA tourer/dhc	37-39	45,000	32,500	20,000	13,500	1548	81	
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91	
TA/TB/TC	36-49	32,500	24,000	16,000	10,000	1250	78	
TD	49-53	26,500	17,500	11,500	7000	1250	80	▼
TF 1250/1500	53-55	35,000	26,000	15,000	9000	1466	85	
YA/YB	47-53	15,000	10,000	5000	2750	1250	71	
YT con	48-51	30,000	20,000	10,000	5500	1250	71	
Magnette ZA/ZB	53-59	12,500	9000	4000	1750	1489	82	
MGA Roadster	55-62	31,000	22,500	13,000	8500	1489	98	▲
MGA Coupé	56-62	20,000	15,000	10,000	6250	1489	98	▲
MGA Twin Cam Rdstr	58-60	42,000	32,500	20,000	13,000	1588	115	
MGA Twin Cam Cpé	58-60	32,000	25,000	15,000	9500	1588	115	
Magnette III/IV	59-68	4500	3500	1500	750	1622	87	
1100/1300	62-71	3750	2750	1200	650	1275	97	
MGB roadster	62-67	15,000	12,000	5000	2500	1798	103	
MGB GT	65-67	10,500	7250	3500	1500	1798	103	▲
MGB MkII roadster	67-71	12,000	8750	4250	1750	1798	103	
MGB MkII GT	67-71	9500	6500	2850	1200	1798	103	▲
MGB MkIII roadster	71-74	10,500	8250	4000	1600	1798	100	
MGB MkIII GT	71-74	8000	5500	2250	900	1798	96	
MGB roadster	75-80	7500	5500	2750	1000	1798	96	
MGB GT	75-80	5000	3250	1300	500	1798	104	
MGC roadster	67-69	20,000	15,000	8000	4000	2912	120	
MGC GT	67-69	15,000	11,000	5000	2250	2912	120	
MGB GT V8 chrome	73-74	12,000	9250	5000	2750	3528	125	
MGB GT V8 rubber	74-76	10,000	8000	4250	2500	3528	125	
Midget Mkl	61-64	10,000	7000	3250	1600	1098	96	
Midget MkII-III	64-74	8000	5750	2750	1300	1275	96	
Midget 1500	74-79	5000	3500	1500	500	1498	101	
Metro 6R4	85-86	75,000	60,000	45,000	35,000	2991	120	
RV8	93-96	15,000	12,500	9500	6000	3946	136	
MGF	95-01	3750	2500	800	350	1796	126	
MORGAN			Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)					
4/4 Series I	36-50	26,500	21,000	15,000	10,000	1267	70	
Plus 4 (Vanguard)	50-53	32,500	25,000	16,500	10,500	2088	85	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Plus 4 (TR)	54-69	30,000	22,500	15,000	10,000	1991	96	▲
Plus 4 SS	61-69	65,000	50,000	32,500	20,000	2138	120	
4/4 SII/III/IV/V	54-68	21,000	16,500	12,000	8500	1498	85	
4/4 1600/CVH	68-88	19,500	15,000	10,500	7000	1597	105	
Plus 4	85-87	20,000	16,000	11,000	8000	1994	109	
Plus 8	68-72	34,000	28,500	20,000	12,500	3528	125	
Plus 8	73-86	26,500	22,000	15,000	9000	3528	125	
Plus 8 injection	84-04	32,000	26,500	16,000	9000	3528	125	

MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)							
Minor MM lowlamp	48-51	7500	5500	3000	1500	918	64	
Minor MM L-L Tourer	48-51	10,000	7500	4250	2500	918	64	
Oxford MO	48-54	5250	4000	1750	850	1476	72	
Six	49-54	6500	5000	2400	1000	2215	86	▲
Minor MM/SII	50-56	5250	3750	1750	650	803	63	
Minor MM/SII conv.	50-56	7500	5250	2750	900	803	63	
Minor SII Traveller	53-56	8000	5750	2750	750	803	63	
Minor 1000	56-70	5500	4000	1850	625	1098	77	
Minor 1000 conv.	56-69	12,000	8000	4000	1600	1098	77	
Minor 1000 Traveller	56-71	11,000	8000	3500	1000	1098	76	
Cowley 1200/1500	54-57	3000	2000	1000	500	1489	74	
Isis	55-58	6000	4500	2000	900	2639	90	
Oxford II-III	54-60	4750	3600	1600	850	1489	78	
Oxford V-VI	59-71	4000	2750	1100	500	1622	80	

NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)							
Prinz	58-72	5000	3000	1250	600	598	71	
Sport Prinz coupé	59-67	6500	4250	2250	1250	598	76	
Wankel spider	64-67	16,500	12,500	7000	4000	497	95	
1000	64-72	3500	2200	850	450	996	80	
1200TT	67-72	17,500	12,500	7500	4500	1177	110	
Ro80	67-76	7500	5500	2250	550	995	108	

OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)							
Commodore/GS/E	67-77	4400	3500	1500	500	2490	116	
GT	68-73	12,000	8000	3750	2000	1897	111	
Manta A coupé	70-75	5000	4000	1750	850	1897	105	
Manta GT/E	75-88	4250	3000	1400	600	1979	122	
Ascona/Manta 400	79-83	20,000	15,000	9000	5000	2410	125	
Monza	78-85	3600	2750	1200	400	2968	125	

PANHARD	Panhard et Levassor Club GB (0161 483 8262)							
PL17 saloon	59-64	5500	4000	2000	1000	845	75	
24CT coupé	64-67	6500	5000	2650	1400	845	100	

PANTHER	Panther Car Club Ltd (0116 237 5284); Enthusiasts' Club (01252 540217)							
J72 3.8/4.2/5.3	72-81	25,000	20,000	15,000	10,000	4235	115	
De Ville 4.2/5.3	74-85	40,000	32,000	22,500	15,000	5343	135	
Lima/Kallista	76-90	8500	6500	3500	2000	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	9750	7500	5000	2750	2933	112	

PEERLESS/WARWICK	TR Register (01235 818866)							
GT	57-62	25,000	18,000	12,000	7000	1991	105	

PEUGEOT	Club Peugeot UK (020 8888 8772)							
203 saloon	48-60	9000	6500	3000	1250	1290	70	
403 saloon	55-66	4900	3750	1750	700	1468	81	
403 cabrio	57-61	12,000	9000	6000	2000	1468	81	
204/304 saloon	65-74	3000	2000	850	300	1288	90	
204/304 coupé	67-75	4200	3000	1750	700	1288	90	
204/304 cabrio	67-75	5250	4250	2000	1000	1288	88	
404 saloon	60-75	4850	3850	1850	550	1618	90	
504 saloon	68-83	3000	2200	800	300	1971	104	
504 cabrio	69-83	18,500	13,500	7500	3500	1971	105	
504 coupé	69-83	7500	5500	3000	1200	1971	107	
504 V6 cabrio	74-83	25,000	19,000	10,000	4250	2664	117	
205 T16	83-85	140,000	115,000	80,000	60,000	1774	130	
205 GTi 1.6	84-90	4850	3500	1500	650	1580	122	
205 CTI cabrio	86-92	4200	2750	1300	400	1580	120	
205 GTi 1.9	87-94	5500	3750	1750	700	1905	126	

PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk							
GTT/P2 1.6	68-74	30,000	24,000	16,000	10,000	1599	115	

PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)							
356 pre-A	49-55	150,000	115,000	80,000	60,000	1488	90	
356 cabrio 1.3/1.5	51-55	200,000	155,000	110,000	75,000	1488	90	
356 Speedster	54-58	250,000	200,000	150,000	100,000	1488	92	
356 Convertible D	58-59	125,000	105,000	75,000	50,000	1488	92	
356A	55-59	84,000	60,000	38,000	24,000	1582	113	
356B/C	60-65	75,000	55,000	33,000	22,000	1582	113	▲
356A cabrio	55-59	110,000	82,500	55,000	40,000	1582	113	
356B/C cabrio	60-65	100,000	75,000	50,000	37,500	1582	113	
356 A/B Carrera	55-62	250,000	200,000	160,000	120,000	1582	113	
Carrera 2	63-65	360,000	300,000	250,000	200,000	1966	125	
911 2.0	64-65	130,000	105,000	72,000	52,000	1991	131	▲
911 2.0	66-67	70,000	50,000	32,500	25,000	1991	131	▲
911S 2.0	66-69	140,000	110,000	75,000	60,000	1991	140	
912	65-69	35,000	27,500	17,000	11,000	1582	112	
911L/T	67-73	60,000	42,500	26,000	18,000	2195	131	▲
911E	68-73	75,000	55,000	35,000	25,000	2341	138	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
911S 2.2	69-71	130,000	100,000	70,000	50,000	2195	144	
914-4	69-75	14,000	10,000	5000	2750	1795	112	
914-6	69-72	60,000	48,000	30,000	20,000	1991	125	
911S 2.4	71-73	150,000	120,000	80,000	60,000	2341	144	
Carrera RSL	72-73	525,000	450,000	375,000	325,000	2687	149	
Carrera RST	72-73	425,000	350,000	275,000	225,000	2687	149	
911 2.7	73-77	30,000	22,000	12,500	7500	2687	135	
911S 2.7	73-77	42,500	32,500	22,000	15,000	2687	140	▲
Carrera 2.7	73-77	125,000	100,000	75,000	50,000	2687	148	▲
911 Turbo (930) 3.0	75-77	95,000	75,000	55,000	40,000	2995	156	▲
Carrera 3.0	76-77	45,000	35,000	22,500	15,000	2994	146	▲
924	76-85	3000	2250	1000	400	1984	126	
924 Turbo	78-83	5250	4000	1800	850	1984	144	
924 Carrera GT	80-81	40,000	30,000	20,000	14,000	1984	150	▲
924S/Le Mans	85-88	5000	3000	1500	500	2479	136	
928/S/S2	77-87	8000	6250	3000	1400	4664	155	
928 S4	86-95	10,000	7250	4250	2100	4957	161	
928 GT	89-92	12,000	10,000	8000	5250	4957	168	
928 GTS	91-95	16,000	13,000	10,000	7000	5396	171	
911 Turbo (930) 3.3	77-90	60,000	45,000	30,000	22,500	3299	160	▲
911SC	77-83	30,000	24,000	16,500	11,000	2994	149	▲
911SC cabrio	82-83	32,000	26,500	18,500	12,500	2994	145	▲
Carrera 3.2	83-89	29,500	22,500	15,000	10,000	3164	158	▲
Carrera cabrio	83-89	32,000	25,000	17,500	12,000	3164	155	▲
Carrera 3.2 Supersport	84-89	45,000	35,000	22,500	15,000	3164	158	▲
911 Speedster	88-89	125,000	100,000	70,000	50,000	3164	158	▲
959	87-88	450,000	375,000	300,000	225,000	2994	190	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	▲
944	82-87	5000	3900	2100	650	2479	134	
944 Turbo	85-91	12,000	8500	4500	2250	2479	157	▲
944S	86-88	5750	4500	2650	1300	2479	140	
944 S2	88-92	7000	5000	3000	1450	2990	149	
944 S2 Cabrio	89-92	8000	6500	4000	2300	2990	149	
944 Turbo Cabrio	'91	12,500	10,000	7500	6000	2479	150	
911 (964)	89-94	25,000	18,500	12,000	7500	3600	158	▲
911 Turbo (964)	90-94	52,500	40,000	27,500	20,000	3299	167	▲
968	92-95	12,500	10,500	7500	3900	2990	150	
968 Club Sport	93-95	20,000	15,000	11,000	7000	2990	154	
911 Carrera (993)	94-97	40,000	30,000	20,000	13,000	3600	160	
911 Turbo 4 (993)	95-98	65,000	52,500	37,500	25,000	3600	180	
911 C4S/C2S (993)	95-97	42,500	32,500	24,000	15,000	3600	171	
911 Carrera RS (993)	94-95	200,000	175,000	140,000	100,000	3746	175	
911 GT2 (993)	95-96	260,000	225,000	160,000	100,000	3600	187	
Boxster 2.5	96-99	7500	5900	4000	2500	2480	149	
Boxster 2.7	99-04	9900	8000	5000	3250	2687	156	
Boxster 3.2S	99-04	12,000	9750	5600	3750	3179	164	

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	10,000	8000	5500	2500	2553	110	
Scimitar SE4/a/b	64-70	7000	5750	2850	1500	2994	121	
Scimitar GTE SE5-6/6a	68-80	6000	4000	1500	600	2994	123	▲
Scimitar GTC	80-85	9000	7500	3500	1500	2792	119	
Scimitar GTE SE6b	80-86	5500	4500	1800	650	2792	122	

RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	7000	4750	2500	1250	747	65	
Dauphine	54-63	6000	4250	2000	1000	845	70	▲
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83	▲
Floride coupé	59-62	6500	4500	2250	1100	845	83	▲
Floride convertible	59-62	8000	5500	2750	1600	845	83	▲
Caravelle coupé	62-68	7000	5000	2500	1400	1108	90	▲
Caravelle convertible	62-68	8500	6000	3000	1750	1108	90	▲
R4	62-80	4000	2500	1000	400	1108	72	▲
R8/R10	62-71	3500	2500	1200	500	1108	84	
R8S	68-71	5250	4250	2000	750	1255	90	
R8 Gordini	67-70	35,000	30,000	20,000	12,500	1255	108	
16 GL/DL/TS/TX	65-79	3500	2500	1000	400	1565	105	
17TS/Gordini	72-78	4000	3000	1200	500	1565	110	
5 Gordini/Turbo	76-84	6500	4500	2250	1000	1397	116	▲
5 Turbo 2	83-86	50,000	40,000	30,000	20,000	1397	124	▲
5 GT Turbo	86-91	5000	3500	2000	1000	1397	123	
Sport Spider	95-97	18,500	15,000	12,000	9500	1988	134	

RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	14,000	10,000	5000	2500	1496	81	▲
RMB/RMF 2½ saloon	46-53	16,000	11,000	6000	3500	2443	91	▲
Roadster RMC	48-50	32,500	25,000	16,000	8500	2443	100	
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91	
2.6/Pathfinder	53-59	8000	5000	2250	900	2443	101	
One Point Five	57-65	4850	3850	1750	750	1489	85	
4/68, 4/72	59-69	4500	3400	1400	400	1622	88	
Elf Mkl/II 848/998	61-69	6500	4750	2250	900	998	75	
Kestrel 1100/1300	65-69	3600	2400	1200	650	1098	87	

ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	6500	5000	3000	1250	1172	85	
Olympic	60-73	8000	6750	4250	2750	1489	105	

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	1.5m	1.25m	1m	850,000	7428	75	
Silver Ghost	18-25	300,000	250,000	175,000	125,000	7428	78	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Phantom I	25-29	350,000	225,000	110,000	45,000	7668	80	
Phantom II	29-35	290,000	180,000	85,000	42,500	7668	88	
Phantom III	36-39	220,000	140,000	70,000	35,000	7340	92	
Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9500	4257	92	
Silver Dawn sal	49-55	37,500	26,500	15,000	8500	4566	98	
Silver Dawn PW con	51-55	75,000	60,000	40,000	25,000	4566	98	
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101	
SCI Mulliner con	55-59	250,000	200,000	150,000	100,000	4887	101	▲
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115	
SCII Mulliner con	59-62	225,000	165,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	84,000	65,000	37,500	22,500	6230	107	
Silver Cloud III sal	62-66	42,500	32,000	18,500	9000	6230	116	
SCIII MPW con	62-66	250,000	195,000	125,000	80,000	6230	116	
Phantom VI limo	68-77	100,000	75,000	42,500	25,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120	
MPW/Corniche coupé	66-80	37,500	28,500	17,500	9000	6750	119	
MPW/Corniche con	67-90	50,000	40,000	26,000	14,000	6750	119	
Camargue	75-86	44,000	33,000	20,000	14,000	6750	115	
Silver Spirit/Spur	80-89	12,750	10,000	4500	1850	6750	119	
Corniche II/III	87-94	60,000	52,500	37,500	20,000	6750	119	

ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60	48-49	8250	7000	3500	1500	1595	75	
P3 75	48-49	9500	8000	4250	1750	2103	85	
P4 75 'Cyclops'	50-52	12,000	9000	4500	2000	2103	84	
P4 60/75/80	52-62	6500	4500	2000	700	2286	85	
P4 90	54-59	7000	5000	2200	800	2638	90	
P4 105R	57-58	6250	4250	1750	700	2638	91	
P4 105S	57-59	9000	6750	3000	1100	2638	96	
P4 95/100/110	60-64	8500	6000	2400	850	2625	100	
P5 3-litre	58-67	8000	6000	2750	1000	2995	113	
P5 Coupé	63-67	10,000	7500	3400	1250	2995	113	
P5B 3½-litre	67-73	10,500	8000	3500	1200	3528	113	
P5B 3½-litre Coupé	67-73	15,000	9500	4500	1750	3528	113	
P6 2000/2200/TC	63-77	3750	2750	1250	500	2205	112	
P6 3500	68-76	4750	3000	1400	600	3528	117	▲
P6 3500S	71-76	7000	4750	2000	850	3528	126	▲
SD1 3500	76-86	4000	3000	1100	400	3528	116	
SD1 VdP	80-86	4250	3400	1250	500	3528	126	
SD1 Vitesse	82-86	5250	4000	1750	850	3528	133	
SD1 Vitesse TP	85-86	6500	5000	2500	1250	3528	135	

SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	7000	5000	3000	1400	841	80	
96 Longnose	65-68	6000	4500	2750	1250	841	79	
Sport/Monte Carlo	62-66	10,000	7000	3750	2000	841	88	
96/95 V4	67-79	4750	3500	1650	700	1498	93	▲
Sonett	67-74	16,000	12,000	5500	2750	1498	100	
99	68-84	3000	1850	800	400	1985	101	
99 Turbo	77-82	7500	5500	3000	1750	1985	125	
900 Turbo	79-93	4500	2750	1000	500	1985	133	
900 Convertible	86-93	5200	4000	1750	650	1985	126	

SIMCA	Simca Club UK (01737 765331)							
1000 GLS/Special	69-78	3250	2000	1000	500	1294	105	
1000 Bertone coupé	62-67	10,000	7000	3750	1650	944	94	
1200S coupé	67-71	12,000	8500	4250	2000	1204	105	

SINGER	Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)							
9 Roadster/4A/4B	39-52	12,500	9500	6000	4000	1074	70	
SM Roadster	51-55	11,000	9000	5750	3250	1497	72	
Gazelle saloon	55-67	4250	2650	1100	550	1497	77	
Gazelle con	56-62	8000	5500	2500	1200	1497	77	
Vogue I-IV 1.6/1.7	61-66	4500	2750	1100	600	1725	91	
Chamois	64-70	4500	2850	1200	550	875	81	
New Gazelle/Vogue	66-70	2400	1750	750	300	1725	94	

SKODA	Skoda Owners' Club of GB (01279 815183)							
Octavia 1.1/1.2	59-64	4000	3000	1500	650	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2200	850	300	988	80	
S110R coupé	70-80	4750	3750	1500	500	1107	90	

STANDARD	Standard Motor Club (01676 522181)							
Vanguard I	48-52	6500	4500	2200	1000	2088	79	
Vanguard II/III	53-58	4500	3200	1500	700	2088	79	
Vanguard Sportsman	56-58	5500	4000	1750	750	2088	83	
Vignale	58-61	4250	3000	1500	700	2088	81	
Luxury Six	61-63	5000	3500	1500	650	1998	87	
Eight	53-59	3500	2250	1000	400	803	61	
Ten/Pennant	54-59	4000	2500	1200	550	948	69	
Ensign	57-61	2750	1850	950	400	1670	78	
Ensign de luxe	62-63	3200	2250	1100	450	2138	85	

SUBARU	The Subaru Impreza Drivers' Club (sidc.co.uk)							
Impreza Turbo	93-01	7000	5000	2250	750	1994	144	
SVX	91-97	3750	3000	1850	900	3300	143	

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
SUNBEAM			Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)					
Talbot 80	48-50	6000	4500	2500	1400	1185	72	
Talbot 80 Coupé	48-50	10,000	8000	4500	2500	1185	72	
Talbot 90 (all Mks)	48-57	8000	6000	3000	16600	1944	90	
Talbot 90 Coupés	49-57	12,500	10,000	6000	4000	1944	90	
Alpine convertible	53-55	32,000	21,000	12,000	7250	2267	95	
Alpine I/II sports	59-63	11,500	8000	3750	1600	1592	101	
Alpine III sports	63-64	12,000	8250	4000	1650	1592	100	
Alpine IV sports	64-65	11,000	7250	3400	1400	1592	92	
Alpine V sports	65-68	11,500	8000	3750	1500	1725	100	
Harrington GT	61-63	15,000	11,000	5500	3000	1592	105	
Tiger I	64-66	45,000	32,500	20,000	11,000	4261	120	▲
Tiger II	67-68	60,000	45,000	27,500	16,000	4727	125	▲
Rapier I-V	55-67	6250	4500	2250	1000	1725	95	
Rapier II-IIIA con	58-63	9250	7000	3500	1750	1592	87	
Rapier/Alpine	67-76	5000	3500	1500	700	1725	102	
Rapier H120	68-76	6500	4500	2000	1000	1725	106	
Imp Sport	66-76	4500	2850	1300	650	875	90	
Stiletto	67-72	5000	3250	1600	750	875	90	
SUZUKI		SC100 EC (suzuki-sc100.demon.co.uk); SCORE (suzuki-cappuccino.com)						
SC100	79-82	2750	1950	850	400	970	87	▲
Cappuccino	92-96	3750	2750	1750	750	657	83	
SWALLOW					TR Register (01235 818866)			
Doretti	54-55	30,000	22,500	16,000	8500	1991	102	
TALBOT					Sunbeam Lotus Owners' Club (01423 734624)			
Sunbeam-Lotus	79-81	18,500	13,500	7500	4500	2174	120	▲
TOYOTA					Toyota Enthusiasts' Club (020 8898 0740)			
2000GT	67-70	650,000	500,000	400,000	300,000	1988	128	
Celica ST 1.6/2.0	70-77	7500	5500	2500	1250	1588	105	
Celica GT 1.6/2.0	74-77	10,000	7500	3250	1600	1968	111	
Celica Supra 2.8i	82-85	3650	2800	1400	550	2795	126	
MR2	84-90	4250	3000	1250	500	1587	124	
Supra Turbo	88-92	3750	2850	1300	550	2954	142	
TRIDENT					Trident Car Club (020 8644 9029)			
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140	
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120	
TRIUMPH		Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)						
Roadster 1800/2000	46-49	30,000	22,500	13,500	7000	2088	77	
1800/2000/Renown	46-54	7500	6000	2750	1200	2088	74	
Mayflower	50-53	4500	3000	1400	700	1247	65	
TR2	53-55	32,500	24,000	14,000	8000	1991	107	
TR3/3A 2.0/2.2	55-61	29,500	22,000	13,000	7250	1991	106	
TR4	61-65	25,000	18,000	10,500	5750	2138	109	
TR4A	64-67	26,000	19,000	11,000	6000	2138	110	
TR5 PI	67-68	39,000	30,000	21,000	15,000	2498	121	
TR6 'CP'	69-73	19,000	14,000	8000	3000	2498	119	
TR6 'CR'	73-76	16,250	11,250	6500	2000	2498	116	
TR7	75-81	3000	2100	1000	450	1998	110	
TR7 convertible	80-81	4250	3250	1650	500	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,000	9500	5500	2500	3528	130	
Herald saloon	59-70	3250	2250	1000	400	1147	76	
Herald coupé/conv	59-67	6500	4000	1750	800	948	80	
Herald 12/50, 13/60	63-71	3500	2500	1150	550	1296	84	
Herald 13/60 conv	67-71	6250	4000	1950	800	1296	85	
Vitesse 1600	62-66	4850	3200	1400	750	1596	88	▲
Vitesse 1600 conv	62-66	7000	5000	2500	1200	1596	91	▲
Vitesse 2-litre Mkl	66-68	5000	3250	1500	750	1998	95	▲
Vitesse Mkl conv	66-68	7500	5500	2650	1300	1998	95	▲
Vitesse MkII	68-71	5500	3650	1750	850	1998	102	▲
Vitesse MkII conv	68-71	8250	5950	2850	1500	1998	100	▲
Spitfire 4	62-65	10,000	7000	3000	1500	1147	94	
Spitfire Mk2	65-67	9000	6000	2750	1350	1147	94	
Spitfire Mk3	67-70	7500	5250	2650	1250	1296	100	
Spitfire MkIV	70-74	6000	4200	2000	800	1296	92	▲
Spitfire 1500	74-78	6500	4500	2000	750	1493	101	
GT6 Mkl	66-70	10,000	7000	2750	1000	1998	109	
GT6 MkII/III	70-74	10,500	7500	3000	1100	1998	112	
2000/2500 Mkl/II	63-77	4500	3000	1250	450	1998	98	
2.5PI/2500TC	68-77	5000	3300	1500	550	2498	107	
2500S	75-77	5500	3750	1750	700	2498	108	
Stag	70-77	15,000	11,000	5000	1950	2997	117	
1300/1500 fwd	65-73	3000	2000	850	375	1296	86	
1300TC fwd	65-70	3250	2200	925	425	1296	93	
Dolomite 1850	72-81	2750	1850	850	425	1854	100	
Dolomite Sprint	73-81	6750	4750	2000	950	1998	117	
TUCKER					(tuckerclub.org)			
Torpedo	48	1m	850,000	750,000	n/a	5474	120	
TURNER					Turner Register (01895 256799)			
803/950 Sports	55-59	12,000	9000	5500	2000	948	90	
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	15,000	12,000	7500	3500	1498	100	
TVR					TVR Car Club (01952 822126)			
Grantura I-1800S	57-67	35,000	27,500	15,000	9000	VAR	107	
Griffith 200/400	63-65	55,000	45,000	32,500	20,000	4727	155	
Tuscan V6	69-71	15,000	12,000	6000	3500	2994	125	
Vixen S1-4	67-73	14,000	11,000	5500	3000	1599	107	
1600M	72-77	9500	7500	3750	2100	1599	105	
2500M	72-77	8750	7000	3500	2000	2498	109	
3000M/Taimar	72-79	10,000	8000	4000	2250	2994	121	
3000S convertible	78-79	11,000	9000	5500	3250	2994	119	
Tasmin/280i inc 2+2	80-87	4500	3500	2100	1100	2792	128	
Tasmin/280i con	81-87	5250	4400	2500	1500	2792	126	
Tasmin/350i inc 2+2	83-89	5500	4750	2500	1400	3528	136	
V8/350i convertible	83-89	6500	5250	3000	1750	3528	130	
390SE	85-88	7000	6000	4000	2200	3905	143	
400/420/450 SEAC	86-91	12,500	10,500	8000	6000	4441	165	
400/450SE	88-91	9500	8000	6000	4000	4441	155	
S 2.8/2.9	86-92	6000	4750	3250	1500	2922	141	
V8S	91-94	10,000	8500	6500	4500	3943	150	
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	19,500	16,500	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	12,000	10,000	7000	4400	3950	152	
Cerbera 4.2	96-00	14,000	11,500	9000	6750	4280	180	
Chimaera 450/500	96-03	15,000	12,500	9200	7500	4988	162	
VANDEN PLAS		VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS						
4-litre Princess	57-68	12,500	9500	4250	2000	3995	89	
3-litre I/II	59-64	6000	5000	2200	1000	2912	105	
4-litre R	64-68	7500	6000	2750	1200	3909	110	
Princess 1100/1300	63-74	4500	2850	1300	500	1275	87	
1500/1.5/1.7	74-80	2250	1500	700	300	1748	90	▲
VAUXHALL		Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)						
Velox/Cresta E	51-57	7500	5000	2400	1000	2262	82	
Velox/Cresta PA	57-62	12,500	9000	3500	1250	2651	94	
Victor F	57-61	5500	4500	2100	900	1507	74	
Victor FB	61-64	3650	2650	1200	450	1594	77	
VX4/90 FB	61-64	4200	3000	1400	600	1507	88	
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94	
Victor 101 FC	64-67	3200	2200	850	400	1594	83	
VX4/90 FC	64-67	3500	2500	1000	500	1594	89	
Cresta PC/Viscount	65-72	3600	2600	1250	650	3293	99	
Victor FD 1.6/2.0	67-72	2500	1750	750	325	1975	95	
VX4/90 FD	69-72	3500	2100	900	400	1975	98	
Victor FE 1.8/2.3	72-78	2400	1600	700	350	2279	100	
VX4/90 FE	73-76	2800	1900	850	400	2279	104	
Ventora FD/FE	68-76	4250	2400	800	400	3294	106	
Viva HA	63-66	3200	2100	1000	600	1057	76	
Viva HB/HC	66-79	2250	1500	600	250	1256	79	
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90	
Viva GT	68-70	5750	4250	1850	750	1975	101	
Firenza/Magnum	72-78	4000	2600	1000	400	VAR	100	
Firenza Droopsnoot	74-75	8000	6000	3000	1500	2279	119	
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117	
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125	
VX220	00-03	10,000	8000	6500	4500	2198	136	
VOLKSWAGEN		VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB						
Beetle (split)	46-53	20,000	15,000	9500	5500	1131	66	
Cabrio	49-53	22,500	17,500	11,000	6750	1131	66	
Beetle (oval)	53-57	14,000	10,500	6000	4000	1192	69	
Cabrio	54-58	17,500	13,000	7500	5000	1192	66	
Beetle 1200/1300	57-68	10,000	7000	3500	1650	1192	72	
Cabrio	58-67	11,500	8250	4200	2400	1192	72	
Beetle 12/13/1500	68-78	6750	4500	1900	800	1493	81	
Cabrio	67-70	10,000	7500	4200	2200	1493	81	
Beetle 1302/1303	70-75	4850	3750	1650	600	1584	84	
Cabrio 1302S/1303S	70-80	11,000	8000	4500	2500	1584	82	
Karmann-Ghia cpé	55-74	12,000	9000	5000	2750	1584	92	
Karmann-Ghia con	58-74	15,000	12,000	6500	3750	1493	87	
Karmann-Ghia T-34	62-69	11,000	8000	4200	2000	1584	87	
Kombi/Camper	50-67	30,000	22,500	12,500	6500	1493	65	
Camper (Bay)	68-79	14,000	12,000	6000	2750	1584	79	
1500/1600 Type 3	61-73	5200	4200	2000	700	1584	87	
411L/E, 412 1.7/1.8	68-74	4200	3000	1600	650	1795	90	
Scirocco Mkl	74-81	3500	2750	1250	450	1470	106	
Golf GTI Mkl	75-84	8500	6000	3000	1250	1781	116	
Golf GTI MkII	84-91	4500	3500	1650	500	1781	123	
Golf GLi convertible	80-93	4000	2850	1250	400	1781	116	
Corrado G60	89-92	4750	3500	1500	450	1781	140	
Corrado VR6	92-95	5000	3750	1650	500	2861	146	
VOLVO		Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)						
PV544 1.6/1.8	59-65	12,000	8500	4250	2250	1778	95	
121/122 4dr sal	55-67	10,000	6000	2250	800	1583	88	
122S B18 4dr sal	62-67	11,000	7000	2500	850	1778	95	
131/132 2dr sal	61-70	11,500	7500	3000	1100	1778	96	
123GT 2dr sal	67-68	12,500	8500	4000	2000	1778	108	
P1800	61-72	22,000	15,000	7250	4000	1778	105	
P1800ES	71-73	17,500	12,000	6000	3250	1986	111	
144/164 sal/est	67-74	4000	2850	1100	500	2979	115	
244/264 sal/est	74-79	2200	1500	650	250	2127	106	
262C coupé	78-81	6500	4750	2250	1200	2849	109	
240 sal/est	78-93	2500	1600	750	250	2316	114	
T-5R/850R	95-97	5000	3650	1600	650	2319	155	
WOLSELEY					Wolseley Register (0161 368 2388, wolseleyworld.com)			
4/50	48-53	4400	3250	1500	700	1476	78	
6/80	48-55	5750	4500	2000	1000	2215	81	
4/44 & 15/50	52-58	6000	4500	2250	1200	1489	78	
6/90 SI-III	54-59	5250	3750	1750	850	2639	96	
1500	57-65	4000	3100	1500	600	1489	77	
15/60, 16/60	59-71	4200	3200	1400	600	1622	78	
6/99, 6/110 SI/II	59-68	6500	5250	2250	850	2912	98	▲
Hornet SI-III	61-69	6000	4500	2000	850	998	77	
1100/1300	65-73	3200	2200	1100	550	1098	84	
18/85, Six	67-75	4500	3000	1000	400	2227	104	

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