SPECIAL 500TH ISSUE

Classic Cars

CELEBRATING OUR BIG

500



500BHP FERRARI F50, JAGUAR XJ220
& LAMBORGHINI DIABLO SV DRIVEN

Cosworth Sierra RS500 past owners recall its life



Wild TVR Griffith 500 we put a reader in one

MGB & Triumph TR4A 500-mile challenge





Mercedes 500E buying guide

Shelby Mustang GT500 double restoration

Le Mans Ferrari 500 TRC driven on track



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WELCOME

TO CLASSIC CARS
MARCH 2015 –
OUR 500th ISSUE



WELCOME TO THE 500th ISSUE OF CLASSIC CARS. While staring at the big number those two zeros made me think of a pair of big, fat exhaust pipes. I don't know what a psychologist would make of that, but the meaning to me was clear. We should celebrate with an armful of powerful, 500-themed features.

How about a trio of 500bhp road cars? Quarter of a century ago it was a headline-grabbing figure and even now the drama of a Ferrari F50, Lamborghini Diablo SV and Jaguar XJ220 is undiminished. They were created on a wave of supercar oneupmanship, which we thought we'd never see again after the economy crashed in 1991.

As a model name, 500 carries powerful resonance. Reader Marcus Cartwright wanted to experience a TVR Griffith 500, its name drawn from the 5.0 capacity of its 340bhp V8, so we made his dream come true. I fell under the same spell myself, owning one for two adrenaline-bathed years (see page 210). The Ferrari 500 TRC combined light weight with punchy torque to class-winning effect. Our track test of the 1957 ex-Lucien Bianchi car reminded me that Ferrari appeal isn't defined by cylinder count. With the Life Cycle of a Sierra Cosworth RS500, an Epic Restoration of a Ford Mustang to Shelby GT500 spec and a Mercedes 500E buying guide we had enough '500' names.

But we needed another concept to complete the package. A 500-mile Triumph TR4A vs MGB challenge seemed like a good idea from the warm office. Find out how Sam and Ross coped with the heaterless winter reality on p54.

I hope you enjoy reading the 500th issue as much as we did creating it.

Phil Bell, editor

TAKE A BOW



QUENTIN WILLSON
With four decades of buying experience, Quentin is happy to make bold suggestions of the cars to buy now, including ones just out of production – p37



JOHN WYCHERLEY
Photographer John's dream car is the Ferrari F50, so well done to him for putting bias to one side and giving all three 500bhp supercars equal billing – p42



TOM TJAARDA
Motoring writers love to talk about design, but Tom's perspective from his work at Ghia, Pininfarina et al gives unparalleled insight into the fate of the great design houses – p39



GUS GREGORY
Gus bolted two rigs to the camera car to capture all the drama of the Ferrari TRC. 'It called for precision driving,' says Gus. 'Luckily, Ivan [Ostroff] is good at that' – p68

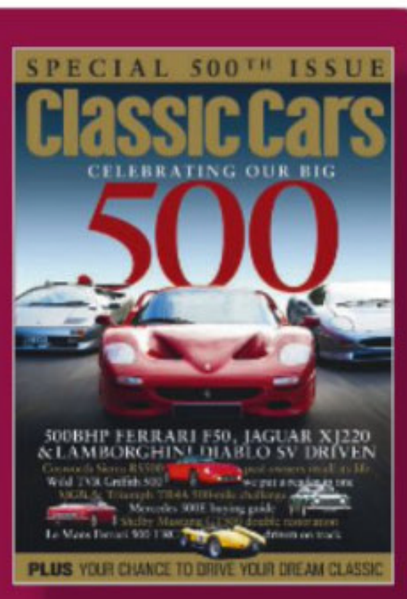


JOHN SIMISTER
'The thrash of meshing metal and rattling gearwheels combine with a sandpapery throb of uneven firing.' Enjoy 11 pages of this intelligently crafted prose, starting on p42



MALCOLM McKAY
After unravelling a tangle of conflicting and confusing information, Malcolm homed in on the vital knowledge you need to buy a Mercedes 500E well – p100

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‘Suddenly the engine lights up with a hiss and a bellow, and you know 500bhp is imminent’ **p42**

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54 500-mile challenge: MGB takes on Triumph TR4A

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76 Epic Restoration: Ford Mustang GT500 tribute

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‘It’s always on the verge of losing grip – it feels like it’ll break away in fourth’

The synapse-searingly raw TVR Griffith 500’s brutish simplicity is in stark contrast to reader Marcus Cartwright’s precision Porsches. Will the Blackpool rocket win him over?



Words: ADAM TOWLER Photography: RORY GAME



MARCUS CARTWRIGHT

Although he started his driving career with a Mini Cooper, it didn't take long before Marcus Cartwright began a quest for more power, starting with a Ford Capri 3.0 MkII. His fleet now contains two Ford Focus ST170s, a Porsche 968 and a 964 911 Carrera.

HIS WISHLIST

TVR Griffith 500
Porsche 959
Ferrari 288 GTO
Porsche 968 Clubsport
Ferrari 365/4 GTB
Bugatti Veyron
Audi Quattro S1
Land Rover Series I
Mini Cooper
Lamborghini Diablo GT

Whatever preconceptions *Classic Cars* reader Marcus Cartwright might have about the TVR Griffith 500, you can be assured overwhelming noise was near the top of the list. And right now said belief is being comfortably exceeded. The Griff is going through a cold start routine with the ambient temperature resting around 1° Celsius. Ideal British roadster weather, obviously.

The rhythmic thud escaping through two fat exhaust pipes, brought to life by twin giant rooster tails of condensation, hits me in the belly, wobbles things around, and then exits past my spine. Intimidating? You bet. Marcus smiles weakly at me. 'Sounds angry doesn't it?' he says, with a mixture of excitement and fear on his face. It does sound like a hibernating grizzly bear that's just been disturbed, and isn't happy at all. And there's nothing standing between it and us bar an accelerator pedal and some grey matter.

Some readers put their all-time classic car dream drives on their list, but Marcus adopted a slightly more esoteric approach when it came time to apply fingers to keyboard. Sure, there were familiar favourites on there, such as the Porsche 959 and Ferrari 288 GTO, but one car caught our eye as its was diametrically opposed to what lurks within Marcus's own garage.

That's exactly why this current Porsche 964 911 and 968 owner and I are freezing our extremities off next to the thundering TVR

‘There’s a lot more torque than grip. In the lower gears it just goes - it takes off’

Griffith, hoping that some residual heat from the Rover V8 will warm us up too.

As Marcus and I take a walk around the car, he notes the tiny brake discs – ‘oh dear, they don’t look very big’ – and the clearly visible chassis tubes inside the rear wheelarch. ‘I’m not sure I would have painted the chassis light grey; it does look a bit crude down there. Then again, I had a Lamborghini Jalpa once and the fuel tank wasn’t even vented on that,’ he recalls with a laugh.

The Griff’s relative crudity is obvious whenever you take a close look – open the boot and the flimsy hinges and support mechanism are not the finely honed gas struts of a mainstream production car, and then there is the hood. Sure, it keeps you dry, but there are obvious gaps where fabric and glass meet in a forlorn attempt at sealing: a Porsche Boxster from the same era it is not.

But the Griff kicks sand in the eye of a 1997 Boxster 2.5. With 340bhp on tap, it laughs at the shrill, sensible and soft-chinned German in the finest TVR tradition. To appreciate these cars you must remember they were designed and built by a few chaps in a large shed, not via a corporate business building tens of thousands of cars a year. My hunch is that the most interesting aspect of this reader encounter will be whether an engineer (Marcus) who appreciates his Porsches for their polished integrity will warm to something as raucous and basic as the Griffith.

The TVR is gently warmed through and we’re on the open road. We are cautious. The Griffith has no driver aids bar a limited-slip



In 5.0-litre 340bhp TVR tune, the V8 has very little Rover left in it

differential, and it will bite. Tony had implored us to take it easy before we departed, because stories of TVRs catching out the unwary aren’t exactly rare, especially in these sorts of conditions.

The roads are greasy and near frozen, and the TVR is obviously struggling for traction. ‘There’s a lot more torque than grip,’ says Marcus with the wide-eyed look of a man concentrating hard. ‘In the lower gears it just goes – it takes off. But it’s always on the verge of losing grip. But where you’ve really got to watch it is in the higher gears – it feels like it’ll break away in fourth.’

Gulp. As if to prove a point we exit a side junction and accelerate with a reasonable bout of venom. The Griff starts to slither and slide, winding its rear axle into a rage with the asphalt. Marcus is on top of the situation, a background in historic rallying serving him well, not to mention Capri 3.0 MkII ownership in his car history, but it’s a vivid reminder that the 500 is only a toe flex away

500 SPECIAL

‘I don’t think I’ve driven anything quite like it’

THE EVOLUTION



1990 The Griffith prototype makes its debut at the Birmingham Motor Show on the TVR stand, taking its name from the original Sixties bad-boy Anglo-American TVR, the Griffith 200 and 400. Underneath is the chassis from the V8S, but it’s not up to the job and a version of the new chassis developed for the Tuscan one-make racer is employed for the production version.



1991 The Griffith goes on sale. Two states of tune are offered: the 4.0-litre Rover V8 with 240bhp, and a 4.3-litre version with 280bhp. There are also a handful of big-valve engines and even a few 4.5-litre cars.



1993 Griffith 500 is launched, replacing all models. This features a catalyst-equipped 5.0-litre version of the venerable Rover V8, complete with 340bhp and 350lb ft of torque, plus suspension and brake modifications and five-spoke alloy wheels. Radiator mouth also slightly larger, as are driving lights.



1994 500s switch from the five-speed Rover T77 gearbox to the Borg Warner T5.



1996 Griffith Speed Six (using TVR’s own inline ‘six’ engine) shown as a prototype, but it never makes production. The engine finds a home in motor racing.



2001 Production of the Griffith comes to an end with 100 SE models built over the next year. Vauxhall Vectra taillights replaced by a cluster of circular units and new mirrors are a standout feature, and the interior uses some Chimaera parts. Replacement Tuscan Speed Six’s inline six-cylinder engine is to TVR’s own design.

It enjoys a starring role in *Swordfish*, featuring John Travolta and Vinnie Jones.





Sitting here filled reader Marcus with apprehension and joy

from a major accident. You wouldn't give the keys to this car to someone clueless about powerful, rear-drive cars, especially not on a day like today. Having looked directly into the eyes of the devil, Marcus then stays well within the confines of the TVR's traction.

The TVR does have its own crude version of traction control. 'The accelerator pedal is very stiff, heavy, and it has a long action,' Marcus notes, a mechanism that guards against any sudden and over-zealous throttle applications.

'It also has a very short-shift gear change – I don't think I've driven anything quite like it. The driving position is offset for me, and the steering is heavy (this Griff does not have the optional power steering) at slow speeds, although it's fine once you're up and running. The brakes are also much better than I thought they would be – the pedal feel is superb.'

Sitting in the passenger seat, recording Marcus's thoughts, it occurs to me the cockpit is an odd mix of genuine comfort and slightly off-key ergonomics. Both occupants sit right at the extremities of the car, separated by a giant transmission tunnel.

The dashboard scuttle is near and high and those strapped in sit low, but while there's plenty of shoulder room and the leather seats are comfortable (if rather slippery), the passenger's footwell is truncated to accommodate the battery, necessitating a peculiar bent-leg/lounging seating position. Later on I switch to the driver seat, and find that apart from a steering wheel set too far away, the car seems very habitable.

The Griffith 500 was the ultimate TVR powered by that stalwart of the British sports car industry, the Rover (née Buick) V8. It was the Griffith that in 1991 had catapulted TVR to new heights, its gorgeous curves and wild performance claims creating seismic waves in the performance car world and garnering enormous attention. This particular example dates from 1997 and has been the personal car of sports car dealer Tony Gilbert since 2005. It's a keeper. 'It was owned by a printer who retired to Spain. He'd made a book of his life with the car – he loved it. I thought that if I'm going to keep one, it might as well be this one,' says Tony.

The Griff reveals a ferocious appetite for eating up distances, combined with an addictive bellow. Although the V8 will pull from next to no rpm, it really comes alive above 3500rpm. Even in a gear like fourth, a squeeze of the throttle sees a ten-car gap opening up between us and the unsuspecting car behind.

Swapping cogs is a delight and while it feels more than a little hairy to drive at times, I note that both Marcus and I have been smiling ever since we first drove out through Tony's front gate. The ride quality is fairly busy but not overly uncomfortable. When cruising the relaxed and unstressed V8, combined with the laid back seating position, must make this a surprisingly decent place to consume miles. Even with the hood up there isn't an overly large presence of wind noise, something I'd not expected on first examining the removable roof panel. It's one of those cars I don't want to stop driving, and I think for both of us it's a wrench to have

to head back to Tony's place. The Griff had won me over with its own, inimitably bass-laden, window-rattling persona at 'hello'. But what does our reader think? He takes his time to ponder before answering.

'I enjoyed it more than I thought I would. It's not an everyday sort of car; I do wonder about it going wrong. But on the right day, for the right occasion, I can really see the appeal. It's very fast, sounds great, looks great and with the relative simplicity of the mechanicals, I think it would be easy to work on and improve a few aspects of the car – like the roof.'

His answer surprises me with its enthusiasm, so I push him a little bit harder – in a five-car collection, would the Griff be among them? 'Yes, I think it would,' says Marcus with a smile. 'On a sunny summer day, I think it would offer something different from other cars in my dream collection. I think I'd like that very much.'

With thanks to: *Tony Gilbert Cars Ltd (tonygilbertcars.co.uk, 01926 811963) and Ralph Dodds of the TVR Car Club (tvr-car-club.co.uk). Ralph has a new book on TVR out in 2015* – TVR: Cars of the Peter Wheeler Era, *by Crowood Press.*



Softly styled bodywork, but it's certainly not cuddly to drive

1995 TVR GRIFFITH 500

Engine 4997cc all-alloy V8, ohv, Lucas-TVR fuel injection **Power & Torque** 340bhp @ 5600rpm; 360lb ft @ 3750rpm **Transmission** Borg-Warner five-speed manual, rear-wheel drive **Brakes** Vented discs front and rear **Suspension** Front: independent, unequal double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, unequal double wishbones, coil springs, telescopic dampers, anti-roll bar, limited slip differential **Steering** Rack and pinion **Weight** 1060kg **Performance** Top speed: 169mph; 0-60mph: 4.1sec **Fuel consumption** 22mpg **Cost new** £32,995 **Value now** £12,000-£19,500

DRIVE YOUR DREAM

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

FROM RACETRACK TO FORECOURT



With huge grids and massive horsepower, the Tuscan Challenge offered thrills and, often, spills...

TVR GRIFFITH AND TUSCAN: HOW BLACKPOOL ROCKED

Using techniques and tricks honed via perhaps the greatest one-make race series ever created, the Griffith really was track-bred

In 1984 Peter Wheeler recruited Chris Schirle, a former single-seater racing engineer, to TVR. His responsibilities included running the works motor sport team and developing a new car for racing.

In previous seasons 350i and 390i wedge racers had shown promise, but Wheeler and Schirle took things further with the 420 SEAC, which had a 4.2-litre Rover V8 TWR touring car engine in a new chassis, and with a carbon fibre body. It won 21 out of 24 races over two years in the 750 Motor Club Road-Going Sports Car Championship in 1986 and 1987, but was then banned because TVR couldn't prove it'd built enough road cars to make it eligible. It was a works entry in 1986, and run by TVR dealer David Gerald in 1987.

'Perhaps frustrated that his cars had been kicked out, Wheeler decided to go one-make racing'

Perhaps frustrated that his cars had been kicked out, Wheeler decided to go one-make racing and unveiled the Tuscan Challenge car at the 1988 Motor Show. The Challenge used a new chassis under its swollen, S-style bodywork, and was powered by a highly tuned Rover V8. To cope with the power, the semi-trailing arms of the S chassis had been replaced by double wishbones all round, and it was much stiffer too. The series began in 1989, and became the most spectacular one-make championship in Europe.

Fast-forward to the Birmingham Motor Show in 1990 and TVR once again wowed the crowds with the new Griffith. This new two-seat sports car featured the trusty 4.0-litre version of the Rover V8 mounted in a V8S chassis.

However, its 240bhp was pushing the S chassis, with its semi-trailing-arm rear suspension, to the limit. There was already a model in production with this combination (the V8S) but the logical thing to do to improve the Griffith's handling and allow scope for future developments was to adopt the Tuscan racing chassis. By the time the Griffith went on sale it featured a lightly modified version of the Tuscan chassis. As a road rather than racing car the rose joints in the suspension set-up were replaced by rubber bushings and the wheelbase shrunk from 92 inches to 90 inches.

The Tuscan and the Griffith also share a later connection with regard to their engines. TVR first showed its AJP8 engine, designed in conjunction with AC Melling, at the 1992 motor show, and it was this unit that Wheeler wanted in the Griffith to create a new range-topping car.

However, although the engine did make it into the Tuscan Challenge racing cars, it was still not ready for road use by 1993, hence the decision to market the Griffith 500 with the 5.0-litre ultimate version of the Rover engine. The Griffith flirted with AJP power again; this time the Speed Six version of the engine in 1996, but Wheeler is said to have disliked the styling updates and the Tuscan project rendered it obsolete. As is, the Griffith will for ever be associated with the Rover unit.

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THE MONTH IN CARS

Excel plays host to a Stratos and Adrian Newey's CV, plus Quentin brings a DB5 to your TV



LONDON CLASSIC CAR SHOW

Classic Cars light up London

The novel spectacle of classic cars being driven – and in the case of the ex-Satoru Nakajima Lotus 101 F1 car, noisily drifted – around an indoor Grand Avenue formed the centrepiece of the inaugural London Classic Car Show, held at the Excel centre in Docklands. Although the show was largely a celebration of the top end of the classic car market, it hosted an exhibition to honour F1 designer Adrian Newey's career, and allowed James May to reveal the car he thinks is the most influential of all time.



1951 Tojeiro-JAP gave Archie Scott Brown his first victory

1951 TOJEIRO-JAP

This insectoid Tojeiro, nicknamed The Asteroid, is for sale fresh from restoration having been found in a barn in 2009. 'It was bought new by the late Brian Lister, who was running a Cooper-MG at the time,' said Damien Jones of sales agent H&H. 'He found out about the advantages of using an air-cooled JAP engine – very light, no need for a radiator – and fitted it to this car. He was semi-successful in 1951 and '52, but then he met Archie Scott Brown, who took it to several 1500cc class wins in 1953, despite only having an 1100cc engine.

'It's the second Tojeiro, the first Lister – chassis number BHL1 – and Archie Scott Brown's first race-winner.'



Citroën DSs celebrate 60th anniversary with a drive down the Grand Avenue



Alfa GTA won Dutch Touring Car Championship in 1966

1966 ALFA ROMEO GIULIA SPRINT GTA TOURING CAR

Alfa Romeo specialist Alfaholics has just finished restoring this car for its American owner, but when they started they had no idea of its unique history. 'Only when we found the chassis number did we realise it was a famous car,' said restorer Andrew Banks. 'It was bought new by Rob Slotemaker, who was going to run two cars in the Dutch Touring Car Championship. It was assigned to a young racer called Wim Loos. He won the title on his first attempt. He sadly died at Spa the following year. It was then sold to the States. We're proud of the dull-effect paint. That satin-matt finish is 100% authentic. We didn't want to over-restore it.'



Cisitalia 202 SMM did the Mille Miglia in 1948 and 1949

1948 CISITALIA 202 SMM

Cisitalias are rare in the UK, and this example brought to the show by Hall & Hall has history linking it to the company's founder, Piero Dusio. 'It did the Mille Miglia in 1948 and '49 with a Fiat engine,' said Rob Hall. 'Dusio then took it with him to Argentina when he set up Autoar, where he won the Argentinian 1500cc championship three years on the trot before switching to a Gordini engine for 1951-52.

'We restored it 20 years ago after Colin Crabbe brought it back from Argentina. It did the Coppa d'Italia before being sold to its current owner, but he hasn't done much with it so it's for sale now. This is its first show appearance since the Nineties.'



Alfaholics has prepared this well-travelled Stratos for rallying and racing

1976 LANCIA STRATOS

This Stratos has been fully restored by Alfaholics after an illustrious career. 'It was rallied by Ezio Facchinello in Italy when new as a standard narrow-bodied car, taking part in the first rerun of the Mille Miglia in 1977,' said restorer Max Banks. 'In 1978 it was rebuilt in Group 4 specification, and came second in the 1979 Rally della Prealpi Venete. After further successes in the 1980 season it was brought to the UK by Dino Services and reworked for Ian Giles to race in the Intermarque Championship. We've done a total restoration and prepared it for Group 4 competition use. Its new owner will be doing tarmac rallies and some races.'



Alain Prost got off to a point-scoring start in his F1 career in this 1980 McLaren M29

1980 MCLAREN M29

Four-times World Champion Alain Prost made his F1 debut in this McLaren, which made its UK show debut in London after many years in American collections. 'It was the first 'C-spec' McLaren – the first to use carbon fibre rather than aluminium,' said James Hanson of Speedmaster, which is selling the car. 'It allowed Prost to win points in his first-ever race. John Watson drove it the following year, after Prost went to Renault.'

The car is ready to race, having been driven in American classic events, and Hanson hopes its new owner will use it as intended, 'It'd be ideal for the Silverstone Classic.'

LONDON CLASSIC CAR SHOW (CONTINUED)

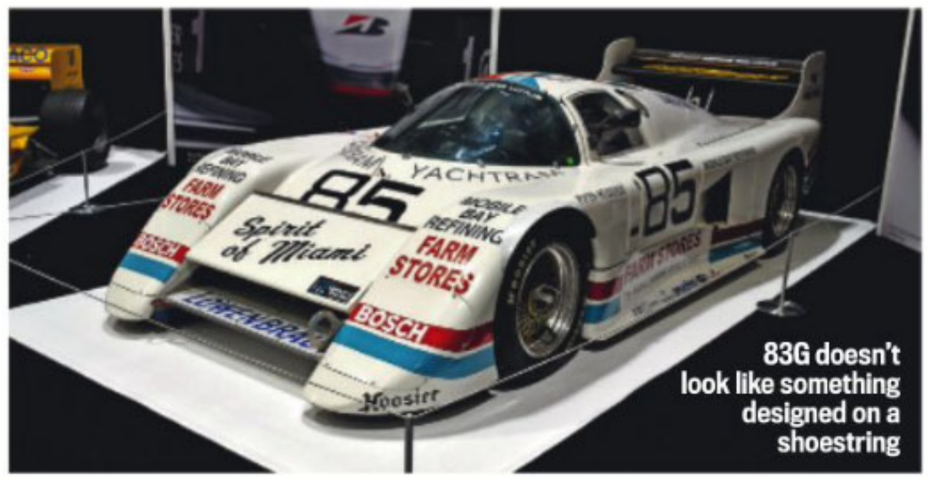
Newey honoured – and still going



Adrian Newey against the historic backdrop of his racing champions



The March 881 was his first F1 car



83G doesn't look like something designed on a shoestring

1983 MARCH 83G

The World-Championship-winning Formula One designer Adrian Newey was honoured at the London show, with a handpicked exhibition of the cars that have meant the most to him. 'The Marches are the most important,' said Newey. 'The 83G was an unloved ex-Le Mans car. I was looking for work, approached March and asked, "Can I do something?" They agreed, although I was warned that I had no budget or wind tunnel to work with. I ended up redesigning the underside for ground effects by eye.

'It was bought by a guy who lived on Miami Beach and wanted to go racing. It had a shakedown run at Goodwood and that was it. It managed a mid-range qualification in its first IMSA GT race, and finished second. It was this success in the US that got me directly into IndyCar, then F1.

'The March 881 was my first F1 car and even though we were only a design team of four with a tiny budget, it scored podium finishes and even led a race in Japan.'

The display included the first car Newey built, a Tamiya plastic model kit of Graham Hill's 1968 F1 World Championship-winning Lotus 49. Newey is currently working on a full-sized replica of the car, potentially with a view to racing it himself.

JAMES MAY TOYS WITH THE TRUTH IN EXHIBITION

CORGI ASTON MARTIN DB5

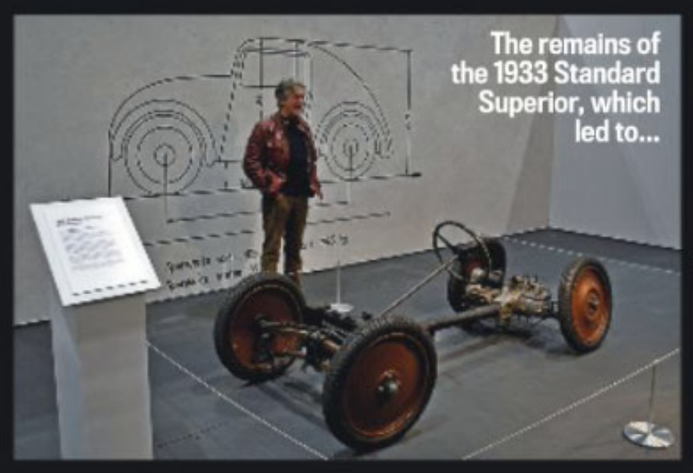
Top Gear presenter James May's exhibition, an extension of his TV series *Cars For The People*, set out to identify the most influential car of all time. His choice was controversial, not least because it doesn't have an engine and is small enough to fit in the palm of your hand – Corgi Toys' famous James Bond Aston Martin DB5.



'I really wanted to make it the Citroën DS,' said May, 'but after a few pints I realised it wasn't universal enough. For most of us, the first car we own and interact with is a toy one. It represents the beginning of every career in the car industry, every obsession, every enthusiast's passion. Without that enthusiasm being stoked, this show wouldn't exist.'

May's exhibition also brought to light some less obvious influential cars, including the only remaining parts of Josef Ganz's 1933 Standard Superior, a rear-engined affordable car with a tubular chassis and swing-axle suspension intended as a people's car and much-admired by Hitler.

'Sadly, because Ganz was Jewish, the design was essentially stolen from him, but it's clear that it led to the Beetle,' said May.


The remains of the 1933 Standard Superior, which led to...



...the birth of the Volkswagen Beetle



The Ford Model T couldn't be left off the list

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Willson and co-host Jodie Kidd capture the fun and glamour of classics in new show a nesequi consequae

Quentin's cars and stars

Classic Cars columnist Quentin Willson's new TV series, *The Classic Car Show*, will air on Channel 5 every Thursday from February. The 13-part series will cover the market, events, historic racing and all-time classic greats. Bruno Senna drives classics at the limit round the Brooklands handling circuit, Chris Routledge of Coys Auctioneers is the series' barn find expert and Alex Riley from BBC1's *The One Show* looks at £5000 classics.

Each one-hour episode, shot in HD, focuses on all aspects of the classic car world, from racing classic single-seaters and rallying in a Mini to buying features all over the price spectrum, and magazine-style features on cult icons such as the Jensen Interceptor, Jaguar XJ-S and Citroën DS Décapotable.

'When so many stars are busting to appear on it, you know you've hit the right button'

Star cars include Keith Richards' Ferrari Dino, the Aston Martin DB5, Ford Mustang, Porsche 911, Mercedes SL and Willson's own Rolls-Royce Corniche, '59 Mini and E-type. 'This is the old car show I've always wanted to make, with lots of content, fun, glamour and information,' said Willson. 'When people like Jennifer Saunders, Tinie Tempah, David Gandy and Steve Coogan are busting to appear on it, you know you've hit the right button.'

Co-presenter Jodie Kidd, who drives everything from an XJ220 to a Bugatti Type 35B during the series, said, 'I've never enjoyed myself so much. This is the only car show that really captures the glamour and style of our hobby.'

See the trailer at classiccarshow.com.

DEWIS, BY ROYAL APPOINTMENT

Norman Dewis, the long-serving test-driver who regularly risked his life fine-tuning prototype Jaguars and helped give the marque its distinctive handling characteristics, has been awarded an OBE in the Queen's New Year Honours list.

Dewis is best known for his development of the Jaguar E-type, helping to evolve the E2A prototype into the final product, and also for a dramatic late-night dash through Europe in the first production roadster, 77 RW, to get it to the Geneva Motor Show on time. Dewis officially retired in the Eighties, but retains links with Jaguar and still provides test-driving input for his successor, Mike Cross, most recently for the highly acclaimed F-type sports car.


Dewis' lifetime of driving drama is now elevated to its proper status

OBITUARIES



BRIAN LISTER, 1926-2014

Brian Lister, the racing car designer and creator of the marque that bears his name, has died aged 88.

Lister first involved himself in motor sport as a club-level racing driver, helping to found the Cambridge 50 Car Club and racing sports cars, including MGs and a Tojeiro special. Through the club Lister met racing driver Archie Scott Brown and mechanic Donald Moore. In 1953, this triumvirate became Lister Cars, with Lister himself handling design and build, Moore fettling the engines and Scott Brown driving.

The team found instant racing success. Sadly, it came to an abrupt end in 1958 with Scott Brown's death at Spa. Lister withdrew from racing, although he later worked for Rootes Group, preparing the Sunbeam Tiger for the 1963 Le Mans 24 Hours.

In 2013, with encouragement from Lister, the original Lister-Jaguar 'Knobbly' was revived, built by original factory technicians in Cambridge. It remains available, a fitting tribute to Brian Lister.



JEAN-PIERRE BELTOISE, 1937-2015

Jean-Pierre Beltoise, French multi-discipline racing driver and last man to win a F1 Grand Prix at the pre-chicane Monaco circuit, has died aged 77.

Beltoise began his motor sport career on two wheels, racing in all motorcycle engine categories from 1962-64. His early forays in cars nearly ended in disaster, with a crash at the 1963 Reims 12 Hours in his Rene Bonnet. He returned triumphant in 1965, and a meteoric rise through the single-seater ranks landed him an F1 drive with Matra in 1967.

His finishes were consistently high but an outright win eluded him, until a switch to BRM in 1972 provided him with a car competitive enough to win the Monaco Grand Prix, the final win for the team. But reliability issues persisted and he retired to a test-driving role with Ligier for 1975.

His post-F1 career was more successful. He won the French Touring Car Championship in 1976 and 1977 with BMW, and the French Rallycross Championship with Alpine-Renault in 1978.

WILLSON'S SMART BUYS

Quentin on the imminent rise of the 944 Turbo Cabriolet, the elegant Aceca's climbing power and the explosive potential of the 500E



'Turbo 944 Cabrios are looking cheap'

All 944 Turbos look interesting right now and are slowly slipping into the vintage Porsche category, but the ultra-rare cabriolet version is the one we should all be watching very closely.

Launched in '91, only 625 were built worldwide and just 100 in right-hand drive, so this is an extremely special Porker with a brief 12-month production run. The 250bhp Turbo S engine is good for 160mph and 60mph in 5.5 seconds and the blown 944 feels much more refined and less hysterical than the equivalent 911. West Essex Motor Company has a '92 Guards Red, one owner, RHD, UK-supplied turbo drop-top with only 27,000 miles for a very reasonable £25,000. Given its exclusivity, low mileage and single ownership I would even say that feels on the cheap side.

Don't forget too that some of those 100 right-hooker cars also went to Japan and South Africa and the Porsche club estimate that only 47 home-market supplied Turbo cabriolets survive in the UK. Prime investment comes from mint tiny milers and nice ones are likely to approach the £40k mark before long.

The investment gain here could be quite sizable and I can see them easily doubling in value in the short to medium term. If you think how strongly average-condition Eighties 911 3.2 Carreras have appreciated in the past year, £25,000 for a much rarer (and originally much more expensive) low mileage 944 Turbo Cabriolet looks considerably behind the current market. Galvanised bodies and easy spares make them cheaper than 911s to run but you'll get through brakes and tyres regularly. Most, though, have led quiet lives so you'd be unlucky to find a really knackered one. Anything with a really minimal mileage is worth putting away for the future.

This is now the world's most affordable low-volume Porsche – one that the market seems to have completely ignored. That's a glaring anomaly that's not going to continue for much longer.



'The AC Aceca will hit £100k'

When resto-project AC Aces sell for £150k, a mint Aceca coupé at around half the money sounds like a real opportunity. AC's forgotten hatchback is achingly pretty, shares many of the Ace's sensuous curves, has air conditioning, Bristol and Ford power and with only 328 built is less than half as numerous as its more famous open-top sister.

Despite such exclusivity, interesting-cars.com of West Sussex is offering a beautifully restored 1960 left-hooker Bristol version (BE 771) for £100k. Prices have been surprisingly flat with Bonhams selling two Acecas in the past four years at around £90k each but values must start to pick up soon. I'd start looking at the rarest of the Aceca family, the 2.6 Ford Zephyr-powered versions, as only eight were ever made. That one's going to be a definite climber.

Like the Aston DB 2/4, Acecas exude gentlemanly elegance with steel tube chassis, alloy panels, traditional wood and leather cabins and that clever opening rear door. *Road & Track Magazine* called it 'an upholstered racing car' and there's even a sporting heritage with entries in the Mille Miglia and Tulip Rally of 1957.

Quite why Acecas haven't been more appreciated and haven't followed the stellar Aston price trajectory is a mystery but the clear hallmarks of a sleeping classic are certainly there.

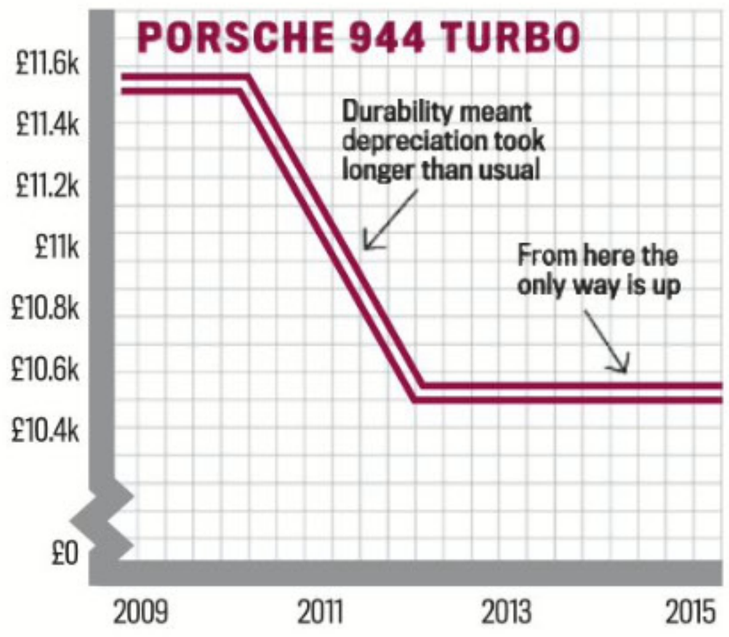
The 102bhp AC-engined versions struggle to better 100mph but the 100D BMW-based Bristol lump has 120bhp and 118mph, while the Ruddspeed Ford examples could be tuned up to 170bhp, giving nearly 130mph. Front discs became optional in 1957, and in 1959 TR2 gears in AC's own gearbox casing arrived with a shorter remote lever.

As an enormously special and beautiful hand-made Sixties grand tourer the Aceca is seriously undervalued. Less butch than an Aston but much prettier, these tiny-volume British coupés will definitely rise this year. But, and here's the thing, the odd one still surfaces at amazingly tempting money. There's currently a 1961 AC-engined version, offered by a Northern Ireland private seller on our sister site classiccarsforsale.co.uk at £65,000. The third from last Aceca built, 3389 NW has matching numbers, a recent chassis and body restoration and looks just nicely patinated. That car will climb to £100k in 2016 – guaranteed.

'Buy a Mercedes 500E now'

Long before you could buy AMG models from your local showroom, Mercedes came up with a supersaloon based on the indestructible W124. An all-alloy 5.0 V8 from the R129 SL gave the World's Best Taxi genuinely monster grunt. Sixty came up in 5.3 seconds and if you unplugged the electronic speed limiter you could hit 170 – and it felt like you were riding on rails.

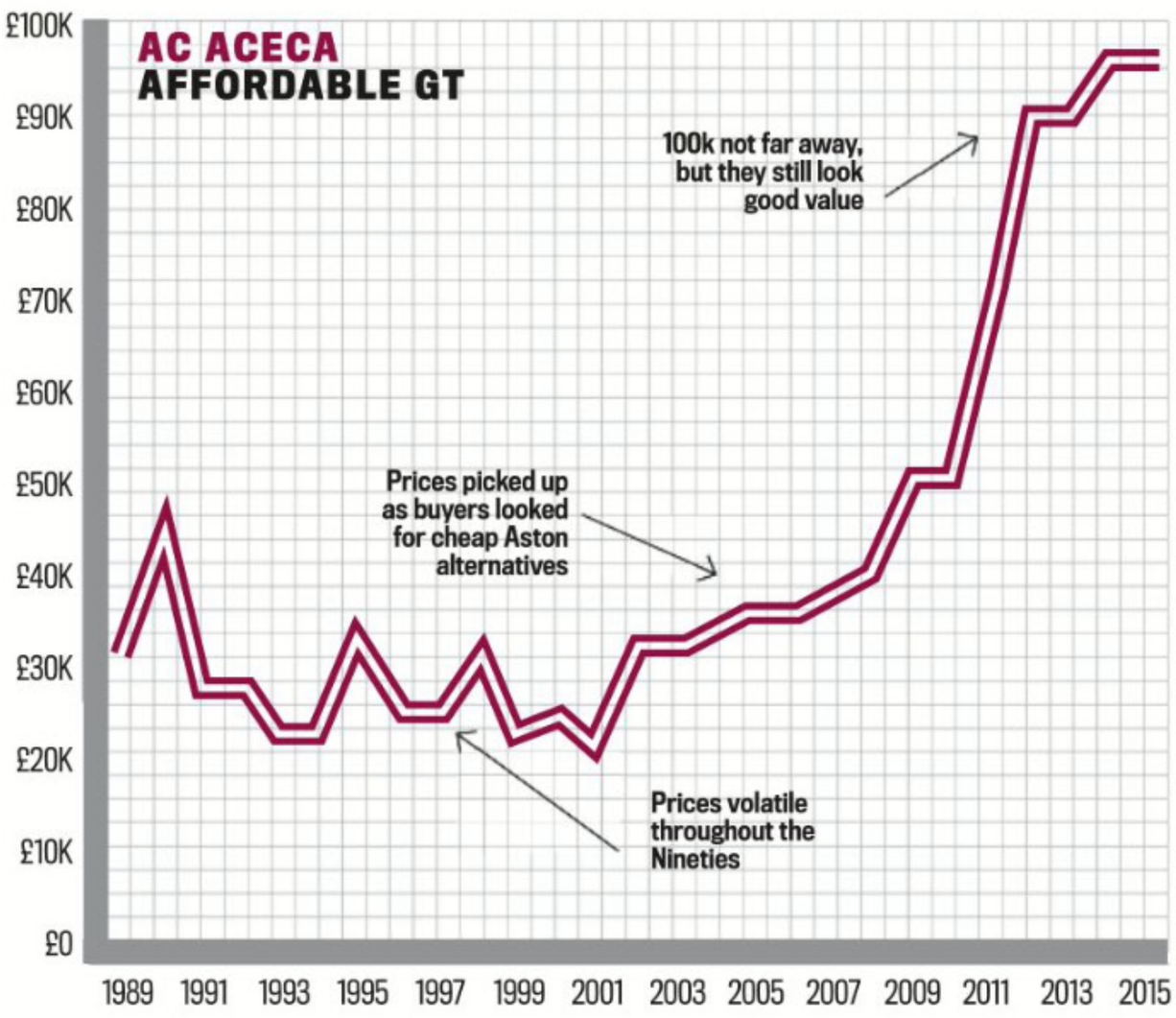
Each 500E was hand-assembled by Porsche in the same facility where 959s were made, took 18 days to build and back in 1991 cost nearly £60k. 10,479 found buyers during the four-year production run but only 29 500Es made it to the UK market, limited by left-hand drive, auto-only spec and just four Recaro seats. A proper Q-car, the 500E looks just like an ordinary six-pot 124, but kick down at 70mph and the gearbox will shift down two gears to second and you'll explode forward like a missile. Only the discreet flaring of the wheelarches and a chrome boot badge hint at the hooligan heave.



The affordable 944 Turbo: put one away for the future



The Porsche 944 Turbo Cabriolet will soon slip out of the shadows



With upholstered elegance and even racing heritage, the rarest of the Acecas is the place to start

The Aceca is an undervalued grand tourer – but for how much longer?



TRADING HIGH

Astons are still hot, especially limited editions like this vantage LM V600 that made nearly £50k over estimate



YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1924	**Albion Type 24 delivery van**	**Bonhams/Dec 7**	**35,650**	**7650**	**27.3**
1972	Alfa Romeo GTV 2000	Coys/Dec 2	27,140	7140	35.7
1972	**Alfa Romeo Montreal**	**Bonhams/Dec 7**	**29,900**	**7900**	**35.9**
1959	Aston Martin DB MkIII project	Bonhams/Dec 7	91,100	16,100	21.5
1968	**Aston Martin DBS**	**Bonhams/Dec 7**	**57,500**	**22,500**	**64.3**
1971	Aston Martin DBS V8 project	Bonhams/Dec 7	51,750	16,750	47.9
2000	**Aston Martin Vantage V600**	**Bonhams/Nov 30**	**348,700**	**48,700**	**16.2**
1958	Austin A35	Bonhams/Dec 7	12,650	2650	26.5
1962	**Austin Mini pick-up**	**H&H/Dec 3**	**9856**	**5856**	**146.4**
1980	Austin Allegro Equipe	Brightwells/Nov 26	4032	532	15.2
1927	**Bentley 3-Litre Tourer**	**H&H/Dec 3**	**212,800**	**32,800**	**18.2**
1934	Bentley 3.5-Litre Tourer project	Bonhams/Dec 7	85,500	45,500	113.8
1952	**Bentley MkVI saloon**	**H&H/Dec 3**	**16,800**	**1800**	**12.0**
1960	Bentley S2 Continental J Young	Bonhams/Dec 7	79,900	34,900	77.6
1996	**Bentley Azure**	**H&H/Dec 3**	**42,560**	**7560**	**21.6**
1963	Bristol 407	Bonhams/Dec 7	29,900	4900	19.6
1962	**Daimler Ferret Mk2**	**Bonhams/Dec 7**	**21,850**	**3850**	**21.4**
1968	Daimler Sovereign 420 project	H&H/Dec 3	4816	816	20.4
1964	**Ferrari 330 GT 2+2**	**Bonhams/Nov 30**	**208,700**	**28,700**	**15.9**
1982	Ferrari 512 BBi	Coys/Dec 2	197,800	97,800	97.8
1991	**Ferrari Testarossa**	**Coys/Dec 2**	**74,600**	**14,600**	**24.3**
1996	Ferrari 512M	Coys/Dec 2	153,000	23,000	17.7
1966	**Fiat-Abarth 1000SP**	**Bonhams/Nov 30**	**135,900**	**15,900**	**13.3**
1969	Fiat 500F	Coys/Dec 2	8850	1850	26.4
1955	**Jaguar XK140 dhc**	**Coys/Dec 2**	**52,200**	**7200**	**16.0**
1969	Jaguar E-type S2 roadster	Bonhams/Dec 7	72,060	10,060	16.2
1985	**Lister-Jaguar XJ-S MkIII Cabrio**	**Bonhams/Dec 7**	**72,620**	**22,620**	**45.2**
1966	Mercedes-Benz 230SL	Auctionata/Nov 28	39,370	12,598	47.1
1982	**Mercedes-Benz 450SL**	**Barons/Dec 16**	**6160**	**1160**	**23.2**
1997	Mercedes-Benz 500SL	Barons/Dec 16	4704	704	17.6
1933	**MG Midget J1 Sports**	**Bonhams/Dec 7**	**29,900**	**9900**	**49.5**
1965	MGB roadster	Barons/Dec 16	7,952	952	13.6
1937	**Rolls-Royce Phantom III limo**	**Bonhams/Dec 7**	**36,800**	**6800**	**22.7**
1934	Talbot AV105 Alpine Racer	Bonhams/Nov 30	1,379,100	179,100	14.9
1971	**Triumph Spitfire MkIV**	**Brightwells/Nov 26**	**2688**	**488**	**22.2**

TRADING LOW

Surely a candidate for world's ugliest car, it was no surprise to see FX4 Sedanca sell for £6600 below estimate



YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1934	**Austin 7 Box saloon**	**H&H/Dec 3**	**5936**	**1564**	**20.9**
1939	Austin Eight saloon	H&H/Dec 3	4592	1408	23.5
1960	**Austin FX4 Sedanca Brougham**	**Bonhams/Dec 7**	**18,400**	**6600**	**26.4**
1977	BL-Vortz Cooper Miglia Mini	Barons/Dec 16	4928	1072	17.9
1970	**De Tomaso Mangusta**	**Bonhams/Dec 7**	**124,700**	**25,300**	**16.9**
1970	Fiat 500L	H&H/Dec 3	3842	658	14.6
1928	**Invicta 4.5 High Chassis Tourer**	**Coys/Dec 2**	**54,300**	**15,700**	**22.4**
1959	Jaguar XK150 roadster	Coys/Dec 2	74,100	10,900	12.8
1964	**Jaguar E-type 3.8 roadster**	**Coys/Dec 2**	**86,200**	**13,800**	**13.8**
1968	Jaguar 240	H&H/Dec 3	6916	2084	23.2
1969	**MG Midget MkIII**	**H&H/Dec 3**	**4068**	**932**	**18.6**
1969	Mercedes-Benz 250 C	Auctionata/Nov 28	9449	2362	20.0
1992	**Mercedes-Benz 300SL**	**Barons/Dec 16**	**4928**	**1322**	**21.2**
1979	Rolls-Royce Silver Wraith II	Barons/Dec 16	5040	960	16.0
1987	**Rolls-Royce Silver Spirit**	**Barons/Dec 16**	**3024**	**2476**	**45.0**
1958	Rover P4 75	H&H/Dec 3	5040	960	16.0
1963	**Rover P5 3-litre saloon**	**Bonhams/Dec 7**	**2012**	**1988**	**49.7**
1968	Triumph Spitfire Mk3	Auctionata/Nov 28	6299	1575	20.0
1977	**VW Beetle 1200**	**H&H/Dec 3**	**3136**	**864**	**21.6**
1966	Volvo Amazon 121	Auctionata/Nov 28	5906	1969	25.0
1954	**Wolseley 4/44**	**Barons/Dec 16**	**1680**	**320**	**16.0**

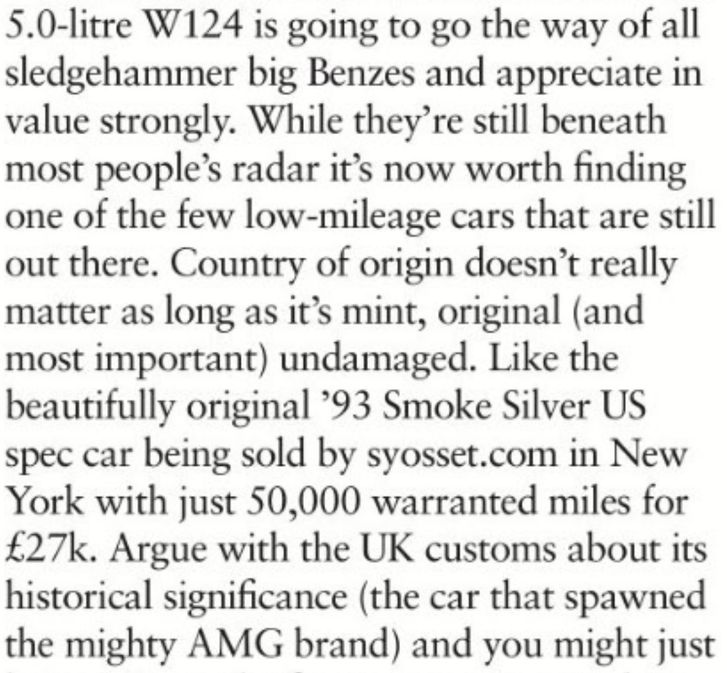
500Es could be reaching £50k territory soon



Prices are gently warming up though and back in 2012 Silverstone Auctions sold a silver '93 car for £13,440. Total Vehicle Solutions in Hampshire has a black '92 currently on offer with 157,000 miles at £15k – which is now the benchmark value for high-milers. Find anything with considerably less on the odometer and you'll be looking at £30k to £40k. In fact, a 500E with 25,000 miles and full history could easily be 50 grand territory soon.

Being left hook, you can scour Japanese and US websites for really fine cars where values aren't climbing quite so much. US cars are known as E500s and have marginally less power due to emission pipery. There was also a limited edition made in '94 with Evo II alloys, full-house options and a two-tone leather interior.

But like the 6.3 and 6.9 Merc saloons the 5.0-litre W124 is going to go the way of all sledgehammer big Benzes and appreciate in value strongly. While they're still beneath most people's radar it's now worth finding one of the few low-mileage cars that are still out there. Country of origin doesn't really matter as long as it's mint, original (and most important) undamaged. Like the beautifully original '93 Smoke Silver US spec car being sold by syosset.com in New York with just 50,000 warranted miles for £27k. Argue with the UK customs about its historical significance (the car that spawned the mighty AMG brand) and you might just bring it in on the five per cent import duty rule. Make a cheap car, that one.



Low-mileage is key to higher prices with the 500E

MERCEDES 500E **BUYING GUIDE** p100

CLASSIC ON THE CUSP

Lamborghini Gallardo Spyder – a smart speeder

If you can handle it, the Gallardo is a sensible buy, says Quentin



Cost new £127,500 Value now £65,000-£75,000

A low-mileage Lambo for 65 grand doesn't sound a lot these days. Especially one designed and built under the steely gaze of the quality-obsessed VW Audi group. The Gallardo was Sant'Agata's most successful product ever, selling 14,000 units between 2003 and 2013 and makes that rare thing – a dependable daily-driver supercar. With a dry sump V10, 4WD, alloy body, space frame chassis and nearly 200mph top tilt, its neo-classic credentials are unimpeachable. And so is its record for holding value – even the earliest cars are still retaining around 50 per cent of their original new price due to the Gallardo's shiny reputation among reverential owners.

'Even with a demonic 0-60 time of four seconds it is unintimidating'

But it's the Spyder that's looking most collectable with only 4352 built over the ten-year production run. In 2005 a mere 25 left the factory and in 2006 just 1025. GP Cars in Hertfordshire is offering one of those 2006 models with just 17,000 miles, E-Gear auto and six main agent service stamps in the book for £68,995. Compared to the often inexplicably high prices of some classic Ferraris, that feels good value. And let's not forget this is a very capable and hugely fast car that rides surprisingly well on UK roads with unerring levels of grip and genuine poise. Even with a demonic 0-60 time of four seconds the semi auto 'box plus well-weighted brakes and steering make it a very unintimidating driver.

The 2006-on cars are best as they benefited from a raft of improvements including new exhausts, tweaked suspension, improved steering rack, lower gearing and an extra 20bhp. Disadvantages are few but there's only 110 litres of boot space, visibility isn't great, clutches don't last long (£3k at an independent) and – weirdly – rear engine heat can make rear light bulbs and clusters catch fire. And talking of fires there was a recall for leaking power steering hoses that accounted for more than one grilled Gallardo. Make sure the factory mod has been done. Brembo slotted brake discs are a worthwhile upgrade, offering less fade and longer life. Avoid the carbon brake option as the pedal feels lifeless and it's big money when you need new discs and pads.

There are a bewildering 32 Gallardo limited editions but a stock RHD 2006-on Spyder with the preferred E-Gear transmission is the best for resale and for holding its value longest. Prices may not go the way of vintage Ferraris quite yet but in terms of usability, reliability, performance, noise and sheer visual drama a Gallardo Spyder makes one of the most sensible used convertible supercars around. Your only dilemma is working out if your personality really is big enough for such a massively loud and theatrical automotive statement. If you're the shy, retiring type you'd probably be better going for that MGB.

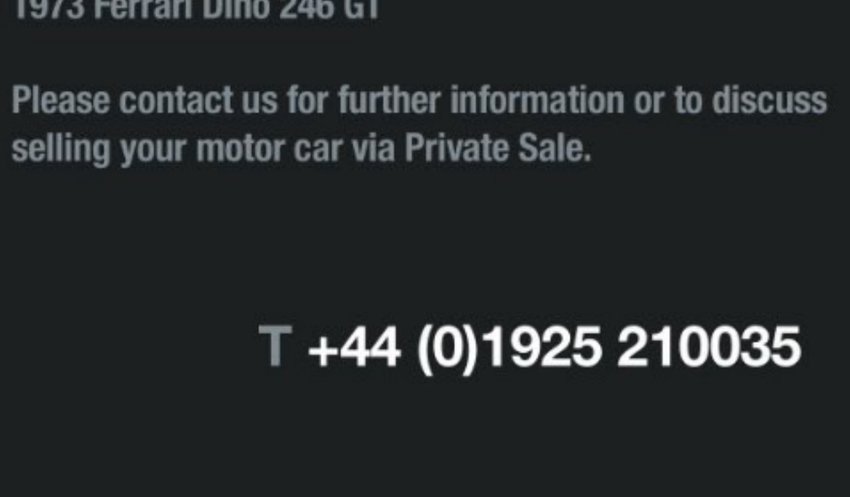
MORE QUENTIN WILLSON p37

H AND H

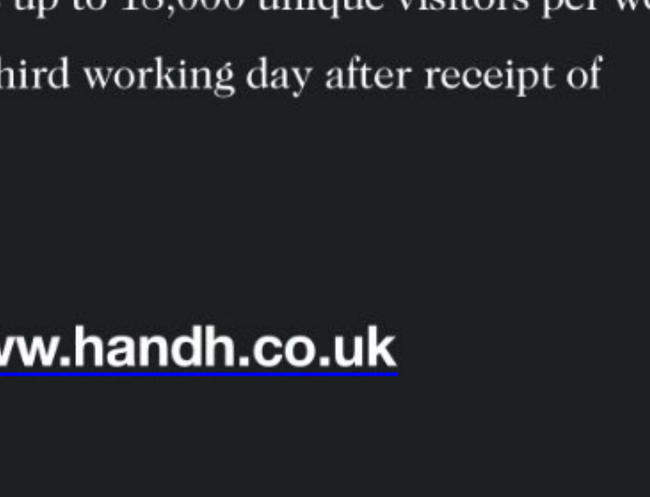
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H AND H

MARKET WATCH

Russ Smith wonders if there are too many auction sales, regrets not buying an Aston Martin DB4 15 years ago, and tips 1973-89 Porsche 911s as today's hot buys



MARKET MOVES

Are there enough cars out there to fuel the number of classic auctions being held in 2015? Worldwide, more than 100 sales took place in 2014, yet ten per cent more are planned for the first six months of 2015 than in the same period last year, and we still await further dates.

Catalogues have grown in size too, with most sales listing more than 100 entries – and a feeling buyers might not turn out for a smaller number. That's led to padding in some sales, with the inclusion of too many Nineties Mercedes and Jaguars of dubious classic pedigree just to make up numbers.

We've also heard of battles between rival auction houses to bag the sort of entries that gain pre-sale publicity. Some are even said to have landed them by waiving the sellers' premium and entry fee. Legitimate publicity costs? At least it benefits sellers.

But with tricks like that, and more people after a slice of the auction pie, there could be casualties this year.

ASTON MARTIN DB4

From today's perspective of Aston Martin as one of the UK's coolest brands, rubbing shoulders with Ferrari, it's hard to believe the shock of seven or eight years ago when DB4s started selling for six-figure sums. Now you couldn't get a pile of rust and a logbook for £100k, and who doesn't wish they'd had the cash and foresight to stash one away around Millennium time?

It's tempting to suggest they may have peaked at their current level, but as a certain Mr Bond pointed out, you should never say never. Anyway, he's the reason why the DB4 isn't the most expensive of the DB4-6 trilogy – that 007 factor still adds at least 30 per cent to DB5 prices. It's enough to outweigh the more common market preference for the first of a model series.

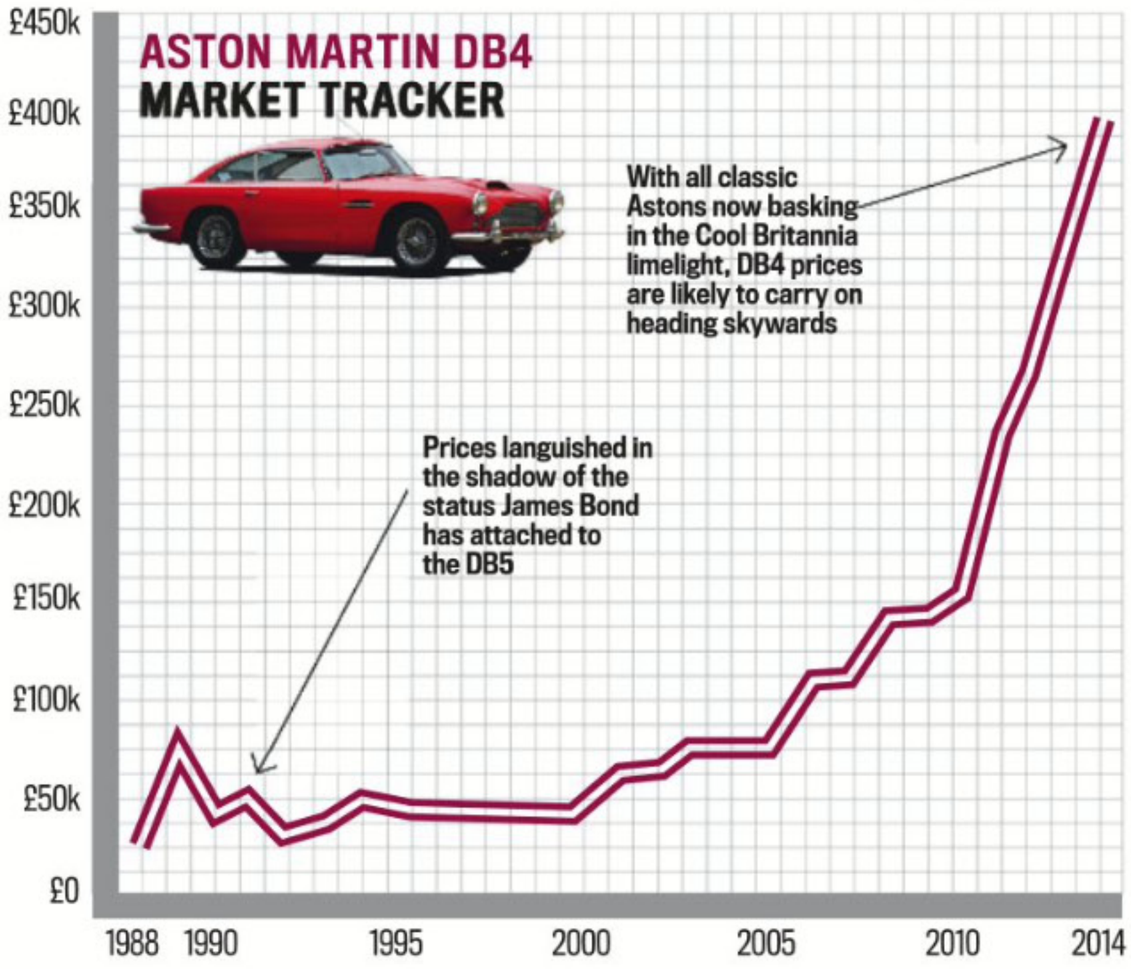
PORSCHE 911 1973-89

With all slim-bumper 911s now reassuringly expensive, it was only a matter of time before attention turned to the next phase of air-cooled indestructibles. And so it has proved, with a steady stream of above-estimate auction results.

Yet it's surprising how few 911s of that era come to auction. That, along with the good results that have been recorded, suggests they are easy to sell, which can only fuel further price rises. The message is clear – buy now.



911s built in 1973-89 look set to join their earlier brethren in the big money league



Prices reached a new high last year and are still strengthening, with some topping £400,000

ANALYSIS PORSCHE 911 1973-89

Early 911s of this era tend to fetch the most money, but any with below average mileage can sell big

YEAR	MODEL	Which sale	Estimate	Sold for	% diff
1974	911 2.7	ACA/24.8.13	20,000	20,580	2.9
1974	**911 2.7 Targa**	**Brightwells/5.3.14**	**21,000**	**24,150**	**15**
1975	911 2.7	Coys/14.6.14	18,000	22,683	26
1975	**911 2.7**	**ACA/14.6.14**	**22,500**	**23,950**	**6.4**
1976	911 2.7	Silverstone/15.11.14	30,000	29,813	-0.6
1977	**911 Targa**	**Bonhams/28.4.14**	**21,000**	**24,150**	**15**
1979	911 SC	Bonhams/1.6.14	16,500	26,880	62.9
1979	**911 SC**	**Historics/29.11.14**	**24,000**	**21,280**	**-11.3**
1980	911 SC	Historics/1.6.13	8000	15,680	96
1983	**911 SC Targa**	**H&H/12.11.14**	**13,000**	**13,440**	**3.4**
1984	911 Carrera 3.2 Conv	ACA/30.1.14	13,000	13,125	1
1985	**911 Carrera 3.2 Cabrio**	**Brightwells/26.11.14**	**18,500**	**18,816**	**1.7**
1986	911 Carrera 3.2 Targa	Silverstone/16.11.14	14,000	15,188	8.5
1987	**911 Carrera 3.2 Sport**	**ACA/24.8.13**	**15,000**	**16,536**	**10.2**
1987	911 Carrera 3.2 Cabrio	Coys/26.4.14	37,000	39,880	7.8
1988	**911 Carrera 3.2**	**Brightwells/15.5.13**	**13,000**	**10,000**	**-23**
1989	911 Carrera 3.2 Targa	Coys/26.4.14	27,500	28,320	3

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1972 Ferrari 365 GTC/4 ▲ £212,800

H&H CLASSICS, DECEMBER 3. Time was you could struggle to find a home for one of these, even though they were based on the chassis and running gear of the Daytona (though with a regular gearbox instead of a transaxle). The more overtly Seventies styling and the addition of plus-two seating didn't help, but age has been kind and the market is waking up to their plus points – all the power and drama of a Daytona in a friendlier package. This example was just over estimate, but won't look dear for long.



1963 Bristol 407 ▲ £29,900

BONHAMS, DECEMBER 7. Warning – this may induce one of those 'Hang on, is that all?' moments. Yes, you really can buy a classy, handbuilt Sixties British GT with a 250bhp Chrysler V8 for Alvis TD21 money. And with just 88 made, the 407 has rarity on its side too. This example was restored a few years back to a good standard in Germany, though the seat leather used was more Nineties BMW than Sixties Connolly. Yet even at £5k above top estimate this looked like a remarkably astute buy.



1970 MGB GT ▼ £3248

BARONS AUCTIONS, DECEMBER 16. Despite the hype, there are still a few bargains out there. This MGB had seen little use since a body restoration in 2000, when most outer panels were replaced and the rest taken back to bare metal. Much of the chrome was replaced too. Just five years ago it got a rebuilt unleaded engine. Neither of those jobs could be done for the price paid here, which was below the £3500 low estimate. At that price it was easy to forgive the interior, which could do with renewal.



1967 Alfa Romeo Giulia Sprint GT ▲ £30,240

H&H CLASSICS, DECEMBER 3. Here's another example of early models trumping the desirability of later ones, in this case despite subsequent cars offering a fair bit more performance. The so-called step-front Giulia GTs have really taken off, as long as they haven't been messed with and given later parts. This one ticked all the right boxes, having a replacement engine of the correct 1570cc, but being sold with the worn-out original. At £2240 above estimate, it was probably market-correct.



1971 Morris 1300GT ▲ £8232

BARONS AUCTIONS, DECEMBER 16. This stunning result took many by surprise – but not Barons, as it was bang within the auction house's estimate range. So what brought 'grandad's Cooper' out of the shade? The answer once again is scarcity and condition. According to the DVLA there are just 65 Austin or Morris 1300GTs left, and few can match the condition of this older restoration, which was recently recommissioned after years of storage. Also once again, you couldn't restore one like it for the price.



1966 Aston Martin DBS ▲ £57,500

BONHAMS, DECEMBER 7. I'm baffled by this result. This DBS had the less desirable automatic gearbox, came with virtually no history (apart from being described as the vendor's daily driver for 40 years) and was in sore need of paint and a retrim – and being an Aston you just know that will only be the tip of the iceberg. So the top estimate of £35,000 looked fair, with the car somewhere between 'good' and 'rough' in our guide. But at least two would-be buyers disagreed, so the seller must be happy.

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RM AUCTIONS


Classic Car Auctions offers more affordable classics and lower fees

New sub-£25k auction house

The team behind Silverstone Auctions has created a spin-off business, Classic Car Auctions, to specialise in the sale of sub-£25,000 'everyman' classic cars.

Venue for CCA's sales will be the pit garages at Silverstone and the first will be held on Tuesday March 3. A celebrity auctioneer will hammer away the first lot.

One seller will get to drive the Silverstone circuit too. 'Everyone who consigns a car into the first sale will be entered into a prize draw to complete a lap of the circuit,' says CCA's auction manager, Joe Watts. 'We can't think of a better way to see your much loved car off before its sold to a new owner.'

In keeping with the 'everyman' theme, the cost of buying and selling is being kept to a minimum. A six per cent premium will be charged for buyers and sellers, which compares well to Silverstone Auctions' 12.5% for buyers and five per cent for sellers. Entering a car into the sale is £60 compared to Silverstone's £250.

'Our aim with this new venture is to make buying and selling a classic car as easy and as straightforward as possible. Each car will be presented with extensive information and a detailed condition report,' says Watts.

About 100 cars are expected to feature in the first sale, with an approximate value of up to £25,000. More info: classiccarauctions.co.uk.

DUKE HITS TOWN

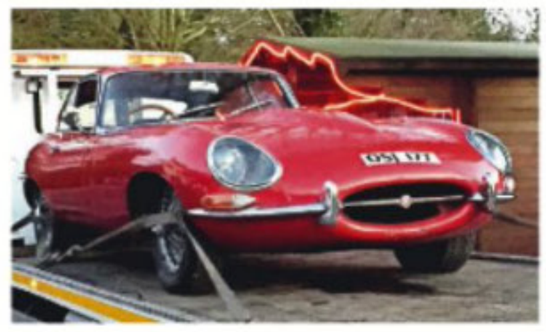
Classic car brokerage Duke of London marked its move to new premises in Brentford with a launch party in December. Former private equity broker Merlin McCormack hosted the event in The Old Stables, adjacent to father Lance's restoration business The Romance of Rust.

Said Merlin, 'I sold an Aston Martin DB4 for someone and realised then that I should do this for a living.'

The party centred around a Ferrari 308 GTB, Chevrolet Chevelle SS and Ferrari 275 GTB/4, while guests filled the parking area with diverse classics from the one-off Rover 2000 TCZ to a Willys Coupe hot rod. See Dukeoflondon.co.uk.


Ferrari 308 GTB helped Duke celebrate in style

IN BRIEF



EARLY E-TYPE PROJECT AT SW VEHICLE AUCTIONS

South West Vehicle Auctions' first sale of 2015, on January 30, features an early Jaguar E-type coupé restoration project. Originally a US market car and registered there on February 26 1962, it was imported to the UK in the late-Nineties and converted to right-hand drive by the E-type Centre in Derbyshire. Since then it has sat untouched in an Irish barn.

Complete, sound and with 24,935 on the clock and matching numbers confirming the engine to be original, it is estimated to fetch between £29,000 and £35,000. See swva.co.uk.



TV STAR DBS MORE THAN DOUBLES ESTIMATE AT NEC

This 1969 Aston Martin DBS was one of seven cars from the forthcoming Channel 4 series *For the Love of Cars* offered by Coys at its Autosport international sale on January 10.

Restored by Evanta Motors and fitted with an RS Williams Vantage-spec engine, it was given top estimate of £75,000 but sold for a massive £166,500. Even with the TV connection, that's way ahead of any current guide prices for one of these. One to watch in 2015?



GENUINE TVR PARTS

The recently launched TVR Parts Ltd has bought up the existing stock left when the TVR factory closed, and plans to remanufacture many parts currently unavailable. To aid this it has access to all the original drawings.

Now the sole source of TVR Genuine Parts, the company also agreed a scheme with the TVR Car Club whereby members get a 7.5 per cent discount on all parts. So buying a set of Griffith or Chimaera front wishbones through the club will almost recoup your membership fee. See tvr-parts.com for details.

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TEMPTATIONS

Russ Smith scours the auction sales and dealerships to reveal the best cars to buy this month



1960 FACEL VEGA HK500

For sale at RM Auctions, February 4, rmauctions.com
Why buy it? There's plenty of history with this HK500, recently restored in Europe though originally sold in New York. Colour has been changed from original white to this more flattering blue.
Price estimate €120,000-€160,000



1963 DAIMLER 250 V8

For sale with Thoroughbred Cars, Essex, thoroughbred-cars.co.uk
Why buy it? This is a true timewarp car, never restored and with a genuine 35,000 miles in the hands of three owners, the last for 36 years. Yet, despite that, it's still cheaper than a shiny Jaguar Mk2. A sharp colour combination too.
Price £27,995

1968 BMW 2000 TI LUX

For sale with Percival Motors, percivalmotorco.co.uk
Why buy it? Rare original UK market car in lovely condition that's been prepped for classic rallying and successfully completed the 2010 Marathon Rally. Comes with MSA papers and Brantz trip recorder. **Price** £12,750





1991 FERRARI MONDIAL T

For sale at Silverstone Auctions, Feb 21, silverstoneauctions.com **Why buy it?** With just 2088km covered by its single owner it's up to you to decide whether the estimate is expensive for a Mondial or cheap for a virtually unused and completely original Ferrari. **Price estimate** £50,000-£70,000



1962 NOBEL 200

For sale at Anglia Car Auctions, Jan 31, angliacarauctions.co.uk **Why buy it?** Who can resist this hard-boiled egg of a microcar? Basically a Fuldamobil built under licence by Nobel Industries in York, it has been little used since extensive restoration work. **Price estimate** £7000-£8500



1955 TRIUMPH TR3
For sale with Hurst Park Automobiles, hurstpark.co.uk
Why buy it? As detailed in our May 2014 Life Cycle feature, SWK 772 was a Triumph press fleet car and comes with a complete, well detailed and well illustrated history. It is also in superb condition. **Price** £39,995



1960 MORRIS MINOR MILLION
For sale at Historics, Mar 7, historics.co.uk
Why buy it? Following last issue's Temptation of a US market Million, this is the actual millionth Minor – the one photographed on the production line. And it's for sale for the first time in 44 years.
Price estimate £22,000-£28,000



1930 AUSTIN SEVEN RK SALOON
For sale at Brightwells, Mar 4, brightwells.com
Why buy it? What's really charming about this rare aluminium-bodied Seven is the history file containing all its old buff log books and bills dating back to the Fifties. It's also very straight and in fine fettle. **Price estimate** £7500-£9500



1958 FIAT-ABARTH 750 SPIDER
For sale at Bonhams, Feb 5. bonhams.com/cars
Why buy it? Anything with the Abarth name on it is becoming increasingly popular and very few of these Allemano-bodied Spiders were made. This one, from the Maranello Rosso Collection, looks like good value at that estimate.
Price estimate £16,000-£23,000

UPCOMING SALES

January 2015
Fri 30 Dorset. South West Vehicle Auctions' classic sale, Parkstone, Poole **swva.co.uk**
Sat 31, Norfolk. Anglia Car Auctions' classic sale, King's Lynn **angliacarauctions.co.uk**

February
Wed 4 France. RM Auctions, Place Vauban, Paris **rmauctions.com**
Thu 5 France. Bonhams, Grand Palais, Paris **bonhams.com/cars**
Fri 6 France. Artcurial, Rétromobile, Paris **artcurial.com**
Sat-Sun 21-22 Warwickshire. Silverstone Auctions' Race Retro Sale, Stoneleigh **silverstoneauctions.com**
Tue 24 Surrey. Barons Auctions' classic sale, Sandown Park, Esher **barons-auctions.com**
Wed 25 Derbyshire. H&H Classics, Pavilion Gardens, Buxton **handh.co.uk**

March
Tue 3 Northants. Classic Car Auctions, Silverstone Circuit **classiccarauctions**
Wed 4 Herefordshire. Brightwells, Easters Court, Leominster **brightwells.com**
Sat 7 Surrey. Historics at Brooklands, Brooklands Museum **historics.co.uk**
Sat 7 Perthshire. Morris Leslie, Errol Airfield, Perth **morrisleslie.com**
Tue 10 London. Coys' Spring Classics, Royal Horticultural Society SW1. **coys.co.uk**
Thu 12 Florida, USA. Bonhams, Fernandina Beach Golf Club, Amelia Island **bonhams.com/cars**
Fri 13 Florida, USA. Gooding & Company, Racquet Park, Amelia Island **goodingco.com**

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BARN FINDS

Nigel Boothman reveals a Nebraskan treasure trove, a rare Alfa, an Alvis, a power couple and a Chrysler Royal

STAR FIND



1a This charming 1916 Paterson Tourer, with six-cylinder Continental engine, was made in Flint, Michigan. It's part of a Nebraskan stash locked away since the Nineties



1b 1909 touring Buick is one of the more familiar makes



1c 1911 Chalmers, a luxurious tourer built in Detroit



1d 1924 Flint is another tourer boasting Continental in-line six

1. Museum of ancient curiosities open to the highest bidder

Following last month's sensational emergence of a moribund museum collection in France, another privately assembled museum has been revealed for sale in America, remarkable for the extreme rarity of many of the cars concerned.

Sawyer's Sandhills Museum in Valentine, northern Nebraska, boasted a collection of 'antique' cars that seem to have been kept running until relatively recently. Worldwide Auctioneers, the company dealing with the disposal of the museum contents, says the doors were closed in the mid-Nineties and the cars have remained untouched since.

Many of the veteran and Edwardian cars in the sale have us reaching for an encyclopaedia – Jeffrey, Chalmers, Flint, Rattler, Paterson. A 1900 Locomobile Model 2 Runabout is a tube-framed, buckboard-like contraption with a twin-cylinder steam engine, tiller steering and chain drive. Much more car-like is the handsome 1913 Imperial tourer, nothing to do with Imperials later made by the Chrysler Corporation but a product of Jackson, Michigan, from 1907 to 1915.

It's a similar car to the 1916 Paterson tourer, probably a 25hp model with a six-cylinder Continental engine. The Paterson was made in Flint, Michigan, like the 1924 Flint tourer (part of William Durant's growing General Motors empire) with another Continental in-line six.

The Jeffrey tourer is a Rambler, renamed for 1914, and eventually to be renamed again as a Nash. The company, later a component part of AMC, revived the Rambler name after 1950. The Rattler appears to be a cobbled-together mixture of wooden cart wheels, Edwardian radiator and veteran buggy, while the 1911 Chalmers is another large, comfortable, Detroit-built tourer.

George Sawyer Sr, originally a rancher, began collecting cars in the Forties and picking them up cheaply, because 'no one knew what they were', according to his son, George Sawyer Jr. He also strayed into more familiar territory, buying a fine 1909 Buick and a Model T Ford. All will be offered without reserve at the Houston Classic Auction at La Toretta Lake Resort on April 25.

2. Über-rare Alfa 1900 discovered - twice

This battered but loveable Alfa Romeo 1900L cabriolet is one of only 48 examples bodied by Stabilimenti Farina, and one of a handful known to survive. Coachbuilt 1900s are widely fancied and while this is not a Super Sprint with competition history, it's nonetheless enough of a rare bird to stir the imagination of any Fifties Alfa fan.

The car was sold new in Rome in July 1953 and was originally dark blue with the burgundy interior that remains today. It's

Images courtesy of Gooding & Company. Photos by Brian Henniker



2a Alfa 1900L interior is original but unfortunately distressed



2b Stabilimente Farina-bodied cabriolet is one of only 48 built



2c Restoration on the 1.9-litre Alfa stalled in the Eighties



3a Removed dickey seat is another challenge for new owner



3b Simple interior looks saveable



3c Cross and Ellis body may lack the elegance of its earlier Alvis 12/50s but its's still worth recommissioning

unclear how long it has been off the road or when it left Europe, but it was discovered first in America in the late Eighties. Shipped back to Italy, it seems likely that the bursting of the classic car bubble put paid to restoration plans soon after they began, and it took a further two decades before the car was disinterred a second time.

It's now with Sylvester Marreyt in Belgium, where it's offered for sale 'as is', but Marreyt would love the next owner to let him and his team restore it. 'As soon as this Alfa Romeo arrived into my workshop, our hands started itching,' he says.

3. 'Oily rag' Alvis needs reconditioning before use

The Alvis 12/50 has long been one of Britain's most popular vintage cars, offering relative simplicity combined with good performance, nice engineering and appealing looks. It was a favoured wide two-seater 12/50 that H&H Auctions unearthed for sale in November. This somewhat foxed but perfectly saveable example from July 1928 was consigned by the same person who brought it home to Warrington in 1965, after which it was used and enjoyed for some time before being placed on blocks in the early Seventies with its oil and water drained.

Alvis purists might regard the Cross and Ellis body as less well-executed than the coachbuilder's earlier efforts on 12/50 chassis, with less elegant wings than the cars built up to 1927. In its favour, this car still has its original engine though the SU carburettor installation may not be original. Some other modifications have been carried out over the years, including the removal of the dickey seat and a conversion to coil ignition. However, the wire wheels and the car's scruffy patina – untouched since it was an 'oily rag' runabout in the early Seventies – was appealing. The £12,320 sale price left room for plenty of remedial work.

WORTH RESTORING

ALVIS 12/50 TG
Resto estimate: £15-£20k

The judgement is based on the money covered by a finished value of just over £30,000.

You could spend more on a full body and chassis restoration, or less on making it drive safely, but for our figure you should be able to attend to all the basic mechanical needs, plus an engine inspection and possible re-metalling of crankshaft bearings.

For safety's sake, the steering box should be rebuilt with a new drop-arm and the wiring loom should be renewed.

A new hood and side-screens are required but the dash and upholstery will make do with a thorough clean. Removing dents and repainting the wings would smarten the exterior a lot, while reinstating the dickey seat might just be possible within budget.

Alvis 12/50 values are stable because the car remains popular and well-supported by a very active club, though enjoyment rather than investment is the name of the game here.



4a British bruisers off the road since 2003



4b Range Rover has sought-after suffix-A VIN number



4c Automatic Aston was laid up after £13k of repairs



5a Chrysler Royal was built in Kew, west London, and shared characteristics with its American cousins



5b One of just 257 cars ever built, this Convertible may have managed to make it from London to Spain during the Franco era

4. Muscular machinery beds down together

Two famous British V8s appeared in barn-fresh condition at Silverstone Auctions' sale at the International Classic Motor Show at the NEC in November. Both originated with the same vendor and had been together in dry storage for more than a decade.

The 1974 Aston Martin V8 automatic was originally metallic blue but was resprayed silver while in the vendor's 21-year ownership. During this time it also had significant bodywork repairs and other expenditure totaling £13,000, but was laid up in 2003 showing 79,853 miles.

In the same garage was a rare 1971 Range Rover with the sought-after suffix-A VIN number, as applied to all 1970-'72 production. It too was taken off the road in 2002 or 2003. There were significant bills not long before, covering a top-end engine rebuild and LPG conversion plus work to steering and brakes. It sold for £5400 – reasonable against the £40k routinely asked by dealers for restored examples.

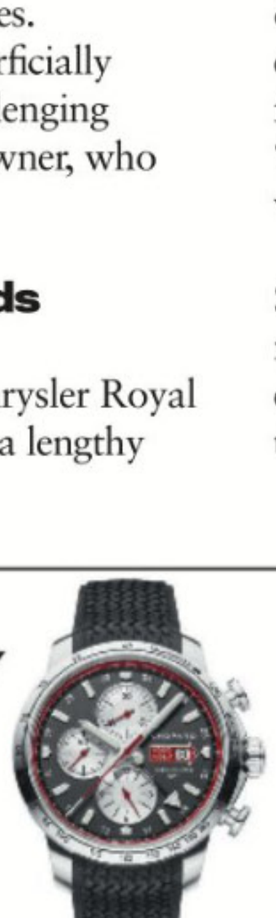
The Aston Martin was superficially smarter but a much more challenging restoration awaited the new owner, who parted with £25,875.

5. Chrysler Royal needs a loyal commoner

This unusual export-model Chrysler Royal has turned up in Madrid after a lengthy period of storage. These rather expensive and exciting cars were similar to but not the same as American Chryslers of the time, and were assembled at Chrysler's factory near the Royal Botanical Gardens in Kew. This one, the shorter-wheelbase CT chassis with the 4436cc sidevalve straight-eight, was discovered by Javier Pavia. 'Only 257 examples were built with this two-door, five-passenger convertible body,' he says. 'It's absolutely complete and it actually runs well. There's no rust either.'

It's possible the car was ordered from Spain when new – or that someone managed to import it during the Franco era. Interested parties can get in touch via the magazine.

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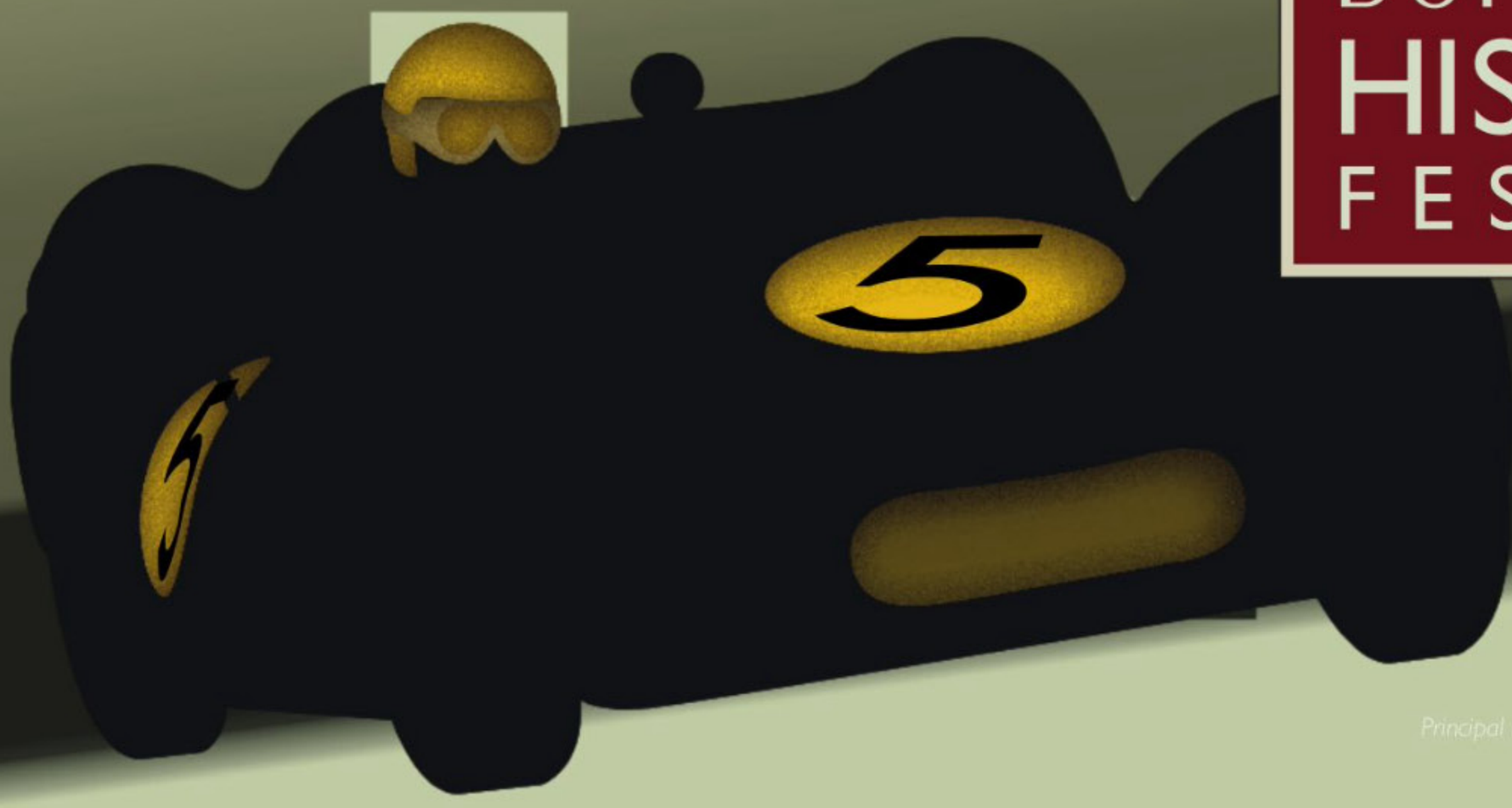
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QUENTIN WILLSON

Why paying more for an unmolested classic with low, low miles will leave you better off



As the limited supply of investor-class classics gets squirreled away and prices go up, another grade of old motor is galvanising market interest – tiny-mileage cars. Enthusiasts are recognising that mint, genuine-mileage specimens of relatively ordinary classics are a real value opportunity. Why endure the pain of a three-year restoration when for less money you can buy a low-mileage car with that most valuable of virtues – virgin originality?

London dealer Grahame Hunt had a 7500-mile Triumph Stag for £27,750, which may sound wincingly expensive – but it's not. Because to buy, restore and detail a sorry Stag to the same amazing condition would cost you £50,000. And it still wouldn't have that precious halo of timewarp originality. No surprise that it wasn't on sale for long.

You'd be surprised how many tiny-milers are still out there. Advertised in our last issue was a 10,000-mile Ferrari 308 GT4 for £40k, a Lotus Europa with 18,000 miles for £30k, a RR Shadow II with 20,000 miles at £33k and a 21,000-mile Rover 3500 advertised at just £10k. You'd pay £100k plus to restore the Ferrari and the Rolls, and an easy 50 to do a proper job on the Lotus and Rover – not to mention all the gruelling time and opportunity costs. Once you do the numbers (and realise plenty of restorers are now charging £80 an hour) you can see that these minimal-mile classics are very probably the best value on the market today. And their future investment potential is almost as strong as the big-hitter Astons and Ferraris because they're equally rare, special and unique.

Sure, they need to be totally genuine low miles – and a lot can cloud over in 50 years and five owners – but that's where being a

> 'Once you do the numbers, minimal-mile classics are very probably the best value on the market today'

documentation detective is so important. Learn to read service books and chart mileages, and expect continuous runs of old MoTs and fat folders full of past bills. Original numberplates that match the dealer rear window sticker are a solid clue, as is a glovebox owner's wallet with all the proper, correctly dated handbooks and manuals. Spare keys, full toolkits, unused spare wheels and mint jack and wheelbrace all tell a story of decades of unused slumber.

And if you can still see delivery wax on door hinges, engine bays and boot corners you know the paint is likely to be as original as it left the factory. These are the potent pointers to stunning originality.

All buyers, if they're honest, dream of an unrestored classic. The more perfect it is, the more they'll pay. I'm seeing asking prices swiftly handed over for really small-mileage motors, and climbing values of low-mileage Eighties Mercs, BMWs, Audis, Jags and Rovers. Last month we told you how a 190-mile unregistered Lotus Sunbeam sold for £50k and a Ferrari 308 GTSi with 16,000 miles was knocked down for £54k. Both prices are at least half what you'd need to pay to recreate such pristine examples.

So don't grumble about the rising market; look instead for the opportunities in tiny-mileage, few-owner classics. These are becoming the new genre of old car investor darlings. And if you want a classic to travel just a few hundred summertime miles a year, a tiny-miler will give you a special hobby – the pleasant passion of polishing.



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.



Low-mileage Stag for £28k? Half the price it would cost one to restore to the same condition



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TOM TJAARDA

While Torino flourished, the car design houses it was famous for crumbled – but why?



Torino has gone through a ten-year architectural evolution that has turned the city into a monument to urban planning.

There is a stunning new university by Norman Foster, a new Juventus soccer stadium and the piazzas have been renovated into well-lit evening theatre-like settings playing host to events attracting visitors during the summer months. Even a couple of skyscrapers have been added to the skyline.

This evolution is still going on and the city attracts mayors from all over the world to find out how Torino was able to do all this. The city is clean, liveable and beautiful, full of foreign college-level students. It will never be like Rome as a tourist attraction, but young students like living in Torino and using it as a base to visit Europe's hotspots.

This masterplan was started back in the early Eighties but a lack of funds stalled the project. However, the winter Olympics came to Torino in 2006, generating the cash and will to begin putting the city in order.

So, this is Torino today but back in 1958, when I came here, what was the attraction? Of course all we car guys know the answer – Torino was the epicentre of industrial and automotive design. Bertone, Pininfarina, Ghia, Vignale and Michelotti were all residents. Ferrari and Maserati cars were designed here and the Olivetti typewriter company was a world leader in industrial design. The Torino Auto Salone attracted design directors from around the globe to get a first-hand glance of the latest styling trends. Ghia and Pininfarina were designing prototypes for GM, Chrysler and Ford. Bertone was designing fascinating show cars. It was almost taken for granted that it would last for ever but, as we all know now, it did not.

'It used to be that a mechanical platform could have a special body built, but not today'

What is left are a few unknown companies mostly working in secret for Chinese car manufacturers. After going through a dangerous crisis Fiat is back to producing cars, but far fewer than in the Nineties. I'm often asked what went wrong with the Torino expertise in automotive design and engineering – why is it that all these once-famous design houses have vanished? All this while the city itself was going through an urban evolution.

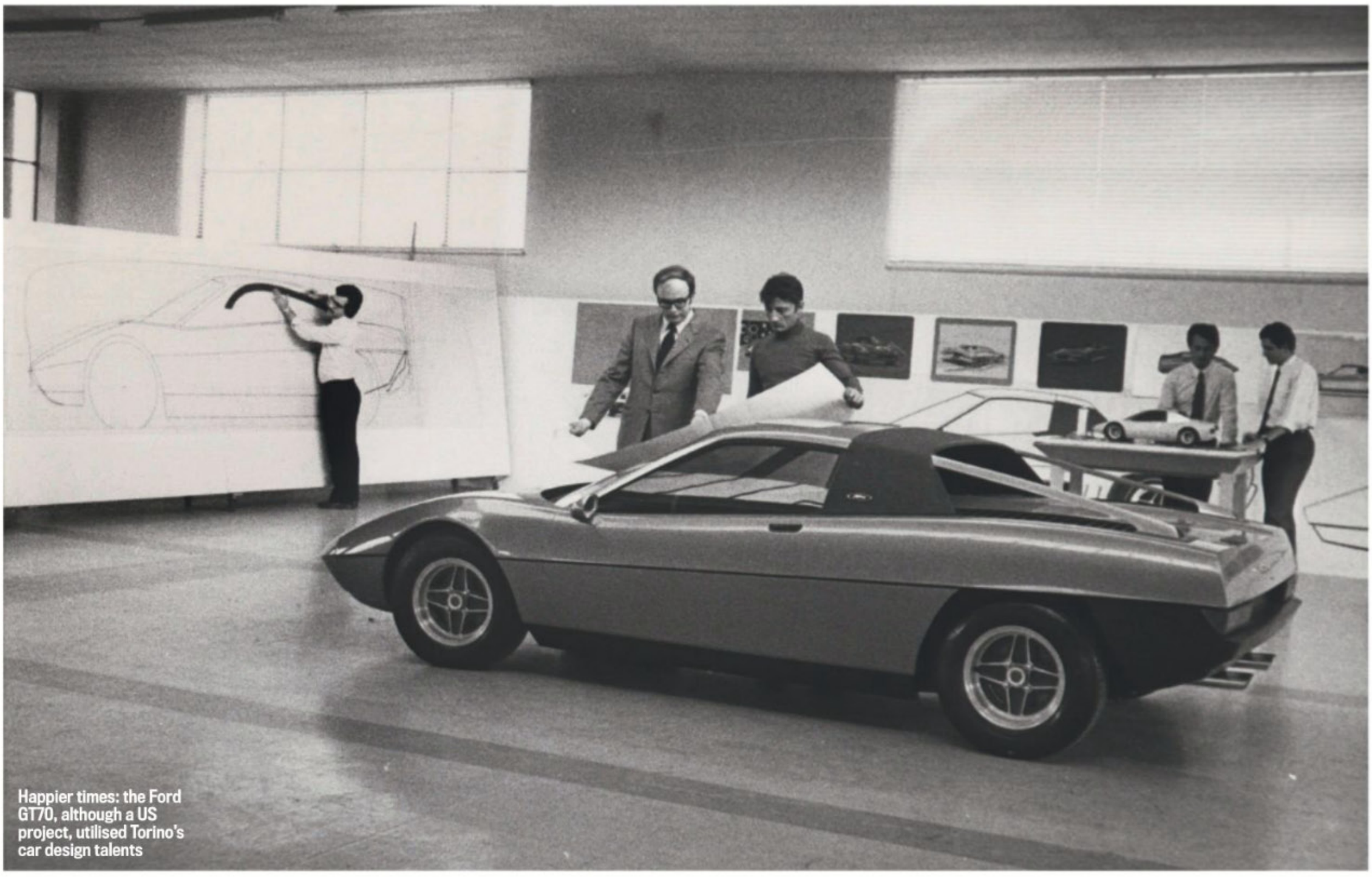
Evolution, that is the key word. It's not so much that these carrozzerias suffered from mismanagement or lost their touch. Rather cars have become a much more complex product requiring huge investments in electronic equipment, safety design, sophisticated engines that include hybrid-type powerplants, automated production facilities and on and on.

Designers must be involved in a project from the beginning. It used to be that a mechanical platform could be sent to a carrozzeria to have a special body designed and built, but not today. The Fiat 124 Spyder was a simple car that owners could work on. But that was back in 1965.

The former Bertone factory now produces 240 Maserati Ghibli and Quattroportes a day and even Fiat has its hands full for the quality control of these vehicles. The big car firms must control everything from within their company. No more star designers like the past. The star designer of the future will be a team – designers, engineers and marketing managers working together.



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



Happier times: the Ford GT70, although a US project, utilised Torino's car design talents

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CLASSIC CAR WEEKLY

SIMON KIDSTON

Simon's quest for an ex-Mille Miglia Lancia Aurelia takes an unexpected and pricey turn



When I left you last month I'd just received an email from a friend in America who claimed to have discovered a long-lost ex-works lightweight Lancia Aurelia that had finished the 1953 Mille Miglia with Count Marzotto at the wheel, but hadn't been heard of since 1961.

If true, this would be an exciting and valuable find. Not surprisingly, three other people were also chasing it. I had to act fast – *very* fast, as one of my rivals had made an appointment to inspect the dismantled racer with his mechanic a few hours later. I didn't have that luxury – I was 5006 miles, two days' travel and nine hours' time difference away, so if I wanted the car I had to take an expensive leap of faith. But first, a few questions needed answering.

If you're told an elderly person has owned an exciting car for years and it's suddenly available, ask yourself how it's come to light. In this case I'd received photos of it on a trailer. That's normally a sign someone else has pulled it out of its hiding place. And 97-year-olds don't tend to call around potential buyers themselves, nor price their wares at 'That's my price and I'm not in any hurry to sell' levels. Reading the email from my US contact carefully, he didn't actually say the old boy was the person selling.

I put the question to him, prompting the response, 'Does it matter?' Factually, you'd think not, but practically yes. Nobody likes to think they're paying over the odds to someone who's owned it for five minutes and is making a killing. And guess what?

The long-term owner had entrusted his 70-something-year-old son with selling the relic, which had sat in a shed at the bottom of his garden since JFK was in power. The son placed an advert on the Craigslist website, drily describing a Lancia Aurelia

> 'What started as expensive was now spiralling further away from me. Time for another deep breath'

for restoration with no mention of anything special, and it took several days before it found a buyer. Surprise surprise, who owned it now? The local Corvette dealer.

I didn't know what he'd paid, but I reckoned I had a better chance of uncovering what it really was than most of my rivals. Within hours of receiving the email offering the car, I knew it was real. It would need a monumental rebuild costing well into six figures, but it was all there except the original engine. This was a once-in-a-lifetime opportunity. I made the call.

'Get there when the dealership opens and buy it,' I instructed my still sleepy US contact. Two hours later he rang back. 'They won't take my cheque. The people they bought the car via want more money before they'll hand over the title documents. Looks like they've been doing some digging into its background on the internet.'

What started as expensive was now spiralling further away from me. Time for another deep breath. How much more? I was at dinner in a smart London restaurant with a client when the call came through: another 10%, and I had 15 minutes to decide before it was sold to someone else for a higher price. As midnight chimed (my birthday, coincidentally) I bought myself a rusty present. My dinner companions questioned my sanity, but instincts are there to be followed. I only wish I could see the face of the customs officer who opens the container when it arrives in Europe. I'll be the butt of endless pub jokes in his local.

Simon Kidston

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.



Simon bought this Lancia unseen on his birthday. Brave

500 ISSUE

500 BHP SHOOT OUT

Hold tight while we explore the pioneers of 500bhp fury for the road – Lamborghini Diablo SV, Ferrari F50 or Jaguar XJ220

Words JOHN SIMISTER Photography JOHN WYCHERLEY

DIABLO VS F50 VS XJ220 **500BHP SHOOT OUT**



500BHP SHOOT OUT DIABLO VS F50 VS XJ220

XJ220 became the world's fastest production car - but early buyers had expected more



Five hundred brake horsepower. Twenty years ago that was an astonishing number of horses to squeeze into a car engine bay. Even a Ferrari F40, probably the most potent machine of the late Eighties, managed just 478bhp. Finding another 22, or a few more, became a goal that fitted neatly with the simultaneous quest for a top speed beyond 200mph, which the F40 purportedly nudged.

Why this early-Nineties power race? Because car engineers always look for more, whether the rest of us need it or not. Racing is an obvious outlet, since more power means more speed and more chance of wins – but if you're a supercar maker it's hard not to let the urge rub off on your road cars.

Or perhaps you're involved in beating the road-car opposition, gunning for glamour. That's why you see a Lamborghini Diablo SV here, with no factory-led race heritage but 510bhp pouring into its rear wheels. It can't do 200mph (though its £50k-more-expensive SE sibling can), but for any normal person that's not a big issue.

At £128,495 the SV cost only as much as a reasonable house, so it was not in the stratosphere of unattainability, just the troposphere. This did not apply to the other two cars here, the Jaguar XJ220 (£415,544) and Ferrari F50 (£342,700), the then-ultimate examples of the road-car expertise of their history-soaked marques. In a perfect world we might also have corralled a Bugatti EB 110 (a quad-turbo V12, yours new for £281k in Supersport guise) or the Nineties car that blew everything else into the gravel-trap, the McLaren F1 (£635k). But these three prove the point nicely.

Even the F1, with 627bhp and 231mph, is shaded by today's hybrid hypercars – LaFerrari, Porsche 918, McLaren P1. However, you could argue that the cars we have here are as potent and rapid as you could want and that today's hypercars are only useful as technology showcases. Trouble is, engineers just can't help themselves – so let's see what they were up to two decades ago.

JAGUAR XJ220

Oldest first. Right back to 1988, in fact, when Jaguar revealed an extraordinary concept supercar at the British International Motor Show. It was an enormous vision in silver called XJ220, named for its top speed potential as the XK120 had been 40 years earlier, so straight away the bar was set high. Under its curvy form lay not only a four-wheel-drive transmission system but also a slightly calmed version of the quad-camshaft, 6.2-litre V12 that powered Jaguar's 1988 Le Mans winner.

No wonder the XJ220 concept was long, at more than 4.8 metres. It was two metres wide too, and so heavy that no brakes were available to dissipate its kinetic energy from maximum speed

500 ISSUE

‘This is the first proper hypercar, officially able to reach 213mph, or more in race trim. Who would have expected it to be a Jaguar?’

while also fitting inside the wheels. There wasn’t even room for a decent petrol tank. But we didn’t know about all that then, and even if we had, the euphoria of the late Eighties – with supercar values rocketing – meant we wouldn’t have taken any notice.

Jaguar hadn’t expected quite such an enthusiastic reception. But the company was under pressure to perform after breaking away from British Leyland (and before being bought by Ford), so it was happy to accept around 1500 deposits of £50k each. Now reality bit – how could Jaguar make the unmakeable?

Enter Tom Walkinshaw’s TWR, which joined Jaguar in creating Jaguarsport, based at Bloxham in Oxfordshire. There, the XJ220 was redesigned enough to make it viable. It was a major rethink, and much of it was about what to lose – six cylinders, two driven wheels, 20cm from the aft end of the wheelbase. The structure was re-thought in aluminium honeycomb, like the Group C racing cars, but the styling remained largely as per the concept – and to most eyes all the better for its abbreviation.

Jaguarsport built a total of 288 XJ220s, beginning in 1991. It had already whittled the orders down to a manageable 350, returning the other 1150 deposits, but some buyers took umbrage that the XJ220 was no longer the car they had expected. A court case found in favour of Jaguar, and in the end some deposit-placers walked away with neither car nor refund. Just 138 of the original would-be buyers got their cars, while 150 cars were left unsold, a few remaining so until the late Nineties. Word was buyers could get one for just £200,000, while a few became racing cars.



So, what did the buyers get? A car that somehow manages to look as lithe and lairy as a supercar should, yet is visually clearly still a Jaguar. Quite a lot of its design language, realised by Keith Helfet, found its way into the subsequent XK8, not including the giant curved louvres that form the front and rear scuttles, nor the glass roof, nor the vital air-scoops in the lower rear flanks.

More louvres – more of a grille, really – traverse the tail, beneath a semi-built-in rear spoiler blade and chrome letters spelling out JAGUAR, a road-car touch to remind you it’s not a track fugitive. The Growler badge in the oval front air intake tells you that too, as do wheels with large, flat, smooth centres, more concept-car than race-car. And the door mirrors? Sourced from a late Citroën CX.

Spoiler-topped rear houses a five-speed transaxle and rocker-arm suspension similar to a racing car's





Vast dashboard isn't big enough for all the dials. Four - including gearbox temperature - sit in the driver's door



3.5-litre twin-turbo V6 hurtles the Jaguar from 0-60mph in 3.6sec and all the way to 213mph in road car form

Look through the massive, near-horizontal, flush-glazed rear window and you'll see the most fundamentally character-altering aspect of the XJ220's transformation into a real, working car. Beneath an X-shaped section of chassis bracing sits a 3.5-litre, twin-turbo V6 derived from – but ultimately sharing little with – the engine that propelled the Metro 6R4 rally car. Being more ancestrally influenced by a V8 (the cylinder block began as three-quarters of a Cosworth DFV), it retains a 90-degree vee-angle and the resulting uneven firing intervals.

The wide vee gives plenty of room for the two intake plenums, and smoothness – one of the appeals of a V12, of which the customers were doubtless aware – can go hang. Offset crankpins might have restored some of that, but they would have weakened the crankshaft. Straight-cut gears for the first stage of the camshaft drive furthered the annihilation of refinement, although belts performed the final part of the process.

Lift the tail section and you'll see the five-speed Ricardo transaxle and the upper part of the rocker-arm suspension, again like a racing car's. Less visible are the wide, aerofoil-section lower wishbones that almost meet in the Jaguar's middle as part of an aero system that includes a flat main floor and a hefty rear venturi. There's a boot in here, too, but it's very shallow and gets quite hot because of the exhausts beneath.

Opening the bonnet reveals the promise of extra storage space but it's fronted by the radiator and fans, so anything placed in there will block the airflow. Let's get inside. After squeezing past a door that opens not very far and bypassing a bulky, intrusive pillar and sill, I'm suddenly cocooned in acres of grey leather fronted by a vast dashboard. It's not vast enough for all the required dials, however, because there are four more set in the front end of the door's waist rail. They cover boost pressure, volts, the time and – rather exotically – gearbox oil temperature. It's all very dramatic; shame about the ugly four-spoke steering wheel.

This is Jaguar Heritage's XJ220, the eighth made, and it's fresh from a service at Don Law, who has long been the one-stop shop for XJ220 expertise. So it should be as fit as they come. Time to find out. I've driven an XJ220 only once before – this same car, actually – and that was in central London, where the turbos barely stirred. So I'm looking forward to this a lot.

'Go past 4000rpm and suddenly the engine lights up with a hiss and a bellow, and you know that 500bhp is imminent'

This first of our three 500-plus bhp supercars fires on the start-button, and the metallic eruption behind my ears gives notice of what's to come. The thrash of meshing metal and rattling gearwheels combine with a sandpapery throb of uneven firing, and then it's into first gear – a springy, heavy, resistant but well-guided movement – and we're off.

500 ISSUE

The F50 wasn't the 'Formula One car for the road' Ferrari claimed, but it used plenty of F1 technology



The power's arrival is soft-edged but very insistent, both the result of turbochargers spinning to speed. There's a lot of torque here, well able to kick the long-legged gearing into action and bridge the gaps between the mere five forward ratios, and the engine feels a lot smoother than it sounds. Then you pass 4000rpm and suddenly the engine lights up with a hiss and a bellow, and you know 500bhp is very imminent. The full 542bhp doesn't arrive until 7200rpm, and the Jaguar Heritage people would prefer me not to venture beyond 7000, but I have nevertheless felt what 500-plus bhp in an XJ220 is like – and it's more than our test track can comfortably contain.

Maybe the best description is that the Jaguar suddenly seems to shed its weight as the turbos do their stuff. This has the further effect of making a car that initially feels quite heavy and physical to drive – it has neither power steering nor a brake servo – suddenly fluid, agile, smaller. The faster you go, the friendlier it feels, although today I won't be reaching the point at which this no longer holds true. The steering does weight up a lot with increased cornering force, but as pace rises so does this trait morph from feel-smothering to reassuring.

For the record, *Autocar* magazine launched its test XJ220 from a standstill to 60mph in 3.6 seconds, helped by the ability to reach that speed in first gear. It wouldn't quite reach 100mph in second, but still needed just 7.9 seconds. It's the magnitude of the thrust that impresses, rather than its suddenness. This is the first proper hypercar, officially able to reach 213mph and capable of more in race trim. Who would have expected it to be a Jaguar?

FERRARI F50

A Formula One car for the road – that was Ferrari's summary of the F50. Nonsense, of course – the F50 is too big in engine and structure, has too many seats and must meet a mass of different parameters. But it does sound a tempting idea.

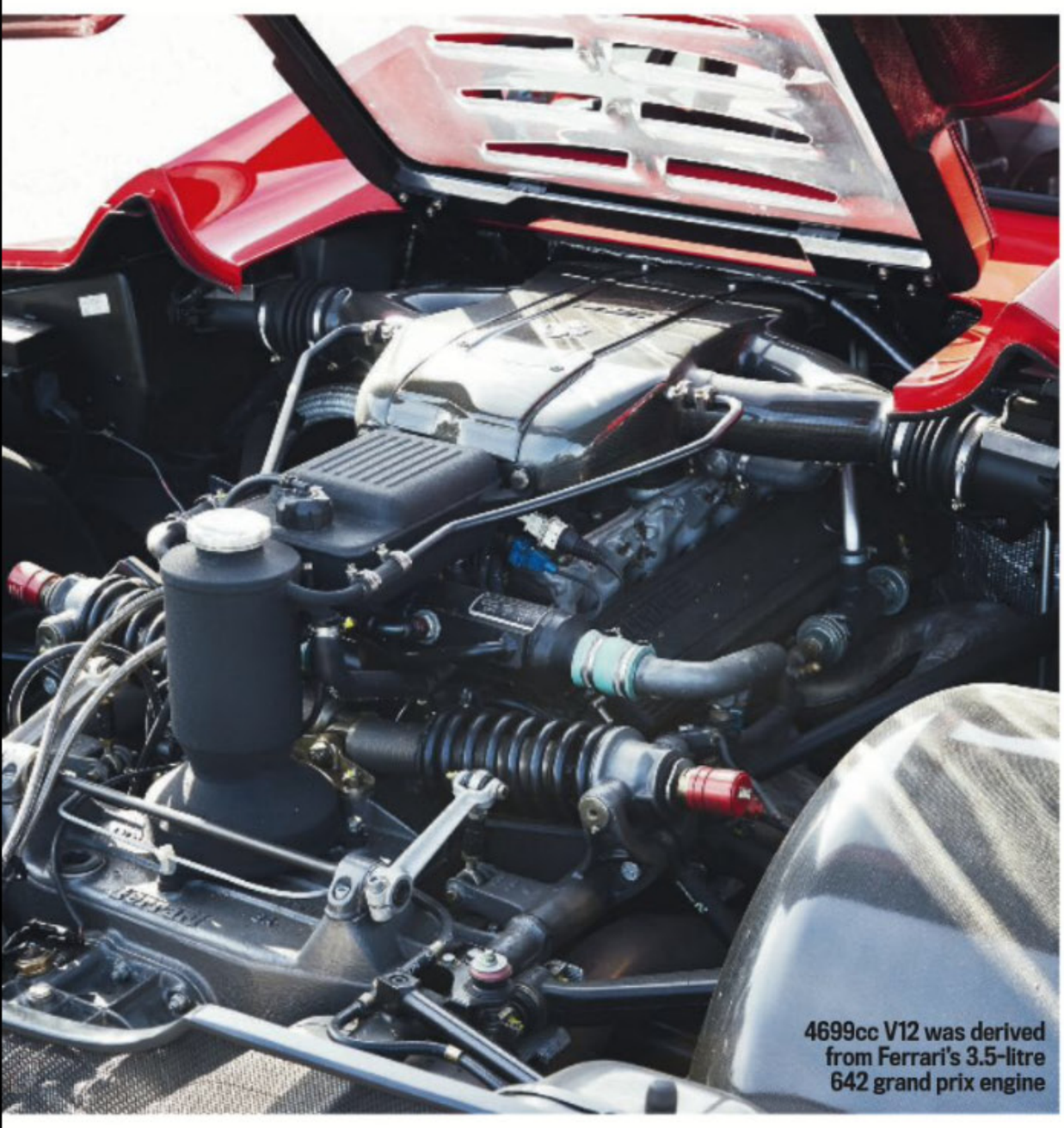
So the F50 has a carbonfibre tub, like the McLaren F1 and Bugatti EB110 that pre-dated it. Its V12 engine is mounted directly to this tub, and the pushrod-and-rocker suspension, with titanium uprights, is mounted directly to it and the gearbox. That suspension has electronically variable dampers, and their calibrations were devised using F1-style telemetry. The body shape generates aerodynamic downforce. Yes, it all sounds very Formula One.

Ferrari needed to make this car because it had already made more F40s than it said it would, to the chagrin of early speculators. Also, there had to be a reply to the magical McLaren, and rather than trying to match it in a Ferrari-flavoured way the Maranello company opted instead for a simpler, pared-down, more back-to-basics and more overtly race-flavoured way. The engine was loosely derived from Ferrari's 3.5-litre 642 grand prix engine of 1991, enlarged to 4.7 litres for the Ferrari 333 SP built for the 1994 IMSA series in the US before finding a new home in 1995's F50.

The preceding F40, with its twin turbos and highly strung nature, could be tricky to drive. With no turbos but four more cylinders and an extra 1763cc, the F50 managed an extra 42bhp (making

500 ISSUE




4699cc V12 was derived from Ferrari's 3.5-litre 642 grand prix engine


Absence of power steering and a brake servo contribute to fantastic feedback

520bhp) and a respectable 347lb ft of torque, albeit 128lb ft down on the Jaguar. This doesn't arrive until a busy 6500rpm, while power peaks 2000rpm further round the dial. Sounds like the F50's calming-down process for road use was cursory at best.

F50s aren't quite as rare as XJ220s, with 349 built (all left-hand drive). Our test car is from classic Ferrari specialist DK Engineering, and with just 9500km (5900 miles) on the odometer it's in truly tip-top shape. You can tell it has never had any bodywork repairs because you can see the trace of the carbonfibre weave under all the panels' paint. Beware an F50 with glass-smooth paintwork.

An appealing aspect of the F50 is that it can be a roadster. It was in this roofless guise that it first met the world's press. Today,



‘The engine note builds from deep hum to blare to the sort of manic scream that would shatter the tiles lining a tunnel’

though, our car is dressed as a coupé, and rendering it topless is a two-hour job – by which time the sun might have gone back in. Roofed, it looks like an F40 that’s been to finishing school, the curves more three-dimensional, the brutality softened – Pininfarina shaped both. And with the roof in place it’s going to be noisy inside – the engine is part of the structure, remember.

Access to the V12 is by tilting the entire rear clamshell upwards, revealing vast silencers either side of the hefty gearbox, and an engine seemingly twice the bulk of the Jaguar’s. Here too is a dry-sump lubrication system, but nowhere can you carry baggage unless you stuff something almost two-dimensional behind the seats.

Climbing over the broad sill, spare a glance at the beautifully engineered cast-aluminium door hinges. Ahead sits a dashboard as stark as the XJ220’s is expansive, all shiny carbonfibre (like the centre tunnel) and topped with black Alcantara. Above is a rear-view mirror shaped like a distorted teardrop. Beyond the Momo steering wheel are analogue dials formed by an LCD display – apart from the tachometer’s figures, which are on the glass itself.

Key turned, starter button pressed; and suddenly the rattling, chattering V12 is in the cabin right behind you and threatening to ingest your head through one of its two ample airflow meters. You hear every single tick and thrash, mostly from the valvegear, and now it’s time to increase the volume level by a factor of several.

What a joy it is to sit in a relatively recent Ferrari and see and feel a proper gearlever emerging from a real seven-slotted (don’t forget reverse) gate. It’s so much more exciting than prodding a paddleshift – and forget the hackneyed notion that all Ferrari manual gearboxes are cantankerous, especially if cold. It’s not true.

In the XJ220 you feel as if you’re witnessing the explosion from a distance, the sound damped and delayed. In the F50 you’re standing on the bomb. With the engine warmed up I can indulge in the sort of amusement for which the F50 was built, feeling the rear tyres snaking as 500-plus bhp pours on to the road in first, second, even third gear. The throttle response is almost telepathically immediate, the engine note builds from deep hum to blare to the sort of manic scream that would shatter the tiles lining a tunnel, a hard-edged rip that defies any notion that it’s generated by reciprocating and rotating metal. It’s one of the best sounds an engine has ever made – and as good a reason as any to find out what 0-60mph in 3.7 seconds can feel like.

The savagery of the acceleration emphasises how light the F50 feels – it’s easily the lightest car here. Again there is neither power steering nor a brake servo, and the result is incredible feedback in which every tiny nuance of nose-push or tail-wiggle is instantly signalled to your palms, and every fraction of braking G-force is fed back to your right foot. There’s terrific grip, and you can quell any hint of understeer with a dab of precisely metered power. The whole car feels rigid, micro-accurate and completely undaunting in a way its credentials would never lead you to expect, because it always tells you exactly what it’s doing. It’s like a Lotus Elise, but bigger and much faster – 202mph was claimed. The perfectly sorted, total-immersion supercar? Absolutely.

500 ISSUE

'The Diablo SV does what the others do and adds usefulness of it own while costing far less. So what if it can do only 186mph?'



LAMBORGHINI DIABLO SV

Now for a car actually intended to be made in beyond-critical-mass quantities and available for semi-sensible money, yet still busting the 500bhp barrier. That the Diablo cost less to build than our previous two exotics is shown by the extra weight that goes with technology further away from a cutting edge. More evidence of this is that it needs a hefty 5.7 litres to generate its 510bhp but that capacity gives its V12 engine a useful torque advantage over the Ferrari, with 428lb ft on offer at 5900rpm.

Impressive figures by any normal standards, and they come from a V12 with roots in Lamborghini's first production cars. Reversing is a challenge because the view aft is filled mainly with engine, but there's a human-optimised driving position in here and a dashboard with understandable controls in the right places among a décor of Alcantara and satin-black paint. There's still nowhere in the cabin to store your en-route chattels, though.

What you do get is a decent front boot between those pop-up headlights, plus a pair of doors guaranteed to draw more than a glance because they hinge open not outwards but upwards, seemingly on an axis shared with the centres of the front wheels. Why? Because they need less space to deploy and – like the other cars here – this Lamborghini is a wide, wide car.

My first drive in a Diablo was in the 520bhp, 206mph SE, a scary beast despite its traction control system. Few were sold, because despite a 10bhp deficit the cheaper SV accelerated yet more ballistically thanks mainly to shorter, more usable gearing. It's much the preferable Diablo, and even more dramatic to gaze upon thanks to the pair of air scoops just behind the roof and the adjustable tab on its rear spoiler, clamped by screws like a racing car's.

At midrange revs the exhausts' hard crackle changes to the busy, bassy, brassy thrum of a Rolls-Royce Merlin powering a Spitfire into the sun, and then the revs rise to an increasingly raw-edged howl. It's the most visceral soundtrack here, felt as well as heard. It's a glorious celebration of fast-moving metal.

Yet for all this drama the Diablo's power delivery is always accessible and easy to meter thanks to a midrange, gear-ratio-bridging vigour you'd not expect from an engine torque-peaking at 5900rpm. This is a much easier car to drive than you might imagine, helped by a cleanly shifting, open-gate gearchange like the Ferrari's but with greater masses to move and inertias for its five synchromesh baulk-rings to brake.

The Diablo thunders towards the middle distance with near enough the same urge as the others, with 60mph arriving in 3.9 seconds by its maker's contemporary estimate. All the while it sits firmly on the road, turning with civilised effort and a quick, accurate, tactile steering response that the gentle power assistance manages not to mask. As for the worry of push-on understeer followed by pendulous, scary oversteer, it just doesn't happen.



Drama-queen Diablo SV boasts air scoops behind the roof and an adjustable tab on the rear spoiler



5707cc V12 - by far the biggest engine here - gives the Diablo a torque-rich advantage



Decent-sized front boot gives the biggest luggage capacity among this trio



Well-thought-out driving position puts you in a good place to exploit those 510 horses

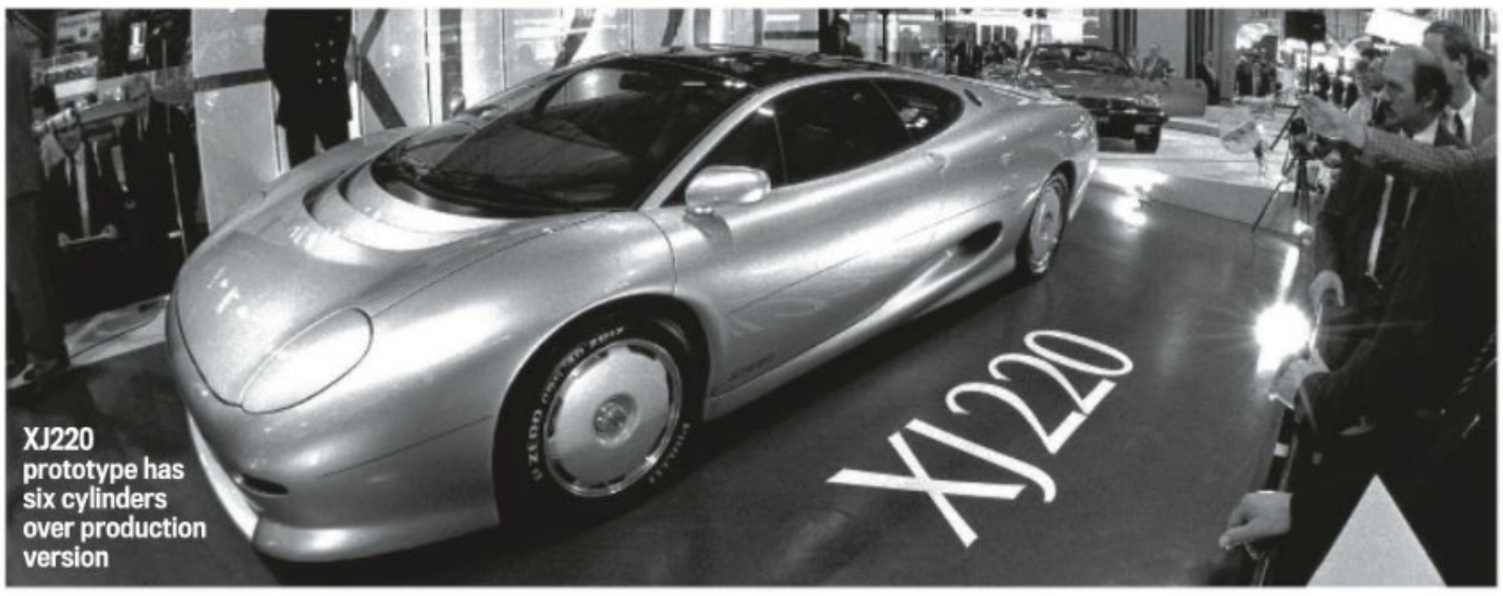
WHEN THEY WERE NEW

JAGUAR XJ220

The June 1993 *Autocar* road test included the only independent performance figures ever taken in the UK on a production XJ220. Tester Andrew Frankel recalls, 'It was the fastest car in the world by some margin, the first to exceed both 500bhp and 200mph and the first car I'd driven with detectable downforce. It had appalling engine refinement and astounding lateral grip, in the dry at least.

'At one point my road-test colleague and I were both progressing at some pace. I was in a Ferrari 512TR, he was ahead in the XJ220. I suddenly saw a roundabout that hadn't been there before, and he was clearly not going to get round it. He elected, sensibly, to go straight over which wrecked the wheels and did quite a lot of underside damage. The worst part was going to be telling Tom Walkinshaw. His PA said it could be one of two extremes – either total explosion or he'd be fine about it.

'We met Tom at the test track, and my colleague plucked up the courage to confess to the carnage visited upon the first-ever XJ220 production car, fearful of the famous Walkinshaw wrath. "Ah, shit happens," replied Tom. And, with a new set of wheels fitted, we still took the performance figures.'



XJ220 prototype has six cylinders over production version

FERRARI F50

I didn't get to drive an F50 until 1997, at a *Car* magazine test day at Castle Combe – where we couldn't get a single timed lap. Nothing was wrong with the F50 – it was just too noisy. Any more laps like that, said the track staff, and the environmental health police will turf you all out. But we had to give it a figure. We had a 550 Maranello on test as well, and we knew Ferrari's quoted lap times for each at Fiorano. So, knowing the 550's Combe time, we did a proportional sum and came up with 69.37sec for the F50. Or almost 10sec quicker than a Lotus Elise.

LAMBORGHINI DIABLO SV

At a test in 1996 at Thruxton the Diablo SV's best lap time was beaten by a Honda NSX, a Porsche 911 – and a Toyota Supra. It did record the highest speed, just before the chicane, through which it was second-slowest. Too big and bulky, we said. The fastest through Church bend was a Peugeot 106 GTI. So tester John Barker and I went to Wales to see which disposed of our hilly route more thrillingly. It demanded a lot more of the Diablo pilot than the 106 driver for an objectively similar result. But the one we dreamed about afterwards was the Diablo.



'None of these cars makes much sense – they're too big for back roads, too fast for all roads. But that is hardly the point'

The Diablo SV is a thoroughly delightful car. It does most of what the others do and adds usefulness of its own – a genuinely usable boot, for example – while costing considerably less. So what if it can only manage a mere 186mph?

The 500bhp question

None of these cars makes much sense. They're too big for back roads, too fast for all roads and they're thirsty. But that, as we know, is hardly the point. But neither is it entirely about rarity, pace and pedigree. Were it so, the XJ220 – briefly the fastest production car in the world and the most expensive here when new – would not be worth less than a third of the F50's value. 'The XJ220 is always a hard car to sell,' says DK Engineering's Harvey Stanley, who sees no such problem with his company's F50.

The Ferrari is the most intoxicating car here, and surely the fastest around a bendy track. The Lamborghini is the one you'd use the most and the most affordable. But it's the Jaguar that proves the dark horse, a car unjustly tainted by what some saw as a cheapening of specification but which actually made it the fabulous machine it is. Two decades on, the XJ220's time must come soon.

Thanks to Jaguar Heritage (jaguarheritage.com), DK Engineering (dkeng.co.uk) of Chorleywood, Hertfordshire, where the F50 is for sale, and Slade's Garage (slades-garage.co.uk) of Penn, Buckinghamshire, where the Diablo is for sale.

JAGUAR XJ220

Engine 3500cc, mid-mounted 90-degree V6, dohc on each bank, 24 valves, two Garrett T3 turbochargers, Zytek fuel injection **Power and torque** 542bhp @ 7200rpm; 475lb ft at 4500rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion, unassisted **Suspension** Front and rear: inboard coil springs actuated by rocker arms, double wishbones, telescopic dampers, anti-roll bar **Brakes** Vented front and rear **Weight** 1456kg (3207lb) **Performance** Top speed: 213mph; 0-60mph: 3.6sec **Fuel consumption** 14mpg (approx) **Cost new** £415,544 **Value now** £80,000 to £160,000 (approx, dealer)

FERRARI F50

Engine 4699cc, mid-mounted 65-degree V12, dohc per bank, 60 valves, Bosch Motronic engine management **Power and torque** 520bhp @ 8500rpm; 347lb ft at 6500rpm **Transmission** Six-speed manual, rear-wheel drive **Steering** Rack and pinion, unassisted **Suspension** Front and rear: inboard coil springs actuated by pushrods and rocker arms, double wishbones, variable electronic telescopic dampers, anti-roll bar **Brakes** Vented discs front and rear **Weight** 230kg (2709lb) **Performance** Top speed: 202mph; 0-60mph: 3.7sec **Fuel consumption** 14mpg (approx) **Cost new** £342,700 **Value now** £600,000 to £900,000 (approx)

LAMBORGHINI DIABLO

Engine 5707cc, mid-mounted 60-degree V12, dohc per bank, 48 valves, Lamborghini electronic engine management **Power and torque** 510bhp @ 7100rpm; 428lb ft @ 5900rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion, assisted **Suspension** Front and rear: coil springs, double wishbones, telescopic dampers, anti-roll bar **Brakes** Vented discs front and rear **Weight** 530kg (3370lb) **Performance** Top speed: 186mph; 0-60mph: 3.9sec **Fuel consumption** 15mpg (approx) **Cost new** £128,495 **Value now** £55,000 to £130,000 (approx)

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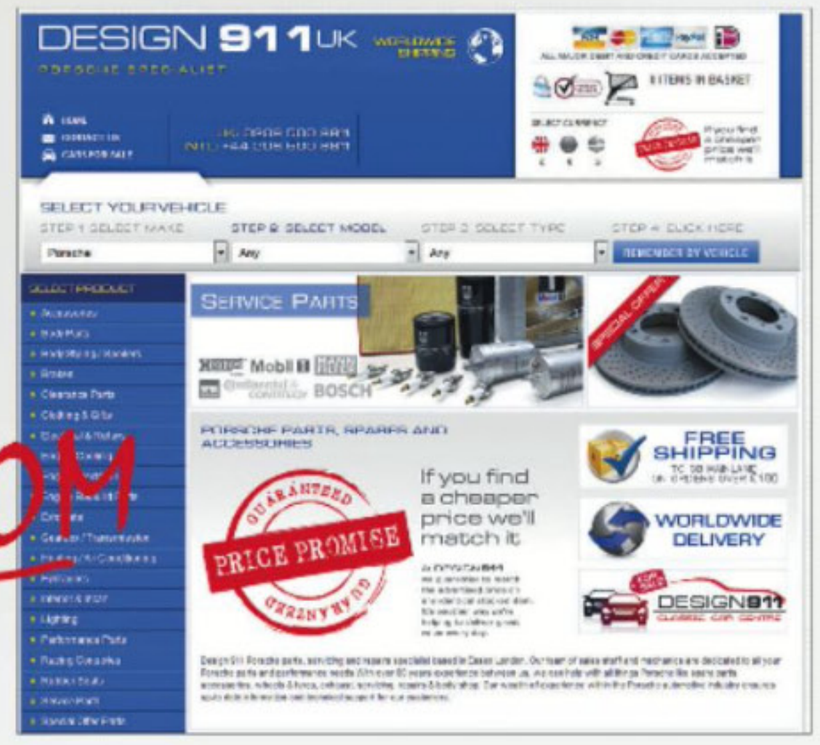


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500 MILE CHALLENGE

Two Sixties drop-tops, five racetracks and 48 hours. *Classic Cars* heads into the depths of winter on its most ill-advised challenge to date. What could possibly go wrong?

Words SAM DAWSON, ROSS ALKUREISHI Photography LAURENS PARSONS, RORY GAME

THE ROUTE

500 miles, taking in five of Britain's best racetracks. ● MGB ● TRIUMPH TR4A



Sam (left with MGB) and Ross (Triumph TR4A) take a break from squabbling to pose at Brands Hatch. Next stop, Thruxton...

500 ISSUE

Driving 500 miles in a pair of Sixties roadsters seemed like a fine way to celebrate this magazine's 500th issue. But it was too easy – any well-fettled Brit drop-top could shrug off 500 gentle miles. So we added some spice – our pair of drivers must complete the mileage in 48 hours, do it in the middle of winter (bonus points for keeping the top down) and take in as many race tracks as possible, ideally going round a few of them. Once they've selected the race tracks, the route is up to them. And to stop the boys rushing out and borrowing E-types, the roadsters should have just four cylinders. What, I thought from my nice warm office, could possibly go wrong?

Phil Bell, editor

DAY 1 And they're off! Miles: 0

Ross It's 5.55am, and pitch black as I trundle my Triumph TR4A into the *Classic Cars* office car park, peering through the gloom to see my rival. I'm confident though, having persuaded Mark Aldridge to lend me his mildly hotted-up TR4A, which has around 10 per cent more power than standard. It also has Willans harnesses and rollover hoops to lend confidence on track. I can't imagine Sam matching this.

And so it turns out, as I see the unmistakable outline of an MGB. It's from hire company The Open Road, and looks to be a standard, honest and well-used example of the breed; the cabin is instantly welcoming, and no doubt the driving experience similarly familiar. But though I imagine it might be a tad more comfortable, the MGB will be slow compared to the Triumph. Time to go.

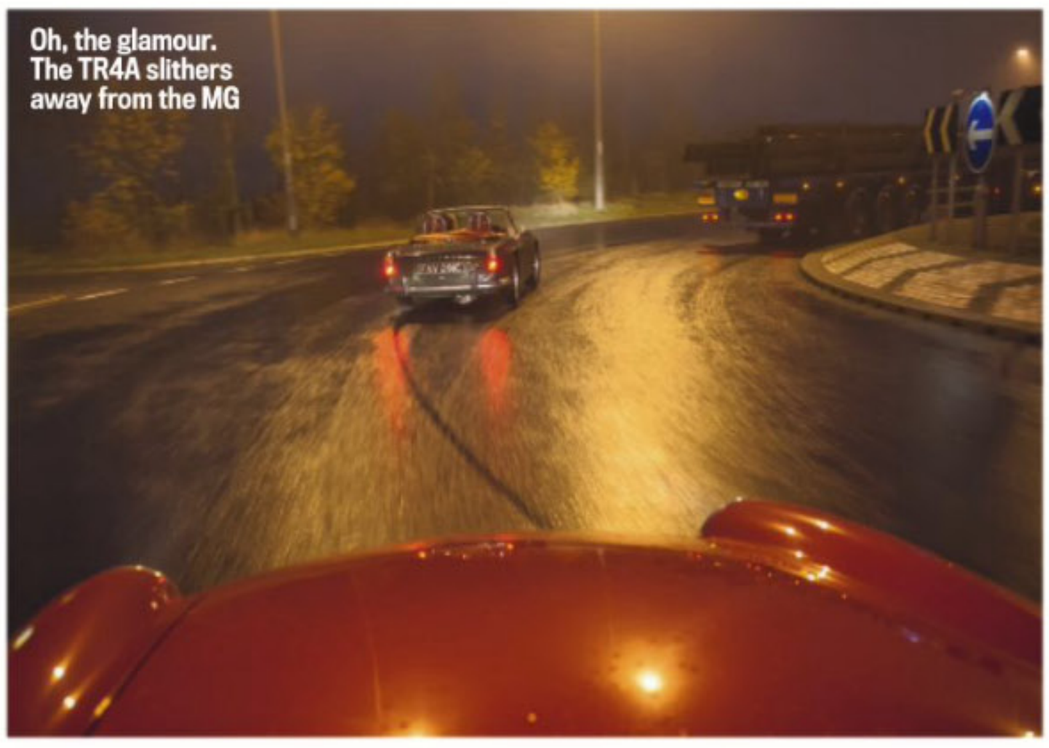
Sam We're off to Snetterton first and have picked the same route. We quickly find the old Roman road of Ermine Street, running parallel to the A1 before peeling off towards Norfolk. I follow the TR4A's pinprick tail lights through the foggy gloom, the MG slithering slightly on greasy roundabouts. But it's cosy and predictable and I love the eager gurgle of its SU HS4 carburettors and the subdued exhaust drone. There may be just a humble BMC B-series four-cylinder under the bonnet, but it's a smooth, benign five-bearing engine that spins its propshaft sweetly, more like an old English straight-six. Combined with the big Smiths dials and the legs-out driving position, there's more than a hint of Jaguar E-type about the MGB.

The MG acquits itself well on the bumpy Fenland lanes too, its 175/75 R14 tyres and long-travel dampers soaking up the ripples and potholes almost like a luxury saloon. It doesn't take long for me to decide that the venerable old MGB, for years considered as blandly generic-British as Greene King ales, is actually a better real-world drive than a contemporary E-type Roadster. True, it's nowhere near as fast – but it's also not cramped, the windscreen header rail clears my forehead and the short-travel gearchange is beautifully slick. It may not be the world's best sports car, but it's a perfect tourer. And right now that's precisely what I need.

Ross The heater doesn't work. Damn. As the freezing fog descends I'm glad of my thermal under-layers but rue my decision to not to wear warmer driving gloves. This is going to be a chilly trip. My choice of shoes – extra-wide, waterproof schleppers – wasn't the smartest, as I keep catching the brake in the narrow footwell and stopping to a crawl. It's not much fun tip-toeing cross-country on moist gloomy roads and in an unfamiliar classic, but that boisterous exhaust note hints at pleasure still to come.

Why, though, is almost every car coming in the opposite direction flashing me? Suddenly, a crackle interrupts the cabin – in true road adventurer style we have walkie-talkies. 'You should have a headlight switch just above the clutch pedal,' says Sam. Aha, I'd forgotten that; cue pacified motorists of Cambridgeshire.

We arrive at Snetterton and I rush to find a warming coffee. The fog has lifted and from the grandstand we see a Ginetta G40R. Suddenly, there's a piercing noise, building to a high-pitched crescendo, as something that appears to be part NASA spaceship/part automobile fizzes past. It's the Ginetta-Nissan LMP3 Le Mans Sports Prototype. Gawping is obligatory.



Oh, the glamour. The TR4A slithers away from the MG



First stop, Snetterton, complete with traditional black clouds and turnip fields

Panic after Snetterton. Miles so far: 79

Sam I'm starting to panic. Classic car fuel gauges are notoriously imprecise – I once sputtered to a petrol-starved halt in rural Hampshire while driving a Vauxhall Victor that insisted its tank was still a quarter full – so I'm understandably wary of the MG's. Between leaving Snetterton and seeking out some fun roads south of Newmarket, the needle slumps from a healthy half-tank to less than a quarter. I press on in overdrive, trying to keep the revs low while remembering a Sixties road-test that criticised the MGB's small fuel tank, claiming it hampered its GT appeal. I'd assumed they were assessing its ability to span Europe. I hadn't expected to run out crossing Cambridgeshire. My anxieties worsen as two petrol stations on the horizon turn out to be used-car forecourts.

Running on fumes, the fuel-gauge needle occasionally nodding against the bump-stop, I finally crawl into Haverhill, brim the tank, and decide to head to the M11 for a more direct route to Brands. Amazingly, Ross has done the decent thing and tailed me until I found fuel but I suspect he may now clear off.

Sure enough, on the motorway the MG reveals a significant performance disparity with the Triumph. It's comfortable at 60mph, occasionally wafting past HGVs, but isn't keen on barging repmobiles out of the way in the fast lane. Ross hurtles into the distance. Flicking the MGB out of overdrive and attempting to keep up causes the temperature gauge to twitch uncomfortably.

Ross Sam's increasingly panicky, fuel-related bleating coming over the radio was most amusing. Thankfully, I have a precise method of measurement – a stick marked 0, ¼, ½, ¾ and full, which you



MGB was a delight to drive, but TR4A was easily able to do this



Our duo look over Paddock Hill bend at Brands Hatch





Ross en route to being seduced by the TR4A's handling ability and torque

lower into the tank. It starts to rain and I'm forced to raise the roof. Cocooned within the cabin I'm aware of just how narrow it is. That said, it's beautifully appointed. Traditionalists may weep, but the aftermarket cut and matched walnut dashboard is stunning and the MX-5 leather seats – a common upgrade – and harness combination lend feelings of both a secure and sporting nature.

The motorway blast to Brands Hatch is an exhilarating affair, made more pleasing by seeing the MG vanish in my mirrors. There's been talk of swapping cars tomorrow so we can assess each other's machining but I'm not sure. The MGB seems asthmatic.

Brands Hatch victory for TR4A. Miles so far: 234

Ross Sam eventually turns up at Brands and we park both cars at Hailwood Hill to watch the American musclecar track day, big V8s burbling by. But the light is fading, and there's still a long schlep westwards to come – we're aiming to get to Andover before visiting Thruxton. Sam heads north to the M25 but that'll be heating up at this time, so I utilise a bit of local knowledge, and head south on to the quieter M26.

I'm used to free-spinning Italian four-pots but low down in the rev range this engine is just so torquey – useful for a unit related to one found in Ferguson tractors. And from there it simply pulls and pulls, like, well, a tractor; albeit one with a svelte, sculpted body and an automotive soundtrack provided by the lairiest of gods.

High-speed stability is phenomenal, there's no scuttle shake and it feels firmly planted to the tarmac. Mile after mile of motorway is devoured with aplomb – the overdrive reducing volume from aural obliteration to mere tympanic titillation – until we hit the logjam that is junction 10 of the M25. Sit in it? Or try and keep moving?

Time for a bit of cross-country work. We head south on the A3, and then north towards the M3. There's no relaxing in this car; it's a physical experience. Everything requires manhandling, from the low-geared steering to the gearlever that slots home with a hefty shove. But my, is it satisfying. Adding an extra tactile component to the mix is the overdrive that, smartly used, allows you to enter traffic right on cam and surprise one or two inhabitants of more modern machinery.

Just outside Andover the traffic slows and I try the walkie-talkie on the off-chance – no reply. I have a good feeling. Five minutes later and after almost 13 hours, I'm outside the hotel. Best of all, there's no sign of the MG.

DAY 2 From Thruxton to Castle Combe. Miles so far: 345

Sam Daft though this now sounds in retrospect, we were actually supposed to drop in on Thruxton yesterday. However, a famous curly-haired destroyer of caravans was filming and presumably the marshals needed time to clear up the mess. Just as well, really – my search for petrol put us an hour behind schedule.

We get to Thruxton at 8am. Unlike the other circuits, there's no testing or track day underway, just a steady stream of people driving to work at the industrial estate in the infield.

Ross The roads are dry and I'm in the zone, utilising the TR4A's combination of independent rear suspension and accessible grunt to



'So it's like a satnav but on paper?' Sam (left) and Ross plot a route to Castle Combe


Battle resumes on the leafy lanes of Wiltshire



A sedate lap of Castle Combe is enough to show up the handling superiority of the TR4A. Its independent suspension makes all the difference

consume the A342's long sweepers. I've had time to reflect on the TR4A's nature, and it drives like Popeye in constant, full-out spinach mode. And that's exactly what I want from a roadster. My tastes have always been of the Italian persuasion but this is a car I could own. True, the Michelotti-penned lines help; there isn't an angle that doesn't work. But it's the driving experience that's been a revelation. I appreciate that the six-cylinder TR5 is the one that's coveted by those in the know, but this car is more sorted than many a 5 I've driven. It's worth bearing in mind that 4s are also simple to work on, and can be had for half the price of a TR5.

Sam Castle Combe has a very different feel to the other circuits we're visiting. It's quieter, friendlier – the staff welcome us with toast and cups of hot coffee – and because there's no testing going on we're allowed to take to the track.

I eventually persuade Ross to swap cars. He seems unhappy about it, though when I get in the TR4A it instantly feels less comfortable than the MGB – at least in part because it's fitted with four-point harnesses that manacle me to the non-standard MX-5 bucket seat. The accelerator and brake pedals are disconcertingly close together, the steering wheel is a stretch away and the gearchange is long-winded and heavy compared to the MG's.

The engine thunders into life, sounding big, bassy and more impressive than its 2138cc would suggest, and I head out on to the tarmac. Out of Folly's fast right-hander and on to the Avon Rise, the track offers a predictable field of grey grip, encouraging me to push the TR4A a little harder, watching the speedometer needle edge beyond 70mph. Then the expanse of tarmac ends abruptly at Quarry Corner's near-hairpin. I stab the brakes and edge the car through the bend, but when we finally pull back into the pits I'm left in no doubt as to how laborious it must be for a novice racer to learn the tracks during a hectic first season.

It may only be midday, but the winter sun seems to be waning. The original plan was to visit British Motor Heritage at Witney, then the British Motor Industry Heritage Trust at Gaydon followed by a blast across to Santa Pod, but there isn't time. We decide to split up and rendezvous on Santa Pod's dragstrip at sunset. The challenge has just taken on a new edge of urgency.

Ross At Castle Combe the MGB wasn't in its element; it's just not that type of car. I elicited the odd tyre squeal but that was it. Back in the real world though, and it's as if someone has flicked a switch, instantly transporting me to a calmer, more comfortable dimension.

The cabin is spacious, as is the footwell, and the seats are wonderfully cushioning after the TR's firm buckets. On the move, that smooth B-series engine goes about its business with a gentle intake purr, dispelling my concerns of breathing problems. It's about 20bhp down on the TR, and produces nothing like the same amount of torque, but on the M4 it's content to spin up to 70mph. Sam was clearly driving like a wuss – though, to be fair, as the journey wears on I discover the MG is far happier at slightly lower speeds. For the rest of the journey to Witney I luxuriate in the synchromesh gearbox's sharp shifting, the light steering and the fact that my ears aren't ringing.


Non-standard walnut dash will have traditionalists weeping but it's beautifully done


Ross gleefully fills up the TR4A. Note aftermarket hoop



TR poses briefly outside Gaydon before rushing off to Santa Pod

Popping in to British Motor Heritage. Miles so far: 452

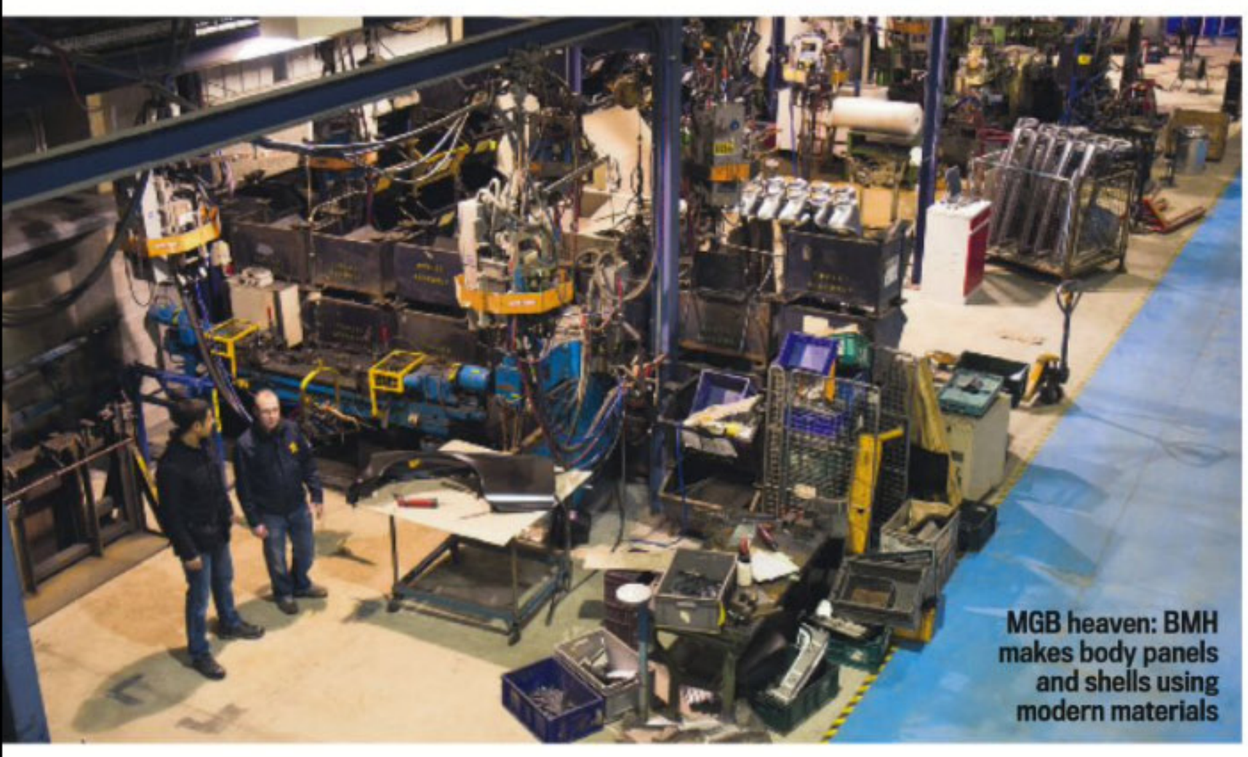
Sam A quick look at the map has revealed that one road – the Roman-straight A429 – will take us directly from Castle Combe to Gaydon through Wiltshire, Gloucestershire and Oxfordshire en route. On to the open road I'm starting to bond with the TR4A, and discovering that its reputation as a great sports car is rooted entirely in reality.

I can feel its independent rear suspension tidying the cornering line, helping the car to track faithfully through the sweeping bends just south of Cirencester, giving me the confidence to maintain much higher speeds than I'd dare in the MG. A-road cruising at 70mph on a surfeit of torque is easy, flicking in and out of overdrive on the column stalk to overtake sluggish vans. The small steering wheel twitches with each rut and camber change, and responding to throttle load the engine rumbles and crackles like field artillery.

The TR4A isn't just fun – in a Sixties context it feels credible, ready to take on Porsches and Alfa Romeos in serious motor sport. It's nowhere near as comfortable as the MG, but as we near Gaydon it makes me feel slightly misty-eyed. Had Triumph survived the Seventies with its credibility intact, the TR legacy might have evolved into something akin to the 911's.

Ross I've always considered MGBs to be fairly bland beasts; they have neither the go, nor the show, of the earlier MGA. And now there's an irony that I'm travelling to Santa Pod, the UK's most exotically named racetrack, in perhaps the most moderate of British classic cars – it feels a bit like turning up at a line dancing evening wearing Hush Puppies.

And yet, today has completely dispelled my preconceptions. The MGB is greater than the sum of its parts. It imparts a driving experience with genuine flexibility – relaxed enough for grand touring, but the potential to kick on should you require a bit more performance. Could I see myself owning one? No. But factor in


MGB heaven: BMH makes body panels and shells using modern materials



BRIEF DETOUR 1 : GAYDON

Sam and the TR4A visited Gaydon's British Motor Heritage centre, which lies about 20 miles down the M40 from the TR4A's Canley birthplace.

There's a good reason for the visit – Gaydon houses a unique selection of Triumphs, many of them one-off prototypes, among representatives of all the great British marques.

The most pertinent car from a TR perspective is probably the fastback coupé named Project Lynx. Finished in retina-melting Java Green, this four-seater, three-door coupé with its Alfa GTV6-style profile would have replaced both Stag and TR8 and featured the 3.5-litre Rover V8.

It was famously drawn up by two teams of designers – one doing the front, the other the back. It now sits alongside another vision of the future we never saw – an MG based on a TVR 400SE, pre-dating and in some ways predicting the RV8. To plan your visit: heritage-motor-centre.co.uk.



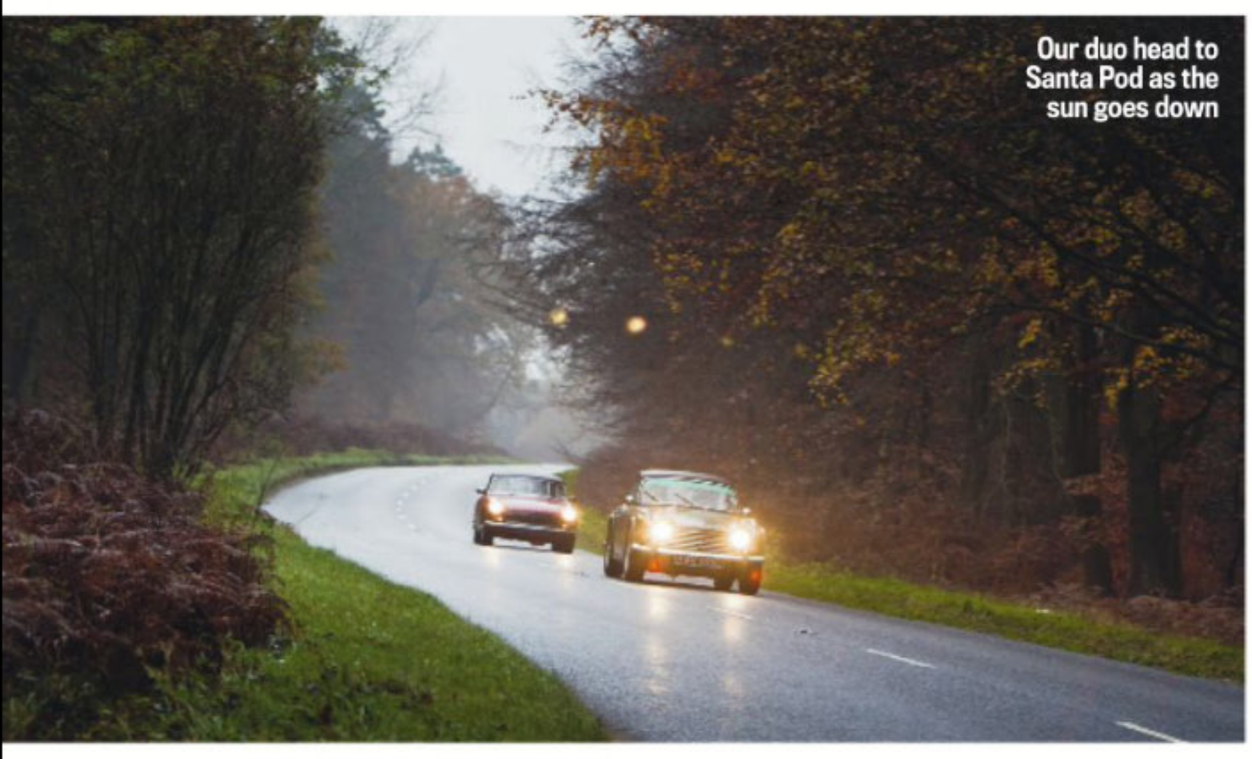
BRIEF DETOUR 2: BRITISH MOTOR HERITAGE

Ross dropped in on British Motor Heritage (BMH) in Witney, Oxfordshire. Inside, it's a treasure trove of original jigs, presses for body panels and know-how, all of which helps keep a host of British classic cars on the road. 'We can supply around 98 per cent of MGB parts,' says sales manager Martin Davies. 'Most are available off the shelf.'

Bodyshells and panels are now constructed using modern materials, equipment and processes to ensure they far outlast the original items.

There are several extremely rare pieces of MGB machinery unique to BMH, including the bootlid clinching tool, used to make the seal between the outer and inner panels; and the jigs used to make front wings from 1962 onwards.

For a full rundown on all parts that British Motor Heritage offers, visit bmh-ltd.com.


Our duo head to Santa Pod as the sun goes down

500 ISSUE

‘Behind the wheel you’d swear the Triumph is lighter and much more powerful, but it’s not’



Sam and Ross looking rightly proud after completing 500 miles in 48 hours. Both cars performed flawlessly

another couple of children to squeeze my budget even tighter and that answer could easily change.

We hit our first real traffic jam of the journey on the A45, just outside Northampton. It’s pitch-black, a gridlocked rush-hour crawl and I’m unable to get hold of Sam. Finally, after an agonising 45 minutes I break free. Will I get there on time? Is the TR there already? It would be satisfying to beat Sam in the slower car.

Just as I’m about to enter Airfield Road a car appears behind me; I’d recognise that front profile anywhere. Sam gives a couple of gruff engine revs in greeting. Incredible. What are the chances of arriving at exactly the same time? At the racetrack entrance, the lights have all been turned off, save for the security guard’s hut. Sam disappears inside and after five agonising minutes he returns with a raised thumb. Yes!

Santa Pod ahoy! Finished! Miles so far: 507

Sam We end our 500-mile journey on the rubberised dragstrip of Santa Pod, the mile-long runway stretching away into the darkness past garish advertising hoardings peddling the things this sport gobbles up with insatiable ferocity – fuel, oil, tyres, spark plugs. The MG and Triumph don’t particularly feel at home here, but no tour of great British motor sport locations would be complete without a visit to the most extreme venue of them all.

The cars are caked in mud and road grime, their engines thoroughly warmed-through and eager, but their drivers are exhausted. As Ross and I consider the feat these two elderly roadsters have just accomplished, it strikes me that with a bit of imagination, the right cars, a few mates and a map, inventing your own road-rally needn’t involve expensive tour companies and teams of marshals. A list of themed destinations and the relentless setting sun is all you need, and what better theme than British motor sport?

We’d do it again in an instant. Knockhill here we come.

Thanks to: Theopenroad.co.uk, where you can hire the MGB (£150 a day), Gary Bates at trgb.co.uk, TR4A owner Mark Aldridge, Motor Sport Vision, Thruxton, Castle Combe, Heritage Motor Centre, BMH Spares, and Trakbak Racing, Santa Pod.

Verdict

It’s odd to see how different the MGB and TR4A feel on the road when they’re so similar on paper. Behind the wheel you’d swear the Triumph is lighter and much more powerful, the MG more comfortable but ultimately breathless. But in reality it’s the two things that’ll never win a round of Top Trumps – low–rev torque delivery and independent rear suspension – that make the difference.

Although performance statistics are identical, the long-stroke Triumph engine’s 25 more lb ft over the MG’s means it sits more comfortably at cruising speeds, and the compliance of the chassis means it flows through bends with much greater composure than the live-axled B can manage, so you don’t have to slow for corners quite so much. The TR4A just feels so stable.

But for long distances, there are very few Sixties roadsters to beat the MGB. The Triumph may be more fun in the right circumstances, but the refined, roomy, smoothly damped Abingdon car seems to have a dollop of E-type blood in its fuel lines. If we’re covering another 500 miles, it’s the better place to be by far.

MGB

Engine 1798cc in-line four cylinder, ohv, two SU H4 carburettors **Power and torque** 94bhp @ 5500rpm; 107lb ft @ 3500rpm **Transmission** Four-speed manual with overdrive on top two ratios, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, wishbones, coil springs, lever-arm dampers. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers **Brakes** Discs front, drums rear, servo-assisted **Weight** 921kg (2030lb) **Performance** Top speed: 110mph; 0-60mph: 11sec **Fuel consumption** 28mpg **Cost new** £847 **Value now** £12,000

TRIUMPH TR4A

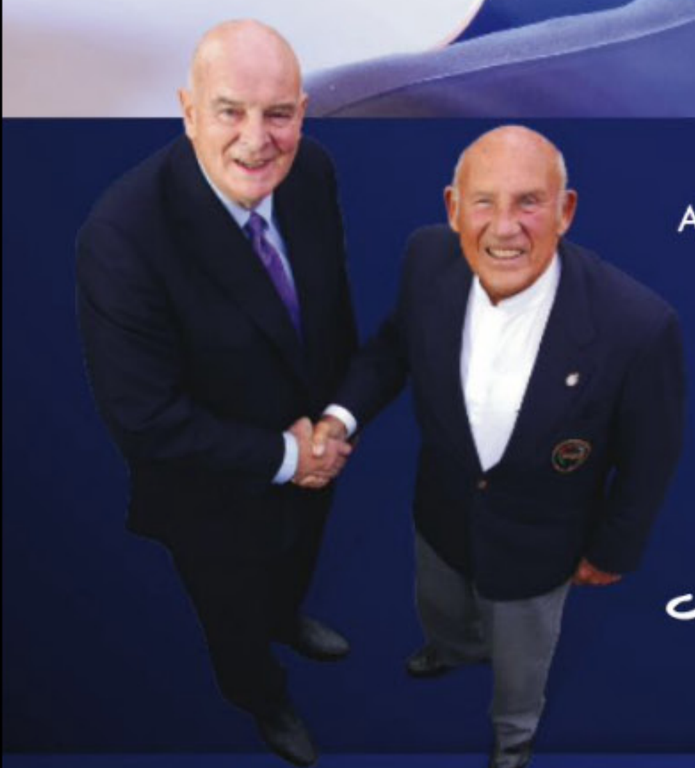
Engine 2138cc in-line four-cylinder, ohv, two Stromberg 175CD carburettors **Power and torque** 104bhp @ 4700rpm; 132lb ft @ 3000rpm **Transmission** Four-speed manual with overdrive on top two ratios, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, wishbones, coil springs, telescopic dampers. Rear: independent, semi-trailing arms, coil springs, lever-arm dampers **Brakes** Discs front, drums rear **Weight** 1071kg (2358lb) **Performance** Top speed: 109mph; 0-60mph: 11.4sec **Fuel consumption** 25mpg **Cost new** £968 **Value now** £25,000

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500 ISSUE

LIFE CYCLE

THE LIFE STORY OF A

FORD SIERRA COSWORTH RS500

Bought with a parent's Rolls as a trade-in, used as a daily hack by a racing driver, thrashed and now a cherished classic – this Cossie has led quite a life

Words SAM DAWSON Photography ALEX TAPLEY



After a hard life the RS500 enjoys gentler times with the club registrar

1987 Glynn Moore swaps his father's Rolls-Royce for the new RS500 Cosworth



'Mum and Dad were industrial chemists and had gone to work in Abu Dhabi, so I moved into their house to look after their dogs,' said the RS500's first owner, Glynn Moore.

'I was a big fan of performance cars in general back then – I read all the new-car magazines and ran a car accessories business, so I'd been following the RS500's development story closely.

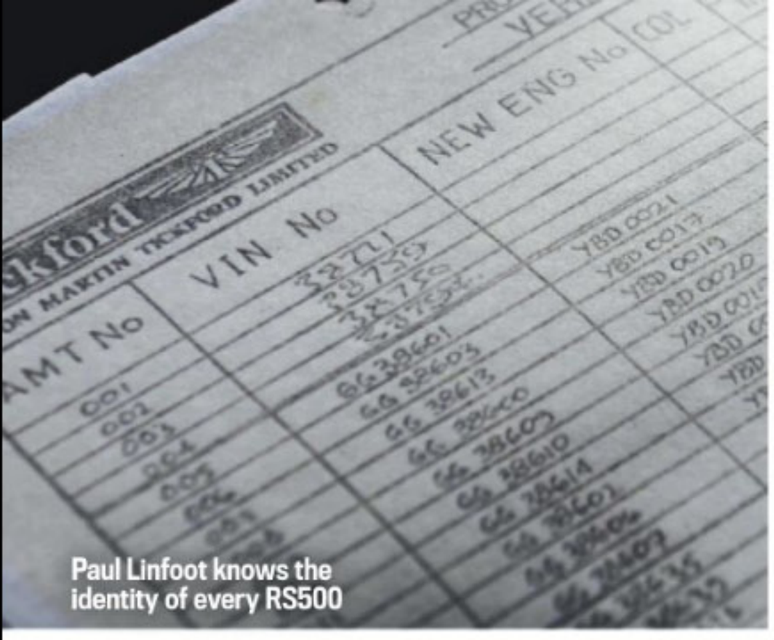
'As a result I knew the local Ford dealership in Grimsby would be getting RS500s before they did – when I called up to place my order the dealership had no idea what I was talking about, so I said 'trust me, you'll be getting them' and sure enough they did.

'The problem was paying for it. I was driving around in a BMW 635 CSi back then, which I could part-exchange for it, but my Dad's Rolls-Royce Silver Shadow had been sitting on the drive unused for the best part of a year.

'I figured we had more cars than we could deal with anyway, so I swapped both the BMW and the Rolls-Royce for the Cosworth, transferred Dad's private numberplate onto it, and had a long think about how I was going to break the news to my parents.



Glynn Moore swapped the family Rolls-Royce Shadow for the RS500



Paul Linfoot knows the identity of every RS500


It's in there somewhere! All 500 RS500s prepare to leave their Tickford birthplace in 1987



David Sears' other Sierra. Here he's sharing driving duties with Tim Harvey at the Donington round of the BTCC in 1989

'I figured I had plenty of time, but there was a knock on the door at 11 o'clock one night a few months later, and I opened it to find my parents on the doorstep just staring at the numberplate.

'They'd come home much earlier than I'd expected, unannounced, and were absolutely furious with me. They got over it though. Eventually.

'I mainly worked from home back then, so I didn't put too many miles on it – it was a fun car rather than a daily driver. I ran it for three years, but it was the height of the collector-car speculator boom so I had several local traders chasing me for it.

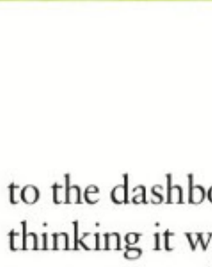
'I eventually sold it for the price I bought it for, so it was three years' free motoring. My parents were a bit happier about that aspect of the whole thing.

'It was a cracking car to drive, but there was one slight ongoing fault that kept sending it into reduced-power 'limp home' mode. The head mechanic at Grimsby Ford had it in the workshop for a week and failed to find a fault with it, but half an hour after I went to pick it up we sourced the problem – a faulty exhaust temperature sensor was sending the wrong information to the dashboard, tricking the ECU into thinking it was overheating.

'It was unbelievable fun to drive, but I must admit, coming from a BMW, I didn't like the Ford-ness of it – the plasticky dashboard and the way the doors clunked when I shut them.

'In retrospect perhaps I should have overlooked these things, given how much they're worth now.'

1990 Racing driver David Sears buys it for £19k



In 1989 and 1990 David Sears, son of two-times British Saloon Car Champion Jack Sears, raced the fearsome Ford Sierra Cosworth RS500s alongside Andy Rouse and Tim Harvey in the BTCC and selected European and Australian events.

'After I'd seen 192mph on the Conrod Straight at Bathurst in the racing version, I knew I wanted to experience that kind of thrill on the road, and sought out the RS500 as its specification was closer to the racing cars with its bigger turbocharger and various homologation bits,' Sears recalls.

'Problem was, Ford weren't making them any more, so I sought out a low-mileage, one-owner car, found this black one, and ran it as my daily driver for three years. It was great fun to drive, but I'm afraid I'm rather unsentimental about my cars, and passed it on to my son John after a few years as I felt it was getting old. I'd also stopped competing myself to concentrate on running my own race team.'

1993 John Sears inherits the car at a young age

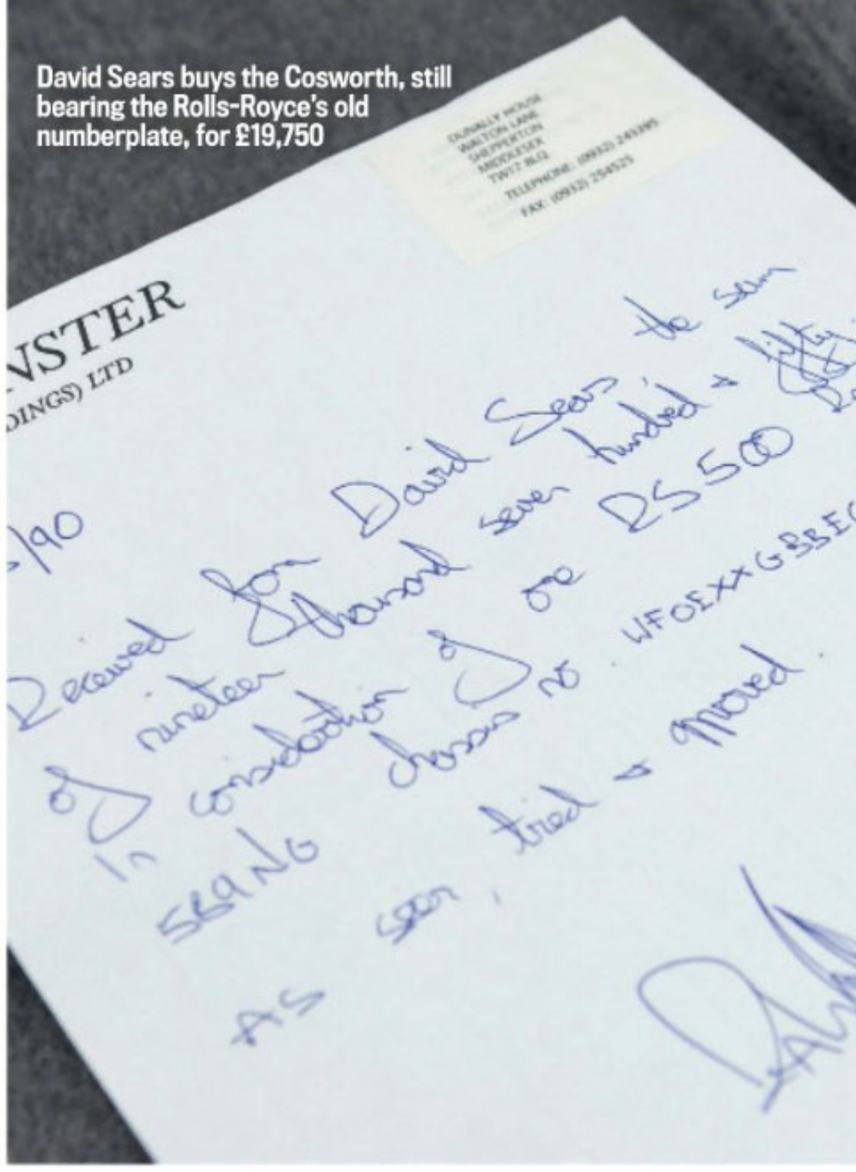
Although John Sears acquired the car from his father, he didn't drive it – mainly because he was ten years old at the time. 'When David Sears had finished driving the RS500 it was taken off the road rather than sold,' said current owner and RS Owners Club RS500 registrar Paul Linfoot. 'According to Jim Clarke, who bought the car from John Sears, it was being sold to pay for his university fees, and had been sitting in storage for the previous ten years.'

After graduation John followed his ancestors into motor sport, and currently manages the Super Nova AutoGP and Trulli Formula E teams.

Photo: Richard Hilsden



Jim Clarke brings the RS500 home, fresh from ten years of storage in Norfolk



David Sears buys the Cosworth, still bearing the Rolls-Royce's old numberplate, for £19,750



It was at this 2004 RSOC show that Clarke's new RS500 caught Linfoot's eye



Photos from Stuart Turner document the car's build and dispatch to Grimsby Ford

2004 RS club member Jim Clarke acquires the Sierra

'I was always into sports motorbikes, but I did my back in at work, which forced me to seek out a fast car instead as biking had become painful,' explains Jim Clarke. 'I had a need for speed and wanted a Cosworth, so I joined the RS Owners Club, and pretty soon found this one for sale in Norfolk.'

It made for a memorable visit to the Sears' GP2 team headquarters, Super Nova Racing, 'I had an address, which I thought would just be someone's house, but I arrived at what looked to all intents and purposes like a Formula One team, a big glassy building with workshops full of single-seater race cars being built,' says Clarke. 'I was led through the complex by the receptionist, and the Cosworth was in this white-painted room all on its own. It was all rather surreal. It didn't look great to be honest, it was absolutely covered in dust, but my partner – who doesn't know anything about cars – loved it, saying it reminded her of Darth Vader. I put a deposit down on it and picked it up the following week.

'I'd never owned a classic car before, so my intention was to use it as a year-round daily driver. Early on in that first year of ownership I drove it all over the place, but when we got to winter I realised it wouldn't be a good idea to subject it to the bad weather and gritted roads, so I bought an old Mondeo. I got into a cycle of putting the Sierra on a Statutory Off-Road Notification in the winter, and renewing the tax in the summer.'

2005 The Cosworth gets an unwelcome visitor

'It was already a fast car, but as a former biker I needed it to be as fast as possible,' said Clarke, 'so I took it to Beverley Motorsport in Hull and had the ECU remapped to liberate 310bhp.

'I didn't regret it, but perhaps I should have thought it through more comprehensively because almost immediately afterwards the clutch went bang, so it went back to Beverley to have a new heavy-duty clutch and cylinder head gasket fitted as a precaution.

'Not long after I went for a drive and it seemed strangely unresponsive, and seriously down on power. I took it to Beverley Motorsport and told them it had no go in it. They fitted a new distributor, but it didn't make much difference. A bit of investigation revealed that a mouse must have got into the engine bay while it was laid up over the winter and chewed the wires to the fuel pump – this was causing it to cut out intermittently.'

2012 Cancer intervenes and Jim lays up the Sierra

'I'd retired, suffering from cancer, and just didn't have the money to spend on the Cosworth any more, so I just stuck it in the garage,' says Clarke. 'But I'd taken it to a few shows beforehand, where it'd caught RS Owners Club RS500 registrar Paul Linfoot's eye. I knew he'd look after it and I wanted him to have it when I'd finished with it. He begged me to sell it for years and I finally capitulated in 2014.

'If I'd still been working I would have kept it, but I was 77. That said, beating cancer gave me a different perspective on life, so wanting to live in the moment I swapped the old Mondeo for a new BMW 335i twin turbo, which is a lot like the Cosworth in some ways. Not quite as exciting though, but it's certainly fast.'



E449 ERB at home among Paul Linfoot's collection of racers, mint show cars and customer restorations



The turbocharged engine is healthy now – Jim Clarke tuned it to a clutch-wrecking 310bhp



Linfoot had to work hard to return it to this condition

2014 The RS500 joins Paul Linfoot's Cosworth collection for £45,000



'It didn't look like this when I got it in March!' says current owner Paul Linfoot of the latest addition to his gleaming collection of RS Fords. 'It hadn't been properly polished in 10 years, the alloy wheels were badly pitted, and it was generally just dull all over. I've brought the bodywork back up to showroom standard, and the alloys have only just been refinished – I've had to drive it around on aftermarket wheels until recently, but I've wanted this car ever since I saw it at a show nearly a decade ago.'

As RS500 registrar for the Ford RS Owners Club it's Linfoot's job to keep tabs on each of the 500-car homologation run. He has a keen eye for detail and can spot a fake RS500 after years of experience. 'From a distance the dead giveaway is the extra cooling slot in the bumper beneath the radiator grille – I remember spotting that across the field at that show ten years ago,' he recalls. 'I immediately thought "there's a new RS500 on the scene!"' Linfoot has also been in regular contact with Stuart Turner, head of Ford Motorsport Europe in the Eighties and the man who conceived the Sierra Cosworth project, famously on a napkin during a Ploughman's lunch after a tour of the Cosworth factory with Ford's top-tier management. Turner has recently sourced previously unpublished photographs of the RS500s in their pre-production phase at the Aston Martin Tickford works where they were hastily built in 1987. Ford needed this done quick-sharp so that the Sierra could take the battle to BMW in Group A touring car racing.

Linfoot runs North Yorkshire RS Spares from his North Yorkshire home, and the various outbuildings are full of the fast Sierras from both road and track in various states of build for his enthusiastic clients. 'I've owned 26 – they've all been personal cars but I'm always trying to improve my collection, selling the worst example I've got at any one time if a better one comes along. Most RS500 collectors want one in each colour – black, white, and Moonstone Blue. I had five at one point, but had to sell two of them to buy the ex-Manuel Reuter ETCC RS500, which I'm racing at the Silverstone Classic this year. This is my only road-specification RS500 now. I want to race in a genuine Group A Cosworth alongside Steve Soper, Tim Harvey et al. It's the experience that matters and the fact that these guys are still racing just makes it for me – against a grid like that, I don't care if I come last.

'I've never been into Formula One – it's always been Touring Cars that do it for me, and the RS500's history is unique. I love the fact that it only exists because Ford suddenly realised it had to apply all of its race modifications to 500 road cars, so it genuinely is a racer for the road. In terms of percentage won of races entered, it's the most successful car ever built, and it's also the first Touring Car to be banned because of its success. It wiped the floor with BMW and Rover, made heroes of Andy Rouse and Steve Soper, and became my passion.'

This RS500 seems destined for a relatively gentle life now. 'I'll still drive it, but it'll be mainly to and from shows,' says Linfoot. 'I'll leave the fast stuff for the racetrack.'

Has your car got a story to tell?

If your classic has a known history, please get in touch using the details on page 218

CLASSICS ON TOUR

Lake Garda & the Stelvio Pass



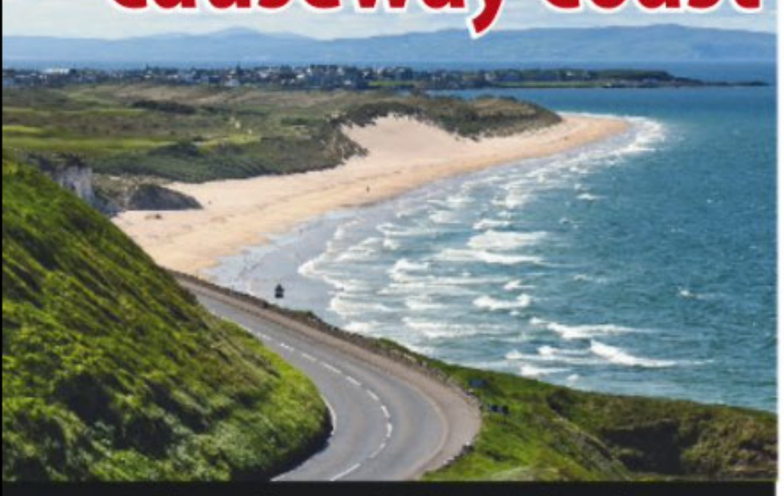
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MORE EXCITING TOURS

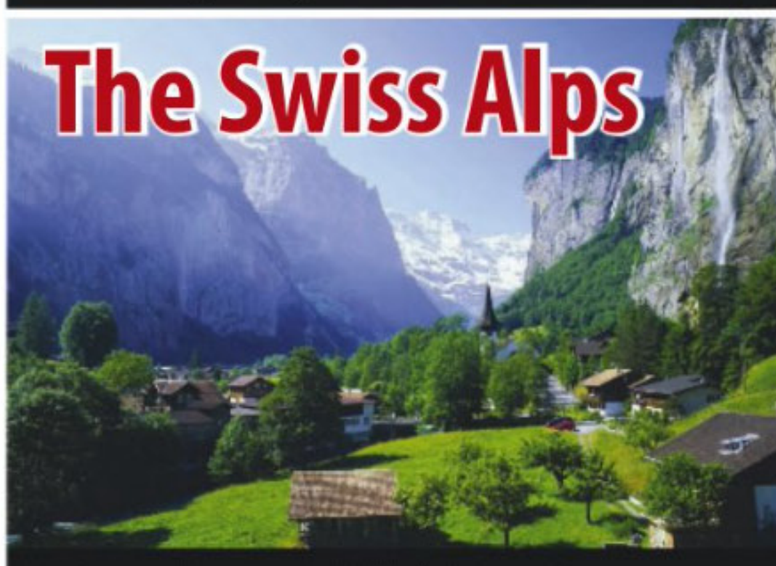
RETROMOBILE PARIS 'PARK-N-RIDE'	7th to 9th February	
3 Days, 2 Nights	From £229.00 Per Person	
ICE DRIVING IN SWEDEN	1st, 8th & 22nd February	
4 Days, 3 Nights by Air	From £1199.00 Per Person	
ARRAS CLASSIQUE CAR SHOW	14 -16 March	
3 Days, 2 Nights	From £129.00 Per Person	
TECHNO CLASSICA, ESSEN 'PARK-N-RIDE'	16-19 April	
4 Days, 3 Nights	From £299.00 Per Person	
NORTH CYPRUS CLASSIC CAR TOUR	19-26 March	
8 Days, 7 Nights by Air	From £899.00 Per Person	
ROME, SORRENTO & AMALFI BY MOTORAIL	May & Sept	
10 Days, 9 Nights	From £1499.00 Per Person	
WONDERS OF WALES	April, May & July	
4 Days, 3 Nights	From £199.00 Per Person	
2015 LAON HISTORIQUE	29 May to 1st June	
4 Days, 3 Nights	From £189.00 Per Person	
D-DAY LANDINGS & ATLANTIC WALL	May & Sept	
4 Days, 3 Nights	From £289.00 Per Person	
ST MALO TO MARRAKESH	27 March to 18 April	
23 Days, 22 Nights	From £2899.00 Per Person	
ARCTIC HIGHWAY CHALLENGE	4th to 26th June	
23 Days, 22 Nights	From £3250.00 Per Person	
ENCHANTING BLACK FOREST	21 June & 6 Sept	
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AUSTRIA & LAKE BLED (MOTORAIL RETURN)	15th-28th June	
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CROATIA BY MOTORAIL	19th June to 5th July	
17 Days, 16 Nights	Price to be confirmed	
WW1 100th ANNIVERSARY TOURS	20 May & 23 Oct	
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CLASSIC CHAMPAGNE TOUR	16th May & 19th Sept	
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THE ISLE OF MAN	10th May, 14th July & 7th Sept	
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LAKE COMO & STELVIO PASS	3rd June & 9th Sept	
10 Days, 9 Nights	From £799.00 Per Person	
SCOTTISH ISLANDS & HIGHLANDS	3rd to 13th July	
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GUERNSEY & JERSEY 2 ISLAND TOUR	May, June & Sept	
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JERSEY INT'L MOTORING FESTIVAL	4th to 8th June	
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LE MANS 24 HEURES	13th to 14th June	
Packages valid for 9 days	From £199.00 Per Person	
THE 2015 BRUGES CLASSIC	28th-31st August	
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Picos & Pyrenees



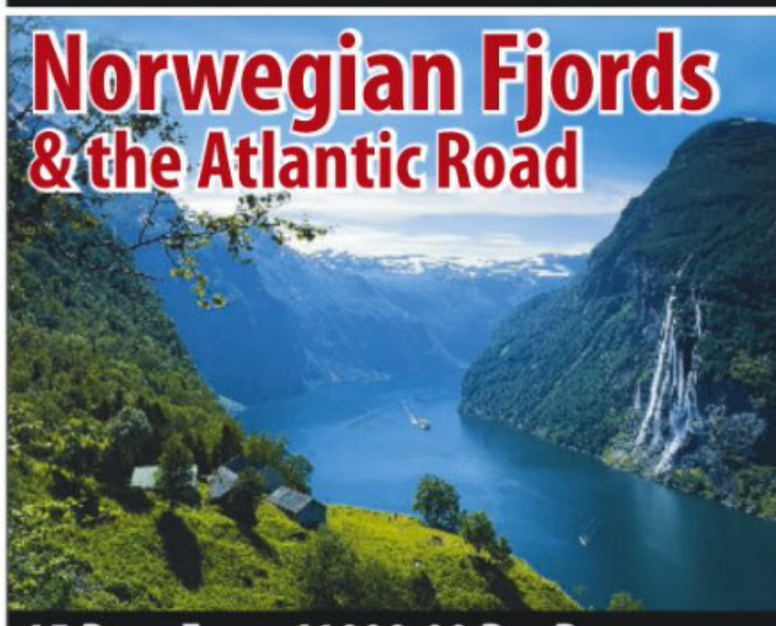
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the Swiss Alps, All Breakfast & Dinners as stated

Norwegian Fjords & the Atlantic Road



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11 Nights Hotel Accommodation, Flam Railway
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as per the Itinerary,
Meals as Stated

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500 ISSUE

FERRARI 500 TRC

With four cylinders, 180bhp and glorious Le Mans history, this racer proves there's more to a great Ferrari than big numbers

Words: IVAN OSTROFF Photography: GUS GREGORY

A giant-killer awaits me in the autumn sunshine, its original yellow-and-black Belgian racing colours resplendent as the car stands ready for the track. The 500 TRC has a reputation for taking on and beating rivals with almost double its 2.0-litre engine's capacity, and this very car finished first in class and seventh overall at the 1957 Le Mans 24 Hours, driven by Lucien Bianchi and Georges Harris. To put that into context, the first four cars home were Jaguar D-types and a Ferrari 315S V12 came fifth, with another D-type finishing sixth. Exalted company indeed. This TRC finished seventh overall in the 1958 Targa Florio, having battled all through the event with 3.0-litre V12 Ferrari 250 TRs and ultra-lightweight Porsche 718 RSKs.

Current owner and Ferrari authority, David Cottingham, calls it 'the ultimate driver's Ferrari of that period' and has continued to campaign it since acquiring it. In fact, if it weren't for him, chassis 0682 MDTR may have been lost for ever.

But more time for history later. Right now, my rear end has an urgent appointment with its driver's seat. Without bothering to open the door, I swing a leg over the side and climb into the cockpit. I slither down into the low-slung hot seat, taking in the view down the long, elegant bonnet nestled between the sweeping front wings.

In period this car wouldn't have been fitted with seatbelts, but today it has – and I'm glad. After buckling up, the controls are still reachable; I stretch my legs out horizontally to find the pedals while checking the rear visibility supplied by the small, Fifties-style bullet mirrors. I twist the red master switch to 'on' and turn the ignition key (on the extreme right of the dash) to the right, switch on the fuel pump and then yank a cord laying atop the transmission cover – this connects to the lever on the starter motor somewhere near my left shin. In the Fifties, without restricting belts, you'd just lean forward to reach the lever. The 2.0-litre, four-cylinder, double overhead cam Testa Rossa spins willingly, catches, and bellows into life.

I make sure the guard for reverse is in place on the gate and dip the clutch. I've been warned by David Cottingham's son Jeremy that you have to be careful when changing gears to make absolutely certain the lever slots home.

With that in mind, I'm heartened to hear that familiar metal-to-metal clack as I slide the lever forward along the gate to select first, then take up more travel than I anticipate when I bring the clutch pedal up.

Pulling the nose around towards the track, the pretty reasonable turning circle (reasonable for a racing car, anyway) means I don't have to heave the car through a three-point turn, although I soon find the worm-and-sector steering is accurate, communicative and feels beautifully weighted, lightening up at speed, yet constantly retaining good feel.

This is a car you get used to quickly, and I'm soon feeling at ease.

Off the cam, the 2.0-litre four-pot sputters and bangs – but once on the move, with two or three thousand revs on the clock, it sorts itself out and becomes very responsive to the throttle. From 4000rpm it shoves me back in the seat like a jet at take-off and feels like it will keep on accelerating like this for ever.

The surface is partly dry, partly wet, with plenty of slippery autumn leaves around to make things interesting. The grip from the tyres – 550L front and 600L rear 16-inch Dunlop Historic crossplies – is good, and snaking through tight successive corners I gradually allow myself to push harder and feel the back end begin to move. Cautiously, I start to enjoy myself.

Before too long, I'm driving the TRC quicker and quicker through the corners, its neutral handling instilling me with confidence. You don't have to turn in early or late; you just take the line, put the power down progressively, drift across the apex and out. The car is so extraordinarily gentle, but I sense that if I get over-confident cornering on the wet leaves I'll risk the front understeering off, so I resist temptation. I'm later informed by David that my instincts were correct and in seriously wet race conditions they disconnect the front anti-roll bar to reduce understeer. It may be 60 years old, but the steering response is instant; there's no lurch or yaw, and I'm able to make instinctive corrections on the tiller when the rear breaks away. Remembering Jeremy's tip, I take special care when swapping cogs, making sure the ratio is fully engaged. The last thing I want is for it to jump out of gear and buzz that sweetest of straight-four engines. But it doesn't happen and the gears continue to slide home satisfyingly every time.

Once back on the straight, I give it some stick. Holding it in third gear, the acceleration actually presses me back into the seat as the tachometer needle swings past 4500. At 4700 it all seems to get much smoother, and past 5000rpm it's really flying.

Still carrying its original Le Mans racing number 28 and wearing the yellow and black scheme of Jaques Swaters' Ecurie National Belge, for a fleeting second the TRC and I are transported back to the middle of that night in 1957 as June 22 melded into June 23, Raymond Baxter commentating on the BBC Home Service: 'Georges Harris and Lucien Bianchi in the Ferrari are well out in front...'

I hold the throttle open, gawk as it winds up to 6000 in third, pull the lever back into top gear and push the throttle pedal back down hard once again. The twin exhaust pipes exit a few feet away from my left ear, and at 5800rpm in top – almost 115mph – the Ferrari sounds like a wailing banshee with the background crackle of a deep, harmonising bass note. The faster the engine spins, the louder and more intoxicating it becomes, with the four-pot adding encouragement, seeming to yearn for more.

Approaching the end of the straight, I brake hard, blipping the throttle with the side of my right foot as the gearlever passes through neutral, depressing the clutch once again and slipping the lever home into third gear, simultaneously maintaining constant pressure on the centre pedal. My torso strains against the harness, but I make a mental note that, so far as I can tell from the cockpit, the nose doesn't seem to dip under braking and the chassis remains quite unflustered through the corners, with no apparent flexing.

OWNING A 500 TRC

DAVID COTTINGHAM



David Cottingham's knowledge and experience in classic Ferraris is virtually unparalleled in the UK, but he started his racing career in a Jaguar XK140 he had bought as soon as he was old enough to drive legally. He later moved on to XK120s, owning several ex-works cars before progressing to E-types.

A few of David's friends were impressed by the standard of preparation and reliability of his cars and asked him to work on theirs. Eventually he realised that what had begun as a hobby could work as a business, so in 1977 he formed DK Engineering and began working out of Northwood, Middlesex. Becoming fascinated by the complexity of Ferraris, he discovered there were few folk working on them back then, and realised that he had found his niche.

'I was really into the Ferrari four-cylinder cars,' he says. 'I restored my first sports racing Ferrari in 1979 – a 750 Monza that had been crashed and had sat for a decade or more awaiting restoration. That Monza introduced me to the four-cylinder Ferarris; at that time they weren't recognised for their value as they are now, but because of that they represented rather good-value Fifties sports racing Ferraris.

'To put things into perspective, when I sold the Monza in 1980, it went for just £16,000. Conversely, I recall selling a restored 4.0-litre V12-powered 340MM the same year for £85,000. Working on the four-cylinder cars today, the biggest challenges are broken engine or gearbox castings. Parts are less readily available now, because most of the original spares are used up, although it is easier to have parts made these days.'

Wearing its striking Belgian racing colours, this 500 TRC scored a class win at Le Mans 1957



Co-driver Lo Coco at the start of the '59 Targa. The car was red at this point



Prince Gaetano Starrabba under starter's orders at the '58 Targa Florio



In action at the '58 Targa. The car was green and white at this time

FERRARI 500 TRC

3590cc twin-cam straight-six couples performance with 25mpg economy

Dunlop Historic crossplies give good grip - but leaves on the track always keep you on your toes



Lucien Bianchi once sat in this hot seat

Le Mans race number is a vivid reminder of the TRC's racing heyday







David tells me that under race conditions the brakes are the chink in this car's armour, with the 350 x 55mm drums struggling to stop 750kg of historic Ferrari driven in anger. Good to be warned in advance, but I didn't expect modern disc-brake retardation qualities. In reality, although lacking the feel of a modern system, throughout the test the brakes are adequate and progressive.

The Aurelio Lampredi-designed 2.0-litre straight four may not be a very high-revving engine, but those four relatively large pots pumping power through perfectly spaced gear ratios deliver hill-conquering torque in spades. In top gear, the car feels lighter than its 750kg. It feels like it wants to fly. It's also one of the most beautifully balanced and neutral handling front-engined sports cars that I've experienced. I could drive this beautiful yellow Ferrari all day long and never stop smiling.

Sadly that isn't going to happen, and eventually I have to pull in. Time to consider how this car came to be. The 500 TRC is an evolution of the 500 Mondial, which was created in 1954 around a 1984cc F2 engine designed by Aurelio Lampredi and aimed at class wins for privateer drivers.

The 500 Testa Rossa was unveiled at the New York Show in April 1956. It was the first Ferrari with a red cylinder head and cam covers and retained the gear driven twin-overhead camshaft design and hairpin-type valve springs of the original Mondial, but benefitted from a stronger crankshaft and conrods, and twin distributor ignition in place of the Mondial's dual magnetos to fire the two plugs per cylinder.

Instead of the five-speed rear transaxle and de Dion rear suspension, the revised engine sent power via a four-speed, engine-mounted gearbox to a coil-sprung live axle located fore-aft with trailing arms and laterally with an A-bracket.

'The 2.0-litre straight four may not be a very high-revving engine, but it delivers hill-conquering torque in spades'

Up front the 500 TR carried over the double wishbone and coil-spring suspension that had been introduced with the series two Mondial. Of the 19 cars built, three were bodied by Touring of Milan. These are easily identified by their cutaway front wings, possibly to aid brake cooling.

The design team of Alberto Massimino, Luigi Bellantani, Andrea Freschetti and engine maestro Vittorio Jano were aiming at the new-for-1957 FIA Appendix C sports car rules when they created the 500 TRC. For this, coachbuilder Scaglietti had to add a passenger door in addition to the driver's, a full-width windscreen, an apology for a hood and a passenger seat. The wheelarch cutaway was retained.

In April 1957, Ferrari 500 TRC chassis 0682 MDTR was bought from the factory by Jaques Swaters, the Belgian-based Ferrari dealer who ran the Equipe National Belge race team, latterly (and famously) known as the Ecurie Francorchamps. The car was successfully raced many times in 1957, including a second-in-class finish at Spa, first in class at Le Mans in the hands of Lucien Bianchi and Georges Harris and sixth at the *Daily Express* meeting at Silverstone. In 1958 Equipe National Belge sold 0682 MDTR back to the factory and by February 1958 it was taken over by Prince Gaetano Starrabba di Giardinelli and regularly raced by him. Starrabba enjoyed great success in the car, including first in class and seventh overall in the Targa Florio on May 11, 1958.

However, on May 24, 1959 the car was crashed while on the Targa with Starrabba and Domenico Lo Coco. The damaged Ferrari was then bought by Robert Jenny, a Swiss-based dealer. Jenny later sold the car on to Rob de la Rive Box, who in turn sold it on to Sid Pyle, for whom David maintained and raced a 500 TR.

500 ISSUE

'This is one of the most beautifully balanced and neutral handling front-engined sports cars that I have ever experienced'



The 500 TRC was the last four-cylinder Ferrari

In 1978, Pyle offered Cottingham the TRC; it was an opportunity he wasn't about to let go.

Although the TRC had been dismantled at some point following the Targa crash, no restoration had been attempted – and that process consumed 10 years of David Cottingham's spare time. He says the engine wasn't a big problem. 'It wasn't broken; all the castings were okay and it was in generally such good order, we are pretty sure that after Ecurie Francorchamps sold the car in 1958 it received a new engine at the factory. However, when Ferrari was running the car there was a documented history of liner and cylinder head leakage problems. These engines have a cylinder block that embodies the combustion chambers instead of a two-piece construction with a head gasket and there are screw-in cylinders. If the engine has been excessively overheated, these frequently leak at their joints with the combustion chamber rim.

'It is important to build these engines carefully if you want reliability. You have to keep an eye on the alloy mushroom cam followers; they run up and down in sleeves, and carry little rollers that run on the camshaft and push on the top of the valves. It can be a difficult engine to get right – but once it is, it will be reliable.

'That engine has been very good to me, and mechanically the car is exactly as it was when it ran at Le Mans. I had the honour of meeting Georges Harris and asked him how he managed to look after the engine so it would last for 24 hours. He said, "Every time I went down the Mulsanne Straight I lifted my foot off the gas pedal, the oil came up the bores, and then I put my foot down again".

'When the car was finished, it was still sitting a little bit high at the rear; it didn't have much caster angle and it was really light on the steering, but that was easily and quickly corrected. I enjoy driving it so much. It is my sort of car; I can drive it right at the limit and then say I wish I had just a little more power.

'The Achilles heel has always been the drum brakes – they aren't too fantastic. As soon as they start to smell, I back off otherwise they'll cook. But it is very competitive on hill climbs because the acceleration is so good.'

Since its restoration it has been regularly driven by David, and in recent years by his son James, in all the classic events including Donington, Brands Hatch, Silverstone, Spa, Mugello, Nürburgring, Monaco, Monza, Imola, Dijon, Portimao, Bahamas and, of course, Goodwood. 'I well remember driving it for the first time after the work was completed at our workshop in 1989,' says David. 'It looked splendid, just as it did when it was first built. I knew then we'd got the restoration right; it was so exciting and such a thrill to drive it after so many years of hard graft.'

I get the impression that for David this is a car for life. After just one day with it I can see why.

FERRARI 500 TRC

Engine 1984cc dohc in-line four-cylinder, 8.5:1 compression ratio, two Weber 40DCO/3 carburettors **Bore x stroke** 78mm x 90mm
Power and torque 180bhp @ 7000rpm; 148lb ft @ 5500rpm
Transmission Four-speed manual, rear-wheel drive **Steering** Worm and sector **Suspension** Front: independent, coil springs, double wishbone, Houdaille dampers and anti-roll bar. Rear: live axle, trailing arms, coil springs, Houdaille dampers and anti-roll bar **Brakes** Drums front and rear
Dimensions: Length: 4050mm; Width: 1480mm; Wheelbase: 2250mm
Track Front: 1320mm; Rear: 1315mm **Weight** 750kg (1753lb)
Performance Top speed: 139mph (with current gearing)
Price new £1300 **Current value** $5.5m (£3.64m)



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1967 SHELBY MUSTANG GT500 TRIBUTE

Owner Rob Howell wanted a 390GT like the one featured in the film *Bullit*, then concluded Steve McQueen would have preferred a Shelby

EPIC RESTORATIONS

‘I wanted super-accurate detail and a great drive’

A quick stop for running repairs became a painstaking ground-up restoration, mingled with obsessively correct replication of Shelby details

Words: NIGEL BOOTHMAN Photography: LAURENS PARSONS

500 ISSUE

What makes a good choice of car to replicate, and when is it justified? Surely when the object of desire differs little from a more humble model yet costs many times as much, and when the donor vehicle has already lost much of its originality.

These conditions were met by the car you see here. With the best GT500s fetching in excess of £100k while lesser 1967 fastback Mustangs make £30k, there's a significant gap considering the cars share around 90% of their parts. And this one was already somewhat 'Shelbyfied' – rather badly, as it turned out – when it was bought and shipped from America by Mark Placzek.

After a catalogue of embarrassing breakdowns and disappointments with inexpert help in London, Placzek found Roy Holmes at the Mustang Workshop in Hook, Hampshire, and got the car transported there. Holmes' initial assessment of the car was pretty damning, but Placzek wasn't wholly surprised. 'It was that defining moment when you realise you've been driving around in a deathtrap for the past year and a half,' he says.

'Mark said that if the car needed to be done, it better be done properly. So we got started'

Roy Holmes remembers the day Placzek turned up – there was a genuine Shelby GT500 convertible in the workshop and Placzek seemed taken with it. Yet when Holmes asked Placzek what he wanted to do about his car, his new customer walked out of the workshop, saying he'd phone later on. Roy Holmes was surprised, and a little doubtful. But the phone duly rang. 'Mark said that if the car needed to be done, it better be done properly,' says Holmes. 'That meant a total stripdown and rebuild with the right parts. So we got started.'



Mark Placzek's stepfather had a 1965 Shelby Mustang GT350 and it made a deep impression. Quite how deep might not have been apparent until years later, when Placzek visited the home of a new girlfriend. 'I walked in and saw she had a model of a Shelby GT500 KR on her mantelpiece. I was deeply impressed,' he recalls. She is now Mrs Placzek. But even after they were married it took a while for a shared dream to become a reality, as her husband recalls.

'One day we just decided to do it,' he says. 'I started looking for the right car for sale in America and eventually found this one. We had someone in the States check it out and it got the thumbs-up. We picked it up on New Year's Eve and it felt like the best day ever… until a head gasket blew on the way home.'

The Placzeks did get to enjoy the car after the restoration was complete, but circumstances then caused its sale. It then became the property of another hardcore Mustang fan, Rob Howell (pictured above).

'I was looking for a Highland Green fastback like the one from *Bullitt*,' says Howell, a self-confessed Steve McQueen nut. 'But I couldn't find anything that seemed to be worth the money asked for it. Then I found Roy, who told me of this Shelby clone for sale and I thought, if Steve McQueen – not Frank Bullitt – were buying a Mustang, would he choose a green fastback or a Shelby GT500? It had to be the Shelby.'



The Mustang arrives at FH Ellis for bodywork jobs. Beneath shiny paint lay poor repairs, filler and rust



Rot turned up in every hidden corner



Engine had been 'restored' with aerosol



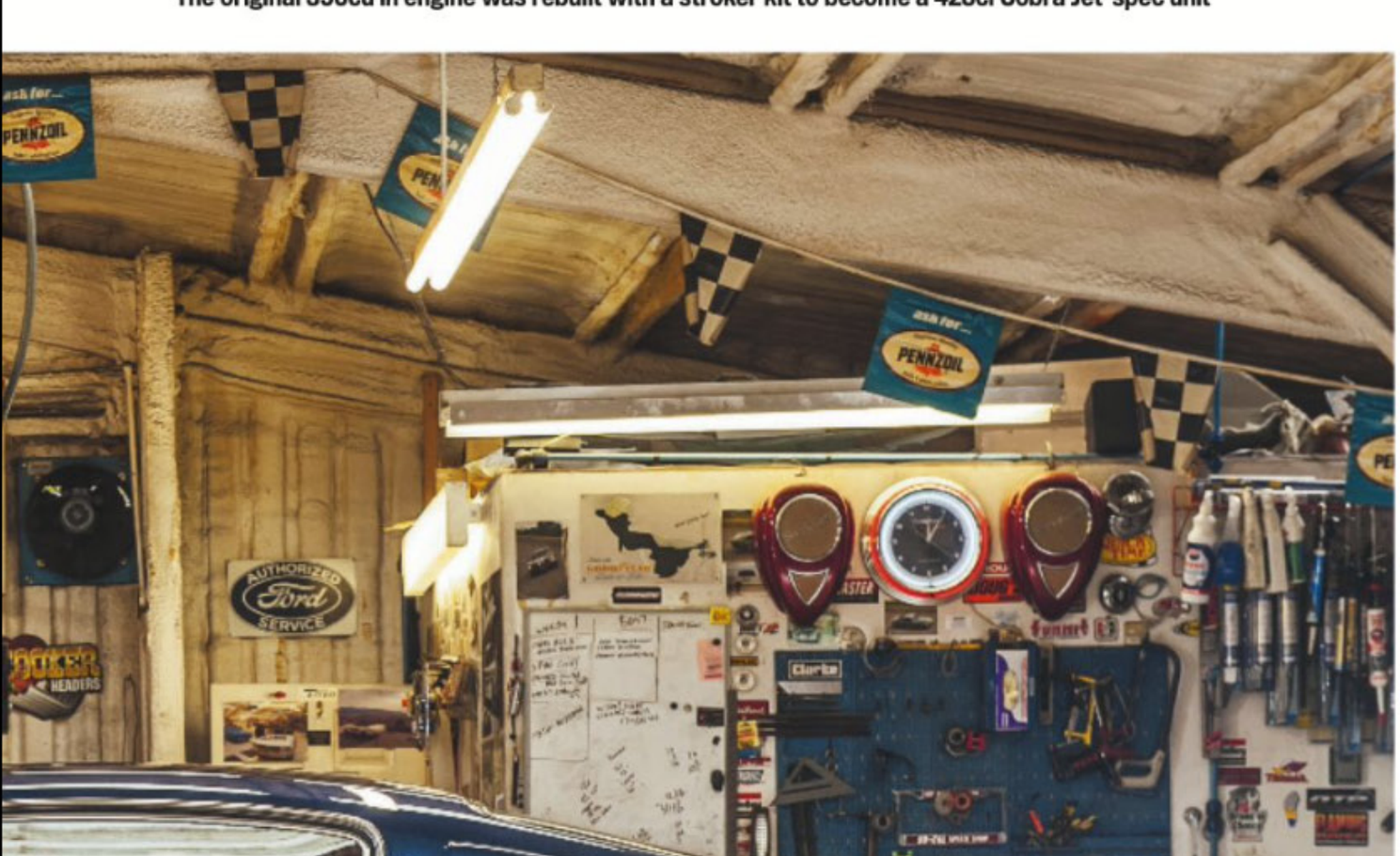
Rob Howell originally wanted a Highland Green fastback, but the lure of this blue GT500 was too great to resist



Roy Holmes had to do the job of stripping the car to a rolling shell before handing the project on to Fintan Ellis



The original 390cu in engine was rebuilt with a stroker kit to become a 428ci Cobra Jet-spec unit



ASSESSING AND STRIPPING

'The floors were bad too – every area needed repair'



'It seems that other people who had a go at it left lots of little things un-fixed,' says Roy Holmes (left), 'which is why it ended up with us. What I found was a car in a kind of halfway GT500 trim, but the standard of the work wasn't great.'

One example was the engine bay. It was home to the car's original 390ci big-block V8 that had been restored with nothing more than an aerosol. The bad news continued when a close inspection was made of the car's structure. Holmes found filler in various places and knew what was coming by the time he started lifting carpets and inspecting the steel underneath. 'The boot area was pretty holey,' he says. 'The floors in the cabin were bad too – every area needed repair.'

Holmes worked with Fintan Ellis at FH Ellis Coachworks to arrange the sourcing of a complete new floorpan – the first time such a thing had been done in Europe after the item became available in the US.

'I spoke to Mark, the owner, and explained that the floorpan was expensive to buy but would actually be cheaper by the time it was installed in the car because of the reduced amount of labour involved in fitting it, as opposed to several individual panels,' says Holmes.

Before that could happen, the slow and methodical work of stripping the shell had to be completed. Holmes catalogued every part, especially the Shelby-related bits.

Hours taken: 500

PART SOURCING

'I'd sit for hours, scanning eBay for a piece of trim'

Shelby American didn't make many cosmetic changes to the 1965 and '66 Mustangs for the GT350 models, but with the revised body for 1967, Ford encouraged more distinction. FoMoCo staff at Dearborn designed a few add-ons, requiring Shelby to fit a glassfibre nose cowl and rear spoiler, two high-beam lights in the centre of the grille, air scoops and lock pins in the bonnet, air scoops on the roof, longer rectangular tail lights and a wide variety of detail changes to interior trim, dash equipment and badging.

So while 90% of the parts remained the same as a regular '67 fastback, the remaining 10% can create serious headaches for restorers. Rather than leave it all to Roy Holmes, Mark Placzek used his compendious knowledge of Shelby specification to hunt for parts.

'I'd sit for hours, scanning eBay for a piece of trim,' he recalls. Mark thought he'd have to pay $7000 for an original 1967 Shelby steering wheel – if he could find one. But then he found Tony D Branda (cobranda.com). 'I got an exact reproduction for $1200.'

Perhaps Mark's greatest stroke of luck was finding someone to re-make the Shelby seatbelt harnesses. 'I was told he only did a couple of sets a year. Worse still, he was retiring, but I managed to persuade him to take on one last job.

'They were perfect – he even recreated the slightly wonky stitching you'd find on the originals.'

Hours taken: 150

ENGINE AND MECHANICS

'The block is stripped and hot-tanked to remove paint'



Richard French, better known as Bear (left) is the Mustang Workshop's senior technician and knows the Mustang's many engine options intimately. 'The FE big-block motors are really tough, but they're also very versatile and tuneable – Ford used them in everything from pick-ups to NASCAR racing.'

Bear got his hands on the engine when Rob Howell decided to release its potential via a swap to a manual gearbox, and he's set it up to run as sweetly as possible. During the initial build the 390ci engine went to engine builder Mike Huddart. The GT390 and the Shelby's 428 Cobra-Jet were based on similar FE engine blocks, allowing Huddart to convert one to the other. 'It's a straightforward stroker kit,' he says. 'It consists of a new crankshaft with longer throws and new pistons that need an 80-thou (0.080in) overbore to fit. The camshaft is changed but before the build-up begins, the block is stripped and hot-tanked to remove paint and other residue.' This was followed by sonic crack testing to make sure the original block was useable.

Crankshaft balancing is often overlooked when building engines with altered bores. 'It's vital to have it balanced dynamically, not just statically,' says Huddart. 'I've seen American-built overbored engines with new pistons that are so far out of balance that the main bearing caps are friction-welded to the block through movement. To balance any US type of V8 crankshaft we have to weigh and match all the components that would ultimately effect the dynamic balance, such as conrods (both ends) pistons with rings, pins and big-end bearings. Using a set formula we calculate the mass of the bob weight that must be attached to each crank pin. It is vital to balance the crankshaft with a precisely accurate simulation of all rotating and reciprocating masses that will be attached to it when built.'

Roy Holmes and Mark Placzek supplied a Shelby wing-side sump to increase oil capacity, plus the twin four-barrel intake manifold. With eight carburettor throats and seven litres of engine capacity, it's no wonder *Road and Track* recorded a 1967 Shelby GT500 as the thirstiest car they'd yet tested – 9.8mpg.

Hours taken: 150

EXPERT TIP

'The same cylinder head gaskets can be used for three different FE-block V8 engines – the 390ci, 427ci and 428ci, despite the 427 version sharing the 390's stroke and using a bore 200-thou (0.200-in) greater,' says Huddart.



390cu in original was converted to 428



Hours of intense searching yielded the correct details for the conversion



Richard French is in charge of looking after the engine post-restoration



Fintan Ellis spent 500 hours and five clear coats getting the paintwork on the Mustang looking just right



After media blasting with ex-toilet seat particles, the reassembly begins

BODY REPAIRS

‘It took about three months to do the whole body repair’



Fintan Ellis (left) received the car as a complete but stripped-down shell. Before he could decide on the required panel work he had to see the car in naked steel, so it was sent to Cleaning Consultants in West Sussex to be blasted with plastic media. This is an expensive but gentle and effective method of removing paint from steel and glassfibre surfaces using tiny fragments of plastic – crushed toilet seats, as Ellis says with a smile. ‘After blasting they give the shell a coat of zinc phosphate primer,’ he says. ‘It’s very stable, allowing the car to sit almost indefinitely without the surface soaking up moisture.’

Sadly, a lot of what was coated in zinc would have to be cut off and thrown away, either for structural reasons or cosmetic ones – Ellis didn’t want to risk anything that could promote bubbles in a perfect paint finish, even a few years down the line.

‘We ended up with four boxes of new door skins, sills, wings, that one-piece floorpan, a pair of rear quarters, two rear chassis legs, and an inner boot panel,’ says Ellis. ‘It took about three months, with one of us on it full-time, to remove the corroded bits and fit the new ones. You can get every panel for a classic Mustang and while they’re pretty good, they’re not as crisp as the original items so we had to pre-fit the bumpers, wings and doors and then strip the whole lot again.’

Ellis’s team used an epoxy primer as the foundation for the rest of the paint process. This was followed by an all-over skim of fine filler, then block sanding, then a dark grey primer-sealer as a ground coat, then a blue base coat, then a clear coat over all the bits of the car that would end up blue. The white stripes were masked out and then painted before four or five clear coats were applied over everything. Hand flatting and machine polishing finished the job.

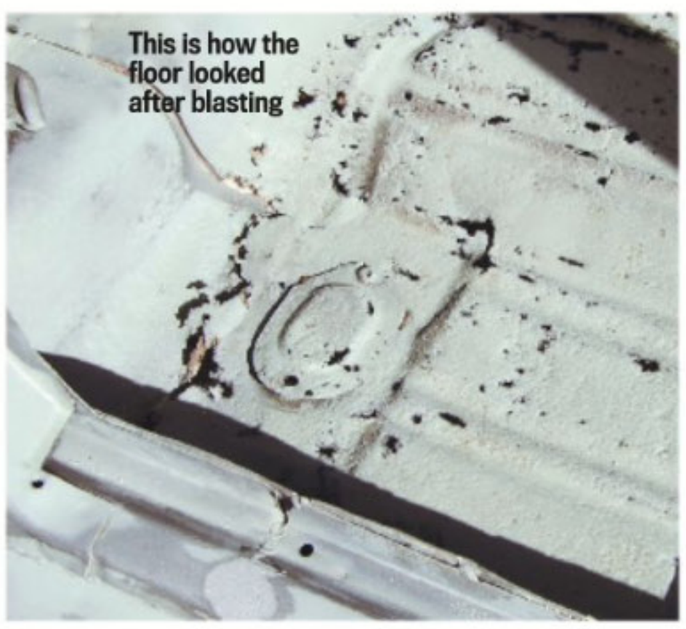
Hours taken: 500



Blasted shell was protected with zinc primer



The Mustang needed a complete new floorpan





EXPERT TIP

By the time the bodyshell had been blasted, repaired and re-panelled, it was ready for paint. However, it also had three months of dust and fingerprints on it. Fintan Ellis likes to sand the whole shell to get rid of any contamination even before applying the foundation layer of epoxy primer.



Ready to hit the highway after two restorations

ASSEMBLY

'I was gobsmacked - it really exceeded my expectations'

The build consumed most of the hours the car spent in the Mustang Workshop, with Roy and his staff working carefully around the beautifully painted shell. There were a few subtle changes to 1967 specification. Mark Placzek was keen to make the car indistinguishable from a genuine GT500 to any interested observer, but having lived with the car in central London with its standard manual steering and feeble brakes, he felt justified in making a few safety-related alterations.

'Mark chose rack-and-pinion power steering,' says Holmes, 'and it does make the car a lot more useable. We also fitted cross-drilled, ventilated disc brakes at the front, but in the standard size that you could order in 1967, so they fit inside the Shelby ten-spoke wheels.'

Halogen headlamp bulbs improve night-time visibility while a stainless-steel exhaust system and modern polymer paints on the underside protect the Mustang in year-round use. Part of the wiring loom went into the shell first, along with the brake pedal, servo and brake lines. Next came the engine and transmission, followed by the front suspension, steering, rear axle and then the complete re-fit of the interior, along with the rest of the wiring loom and the heater box.

So what was it like, picking up a factory-fresh Shelby GT500? 'I was gobsmacked when I saw it – it really exceeded my expectations,' says Placzek.

Roy Holmes also recalls that day fondly. 'It was a terrific project to do, not least because of Mark's involvement. He was dedicated to getting the details right and he knew what he wanted. And he got it.'

Hours taken: c.1000



Mark Placzek tracked down custom-replicated, wood-rimmed Shelby wheel for $1200 in the USA





GT500 - the number of the beast

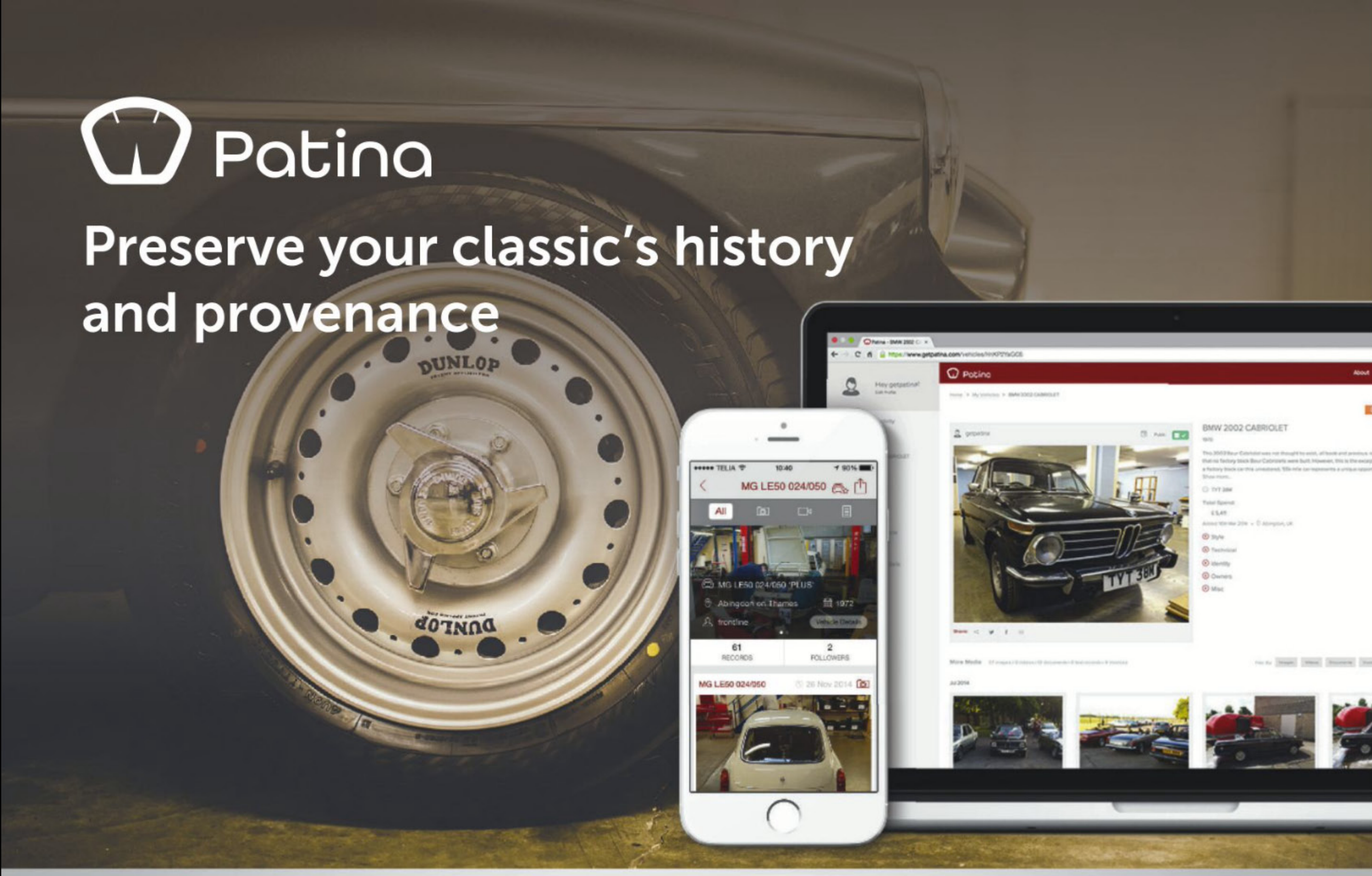
Thanks to: Mark Placzek, Roy Holmes (mustangworkshop.co.uk), Rob Howell, Fintan Ellis (fhellis.com), Mike Huddart (Huddart Racing Engines)

NEXT MONTH

We track the restoration of a 911 Turbo that was much worse than the restorers thought it would be, fettled against the clock for a competition presided over by Dr Porsche himself.

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MY LIFE IN CARS

‘I’ve owned many Fiat 500s but every time I do one for keeps someone wants to buy it’

Stef Proietti may be a Fiat 500 specialist, but his history of car ownership is more wide ranging

Words: RUSS SMITH Photography: RORY GAME

It was 50 years ago when Remo Proietti started his garage business just off the Caledonian Road in North London. After some years as an official Fiat dealership he became an independent Italian car specialist and was joined in the early Eighties by his twin sons Stef and Bruno, who continue to run the business from the same premises.

The brothers were quickly indoctrinated into the infectious joys of Italian cars. Stef says, ‘I got my first car at the age of 16, a 1971 Fiat 850 saloon. It was just sat in the yard and had no real value so was given to us to mess about with. Bruno and I came down here after school every day to fix it up, and had it ready for the road by the time we could legally drive. We made it as boy racer as possible, of course, then terrorised the streets of North London with it. I sold it to buy a Fiat 127 1300GT – that was a really quick car for a 1300. Then I sold that to buy an engagement ring. Love? That’s mad. But it was a good decision.’

Despite that early enthusiasm, Stef’s career plans hadn’t included joining the family business. ‘After I finished my A-levels I said I’d spend my gap year here before going to university, and I’ve never stopped. It helped that I started racing almost immediately, and I also got the Fiat 500 bug. In those days people would actually give MoT-failure 500s to us – even stuff that just needed new kingpins. There wasn’t the fuss about them there is now. So we did them up and sold them on.

‘Over the years I’ve owned many 500s but every time I do one for keeps someone wants to buy it. There’s one outside now with my name on it – we’re building that as a race replica with big arches.’

And the 500s keep coming. On the day of our visit there are seven in the workshop and more crammed into the outside storage area. ‘Mostly we build them up from scratch for customers, with all sorts of modifications to make them more user friendly so you actually want to take them out for a drive. Stuff like Fiat 126 650cc engines and synchromesh gearboxes, or a five-speed option we get in from Italy, front disc brakes, electric start, better sound-proofing. We can even fit central locking and electronic ignition. They make great London cars.’

ALFETTA GTV TOW CAR

‘My first proper Alfa was an Alfetta GTV 2.0, one of the early metal-bumper cars, though I’d previously had three Alfasuds in a row, one of which I wrote off when towing my race car to Snetterton. The GTV was a customer’s car we were offered in the late Eighties and it was in really good nick – just too good an opportunity to miss. I drove that every day for four years, and also



Despite accumulating all the bits to fix it, Stef’s Alfetta GTV stalled at this stage



Russ tries out the one car even he feels cramped in

Every time Stef Proietti restores a car for himself, someone ends up buying it, giving him a rich car CV



Stef Proietti usually builds bespoke Fiat 500s, with fuel injection and five-speed 'boxes on offer



Stef Proietti and friend Carl Kilbey, a neighbour who owned a Metro, in Paul



This Abarth 695SS replica was taken on as an unfinished project



Stef's exciting Italian thoroughbred soaks up the rays... next to a Ferrari Dino. The Integrale was his second Delta

used it to haul my Renault 5 racer all over the country. It was really good for that, it towed so fast. Eventually the sills and front and rear panels rotted out. I bought all the bits to restore the body but never got round to it, though I now wish I had. In the end I gave it away along with all the parts. I hope someone restored it.'

RENAULT 5 RACER

'Just after I began working at the garage I started spannering for my cousin Paul who was competing in the Renault 5TS Challenge series. I got the bug for it and realised I could have one too. I bought an existing racer that had had a lot of money spent on it but the owner couldn't get to run properly. The engine was making good power – that was tested on a rolling road – but it turned out to have the wrong gearbox fitted, in which even fourth was an overdrive ratio, so the engine wasn't getting into its power band. We changed the box and after that it was great. I ran it for three seasons, had a lot of fun and took many third places – even finishing third in the championship one year. I rolled the car twice and had to reshell it each time. Once when leading a race at Snetterton I overdid things a bit and spun it, unfortunately taking out the second-place car too. As an aside, by complete coincidence that collected driver turned out to have been Carl Kilbey, an old car-modding friend from my home town in Essex.

'Then I got married and gave the TS to my other brother, Sandro, who did even better than me – he got second place in the TS championship.'

ABARTH REPLICA

'The Abarth 695SS replica we bought in 1989/90-ish was a lovely thing. We took it over as an unfinished project, with all the good bits left to do. The bodywork had all been done and finished in white, to which we added orange for the flared arches, nose and Abarth scorpion logos. We got it all mechanically organised but it turned out we didn't use it much because the engine was simply too hot; it was like a circuit car to drive so really not of much use in North London. In the end we sold it, after taming things down a bit to make it more user friendly for the road. Sadly we never saw or heard of it again, but it went to an Essex boy racer so it's likely it got written off.'

LANCIA FULVIA COUPÉ

'The Fulvia I had in the Nineties was a really late one – a 1975 Series 3 1.3S. I bought it off a customer because it needed more work than they wanted to get into. The Fulvia Coupé is one of those iconic cars and they drive so well – the engineering is so special. I also had a soft spot because a Fulvia was one of the first cars I'd restored. So I did this one up too.

'Mechanically it was good, but it was tatty. It wasn't rotten like these are remembered for being, but there was rust on every panel. It looked lovely when it was finished and I ran that for a year before parting with it.

'In the background of the photo you can just see my old 1995 Ducati 600 SS. That was a much-loved machine. My wife bought it for me as a present, brand-new, and I kept it for ten years.'



Lancia Fulvia was kept for ten years after buying it from a customer who couldn't afford the repairs



Work on customer cars keeps getting in the way of Stef's own



Ferrari F355 was a 40th birthday present from his wife. Wonder if she has a sister?



Stef prepares this Abarth 1000TC racer and shares driving duties with Paul Harding

LANCIA DELTA INTEGRALE

'Throughout my life I've tried to own iconic cars and the Integrale truly fits the bill. This was an absolutely stonking car. I'd had a Delta HF Turbo before and that was quick but only front-wheel drive so you couldn't get enough traction – it was always spinning its wheels.' There's no such trouble with the all-wheel drive Integrale.

'Mine was an early eight-valve model, from 1988, and I was only the second owner. It had been bought new by a guy I raced with. Eventually he upgraded to an Evo model so I had the old car off him. I did some upgrades – boosted the power with a hybrid turbo, fitted Tarox brakes and Koni dampers. It put out about 250bhp and was a real pocket rocket. I kept it for ten years, by which time it had 100k on the clock. But it got to the point where the dreaded rust had taken hold and needed a proper restoration. It became a drive-blocker and my wife wasn't impressed, but I didn't want to part with it. The trouble is, I never get enough spare time to work on my own cars, though I persist with the romantic belief that I will get round to them. I only sold it two years ago after eventually admitting it wasn't going to get done.'

ABARTH 1000TC RACER

'This isn't my car but I do prepare it for racing and share the driving with the owner, Paul Harding, who's a big Abarth fan. We run it in the U2TC championship, a series for pre-1966 Touring Cars of less than 2.0 litres. That runs at some of the best meetings and tracks in Europe including Spa, Monza, Dijon, Portimão and Silverstone, and they're all hour-long, two-driver events. I've been prepping the car for five seasons and racing it for two, racing five or six times a year.

'We've never failed to finish because of mechanical failure, though the 1.0-litre engine is kicking out 100-plus bhp. I always name my racecars and this one's Lucy, shortened from Lucrezia, which the previous owner called her. We usually finish first or second in our class, but then again there are usually just two of us in the under 1.0-litre class. On brakes and cornering it's better than anything else on the track, and we often pass the biggest-engined cars in the corners, then they get us back on the straight. All great fun and I'm looking forward to another season of it.'

FERRARI F355 GTS

'I got the urge to own my first Ferrari after driving a friend's 575. I thought I'd get a 456 GT, which has the V12 engine I love and seats in the back, which would make it more practical. But everyone put me off buying one with all kinds of horror stories.

'Then this came up, again via a racing friend, and my wife bought it as a present for my 40th birthday, eight years ago. It was actually the cheapest we could find, but had the added benefit that I could do any work on it myself. I used it a lot for the first three or four years, driving it at any excuse. The best trips in it were to Dijon and Le Mans, the roads over there are made for it.

'It became less practical as the kids grew up so has been stored for the past four years. I can't justify keeping it now so it will probably be up for sale this year. Maybe it's time to get that V12 Ferrari now...'

The BMW Z8: 'in many ways it's a modern version of the E-type'

THE COLLECTORS

'For me to enjoy a car it's the faster, the better'

From a Mini Cooper S to his former British Touring Car Championship Peugeot 406, Patrick Watts' varied group of cars all provide that key element – oodles of smiles per mile

Words: MIKE RENAUT Photography: MATT RICHARDSON

With a career spanning four decades of circuit racing and rallying, there's very little that Patrick Watts hasn't driven. His collection reflects his interest in fast machines that are rewarding to drive.

'I enjoy all my cars; they were bought with passion and an eye on investment. I think of them as a portfolio as much as a collection. It's a much more enjoyable than keeping money in a bank account.

'I've been busy with a barn conversion to store the cars,' explains Patrick. 'I was painting floors yesterday. The workshop is gradually getting all the equipment I require – a 5000psi compressor for air bottles needed for air jacks and wheel guns, a flat chassis alignment area, corner weight scales for suspension set-up and a two-post lift. Keeping track of spares and equipment needed for each race meeting requires a properly racked-out storage area. I may need a computerised inventory system soon.

'Being a professional racing driver for many years I no longer need to prove myself. Historic racing is a way of justifying owning the race cars. The Metro and Peugeot I used to race for a living; now it's for old time's sake. Winning is still the aim and constant development, within the regulations, is part of the fun and challenge.'

There's an element of play mixed into the work, with a large Scalextric layout in one corner of the garage. 'I'm trying to find a model of every car I owned or raced,' explains Patrick, indicating a shelf of Metro Turbos, Porsches, a Mustang and even an Allard. Do other professional drivers pop round to re-enact old rivalries with the miniature racers? 'Sometimes, but they never win…'

2000 BMW Z8

'I'd only seen one of these before. A colleague in Germany had one brand-new in 1999 and he was very proud of it. It was 2006 before I found one – the local BMW dealership was asking 80 grand for it, but after driving it I had to have one.

'This was cheaper and had 17,000 miles on it. It now has 17,500 miles – I've barely had time to drive it. With the M5 engine it's very quick; not the ultimate sports car but a fast road tourer. Journalists said the Z8 was wallowly. That's rubbish; lower profile tyres and stiffer springs would ruin it.'

1950 Allard J2

When I contacted Patrick to arrange our visit he was on the Circuit des Remparts in Angoulême with the Allard, where an unfortunate incident put him out of the event. 'At about 100mph a leather strap snapped – possibly from exhaust heat – and the Allard's aluminium bonnet flew backward and hit me on the head as I approached the braking area for a hairpin on the fastest part of the wall-lined old circuit. The bonnet blocked all but a view to the right. I rode up one kerb and spun into another.' That kerb was six inches high. It severely dented the wheel and smashed the steering box. 'It only steers left now. I became a spectator for the remainder of the weekend. Lots of French cooking and red wine made up for what could have been a nasty accident.'

Patrick bought the 5.4-litre Cadillac-engined Allard from historic racer Malcolm Verey. 'I wanted a car eligible for the Mille Miglia, Le Mans support race and Monaco Historic. It's got competition history back to 1950 and has been beautifully race-prepared by RW Racing. With 50/50 weight distribution there's excellent traction but typically the brakes are awful.

> 'The Allard's bonnet flew backward and hit me on the head as I approached a hairpin'

'The front is a split beam axle. If only Allard had put a decent front end on them. Formula Ford drivers complain about bump steer and I think, "drive this – I'll show you bump steer!" I've campaigned the Allard at Monaco twice and in the 2013 Mille Miglia. At Silverstone or Brands it's competitive against the quickest C- and D-type Jags and sounds fantastic with straight-through pipes – especially when we drove to Tesco during Goodwood!'

1977 Jaguar XJC

'I was at the Silverstone Auctions celebrating 50 years of the E-type. Among the hundreds of E-types this XJC stood out. I asked the chap nearest me if I could borrow his catalogue to look up the reserve price. "It's £15,000 – it's my car," he said. He was a retired engineer for Perkins Diesels and he'd home-restored the Jaguar and won loads of concours competitions. The car had done 4000 miles since the 2001 rebuild. There was dust halfway down the propshaft where he couldn't reach to polish it – otherwise it was better than new inside and out. I paid £22,000 and I think it's likely the best one anywhere.'

1983 MG Metro Turbo

'I raced this Metro in 1983 and 1984 for Austin Rover Group under John Davenport. The first event was supporting the F1 Race of Champions at Brands Hatch the day after I married Pam.' For that, the Metro had 'just married' painted on the rear screen.

'I was leading the BTCC series in '85 when Austin Rover pulled out due to politics in the TWR Rover Vitesse side of the team.' Two of the Metros were converted for long-distance races with quick-fill tanks and air jacks; they proved fast but not reliable. 'I bought it when Motor Racing Legends conceived a race series for genuine Historic Group A cars. It has 200bhp and weighs 900kg so it's tricky on old, cold slicks. The Metro remains very original; you can see it's signwritten by hand.

'RW Racing recommissioned it with new lines and hoses, brakes etc. The engine and gearbox went to Swiftune. With Quaife gears and a few technological updates the car has been made reliable. Modern tweaks include a Lambda gauge and modern Millers oil especially developed for this engine/gearbox.

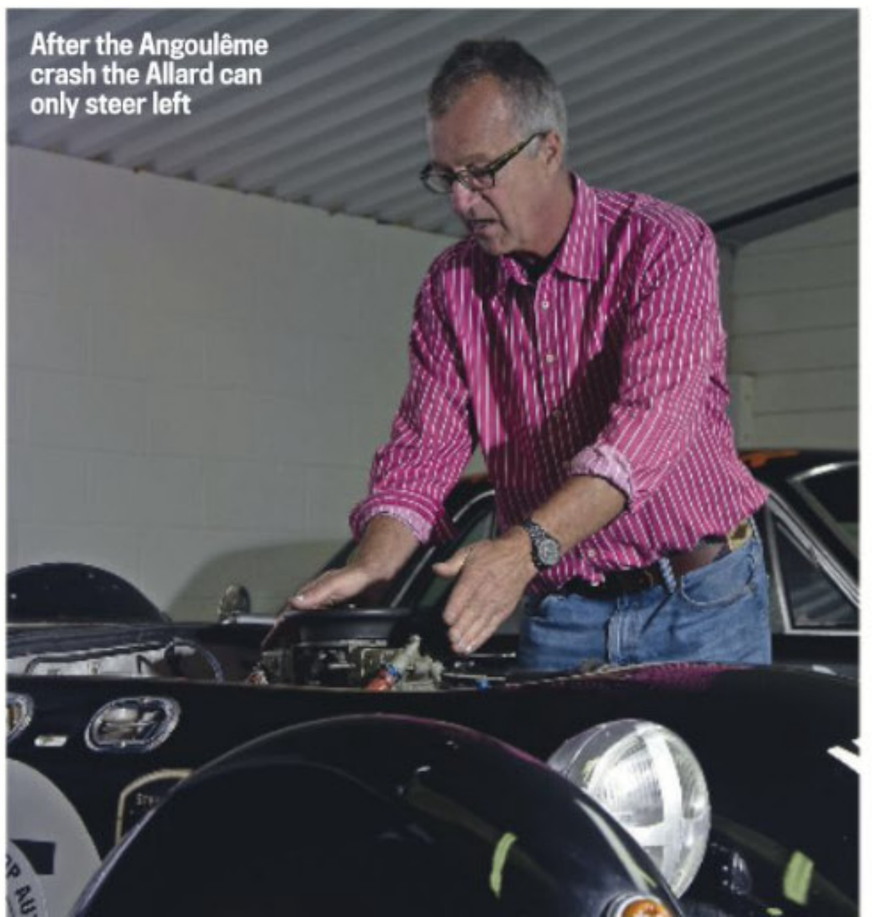
'I shared it with Nick Swift in the JD Classics one-hour race at Donington this year and we came second overall in front of the ex-works Rover SD1 and Jaguar XJ-S – beaten by Steve Soper in a Cologne Capri.

'This is chassis number six. I've just found chassis five in Greece – that will join my collection next month.'

1998 Peugeot 406 touring cars

'Built for the 1998 British Touring Car Championship for Tim Harvey and Paul Radisich, these cost £400,000 each even then. In 1997 I'd left touring cars and in 1999 these 406s were sent to Australia. I was invited to do their Super Touring Championship in number 12, Tim's old car. The big teams like Audi and Volvo had a transporter for each car but we turned up with a ute and a beer cooler and put it on pole thanks to engineer Paul Grimm. After winning four races I was second in the championship but had to return to the UK. The Peugeots then sat for 12 years.

'I bought them with my friend Malcolm Harrison when I heard about a race series for Super Touring. After a few races and a couple of wins the car is better than ever. We're putting a team together and will continue racing in HSCC Super Touring.


After the Angoulême crash the Allard can only steer left

1977 Jaguar XJC and 1983 MG Metro Turbo Watts raced in 1983-84

Peugot 406 number 12: a four-time Super Touring Championship winner

Old rivals are welcome to re-enact past battles on the Scalextric

The 5.4-litre Allard J2 boasts competition history going back to 1950

KEEPING THEM ALL IN FINE FETTLE

'I enjoying mucking about with all of them. It's usually lack of time that prevents me from doing major jobs myself, although that will change once I've retired and got my workshops in order.' Patrick uses specialists including Nick Swift of Swiftune, Richard Walbyoff of RW Racing Services and Paul Grimm in Australia for Peugeot advice. 'Powerful, reliable race engines are best left to specialists.

'There's also an A-level student, Josh, who comes around to learn and helps out. He has an old Mini and arrived the other day with smoke everywhere. We cured it by taking the head gasket off the Metro. That gasket will never go as fast again!'



The 1973 E-type is for gentle use. Watts isn't keen on the colour, but prefers to keep it original anyway

'These are not easy cars to work on – there's no manual or instructions. It takes a lot of thinking to remove anything because it's F1 technology crammed into a 406 shell. They had 20 technicians in period, now there's just two of us. I had to source an old computer because the data logging uses Windows 98. We supported the BTCC this year and got a great response from the current BTCC drivers who watched these as kids, which makes me and my Pug feel old!'

1964 Morris Mini 970S

'My first car was a Mini 850. I started racing in the Mini 850 Challenge and was national champion in 1979. A few years ago I realised how rare the 970S Minis had become. This one turned up at Sussex Sportscars in 2011 for £27,000. It had previously been restored by a bodywork specialist but was in need of mechanical TLC. The rear subframe was misaligned; the hubs and brakes weren't up to scratch. Nick Swift at Swiftune rebuilt it for me, blueprinted and balanced the engine and put a slightly hotter cam in. Other than having the close-circuit breather removed it's standard. I use it a lot, hence that parking ticket you've just found…'

1965 Ford Mustang

'I'd been competing in historic rallying for about five years with my Sunbeam Tiger, which is currently in pieces being restored, but rallying isn't very sociable. Pam spent hours travelling to stages to see me drive past just once. The Mustang was my way back into circuit racing. It was already a race car, at one point the fastest pre-1966 FIA Mustang. The 2000lb front springs meant there was no grip. The only give was from the bodyshell twisting – rear bulkhead rivets were popping out. I halved the spring rate with softer coils and leaves.

'It's painted for the Goodwood Revival where I shared driving with Steve Soper. I gave it a fictitious livery that's closer to a Seventies NASCAR. With 420bhp and weighing 1260kg – 60 over homologated weight – it's fantastic to drive. It steers on the throttle. I could lose that extra 60kg but I'd have to install a titanium exhaust, lightweight modern radiator and do all sorts not permitted in FIA class racing. This Mustang still has a copper radiator to conform to FIA rules.'

1973 Jaguar E-type

Unrestored with 25,000 miles on the clock, a four-speed manual gearbox and factory right-hand drive, it's easy to see why Patrick bought this roadster. 'A friend had one and I always coveted it. It's the first E-type I've owned. The seller looked at hundreds and I trusted his judgement since his business dealt in top-quality cars. I wanted one that was totally rust-free and it's had no expense spared. Whenever I buy a car I'm looking at the previous owner just as much as the car.

'It's what I call a dinner-party car; perfect for a meal in the country with my wife. Pam loves this Jaguar. It drives like a limo; it's my "tour the south of France car". I don't actually like the colour but it's a totally original car – I can't make changes to original cars like these, except maybe adding a phone charger. It's a car I can have a lot of fun in at sensible speeds.'

Patrick is certainly happy with his collection and feels he has about the right number of cars. Is there anything missing? 'I would like a Formula One car – especially a JPS Lotus. For me to enjoy a car it's the faster, the better.

'But I look on my cars pragmatically; I won't buy one if it means changing my life to accommodate it. I enjoy the historic racing – it's far more ferocious now than when the cars were new. If you pick your series carefully you can have a really good competition out on track. It's vital to me that a car is perfect mechanically. When you're queueing at the start of a rally stage on a narrow track with cars front and behind you don't want to be under the bonnet trying to find an electrical short.'



Schacter has cherished his 970S since he dished out £27,000 for it in 2011. Sadly it's currently in pieces, but he's had no parking tickets


At one point the fastest pre-1966 FIA Mustang

ALL THE VEHICLES

1950 Allard J2 FIA historic
2000 BMW Z8
1965 Ford Mustang FIA
1973 Jaguar E-type
1977 Jaguar XJC 4.2
1983 MG Metro Turbo GP A
1964 Morris Mini Cooper 970S
1998 Peugeot 406 BTCC
1994 Porsche Carrera 993
2004 Porsche GT3 RS
1965 Sunbeam Tiger FIA historic rally car

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EVENTS PLANNER 2015

It's all set to be a classic year – and here's how to ensure you don't miss any of it



What better way to beat the winter blues than going for Le Jog in December?

February

January 28th-February 4th Rallye Monte Carlo Historique **acm.mc**
1st VSCC New Year Driving Tests, Brooklands, Surrey **vscc.co.uk**
1st Red Kite Stages Rally, Llandovery, Carmarthenshire **racrallychamp.org**
4th-8th Rétromobile Paris, France **retromobile.com**
14th Exmoor Fringe Trial, West Somerset **vscc.co.uk**
20th-22nd Race Retro, Stoneleigh, Warwickshire **raceretro.com**
21st Pomeroy Trophy, Silverstone, Northamptonshire **vscc.co.uk**

March

1st MG & Triumph Spares Day, Stoneleigh, Warwickshire **mgandtriumphsparesday.co.uk**
1st Mid Wales Stages Rally, Powys **racrallychamp.org**
6th-8th Antwerp Classic Salon, Antwerp, Belgium **siha.de**
7th-8th John Harris Trial & Derbyshire Tour, Ashover **vscc.co.uk**
13th-15th Amelia Island Concours d'Elegance, Florida, USA **ameliaconcours.org**
15th VSCC Herefordshire Trial **vscc.co.uk**
20th-22nd Rallye de Paris GT & Classic, Paris, France **rallystory.com**
20th-22nd Poppy Regularity Rally, Ypres, Belgium **heroevents.eu**
20th-22nd Milano Autoclassica, Milan, Italy **milanoautoclassica.com**
21st-22nd Goodwood 73rd Members' Meeting **grrc.goodwood.com**
26th-29th Retro-Classics, Stuttgart Germany **retro-classics.de**
28th Welsh Weekend Tour, Powys **vscc.co.uk**
28th-29th Practical Classics Restoration Show, NEC, Birmingham **necrestorationshow.com**
29th Masters Historic race meeting, Snetterton, Norfolk **themastersseries.com**

April

4th-5th Thruxton Easter Revival, Hampshire **thruxtonracing.co.uk**
11th VSCC Scottish Trial, Lanarkshire **vscc.co.uk**
11th-12th Snetterton 300, Norfolk **classicsportscarclub.co.uk**
15th-19th Techno Classica Essen, Germany **siha.de**
18th Silverstone Spring Start, Northamptonshire **vscc.co.uk**
19th Espiritu de Montjuïch, Barcelona, Spain **espiritudemontjuich.com**
18th-25th Icelandic Saga Regularity Rally **heroevents.eu**
20th-25th Tour Auto Optic 2000, France **peterauto.peter.fr**
23rd-26th Classic Motorsport Mitty, Road Atlanta, Georgia, USA **themastersseries.com**
25th VSCC Spring Rally, Surrey **vscc.co.uk**
25th Pirelli Rally, Carlisle, Cumbria **racrallychamp.org**

May

2nd-3rd Atomic Vintage Festival, Sywell Aerodrome, Northamptonshire **atomicfestival.co.uk**
2nd-3rd Magny-Cours Classic Days, France **classic-days.fr**
2nd-4th Donington Historic Festival **doningtonhistoric.com**
9th-10th CSCC Silverstone, Northamptonshire **classicsportscarclub.co.uk**
10th Wiscombe Down Hillclimb, Torbay, Devon **vscc.co.uk**
13th-15th Tour Ireland (starts in Wales) **tourbritannia.com**
14th-17th Mille Miglia, Italy **1000miglia.eu**
15th Barber Historic Motorsports at the Park, Barber Motorsports Park, Alabama, USA **themastersseries.com**
16th-17th Beaulieu Spring Autojumble, Hampshire **beaulieu.co.uk**
16th-17th Silverstone International Trophy, Northamptonshire **hscc.org.uk**
16th-17th Knockhill's Colin McRae Event, Fife **knockhill.com**
22nd-24th Summer Trial, Hensol, Glamorgan **heroevents.eu**
22nd-24th Concorso d'Eleganza Villa d'Este, Como, Italy **concorsodeleganzavilladeste.com**
23rd-24th La Vie en Bleu Prescott Hillclimb, Gloucestershire **prescott-hillclimb.com**
23rd-25th Brands Hatch Masters Festival, Kent **themastersseries.com**
30th HSCC Donington, Leicestershire **hscc.org.uk**
30th Severn Valley Stages Rally, Builth Wells **racrallychamp.org**
30th-31st Tatton Park Classic Car Show, Knutsford, Cheshire **cheshireautopromotions.co.uk**
30th-31st Coventry Motofest, Warwickshire **coventrymotofest.com**
30th-31st CSCC Brands Hatch, Kent **classicsportscarclub.co.uk**

June

2nd-7th Modena Cento Ore Classic, Modena, Italy **modenacentooreclassic.it**
3rd-6th Three Castles Regularity Rally, Llandudno, Conwy **three-castles.co.uk**
6th VSCC Scottish Tour, Selkirk **vscc.co.uk**
7th VSCC Cadwell Park race meeting, Lincolnshire **vscc.co.uk**
7th Bromley Pageant of Motoring, Kent **bromleypageant.c.uk**
12th-14th Cholmondeley Pageant of Power, Cholmondeley Castle, Cheshire **cpop.co.uk**
13th Carlisle Stages Rally, Cumbria **racrallychamp.org**
13th-14th Autosport 3 Hours, Snetterton race circuit, Norfolk **hscc.org.uk**
13th-14th Brooklands Double 12, Surrey **vscc.co.uk**
14th-20th Classic Marathon, Italy **heroevents.eu**



18th-20th Coupe des Alpes, France **rallystory.com**
19th-21st Coppa Intereuropa, Monza, Italy **monzanet.it**
25th-28th Goodwood Festival of Speed, Sussex **goodwood.com**
26th-28th Spa Summer Classic, Spa-Francorchamps, Belgium **spasummerclassic.com**
27th-28th Wolds Trophy, Cadwell Park, Lincolnshire **hscc.org.uk**

July

4th-5th Donington Masters Historic Festival, Leicestershire **themastersseries.com**
5th Shelsley Walsh Historic Hillclimb, Herefordshire **vscc.co.uk**
10th-12th Dragstalgia, Santa Pod, Northamptonshire **santapod.co.uk**
11th-12th Brands Hatch Historic Superprix, Kent **hscc.org.uk**
11th-12th CSCC Rockingham, Northamptonshire **classicsportscarclub.co.uk**
13th-18th 1000-Mile Trial, Woodcote Park, Epsom, Surrey **heroevents.eu**
16th-19th The Hawk Road America, Wisconsin, USA **themastersseries.com**
17th-19th Spa Youngtimer Festival, Spa-Francorchamps, Belgium **youngtimer.de**
18th-19th VSCC Oulton Park race meeting, Cheshire **vscc.co.uk**
23rd-25th Eifel Rallye Festival, Daun, Germany **eifel-rallye-festival.de**
24th-26th Silverstone Classic, Northamptonshire **silverstoneclassic.com**
25th VSCC Norfolk Tour **vscc.co.uk**
25th-26th Grand Prix Retro de Puy-Notre Dame, France **grandprixretro-puynotredame.com**
26th Harry Flatters Rally, Brecon, Powys **racrallychamp.org**
31st-August 2nd VSCC Prescott Hillclimb, Gloucestershire **vscc.co.uk**
31st-August 2nd Carfest North, Oulton Park, Cheshire **carfest.org**

August

1st-2nd CSCC Mallory Park, Leicestershire **classicsportcarclub.co.uk**
7th-9th Oldtimer Grand Prix, Nürburgring, Germany **nuerburgring.de**
8th-9th Nostalgia Weekend, Croft Circuit, North Yorkshire **croftcircuit.co.uk**
12th-16th Pebble Beach Concours d'Elegance, Monterey, California, USA **pebblebeachconcours.net**
13th-16th Monterey Motorsports Reunion, Laguna Seca, California, USA **mazdaraceway.com**
14th The Quail, a Motorsports Gathering, Monterey, California, USA **signatureevents.peninsula.com**
14th-15th Ulster Historic Rally, Todd's Leap, County Tyrone **ulsterrally.com**
15th VSCC Summer Rally, Lancs **vscc.co.uk**
15th Neath Valley Stages, Glamorgan **racrallychamp.org**
22nd Bob Gerard Memorial Meeting, Mallory Park, Leicestershire **malloryparkcircuit.com**
22nd-23rd Tatton Park Classic & Performance Car Show, Knutsford, Cheshire **cheshireautopromotions.co.uk**
23rd Madresfield Driving Tests, Malvern, Worcestershire **vscc.co.uk**
28th-30th Zandvoort Historic Grand Prix, Zandvoort, Netherlands **historicgrandprix.nl**

FIVE BUCKET LIST MOTOR SPORT PILGRIMAGES

SPA-FRANCORCHAMPS

One of the most spectacular racing locations in the world (left). Overtaking opportunities are abundant and it's prone to wet weather, making things even more unpredictable. The local roads through the Ardennes are great fun and you can drive much of the old public-road Spa circuit en route. spa-francorchamps.be

GOODWOOD

It's the sense of camaraderie that makes Goodwood, especially when you find yourself on the lanes nearing the circuit in what seems to be a cavalcade of classic cars. Special parking areas for classics at the Revival add to the sense of occasion, and the circuit is beautifully finished with attention to period detail. goodwood.com

PRESCOTT

The best, most established hillclimbing venue (below). It lies at the end of an exciting drive through Gloucestershire, and at some of the events you can pay a small fee and take to the track in your own car. prescott-hillclimb.com

LAGUNA SECA

The track with THAT corner - the infamous Corkscrew - is also a great excuse to get away from the manicured lawns during Monterey Week and enjoy the Motorsports Reunion action. Take a detour south to the scenic mountain roads of Corral De Tierra. mazdaraceway.com

DAUN

There are many great rally stages in the world, but a lot of them are difficult for spectators to access. Daun - epicentre of Rally Deutschland, the biggest classic rallying event in the world - changes all that. Its gravel stages in the Eifel forests are full of easily found vantage points, perfect for watching everything from two-stroke Saabs to Group B Evo monsters. eifel-rallye-festival.de



FIVE NEW EVENTS FOR 2015

THE WEC REVIVAL

This new series, with events at Silverstone, Brands Hatch, Zandvoort and Dijon, opens up the old Martini Trophy for 2.0-litre Seventies sports-racers to all cars that competed in endurance racing at the time. Expect the likes of Ferrari 512 BBLMs, Porsche 935s and Alfa Romeo 33/2s to take to the track in a spectacle of flames and tyre smoke. hscc.org.uk

McRAE RALLY CHALLENGE, May 16th-17th

Following last year's successful tribute to Jim Clark, Knockhill aims to establish a more regular classic event, beginning on the 20th anniversary of Colin McRae's World Rally Championship victory. We're promised a 'multi-discipline, multi-action rally festival', with cars from all eras. knockhill.com

TOUR IRELAND, May 12th-15th

This combination of racing, autotests and regularity rallying, proven in Tour Britannia, makes a separate foray across the Irish Sea, although the start will be in Llandudno to take in the famous Great Orme stage. Once in Ireland, the cars will tackle Mondello Park and tarmac stages in the Wicklow Hills. tourbritannia.com

CSCC MALLORY PARK, August 1st-2nd

Mallory Park was saved from the bulldozers last year and it's now up to us to make its events a success. The Classic Sports Car Club's weekend pays tribute to five decades of saloon car racing. Classes include the wild Modsports cars of the Seventies. malloryparkcircuit.com

HISTORIC ARCHIE SCOTT BROWN TROPHY, June 13th-14th

Snetterton's new race for Fifties specials was originally intended to honour the sports car racing career of Archie Scott Brown, who overcame disability to dominate the sport until his death in an accident in 1958. However, since the recent death of Scott Brown's engineer and manager Brian Lister, entries have been widened to include all pre-1959 Listers. And expect significant cars from the careers of Lister and Scott Brown, including Allards and HWMs. It's all part of the Autosport 3 Hours weekend. hscc.org.uk



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Photo: Francesco Rastrelli

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The Summer Trial is one of HERO's most popular events, 2015 will be a year to remember with an exciting new venue and organising team that will further establish the Summer Trial as the UK's premier summer endurance event for classic vehicles. Taking place on the Bank Holiday in May, Summer Trial is designed to have as little impact on the working week as possible, it's compact format has long been a favourite with competitors.

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FIVE CAR HOLIDAYS TO BOOK



THE ALPS AND MONZA, June 15th-21st

Track the routes of two great historic rallies – HERO's dash through Italy with the Classic Marathon, and Rallystory's recreation of the Coupe des Alpes on the French side of the mountains – before heading to Monza for classic racing with the Coppa Intereuropa.

MONTEREY WEEK, August 11th-16th

California's classic 'car week' focuses on three main events – the Pebble Beach Concours d'Elegance (pictured above), the Monterey Motorsports Reunion race meeting at Laguna Seca and the Motorsports Gathering at the Quail Lodge. Plus a huge variety of shows and auctions.

BLENHEIM, BEAULIEU AND GOODWOOD, September 3rd-13th

While the constant repositioning of the Hurlingham Club concours has made the establishment of a UK 'Car Week' difficult, it's still possible, with three big events bookending a week. Begin with the Salon Privé concours at Blenheim Palace in Oxfordshire on September 3rd/4th, before heading out to the Beaulieu Autojumble at the weekend then on to Goodwood for the Revival five days later.

NORTHERN ITALY, September 18th-27th

Three unrelated events come together beautifully. The action begins with the Gran Premio Nuvolari in Lombardy, with Thirties racers hurtling around Mantua. The Lonville Classic Rally gets underway in Piedmont the following Thursday, followed by the Motor Gallery show in Modena at the weekend.

LONDON-BRANDS HATCH-BRIGHTON, October 31st-Nov 1st

Enjoy the free Regent Street Motor Show in London, then head to Brands Hatch for the CSCC touring car races, which continue on through the night. Next morning, drive to Brighton to welcome the survivors of the Veteran Car Run.

28th-30th Carfest South, Laverstoke Park Farm, Kent **carfest.org**
30th Oxford Concours, Oxfordshire **vscc.co.uk**
30th-31st Oulton Park Gold Cup, Cheshire **hscc.org.uk**

September

3rd-5th Salon Privé Concours d'Elegance, Blenheim Palace, Oxfordshire **salonpriveconcours.com**
4th Microcar Rally, Hatton, Warwickshire **national-microcar-rally.co.uk**
4th-6th Concours of Elegance, Holyrood House, Edinburgh **concoursofelegance.co.uk**
5th VSCC Autumn Rally, Warwickshire **vscc.co.uk**
5th-6th Chantilly Arts et Elegance, France **peterauto.peter.fr**
5th-6th Beaulieu International Autojumble, Beaulieu, Hampshire **beaulieu.co.uk**
5th-6th CSCC Donington Park, Leicestershire **classicsportscarclub.co.uk**
6th Brighton Speed Trials, Sussex **brightonandhovemotorclub.co.uk**
11th Watkins Glen Grand Prix Festival, New York State, USA **grandprixfestival.com**
11th-13th Goodwood Revival, Sussex **goodwood.com**
12th CSCC Silverstone Grand Prix, Northamptonshire **classicsportscarclub.co.uk**
12th-13th Loton Park Hillclimb, Shrewsbury, Shropshire **vscc.co.uk**
17th-19th Rallye Isle of Man **racrallychamp.org**
18th-19th Salute to Style, Hurlingham Club, London **hurlinghamclub.org**
18th-20th Spa Classic 6 Hours, Spa-Francorchamps, Belgium **spa-francorchamps.be**
18th-20th Gran Premio Nuvolari, Mantova, Italy **gpnuvolari.it**
18th-20th Circuit des Remparts, Angoulême, France **circuit-des-remparts.com**
19th-20th Kop Hill Climb, Princes Risborough, Buckinghamshire **kophillclimb.org.uk**
24th-27th Lonville Classic, Piedmont, Italy **lonville.com**
25th-26th Trackrod Rally, North Yorkshire **racrallychamp.org**
26th HSCC Brands Hatch, Kent **hscc.org.uk**
26th CSCC Oulton Park, Cheshire **classicsportscarclub.co.uk**
26th-27th Sywell Classic, Sywell Aerodrome, Northamptonshire **sywellaerodrome.co.uk**
26th-27th Motor Gallery Modena, Italy **motorgallery.it**
27th VSCC Snetterton race meeting, Norfolk **vscc.co.uk**

October

2nd-3rd Tour Britannia **tourbritannia.com**
2nd-4th CSRG Charity Challenge, Sonoma Raceway, California, USA **themastersseries.com**
2nd-4th Dijon Motors Cup, Dijon, France **themastersseries.com**
3rd-4th Prescott Autumn Classic Hillclimb, Gloucestershire **vscc.co.uk**
8th-11th Valetta Grand Prix, Mdina, Malta **valettagrandprix.com**
9th Throckmorton Challenge, Pershore, Worcestershire **heroevents.eu**
10th-11th VSCC Welsh Trial, Powys **vscc.co.uk**
16th-18th Bund Classic Concours, Shanghai, China **chinaexhibition.com**
17th HSCC Silverstone Finals, Northamptonshire **hscc.org.uk**
24th VSCC Goodwood Sprint, Sussex **vscc.co.uk**
31st Regent Street Motor Show, London **regentstreetmotorshow.com**
31st-November 1st Walter Hayes Trophy, Silverstone, Northamptonshire **hscc.org.uk**
31st-November 1st CSCC Brands Hatch, Kent **classicsportscarclub.co.uk**

November

1st London-Brighton Veteran Car Run (below), starts Hyde Park **veterancarrun.com**
5th-8th Rally of the Tests, Northumberland, Borders and Cumbria **heroevents.eu**
7th VSCC Lakeland Trial, Lorton, Cumbria **vscc.co.uk**



11th-15th Classic 24 Hours of Daytona, Florida **classic24hour.com**
13th-15th NEC Classic Motor Show, Birmingham **necclassicmotorshow.com**
21st Cotswold Trial Prescott Hillclimb, Gloucestershire **vscc.co.uk**
27th-29th Roger Albert Clark Rally, England/Scotland (precise location TBA) **rogeralbertclarkrally.org**

December

5th VSCC Winter Driving Tests, Bicester Heritage, Oxfordshire **vscc.co.uk**
5th-8th Le Jog, Lands End-John O'Groats **heroevents.eu**

FIVE FREE EVENTS FOR 2015

CARMEL CONCOURS, August 11th

In a Monterey Week dominated by big-ticket events, this comes as a pleasant surprise. Ocean Avenue in Carmel is closed to traffic and more than 175 cars are put on show.

VSCC OXFORD CONCOURS, August 30th

Not as glamorous as most concours events, but the use of Mansfield College still adds an air of respectability to the cars-on-lawns recipe and the vehicles themselves are often as rare as anything at Monterey. And you can just wander straight off the street into the quad.

BRIGHTON SPEED TRIALS, September 6th

Rescued after its future hung in the balance following a tragic accident, but thankfully it looks like it's here to stay. You have to pay to access the paddock, but the action – cars and motorbikes hurtling down Madeira Drive – is free, and there's even a big screen so you won't miss anything if the thronging crowds get too big.



MDINA GRAND PRIX, October 8th-11th

This Maltese event (left) is road-racing in its purest sense – classic cars engage in battle in a manner that Nuvolari and Vacarella would be familiar with. And you can catch it all just standing by the kerb.

ROGER ALBERT CLARK RALLY, Nov 27th-29th

If you're a rally fan the RAC seems too good to be true, especially if you used to follow the pack in the Seventies and Eighties. The event usually focuses on Northumberland, Cumbria and the Scottish Borders, taking in classic stages such as Kielder. However, unlike the modern Rally GB where everything is ticketed, it's all free. It's full-on rally action too – think Group 4 monsters, flat-out and sideways.



5 STEPS TO BUYING THE BEST

MERCEDES 500E/E500

Buying this Porsche-engineered supersaloon now could be your best move of 2015

Words: MALCOLM McKAY Photograpy: TOM WOOD

OUR EXPERTS



Michael Lavers' passion for Mercedes saw him set up Silver Arrows Automobiles in Putney, London, almost 40 years ago. He loves the 500E. 'It was the next four-door hot rod after the 6.3 and 6.9, beautifully built, with awesome torque that makes you want to play.'



Neil Dickens set up The Hairpin Company ten years ago and has since sold many exotic classics – but has a soft spot for the 500E and especially the E60. Many have passed through his hands. 'Wealthy collectors want the very top, timewarp cars – it's hard now to find really good ones.'

With immaculate examples available from £20k, now's a good time to step up to the ultimate Q car. Little-known outside Mercedes-Benz aficionado circles, the 500E is rather special – and rare. All are left-hand drive and each car was hand-assembled by Porsche on its 959 production line, to standards higher than even Mercedes-Benz could manage.

Conceived to trounce the BMW M5, it was faster accelerating (just) but more expensive, and it was aimed at a more refined market – businessmen who needed to cross continents in the minimum time and arrive relaxed.

In period it was 'a force of almost tidal proportion' as *Automobile* tester Larry Crane enthused, adding 'This is it. This is the best car in the world. This is the reason I work for a car magazine.'

Subtlety was the theme. You'd need to look closely to spot the differences from a standard W124. These include 25mm wider, eight-hole alloy wheels with 225/55 ZR16 tyres, a 4cm wider track with subtle wheelarch extensions, a deeper front air dam and a sports steering wheel. Aircon, cruise control, traction control, electric seats, self-levelling rear suspension and automatic transmission were all standard.

The all-aluminium, quad-camshaft, 32-valve V8, adapted from the 500 SL, was state-of-the-art and high-revving, taking off above 3800rpm. The gearbox was tuned to ensure a seamless surge of acceleration the instant it was needed along with super-smooth changes. Where the ultimate E60 version felt dramatically fast, the standard model was deceptively rapid. Testers reported that the model's excellent ride and handling in the dry were let down by a lack of poise in the wet, and that the traction control was over-protective. However, modern tyres improve grip.

These cars are capable of huge mileages – they're the ultimate *autobahn*-eaters – and

'One contemporary tester wrote, 'This is the best car in the world and the reason I work for a car magazine'

The badges show the Mercedes-Benz three-pointed star, but 500Es and E500s were hand-assembled by Porsche

beware, because many have been clocked. Service history is vital to verify the mileage and to confirm a car has been properly maintained. A clean engine bay is a good sign, but a fully stamped service book backed up with supporting invoices is best.

Though durable, mechanicals wear out eventually – engines can top 400k miles, but gearboxes may need rebuilding by 150k.

Top sales destinations were Germany (5475 cars), USA (1528) and Japan (1167). Mercedes-Benz UK says it imported 24 examples of the 500E and five of the E500 – though MB Germany figures show 58 exported new to the UK. Genuine UK cars have the speedo marked in mph plus side indicator repeaters.

1. Bodywork

Rust is the big enemy, as on all late W124s. Front wings go first where they meet the bumper, as do the wheelarch lips. Replacements are available and just bolt on.

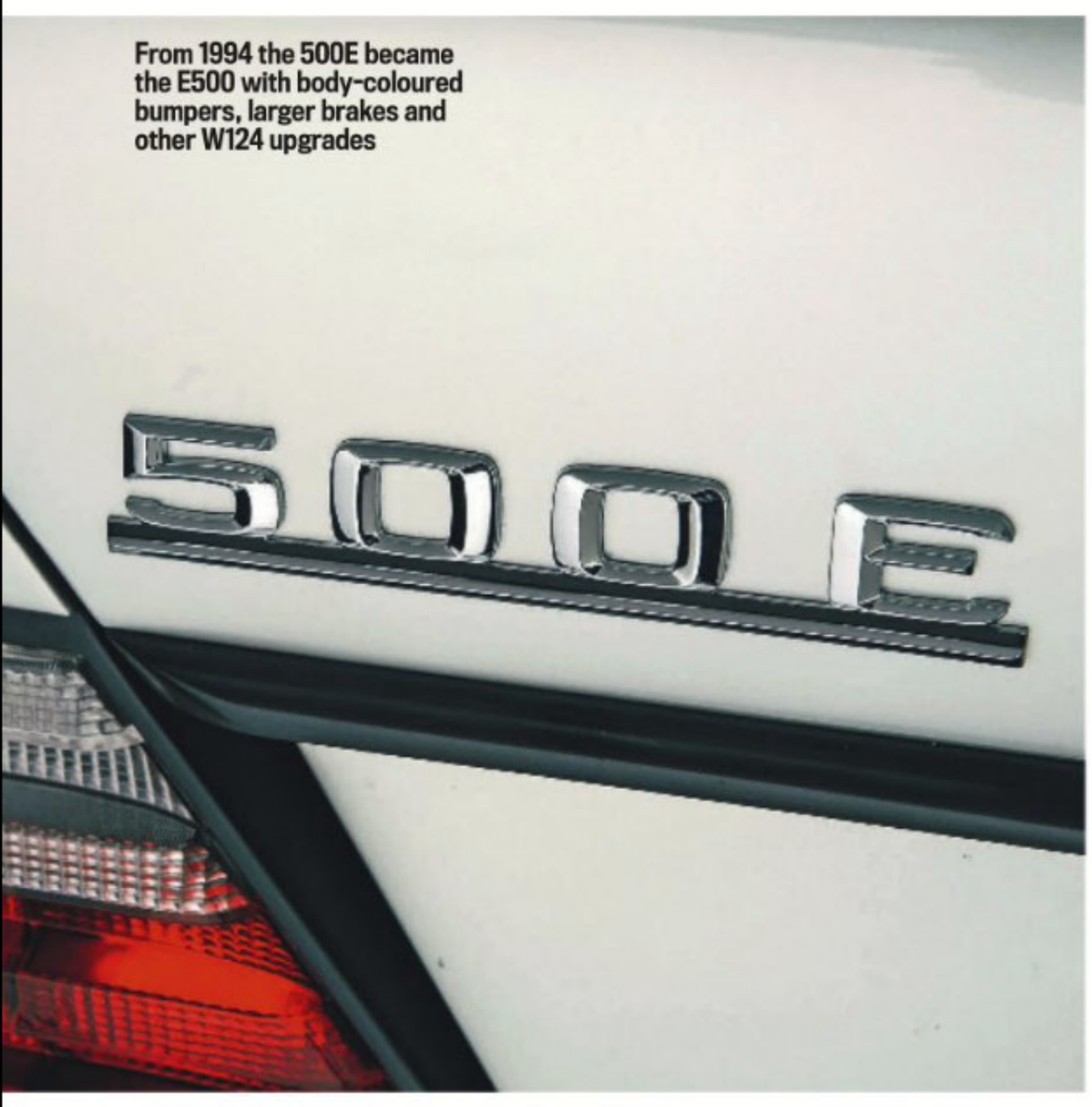
Check the inner wings and suspension strut top mounts for cracks. The same applies to metalwork around the front/rear windscreens, sunroof and rear lights, under the boot seal, inside the rear wheelarches, behind all plastic trims, under the washer bottle and the anti-lock braking system pump in the engine bay, and the boot floor. Also look behind the jacking point covers in the sills, and underneath at the front suspension wishbone mounting brackets.

2. Engine and gearbox

The engine is magnificently durable as long as it's been given basic maintenance, but it is advisable to replace timing chains and especially the plastic guide rails every 120,000 miles or 12 years. If this is neglected the rails go brittle, break and allow the chain to jump – or jam it, destroying the engine. Oil pressure should be 3bar when cold, dropping to 1bar at idle when hot, but still hitting 3bar by 1500rpm.



5.0 V8 can top 400k miles, if looked after



From 1994 the 500E became the E500 with body-coloured bumpers, larger brakes and other W124 upgrades



Lower readings may be caused by a faulty sender – or serious engine wear.

Gearboxes are reliable if given regular oil changes (30,000 miles), but will wear out if neglected. If there's a power surge between changes or it clicks in reverse a rebuild will be needed very soon. Catalytic converters are not available at the moment. The centre silencer and back box costs around £150 for the centre and an original back box is £250.

3. Electrics

Check all the electrics work – these are complex machines and infrequent use can wreak havoc. Get a technician to check the computers for error codes indicating past or intermittent problems.

Degraded wiring in the upper (and lower) engine harness, which can be replaced, causes many problems including failure of the electronic throttle actuator (about £850). Remove the airbox to check for brittle insulation. Rough idle and low power at high revs can mean a failing mass airflow sensor and EZL ignition control unit failure causes one or both cylinder banks to cut out.

4. Suspension, brakes and wheels

Rubber components have a limited life. Weight, cornering power – and age – punish damper, steering and anti-roll bar bushes, engine and subframe mounts, balljoints and driveshaft boots; water, oil cooler, power steering, fuel and brake hoses also deteriorate. Replacing them all can cost around £2500. Front springs and self-levelling rear suspension spheres can fail – check it sits level, especially when loaded.



Cabins are hard wearing but non-working aircon is costly to repair

By modern standards 500E brakes are marginal. They also eat pads and discs rapidly and can even boil the fluid. E500s were better, using SL600 brakes. Upgrades are also available, the most popular being the 'Silver Arrow' brakes from the R129 SL.

Used calipers usually sell for around £500 in good condition, pads and discs are c£200

MEET THE OWNERS

'40k miles after I got it it's still a very special car'



Nicky Porter, Durham, England

I first set eyes on an E500 in Casino Square at the 1993 Monaco GP – I believe all F1 drivers were given one. For years I watched adverts until one popped up in Scotland. It had done 60,000 miles in three years, but was in very good condition.

I paid £25k and soon realised it was a very special car – and 40,000 miles later it's still a very special car. Built in late 1994, it's a rare official UK E500. I have several Mercs, but the E500 is best. As my dad used to say, 'It's not what it does, it's how it does it.' On the motorway it averages 27-28mpg; around the doors it's about 20mpg.

Apart from a cracked distributor cap and worn rear top shock bushes it has given no problems. The front wings started to bubble, so I replaced them. I was recently offered £25k for it – what I paid for it 15 years ago.



Dean Albrecht, Edmonton, Alberta, Canada

My 1994 E500 is the perfect sleeper. The build quality is fantastic – really, it's a coachbuilt automobile. Yet it can be a daily-driver or filled with luggage and taken on holidays. Servicing is easily accomplished, compared with exotics of similar performance (including the E60). I knew the car was capable of far more than I could experience safely on public roads, so I entered an open road rally in Las Vegas, Nevada. Since then I've returned four times, and we scored third in the 130mph average speed class in 2011. The suspension has been renewed and upgraded, with larger brakes from the Silver Arrow SL500.

Replacing the timing chains a few years ago was a major cost. I've also replaced the alternator (over-revved at 160mph) and had the leaking power steering pump rebuilt.



Raikku, Finland/UK

The previous owner of my 1991 500E imported it from Japan, disassembled it and bought almost everything new for a full restoration, but never started. I'd wanted one since driving a mate's 500E 15 years earlier, so I bought it.

While assembling the car I was even more impressed with some of the engineering solutions as well as the build quality. Not that much needed replacing – the cats were rattling and the throttle actuator wasn't working correctly. I rebuilt the engine, drivetrain, suspension, steering, brakes and everything else underneath, just because I like having my cars in perfect mechanical order. I added AMG suspension bits and SL73 brakes.

So far the car has cost me £20k plus around 600 hours' labour. After it's sorted out annual running costs of £1000-£1500 would be normal.



External differences from a standard W124 are pretty much limited to the wheels, arches, air dam and track width

new from ATE aftermarket. These brakes require at least 17-inch wheels plus on non-facelift cars and facelift lower control arms to make the discs clear the dust shields/lower ball joint (about £200 each aftermarket). For the rear, R129 600SL brake calipers cost (c£450 for rebuilt calipers) plus £150 for discs and pads. Early cars need new dust shields from the W210 to make the discs fit. Alloy wheels corrode and get damaged by kerbing; some types are costly to replace. Diamond-cut, high-sheen wheels have been unobtainable new for years – only silver finish can be found.

5. Cabin

Interiors are very hard-wearing but high mileage takes its toll, so look for worn or cracked leather and sagging seat padding. Retrimming is expensive – even a complete secondhand interior for the W124 Sportline (which uses the same seats) is £1200 and the E500 inserts can be sourced and fitted separately. The headlining can sag, and the rear screen delaminates at the corners. The optional electric sunroof helps hold the headlining up, but leaks and blocked drains can wreak havoc.

Check the air conditioning and climate control works – it might just need re-gassing, but more often the evaporator coil fails (a 20-hour dash-strip replacement job), as do the vacuum pods (of which each car has six, and it's a dashboard-out job to replace four of them).

Thanks to: Bramley Motors (bramleyweb.co.uk), where the 1991 500E featured here is for sale; Mercedes-Benz Club UK (mercedes-benz-club.co.uk); 500eboard.com

WHICH ONE?

▶ **500E:** Each W124.036 took 18 days to complete, shuttling between Porsche's Rossle-Bau plant and Mercedes' Sindelfingen factory. About 7900 of the 10,479 total were built as 500Es in 1990-93. Good high-milers (over 500,000km) and scruffy moderate-mileage (250,000km) cars fetch little over £5k in Germany. Pay £10k-£15k for a good 250,000km car in Germany or £20k-£25k in the UK. Concours cars reach £30k in Germany, £50k in the UK, but you can find a low-km 500E for less than £25k in Germany. US prices are 25% lower than Europe.

▶ **Specials:** AMG 300E Hammer (5.0/6.0-litre 375bhp), 500E Carlsson (all-black, lower suspension), 500E Brabus 6.0/6.5 (monster with 6.0-litre or 444bhp 6409cc), 500E Kleemann (US-built 455bhp, supercharged), 600E Renntech (6.0-litre built on 300Es/500Es in USA), AMG E500T (V8 W124 Estate).

▶ **E500:** Updated alongside other W124s for the 1994 model year. About 2600 built up to September 1995. Larger brake discs, body-colour bumpers and facelifted headlights, grille and bootlid. Prices are 10-20 per cent above 500E, and condition and mileage count for more.

▶ **E500 Limited:** Run-out model from January 1994, data card option 958. Many extras including two-tone leather, birds-eye maple dash and 17in Evo II wheels. 951 were made from March 1994. A good one costs £20k-plus, exceptional ones £30k-plus, but there are tidy high-milers in Germany for sub-£10k.

▶ **E60 AMG:** Officially launched for the 1994 model year, though the first was built in March 1993. Just 148 built, with 6.0 litres and 381bhp/428lb ft; later ones had 399bhp/454lb ft. Can top 187mph derestricted. £25k buys a tidy high-mileage example, £50k-£60k a top model.

▶ **E60 Limited:** At least 45 were factory ordered in 1994-95 and more were taken to AMG for conversion to E60 spec. A factory-ordered car has 957 (AMG) and 958 (Limited) on the option data card, and an AMG 300km/h speedo. Up to £75k buys a really good factory-order car; a decent post-converted AMG is £25k in Germany.

IMPROVING

Popular upgrades range from reprogramming the ECU to removing the speed limiter. Boosting the standard engine to 600 SL or AMG spec and even up to 6.5 litres has been known.

Larger wheels and lower-profile tyres are popular modifications, but be wary of non-standard wheels, which may not fit well; 16in rims are best for comfort, up to 18in for grip and handling. Another popular trick is to modify the automatic transmission to start in first gear rather than second – it will normally only start in first if the accelerator is floored, resulting in a jerky kickdown (or by moving the gearlever first to B, then to D).

Find detailed advice on upgrades and all aspects of these cars on500eboard.com – joining is a must.

SPECIFICATIONS

1990-95 500E/E500/E60
Engine 4973/5956cc, V8, dohc, 32 valves, Bosch LH-Jetronic fuel injection **Power and torque** 326bhp @ 5700rpm – 399bhp @ 5750rpm; 354lb ft @ 3900rpm – 454lb ft @ 3800rpm **Transmission** Four-speed automatic, rear-wheel drive **Steering** Recirculating ball **Suspension** Front: lower wishbones, MacPherson struts, coil springs, telescopic gas dampers, anti-roll bar. Rear: independent, multi-link, coil springs, self-levelling telescopic dampers, anti-roll bar **Brakes** Vented discs front and rear **Performance** Top speed: 155mph; 0-60mph: 6.3-5.2sec **Fuel consumption** 12-25mpg **Weight** 1730kg (3810lb) **Length** 4737mm **Width** 1880mm **Cost new** £57,220 (1991)

NEED TO KNOW

Front wings, fit and paint £1000-£2000
Engine rebuild £6000
Timing chains and guides fitted £750-£1000
Air conditioning rebuild £1000-£2000
Repair non-functioning sunroof £700-£1000

Who Can Help?
Mercedes-Benz Classic
mercedes-benz-classic.com
Mercedes-Benz Poole
mercedes-benzofpoole.co.uk, 01202 641855
Silver Arrows
silverarrows.co.uk, 020 8789 8525
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STAR LETTER

Where is the Opus?

Back in 1960 I created a Formula Junior car using an Auto Union 1000 SP engine and gearbox in a home-made chassis using the running gear from the remains of an 1100 central seat Cooper Climax.

This was to form the basis of the Opus DKW – a pretty single Formula Junior car. However, the car took so long to complete that what had been quite an advanced idea among front-engined Lolas and Elvas became a bit dated among Lotus 18s and the later short-stroke Cooper BMCs. The next step was to rebuild the car into a two-seater to give the Lotus 7s a run for their money. The chassis was brazed up using square-section tube after a balsa wood model had been made to prove its rigidity. This was the ultimate low-line sports car and the engine/gearbox interface allowed me to incline the engine to lower the unit even more. This car emerged as the Opus Auto Union. It was a good Lotus 7 eater and I believe quite a sweet-handling car. Some time ago I came across a brief video clip of a start at Cadwell Park and I was surprised to see the Opus AU near the front of a big grid of sports cars!

In the mid-Sixties the Opus was passed to Erik Johnson, the Mercedes Benz PRO, in exchange for a DKW F12 saloon, which I developed and raced in club and international events including the 6-hour touring car race at the Nürburgring, beaten in class only by the works Saabs.

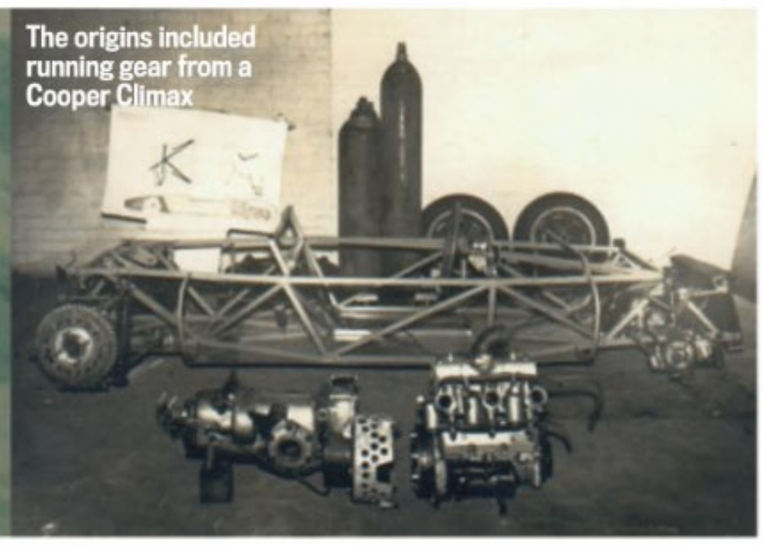
I lost touch with the Opus; Erik sold it in the late Seventies. I wonder if it survives in the back of a shed? Any information would be most gratefully received.

Hugh Mayes

Email classic.cars@bauermedia.co.uk with Opus in the subject line and we'll forward any information.



The grand Opus was a mean Lotus eater



The origins included running gear from a Cooper Climax



The T5R 850: an unbeatable blend?

The case for the Volvo T5R

I've always been a fan of the Volvo 850 T5, having had an estate since 1999. Despite having had other cars, none of them quite matched up to its blend of performance, comfort, usability, build quality and *je ne sais quoi*. Every time I drive it I smile.

It's now done 270,000 miles. Everything works thanks to careful driving, and maintenance from Shipham Volvo in Somerset where I bought it. So when they told me of a T5R with just 22,000 miles my ears pricked up. We agreed terms and my lovely old T5 is now in storage. The new car is one of only 200 850 T5Rs in the UK. The designer of the 850 was a genius. I lift my hat to him and say thanks to all for the good times had and those to come. *Volvo* means 'I roll' in Latin. Quite so!

Simon Smedley

Respect the Capri

Gosh – £59,000 spent restoring a Ford Capri (Epic Restorations, February 2015). At first I thought it was crazy. I began to imagine what else I would buy instead. But the more I thought about it, the more it seemed to make sense. A lesser man would have scrapped it when he found out how bad it was and looked for a better example. In the end, rather than worry about creating an investment, Paul Bailey has used his money to live out a dream.

For anyone with petrol in their veins that's what it's all about.

Ian Ripley, Portsmouth

In a tizz over Whizzo

I don't know how Barrie 'Whizzo' Williams can say that the Triumph TR2 'looks like a sports car, but it isn't' (Rising Force, February 2015). With its torquey 2.0-litre engine and light weight the TR2 proved an effective competition machine straight out of the box, winning the manufacturers' team prize in the 1954 Alpine Rally – the car's first rally! And Johnny Walwork won the RAC rally in the same year.

I could go on, but if the TR2's motor sport success doesn't validate it as a proper sports car, I don't know what does.

LFC Barnes, Salisbury, Wiltshire

500th issue warning

Please don't make the *faux pas* of forgetting to have an article about the Caterham R500 in the 500th issue. With its DNA reaching back to 1957, it's a fine example of how a classic car can retain its simple ethos of motoring pleasure while evolving into a car that today, on road or track, will punch so far above its 575kg weight that few glamorous collectable heavyweights would survive a lap of the ring against it.

David Webber

Alas there was no room for another car – even one as small as the R500. *Phil Bell*

500 issues – and counting!

I started collecting *Classic Cars* as a young man and still spend far too long reading them (according to my wife). All 500 copies are as readable and valid as this month's. It is interesting to see how prices have moved over the 42 years. In issue number one there's a Ferrari 330 GTC for £2600 and an E-type for £995. If only! They take up seven metres of space – which I could do with, but how can I...

Stop now!

Bill Lee, Harrogate, Tennessee, USA



Bill's collection contains all 500 issues - here's to the next 500

Messing with history

Reader Scott Telford (Letters, February 2015) touched on a wider problem when he expressed his dismay at owners who incorrectly fit silver-on-black registration plates in an attempt to make their early Seventies cars look more classic.

Too many owners either fit earlier parts to fool the world that they own something more historic, such as big-bumper Porsche 911s modified with slim bumpers, or dress up cars in a pastiche of classic style with aftermarket walnut dashboards, plush leather retrims and chrome wire wheels.

It seems rather arrogant for owners to dismiss the way the original makers intended cars to look and drive.

Peter Cox, Battersea, London

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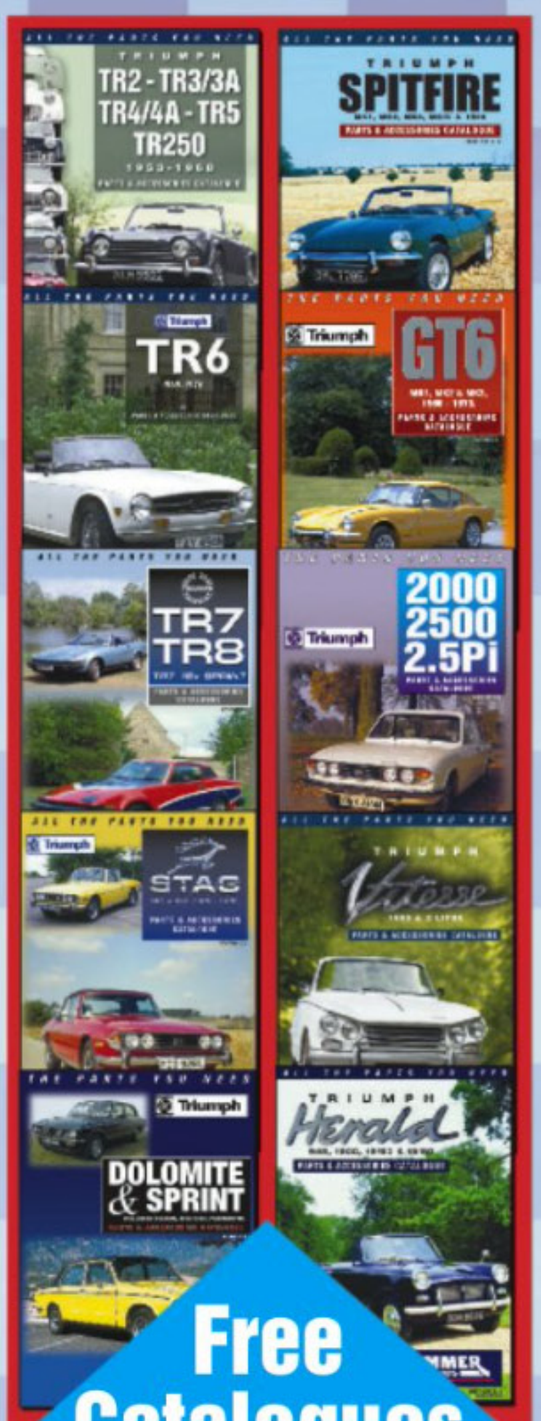
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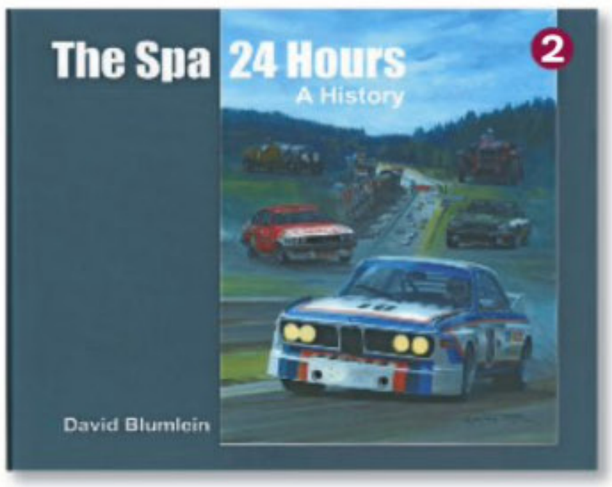
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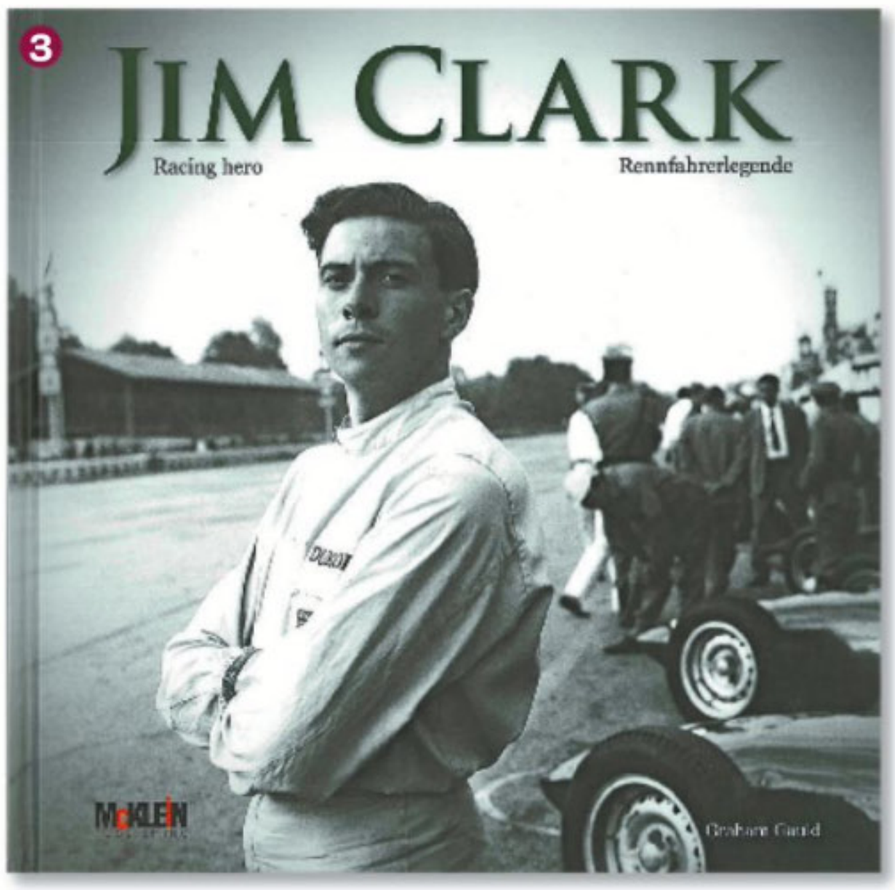
BOOKS & MODELS

Sam Dawson rates the most fascinating releases of the month

GREAT STORIES







MORE READS

Emmo – A Racer's Soul
By Emerson Fittipaldi, £19.99, f1racing.co.uk
We're spoilt for choice with biographies this month, but Fittipaldi's racing memoirs are more visceral than most.

Racing Team VDS: A Story That Never Ends
By Claude Yvens and Christophe A Gaascht, £49.99, benoitdeliege.be
From touring cars to Can-Am, the story of the greatest (Belgian) racing team you've never heard of.

Jacky Ickx: Mister Le Mans and Much More
By Ed Heuvink, £39.99, mcklein.de
A lavish pictorial retrospective of a great motor sport career, backed up with stunning photographs.

All these books are available from Chaters, many with discounts. To find out more, go to chaters.co.uk.

1. The Best Job In The World: Lamborghini Testdriver
By Valentino Balboni & Matthias Pfannmüller, £95, coteriepress.com, ISBN 978 3 9524370 0 1
This is more than just the memoirs of long-serving test-driver Valentino Balboni. Because of Balboni's involvement with Lamborghini ever since Ferruccio started developing the 350GT, his insights make this book a personal and secret history of Lamborghini itself – and thanks to his friendship with author Pfannmüller, it's all told without a trace of corporate PR interference.

The result is 360 pages of candidness along with behind-the-scenes photos of often-chaotic life at Sant'Agata, with a small army of engineers responding to Ferruccio's erratic whims. There are frank admissions of failure that never made it into the public eye too, such as the aborted QVX Group C car.

But it's the human element stringing it all together that's most entertaining, from Balboni's personal choice of scruffy, self-fettled daily runabouts to his worn-out driving shoes. Balboni is Lamborghini, far more so than even Ferruccio.

2. The Spa 24 Hours – A History
By David Blumlein, £39.99, chaters.co.uk, ISBN 978 0 85184 077 2
This is the first English-language history of the 24 Hours of Spa-Francorchamps race – and what a history it's been. Motoring historian David Blumlein has succeeded in finding all manner of previously unpublished sources, leads and photos in order to tell the story of every 24 Hour race at the circuit since 1924.

Rather than going for the archive interview approach, Blumlein lets the history unfold through the racing itself, from a bizarre hotchpotch in the post-war days that saw single-seaters sharing the track with showroom-specification saloons, via four decades of touring-car evolution, to the format that makes the race a highlight of today's GT-racing calendar.

Photos are of consistently high quality throughout the 224 exhaustive pages, but it's the great stories that keep you hooked, especially when the definition of 'saloon car' was stretched to the point where Ferrari showed up in 1989 with a Mondial. A landmark book, and cheap for what it is too.

3. Jim Clark – Racing Hero
By Graham Gauld, £79.99, mcklein.de, ISBN 978 3 927458 75 8
This new biography represents author Graham Gauld's life's work. He was a close friend of Jim Clark and gathered contemporary first-hand opinions of the driver from the likes of Colin Chapman, Innes Ireland and LJK Setright. Gauld helped Clark publish his autobiography in period, but you should look on this book as the full story, some of which only Gauld is placed to reveal.

He explains Clark's life in a non-linear A-to-Z format, which allows the book to concentrate on each facet of Clark's career and personality rather than the sense of inevitability that comes with any book whose subject died young.

His sometimes comical early rallying forays, career with Aston Martin and the setbacks as well as the triumphs are all here, and the personality he usually hid from the contemporary press comes shining though. Clark was a man haunted by Wolfgang von Trips' death, socially shy and indecisive, and deterred by off-track hijinks, while bettering everyone on them. This is probably the best book about Clark ever written.

MODELS



1:18-scale Tyrrell P34
£169.99, tsm-models.com
This large, impressive diecast of Tyrrell's famous six-wheeler is finely detailed to the point of fragility, but at least it doesn't fall apart like CMC's Ferrari 312P. It's a multi-faceted model, capturing the shape and character of the car perfectly as well as replicating every last nut, bolt and carburettor mesh. No aspect has been simplified for production's sake, right down to the fabric seatbelts. The £170 price tag actually seems almost cheap.



1:43-scale Chaparral 2G
£69.99, tsm-models.com
Alongside the Tyrrell, TrueScale has released this equally crazy-looking replica of Jim Hall's high-winged sports-racer. The paint is applied a little too thickly in places, but that's compensated for by the model's sheer drama. It's relatively heavy for a 1:43-scale resin, and see-through mesh vents add depth and authenticity even if the slightly gloopy and simplified wheels and wheelarch-rivets lack it. Pity it's not a slot car.



1:43-scale Toyota MR2
£67.99, jotus.com
This MR2 represents a new foray into cars for a Far Eastern resin company that usually makes scale-model buses and trucks. It instantly sets itself apart from the resin herd by having a lift-up engine lid and fully detailed Toyota 4A-GE twin-cam underneath. From the bonnet badge to the dashboard, detailing is extremely intricate, and as a former MkI owner myself I couldn't fault it. A promising model – and more Japanese classics are to follow from Jotus.



1:43-scale Lancia Delta Selene
£49.99, ixomodels.com
This must be the ultimate curio to add to a Lancia-themed collection, especially if you have a row of 1:43 Integrales. The Selene is the convertible Delta that never made it past the motor show stage, and it's great to see a Delta modelled without Integrale add-ons. Losing the roof affords a clearer view of the boxy interior – the dashboard's good, with neat instruments, but it's a shame about those simplified, plasticky, caramel-coloured seats.

NEXT MONTH

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

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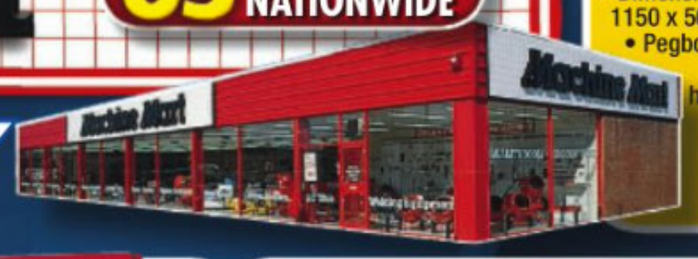
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CTC700B	7 Dr cabinet	610x330x875	£129.98	£155.98
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
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⑤CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
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③CLB200	2 Dr step up	672x310x195	£49.98	£59.98
④CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
⑤CLB1007	7 Dr cabinet	685x465x955	£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
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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

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②CBB217BGB	7 Dr cabinet	758x468x975	£249.98	£299.98
③CBB224BGB	14 Dr chest	1045x415x486	£279.98	£335.98
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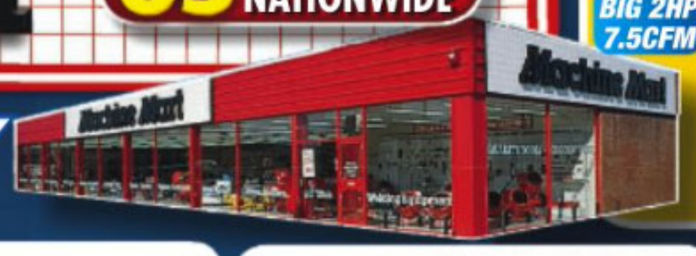
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MODEL	TYPE	EX VAT	INC VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY	£24.99	£29.99
CTJ2250LP *	Low Profile	£39.98	£47.98
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ2GLC #	Pro Long High Lift	£169.98	£203.98

* 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 10 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

CAT24B

FROM ONLY £17.99 EX.VAT £21.59 INC.VAT

HUGE CHOICE IN-STORE/ONLINE

CAT23C

MODEL	DESCRIPTION	EX VAT	INC VAT
CAT29B	Air Hammer	£17.99	£21.59
CAT36B	Die Grinder Set	£21.99	£26.39
CAT24B	6" Dual Action Sander	£26.99	£32.39
CAT22B	1/2" Sq. Drive Ratchet	£29.98	£35.98
CAT27B	3/8" Air drill	£29.98	£35.98
CAT23C	1/2" Sq. Impact Wrench	£29.98	£35.98
CAT221B	14pce 1/2" Ratchet set	£36.99	£44.39
CAT32B	High Speed Saw	£44.99	£53.99
CAT73	Hydraulic Riveter	£49.98	£59.98

Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY £219.98 EX.VAT £263.98 INC.VAT

• Suitable for powering all common air tools & spray equipment

TIGER 16/510

MODEL	AIR RECEIVER	AIR DISPLACEMENT	EX VAT	INC VAT
Tiger 16/510	50 litre	15.5 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

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

‡ was £191.98 inc.VAT

Clarke AUTOMOTIVE WHEEL DOLLY SET

SOLD IN PAIRS

BIG 3" CASTORS

£44.99 EX.VAT £53.99 INC.VAT

• 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, SE16and 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(OL)	18	4	200	£569.00	£682.80
SE26	23	5.5	200	£699.00	£838.80
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

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	£59.98	£71.98
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 £113.99 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 DRILL PRESSES

• Tables tilt 0-45° left & right • Depth gauge • Chuck guards B=Bench mounted F=Floor standing

PRICE CUT NOW FROM £59.98 EXC.VAT £77.99 INC.VAT WAS £77.99 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

‡ was £77.99 inc.VAT

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops • All models include gauge

MODEL	EX VAT	INC VAT
4 ton bench	£129.98	£155.98
10 ton bench*	£189.98	£227.98
12 ton floor*	£239.98	£287.98
20 ton floor‡	£399.00	£478.80
25 ton floor	£829.00	£994.80
50 ton floor	£1649.00	£1978.80

* Available with/without 10 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	EX 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

Ready to go, just add your own choice of wire, gas, regulator & headshield

• Turbo fan cooled • Easy conversion to gas welding with optional accessories

FROM ONLY £149.98 EX.VAT £179.98 INC.VAT

MIG145

MODEL	MIN/MAX AMPS	EX.VAT	INC.VAT
MIG 145	35/135	£149.98	£179.98
MIG 152	40/140	£169.98	£203.98
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 ELECTRIC POWER HOISTS

• Includes remote control • 230v motor

FROM ONLY £74.99 EX.VAT £89.98 INC.VAT

MODEL	CABLE	MAX LOAD (KG)	LIFT HEIGHT (M)	EX VAT	INC VAT
CH2500B	Single	125	12	£74.99	£89.98
	Double	250	6		
CH4000B	Single	200	12	£99.98	£119.98
	Double	400	6		

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 ARC ACTIVATED HEADSHIELDS

CWH6 PRICE CUT £39.98 EXC.VAT £47.98 INC.VAT WAS £53.99 inc.VAT

CWH7 PRICE CUT £44.99 EXC.VAT £53.99 INC.VAT WAS £59.98 inc.VAT

• Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

CWH8 PRICE CUT £44.99 EXC.VAT £53.99 INC.VAT WAS £59.98 inc.VAT

Clarke ARC/TIG INVERTERS

AT161

• Used for ARC & TIG welding, utilising the latest technology • Low amp operation - ideal for auto bodywork & mild /stainless steel

‡ was £179.98 inc.VAT

PRICE CUT NOW FROM £139.98 EXC.VAT £167.98 INC.VAT WAS £179.98 inc.VAT

MODEL	AMPS	ELECTRODE DIA.	EXC.VAT	INC.VAT
AT101‡	10/80	1.6 – 2.5mm	£139.98	£167.98
AT132	10/130	1.6-3.2mm	£169.98	£203.98
AT161	10/160	1.6-4.0 mm	£199.00	£238.82

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 LOAD LEVELLER

• Max load capacity - 500Kg • Fine screw adjustment for precise leveling

£27.99 EXC.VAT £33.59 INC.VAT

CLL500

INCLUDES CHAINS AND HOOKS

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ ONLINE

FROM ONLY £16.99 EX.VAT £20.39 INC.VAT

MODEL	DESCRIPTION	EX VAT	INC VAT
Sand Blasting	SB3	£16.99	£20.39
Pro	1.2mm, 1.4mm, 1.8mm	£19.98	£23.98
PGF14	Pro, Gravity	£26.99	£32.39
Super Pro	1.4mm/1.8mm	£27.99	£33.59
HVLP	AP15, 2.2mm	£27.99	£33.59

PRO12C

Clarke MIG WELDERS

All models include: • Gas regulator • Earth clamp • Face mask • Welding torch • Pro90-151TE includes CO2 gas bottle

FROM ONLY £109.98 EX.VAT £131.98 INC.VAT

MODEL	MIN-MAX AMPS	EX VAT	INC VAT
MIG102NG*	35/90	£109.98	£131.98
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£409.00	£490.80
205TE Turbo	30-185	£449.98	£539.98

*Does not require a gas cylinder

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 • 1 hour battery charger & 2x 24v Ni-Cd Batteries

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

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

Folding and fixed frames available

Robust, rugged construction • Overload safety valve

CFC100

Clarke HYDRAULIC MOTORCYCLE LIFT

£349.00 EX.VAT £418.80 INC.VAT

CML3

450 KG

FOLDS FLAT FOR EASY STORAGE

• Safety locking device • Hinged ramp for easy loading • Table size 2200 x 685mm • Fully mobile • Max lift height 770mm

AIR ASSISTED VERSION ALSO AVAILABLE now only £399.00 EX VAT £478.80 INC VAT

Clarke 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

23099LH

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

‡ was £137.99 inc.VAT

HEAVY DUTY 17KG



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Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

• Ideal for both temporary and permanent use • 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

IDEAL ALL-WEATHER PROTECTION



LENGTH UP TO 24'

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

*Was £322.80 inc.VAT #Was £394.80 inc.VAT ▲Was £478.80 inc.VAT

Clarke GENERATORS

Honda engine models available

FROM ONLY £89.98 EX.VAT £107.98 INC.VAT

CHECK FRAME TYPE WHEN ORDERING



MODEL	KVA	HP	EX VAT	INC VAT
G720	0.7	-	£89.98	£107.98
G1200	1.1	-	£159.98	£191.98
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

‡ was £167.98 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

NEW



*Stainless Steel #Variable output ‡Dual Volt 110/230

LITTLE DEVIL 2

MODEL	MAX. BTU	EXC.VAT	INC. VAT
Little Devil II	35,000	£69.98	£83.98
Little Devil SS II*	35,000	£79.98	£95.98
Devil 650	52,000	£89.98	£107.98
Devil 660 SS *	52,000	£109.98	£131.98
Devil 850#‡	107,000	£139.98	£167.98
Devil 860 SS *#‡	107,000	£149.98	£179.98
Devil 1850#‡	200,000	£299.98	£359.98
Devil 3000#‡	281,000	£339.98	£407.98
Devil 4000#	400,000	£399.98	£479.98
Devil 3150#‡	344,000	£469.98	£563.98

Honeywell ELECTRIC FAN HEATERS CZ-2104E

ONLY £64.99 EXC.VAT £77.99 INC.VAT

• Variable heat output with overheating protection



HH-503E

ONLY £39.98 EXC.VAT £47.98 INC.VAT

Clarke BENCH GRINDERS & FLOOR STANDS

• Stands come complete with bolt mountings and feet anchor holes

STAND FROM ONLY £41.99 EX.VAT £50.39 INC.VAT

FROM ONLY £27.99 EX.VAT £33.59 INC.VAT



6" & 8" AVAILABLE WITH LIGHT

CBG8W features 8" whetstone & 6" drystone. # With sanding belt

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RP	DIY	150mm	£27.99	£33.59
CBG6RZ	PRO	150mm	£37.99	£45.59
CBG6RSC	HD	150mm	£47.99	£57.59
CBG6SB#	PRO	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£54.99	£65.99
CBG8W (wet)	HD	150/200mm	£55.99	£67.19

Clarke BLAST CABINETS

• Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium • Min. air flow 10cfm • Bench & floor standing models

ALUMINIUM OXIDE POWDER FROM ONLY £9.98 EX.VAT £11.98 INC.VAT



PRICE CUT NOW FROM £109.98 EX.VAT £131.98 INC.VAT WAS £143.98 inc.VAT

CSB20B

MODEL	DESC.	TYPE	EX VAT	INC VAT
CSB20B*	Compact Cabinet	Bench	£109.98	£131.98
SB30‡	Large Cabinet	Floor	£289.98	£347.98

*was £143.98 inc.VAT ‡ was £359.98 inc.VAT

Clarke PRESSURISED SANDBLASTERS

• Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD



FROM ONLY £139.98 EX.VAT £167.98 INC.VAT

CPSB100

MODEL	TANK VOLUME	FLOW RATE REQ.	EX. VAT	INC.VAT
CPSB100	32 litre	6-19 cfm	£139.98	£167.98
CPSB200	63 litre	12-20 cfm	£169.98	£203.98

Clarke PARAFFIN/ DIESEL HEATERS

• Variable heat control with thermostat

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT



XR80

MODEL	MAX. BTU	TANK CAP.	EX. VAT	INC. VAT
XR60	50,000	15 ltrs	£179.98	£215.98
XR80	70,000	22.7 ltrs	£229.98	£275.98
XR110	100,000	32 ltrs	£279.98	£335.98
XR160	160,000	53 ltrs	£329.98	£395.98
XR210	210,000	53 ltrs	£369.98	£443.98

Clarke INVERTER GENERATORS

IG1000

£389.98 EXC.VAT £467.98 INC.VAT



£239.98 EXC.VAT £287.98 INC.VAT

IG2200

Produces pure sine wave & stable power, essential for computers & sensitive equipment • Max output: IG1000, 1000w Max output: IG2200, 2200w • 4 stroke engine • Super quiet running (only 64dBA at 7M 1/4 load) • Low oil shut down • Ideal for caravanning, and boating etc.

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M



PRICE CUT £799.00 EXC.VAT £958.80 INC.VAT WAS £1018.80 inc.VAT

FULL RANGE OF ACCESSORIES IN STOCK

• 430mm between centres • Compound slide with 4 way tool post • Power fed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE:

CL430 - As above but without the Mill/Drill head £669.00 EXC.VAT WAS £838.80 INC.VAT NOW £802.80 INC.VAT

Clarke TAP & DIE SETS



FROM ONLY £14.99 EX.VAT £17.99 INC.VAT

• High quality tungsten steel • Supplied in metal storage case, except 16pce

TYPE	EX VAT	INC VAT
16pce Metric	£14.99	£17.99
24pce UNC/UNF/NPT	£19.98	£23.98
28pce# Metric	£23.99	£28.79
33pce# Metric/UNF/BSP	£31.99	£38.39
32pce Metric	£41.99	£50.39

#28pce Best Budget Buy, 33pce Recommended: practical CLASSICS

Clarke INDUSTRIAL ELECTRIC FAN HEATERS

• Rugged fan heaters for small to medium sized premises • Tough steel cabinets • Adjustable heat output with thermostat

FROM ONLY £37.99 EX.VAT £45.59 INC.VAT



DEVIL 6003

MODEL	HEAT OUTPUT	EX VAT	NOW INC VAT
Devil 6002	0.7-2kW	£37.99	£45.59
Devil 6003	1.5-3kW	£59.98	£71.98
Devil 6005	2.5-5kW	£74.99	£89.99
Devil 6009‡	4.5-9kW	£129.98	£155.98
Devil 6015#	5-10-15kW	£189.98	£227.87

‡ was £167.98 inc.VAT # was £239.98 inc.VAT

Clarke ANGLE GRINDERS

FROM ONLY £27.99 EX.VAT £33.59 INC.VAT



CAG2350

‡ was £51.59 inc.VAT

INC. DISC & HANDLE

MODEL	DISC (mm)	MOTOR	EXC.VAT	INC.VAT
CON1050	115	1050w	£27.99	£33.59
B&D CD115	115	710w	£29.98	£35.98
CAG2350‡	230	2350w	£39.98	£47.98

Clarke STRUT SPRING COMPRESSOR

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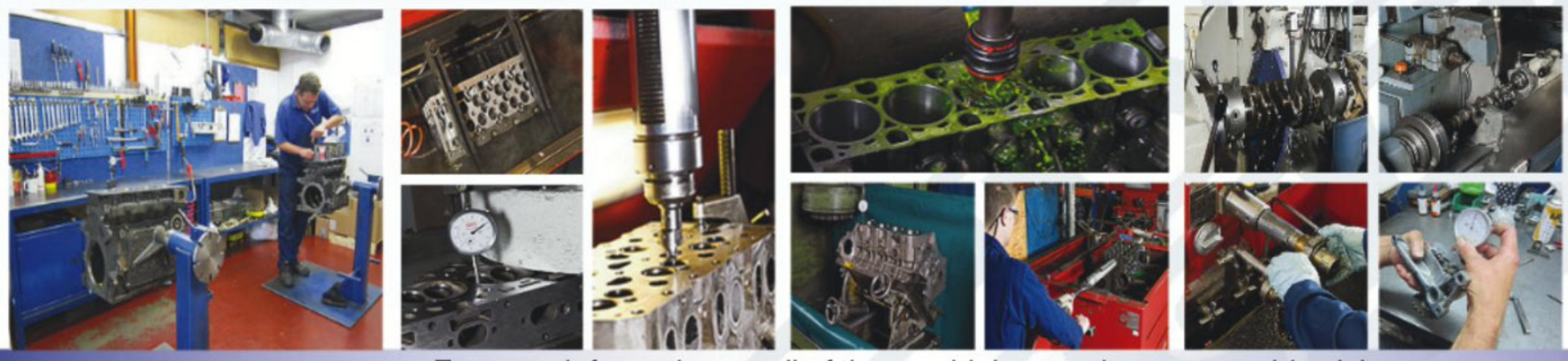
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Quentin's happy the Mustang's home, but now the work begins

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Welcome to the stable's new pony

THE STORY SO FAR



1964 Ford Mustang Convertible
Owned by Quentin Willson
classic.cars@bauermedia.co.uk
Time owned One month
Miles this month 5477 (by boat) **Costs** £3500
Previously Lost out to Alyson Hannigan on one Convertible during a Mustang hunt across Los Angeles

My 64½ Mustang convertible arrived from LA after a month in a container crossing several oceans. Anxious there might have been damage in transit, I needn't have worried as shippers CARS know their stuff – there wasn't a mark anywhere.

And to my delight, the 260ci V8 fired on the very first turn of the key – hopefully a good omen. I'd also been concerned that what looked delightfully iconic in sunny Los Angeles might not appear such a good idea on a freezing January in Hertfordshire. But as soon as I set eyes on the Mustang I knew that my instinct had been right and I'd bought a genuine, pretty and original car.

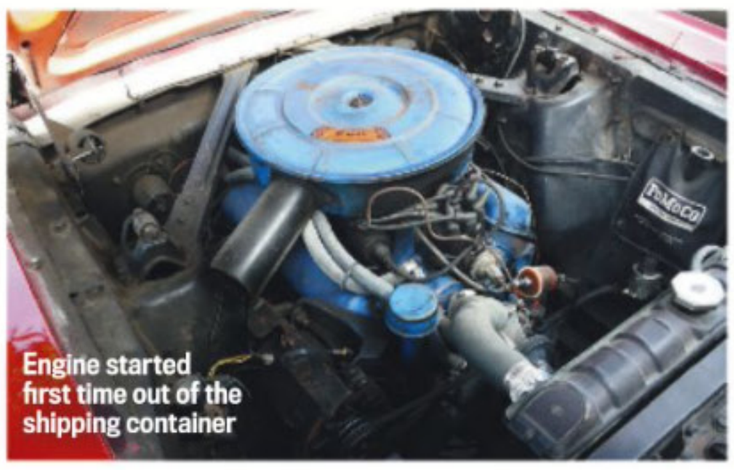
Mind you there's work to do. Before I can get it registered on UK plates it needs an MoT and some fettling. There's a fair bit of rust underneath so I've sent it to Adam Longmore at Mustang Maniac in Ware.

Adam is the UK's leading Mustang expert, highly recommended by the club and works out of a Mustang Disneyland with piles of spares, lines of parts cars and treasures like Vivian Leigh's '64 Mustang and an original launch month Indianapolis 500 pace car – one of only 185 built.

Adam and I are debating whether to patch up the floors or fit whole new one-piece sections. You can even now buy one single panel that replaces the entire floor area up to the rear bumper with brand-new steel for just £1500. Road salt will soon take its toll so it's a decision I have to make.

But parts are *so* cheap – new wings for $59, doors for $125 and complete interiors for $400, plus websites groaning with used bits. I spent Christmas rebuilding an original '64 Eaton power steering pump on the breakfast table and marvelled at its simple design and solid engineering. An eBay find for $40, it still spins perfectly with no play in the bearings after 50 years.

I'm unexpectedly excited about my Rangoon Red drop top. That small-block V8 did duty in the Sunbeam Tiger and early AC Cobra, there are four decent seats and the clean-cut transatlantic lines get more handsome by the day. One thing I may change is the white convertible top. I'm not sure I'm ready for the strident white-on-red colour combo but with brand-new canvas hoods only $175 I may quietly fit a black one. I can't wait to get my pony car rolling.



Engine started first time out of the shipping container



Nathan has replaced his crashed Mercedes 230 CE with an uncrashed 230 C

‘I’m back on the road, fingers firmly crossed’

THE STORY SO FAR



1977 Mercedes-Benz 230 C W123
Owned by Nathan Chadwick
nathan.chadwick@bauermedia.co.uk
Time owned Three days **Miles this month** 200
Costs £2200 **Previously** Crashed his 230 CE on the day the issue of *Classic Cars* marking its debut went on sale, then struggled to find a replacement

‘Are you doing an art project? What does it mean?’ The American lady creased her frown further as I shifted my weight nervously from one foot to the other.

Clasped to my chest was a large mirror, brought along to examine the underside of the Mercedes W123 I hoped to buy. Beneath it I could almost sense the roll of £20 notes throbbing as I jostled with the crowd on the railway station platform. Happily, before I had to invent a pretentious diatribe about it challenging the nature of the self (or something) to avoid bringing my pocket’s contents to the throng’s attention, it was time to board the train to Bristol.

Let’s rewind a little – feeling priced out of W123 coupé ownership since wrecking my 230 CE two years ago, I hadn’t been more than idly looking. However, this one seemed such a bargain it just had to be investigated.

It looked amazing on its eBay listing and after talking to its custodian, Art, it was clear it had wanted for nothing in terms of paint, rubber seals, chromework and more. It turned out to be even better than I thought it was going to be. The wheelarches were tidy, the sills were unblemished and the engine bay was in good if not concours condition. The interior will need a little work and the sunroof could do with some lubrication, but £2200 was soon exchanged.

Deal done, there was just the 200-mile schlep home to Peterborough. In the dark. In the rain. You may remember how those factors, plus a roundabout, terminally conspired against my previous W123. Thus the four-hour journey was rather tense, but this car surprised me only once, this time with understeer somewhere near Oxford.

I put my heightened sense of alertness down to the journey’s soundtrack. I wish I’d brought David Bowie’s suitably Germanic *Low* album with me, so I could descend into the bright lights of Peterborough guided by *Subterraneans*. Well, rather that than *Always Crashing In The Same Car*.

To keep me awake I put some Berlin-made nosebleed techno up to full blast and then imbibed so many espressos I could very nearly see sounds. Wide-eyed and not-so wonderful, I got back by 10pm. No faults, no crashes, no disasters. My hands are still creased in the driving position, mind.

However, the next day the speedometer cable joined in the audio assault, resonating like that Berlin-made industrial techno.

On the upside Art had invested £3000 in a respray in Poland, and £300 a corner on the chrome, so it looks smart. It also runs creamily smooth and has a reasonable stab at handling precision.

It’s also fairly rare – just the 1362nd coupé built, it has flared headrests, one door mirror, no ABS and the carburettor-fed M115.954 engine, good for 109bhp. Surely I can’t get into trouble with just that..?



Looks good – and the underside reflects well on its last owner too



Cabin’s a bit scruffy, but nothing like as bad as Nathan’s desk

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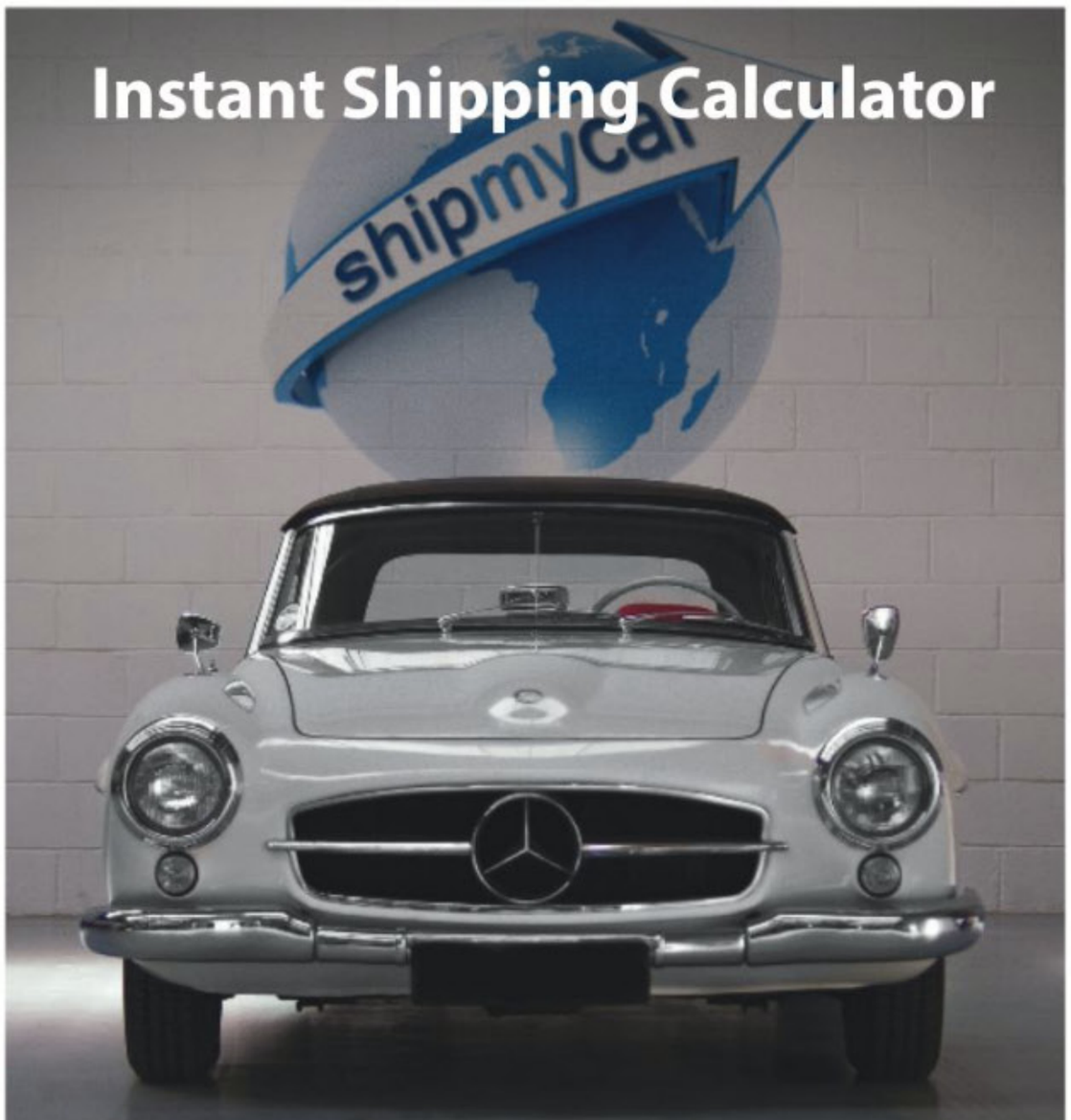
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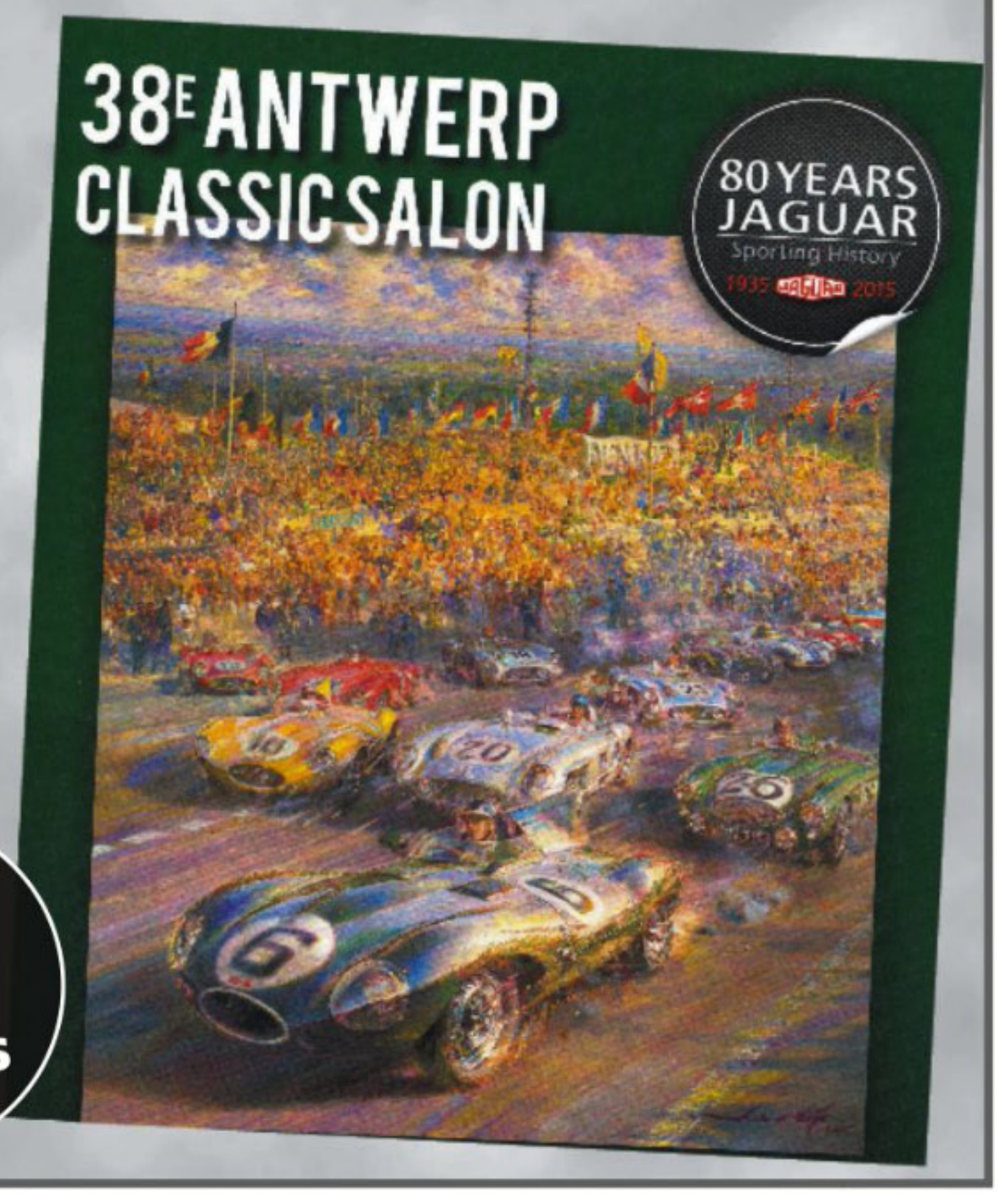
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Malcolm (right) and José take a break on the Argentinian saltflats



The new water pump is finally fitted



Shiny Magnette meets rusty Magnette in Frías



Model T Ford sedan moulders in a yard full of classics

Progress at last – but for how much longer?

THE STORY SO FAR



1964 SIAM DI TELLA MAGNETTE
Owned by Malcolm McKay
MMcKays@aol.com
Miles this month 500 **Costs** £85
Time owned Ten months
Previously It's been a fraught journey – you name it, it's gone wrong. But Malcolm's determined to get home

It's the midway point on my 1000-mile drive from Buenos Aires to Jujuy in northern Argentina in my newly acquired Magnette, and I've already used all the three days I'd planned to complete the journey – I'm now on borrowed time.

I rise early and, fed up with constant petrol fumes, my co-driver José fettles the non-original (ex-Fiat 124) carburettor again, sealing off possible sources of leaks: it's a big improvement.

The car is running well, the temperature sits mid-gauge and, provided we don't touch the footbrake, rolling resistance is low. It seems we are now able to make good progress at last…

Córdoba province is known for multiple police checks; most wave us through, but one spots the absence of seatbelts. This car was built with them and should have them, but doesn't. Another black mark for the mechanics who were supposed to have prepared the car for us – they changed worn pedal rubbers, but failed to fit seatbelts… After a friendly chat I'm handed a ticket and waved on my way.

We maintain 45mph all day, even taking time to pull off and photograph the car on the salt flats, just 200 metres from the road. Very hot sunshine sees the temperature gauge rise a little, but it's still in the safe zone and very different from before we had the radiator rebuilt.

Then the non-original fuel pump's note changes and it stops pumping. José cools it with a wet rag and I fettle washers from the old pedal rubbers to insulate it from the hot inner wing, where it's mounted. It works, but we decide to look for a replacement.

After passing through the edge of Catamarca province we're now at Frías, in Santiago del Estero – a town with lots of decaying classics, including a Magnette rotting in the street. We look for the owner, to no avail – though seemingly everyone in this small town comes out to admire our Magnette, chat, and congratulate us on our journey. They guide us to a yard littered with classics, from the remains of a Model T Ford and a Fifties Bergantín (locally built by IKA), to a rare Seventies South American market-only Chevrolet Chevrón. The owner points us to a spares shop up the road and we finally buy a new fuel pump. Result.

But, as we've lost more hours and as the day is now cooler, we decide not to fit the new pump but press on. Cruising at 50mph, we head through Tucumán province and agree to drive on through the night.

The rains hit as we enter Salta province. After a brave effort on the twisty, streaming wet, dark road, José hands over the wheel because, being English, I'm more used to driving in rain. Fortunately, the headlights are good – they don't dip, but we've adjusted them so they don't blind oncoming traffic. Finally at 3am I drop José at his house and head home. We made it!

Phil treats the E-type to a deep clean before its annual winter refit

Laying up the E-type turns out to be a blast

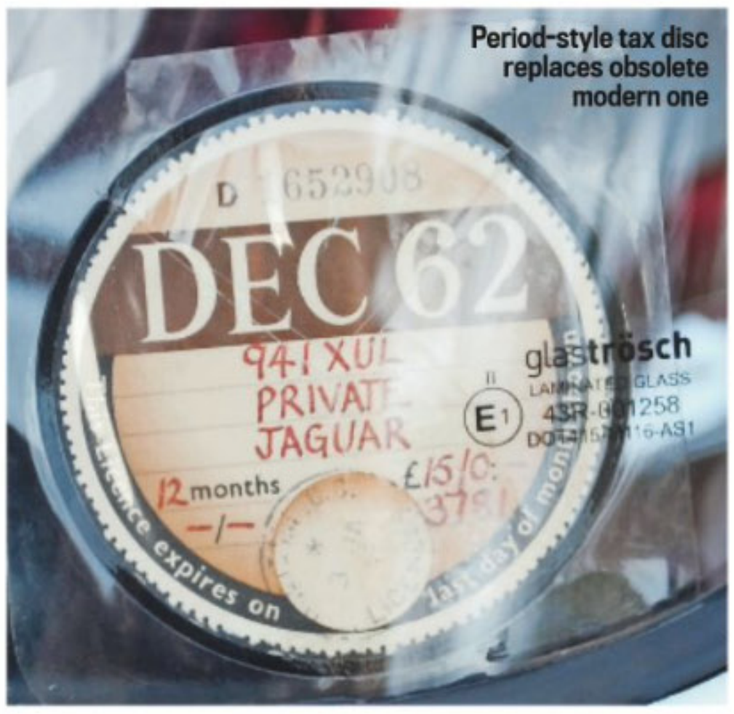
THE STORY SO FAR



1962 Jaguar E-type Series 1 FHC
Owned by Phil Bell
phil.bell@bauermedia.co.uk
Time owned Four years **Miles this month** 0
Costs £576 **Previously** Transmission whine means more garage time ahead. Time to invest in teabags...

Last month I learned that a worn rear wheelbearing and rear propshaft bearing would both have to be replaced to eliminate them from my enquires before I embark upon a differential rebuild for the third time. If I'm lucky, one of them will banish annoying whine from the E-type experience, though neither seems a likely cause.

It means another unintended winter layup. I hate the idea of being starved of driving the car for any length of time, but at least it will be spared the annual assault of rock salt. So before disabling the car I decided to give it a deep clean, which will also make it more pleasant to fiddle around with over the next few weeks. I normally



Period-style tax disc replaces obsolete modern one

make do with a garden hose to wet and rinse it, but I managed to get hold of a Kärcher K7 to see if it would make things easier and/or better.

Mindful of the need to avoid blasting sensitive items like tyre walls, rubber seals and electrical items with excess force I found that I could adjust the pressure on the lance to suit. The length of the lance also made it easier to reach right under the car without the need to lie on a wet driveway with my arm outstretched. It seemed particularly effective at rinsing off the shampoo suds, making it easier to leather off the paintwork without leaving streaks.

For all its effectiveness it didn't save me from having to clean the road muck/salt cocktail from the engine bay, underbody and suspension with a wet sponge.

For the fiddly wire wheels I use an old Swissol kit of cleaning fluid and various brushes. It brings them up to an impressive sparkle, but only after I've removed each wheel and spent an hour scrubbing it. That's why I only clean them properly at the beginning and end of each year.

While I was obsessing about cosmetic issues – or procrastinating over starting the serious mechanical work – I replaced my obsolete tax disc with a reproduction 1962 item from Earlswood that I've had in the glovebox for ages. Perfect to complete the barn-find look that the E-type will assume while retired to my dusty garage.

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Interior is so well preserved it feels just like slipping into a brand new Beta in 1979



The well-presented twin-cam engine starts instantly, revs sweetly and pulls strongly

1979 Lancia Beta Coupé 2000 £7995

With 31,000 on the clock this ought to be a bit special. Former Beta Coupé owner Russ Smith checks it out

THE FIRST RESPONSE to this Beta is, 'ooh, that looks sharp,' and closer inspection backs that impression to the hilt.

There's not a trace of rust to be found anywhere, and if body renovation has been carried out in the past it's been done well with sill and other panel join seams all correct and a very smooth, uniform paint finish. Its survival may be due to good initial rustproofing as there are still widespread traces of an old waxy coating in the engine bay, though this has been cleaned off in the more visible areas, probably for recent showiness – the car was on the Lancia Motor Club stand at last year's NEC show. The only mild criticism is that the bonnet fit is slightly off in places, though perhaps only by 2015 standards and not those of 1979.

The engine itself appears water- and oil-tight, with just the usual pool of oil around the number one spark plug from careless top-ups. It starts instantly and the often flaky automatic choke still functions perfectly. Once warmed up it pulls strongly, the oil pressure gauge needle sits bang in the middle, and water temp never ventured past the one-third mark. Ride is smooth, the brakes are strong and pull you up perfectly straight, and the gear-shift is nice and crisp. All that disturbed the ambience was a light ticking from the speedo, accompanied by a flickering needle, so a new cable is probably needed to cure this.

The interior is, if anything, even better than the rest of the car – superb in every respect. The tweed cloth shows only the lightest wear even on close inspection and is still taut on the comfortable driver's seat. There are no marks anywhere, even on the carpets. The manual sunroof works as it should and shows no sign of leakage. The dash contains a period Pioneer radio/cassette unit that still sounds good, and some more modern Pioneer speakers in the door panels. The worrying triple clonk as you turn it on or off is just the electric aerial on the rear wing. There aren't even scratch marks on any of the windows, which are all etched with the car's number plate. To confirm I looked hard enough, parts of some digits on the LED clock are missing.

The often crumbly alloy wheels have been refurbished and are shod with near-new matching tyres, though they are an unfamiliar Turkish brand.

If there's a downside it's that the car doesn't have a history file. The owner, who it's being sold on behalf of, has misplaced this, so as I recognised the name of the owner before him as someone whose Gamma Coupé we featured, I contacted him. He confirms the mileage and sold the car with a comprehensive file including an engineer's report, so it's a fair bet the history can be recovered. But even without that, this car's condition speaks for itself.

CHOOSE YOUR BETA

- Lancia Beta launched in 1972 in saloon form, using transverse 1438-1756cc versions of Fiat's twin-cam engine and a Citroën-designed five-speed gearbox.
- A year later the Coupés join the range, using the same mechanical bits (except the 1400 engine) on a 190mm shorter floorpan. The taut styling was done in-house and extra performance comes from being 88kg lighter than the saloon.
- 2000 engine added to the range in 1975 with an entry-level 1300 the following year. Two-litre cars get revised grille and raised bonnet centre section to clear slightly taller engine.
- There's a mild facelift in autumn 1978, which mostly affected the interior - a new dash and two-spoke steering wheel vastly improved instrument visibility. All models now use the taller bonnet and wiper arms are matt black instead of chrome.
- In 1981 the 1300 is dropped for the UK and the 2000 gets fuel injection. It's joined in 1983 by the supercharged Volumex with 135bhp. Production ends in 1984 after 111,801 Coupés have been built.

SPECIFICATION

1979 Lancia Beta Coupé 2000
Price £7995
KGF Classic Cars, Peterborough (01733 425140, kgfclassiccars.co.uk)
Engine 1995cc, transverse 4-cyl, dohc
Power 115bhp @ 5500rpm
Torque 128lb ft @ 2800rpm
Performance Top speed 117mph; 0-60mph 9.4sec
Fuel consumption: 25mpg
Length 3993mm
Width 1648mm

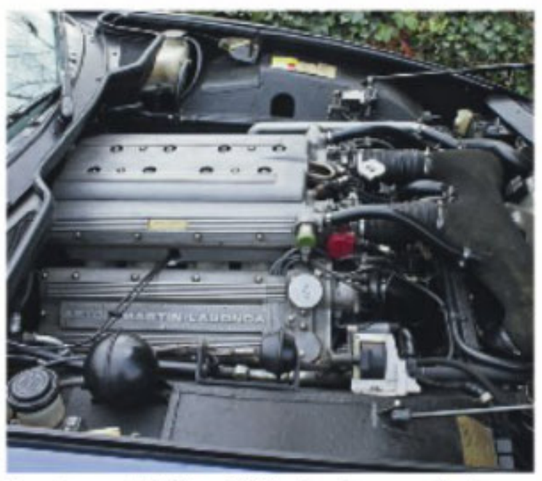
INSURANCE £138
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911

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Despite its age the lavishly trimmed interior shows virtually no signs of wear



Quad-cam 5.3-litre V8 looks almost pristine and moves this heavyweight along nicely

1991 Aston Martin Virage £39,995

With a fat service history, near ageless trim and plenty of V8 grunt, this one won't disappoint, says Sam Skelton

The Virage is Aston's cheapest V8 now the previous-generation cars have appreciated in value. This is a fairly early car that has had six owners from new, in the most desirable colour combination and presenting in good condition. It was supplied new in Hong Kong, then re-imported to the UK in 1999, and a certificate from Aston Martin confirms it is to Hong Kong market specification.

This Aston left the factory in black, but was repainted in 2003 while under the care of Aston Martin specialist Byron International. The history file includes a half-inch-thick sheaf of bills from Aston Martin Works Service dating back to the car's repatriation, with more recent servicing carried out by Runnymede Motor Co and Oselli. It also has a Tracker, which was fitted by Oselli in 2005. The personal plate will remain with the car.

The bodywork is in good condition, with no visible defects. The panels are all straight, with no paint mismatch, the glass is all unscratched and the wheels are unmarked. Under the bonnet it's in very clean condition too, with no leaks visible, but could benefit from a little further titivation in places. The oil pressure had a healthy 80psi at average speed once warmed up, the water temperature sat at a constant 90 degrees, and with the voltmeter at 14 volts the charging system appears to be in order.

The interior – trimmed in two-tone blue and cream leather – is largely good too. There are no splits or cracks to the seats or any of the other leatherwork, and very little in the way of age-related creasing. The seats are still very supple, and there is no sign of the leather drying with age. The veneer is in good condition, with no cracked lacquer issues. The walnut on the dash is loose around the trip computer, and has come away from the panel behind it. The stereo is a more modern replacement unit but works well and doesn't look out of place.

It's as quick as you'd expect a 5.3-litre Aston Martin to be on the road, pulling well in all three gears and with a kickdown that works correctly. The throttle pedal was sticking slightly on test, though we are assured this will be rectified prior to sale. It steers well with no groans from the power assistance, and likewise there are no unpleasant sounds from the very smooth suspension even on rough surfaces.

The odometer reads 213 miles; it's believed to be nearer to 38,000 in total but an electrical issue with the unit resulted in the reading being reset to zero.

Overall, this is a very well presented example of the most undervalued Aston Martin in the current marketplace. It is offered at a reasonable price, given the mileage and that reassuringly thick history file. It's well worth a look.

CHOOSE YOUR ASTON

- The 1989 Aston Martin Virage replaced the long-running V8 series. Beneath the slippery modern bodywork the basic layout was evolved from the Lagonda, with its de Dion rear suspension. With 335bhp and 364lb ft of torque, it had ample heave to keep pace with rivals.
- 1992 saw the debut of Works Service, which would fit a 6.3 V8 derived from the AMR1 racer putting out 500bhp and 480lb ft of torque. 1992 also saw the start of Virage Volante production, a 2+2 convertible derivative.
- The following year the V8 Vantage was launched – a high-powered range-topper car using twin superchargers and the 5.3-litre Virage-spec engine. Power was now 550bhp, though this grew to 600bhp for the 1998 Vantage V600.
- Aston gave the Virage and Vantage a mild front-end restyle in 1996. The Virage name was dropped, leaving the naturally aspirated model as the V8.
- Production ended in 2000 and it was replaced by the all-new V12 Vanquish in 2001.

SPECIFICATION

Car 1991 Aston Martin Virage
Price £39,995
Contact Exclusive Classic Cars (07779 335727, exclusiveclassiccarsltd.com)
Engine 5340cc DOHC V8
Power 330bhp @ 6000rpm
Torque 364lb ft @ 4000rpm
Performance Top speed: 158mph; 0–60mph: 6.5sec
Fuel consumption 15mpg
Length 4735mm
Width 1855mm

INSURANCE £251
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911

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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**



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 **£85,000**



2003 Aston Martin Vanquish 2+2 finished in Grigio Titanio with black hide interior. The car is in beautiful and very well maintained condition and has main dealer service history. It has covered only 37,000 miles and is a delight to drive. **£64,950**



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**



1967 Porsche 912 to "R" spec This is a beautifully prepared historic race car built with great car and finished to a very high standard. It is suitable for historic racing with "Masters", HRDC or HSCC and should prove to be a class competitive and economical route into classic motor sport. It is completely road legal if a little noisy. Very realistically priced at **£29,950**



1989 Porsche 944 Turbo finished in Guards red with contrasting black interior. Fitted with the desirable and more powerful 250 BHP engine. The car is simply stunning and is undoubtedly one of the best examples of this model currently available. The car performs extremely well and is a pleasure to drive and is now an appreciating asset. Sensibly priced for one in this condition at **£16,950**



1959 Jaguar XK150 FHC finished in Carmen red with contrasting black hide interior. The car was the subject of a full restoration some years ago and remains in superb condition throughout. Fitted with 5 speed Getrag box, chrome wire wheels, Coopercraft brakes and comes with an extensive history file. **£69,950**



1955 Jaguar XK140 FHC LHD. Just repainted in Masons black with black hide interior. It is an SE model and is fitted with overdrive and "C" type cylinder head and individual bucket seats. The car drives extremely well and is ideal for numerous classic events. Recently reduced to **£69,950**



1968 MGC GT finished in Fiesta red with cream hide interior. This is a truly stunning example with numerous sensible upgrades including power assisted steering. See website for more details. **Just reduced to £21,950**



1977 Aston Martin V8"S" finished in Raven Black with contrasting red hide interior. Coming from long term ownership, this Manual "S" is a very well maintained motor car that is in really excellent condition throughout and drives superbly. It has had a recent carburettor overhaul and a full service and comes with a thick and very detailed history file. An appreciating asset, buy now before they go up even further. **£75,000**



1957 Austin Healey 100/6 This is a really nice example that has since been in current ownership for the last 9 years and has been permanently garaged. Finished in Cambridge Blue with blue hide interior and comes complete with excellent hood, side screens and a tonneau cover. The engine is very strong and holds excellent oil pressure and the car is great fun to drive and ideal for numerous classic car events. Still appreciating but sensibly priced at **£42,500**



1972 Aston Martin V8 finished in Dark metallic blue with matching blue hide interior. This car has stood for some years due to the ill health of the owner and is now being re-commissioned. New sills are currently being fitted with 4 new jacking points and a new clutch has just been installed. It has 5 speed ZF manual transmission and has been upgraded to Oscar India specification. Estimated sale price is **£69,950**



1956 Jensen 541 finished in old English White with beautiful new burgundy hide interior. This is undoubtedly the best of its kind and has recently been the subject of a complete body off restoration and all works have been carried out to the highest standards. This car needs to be seen to be appreciated **£59,950**



1999 Austin Healey 3000 MkIII BJ8 recreation by HMC with modern interpretations This is a superb 2 owner example that has covered only 29000 miles from new and is powered by the ever reliable Rover 3.9 V8 which is a derivative of the Chrysler engine. Fitted with electric windows and 5 speed manual transmission the car is very easy to drive and will cruise at 80 to 100 mph without difficulty. Reasonably priced at **£29,950**



1957 Jensen 541 "R" Race car with full HTP/FIA papers suitable for numerous historic race series. This is a very well sorted car and has been meticulously prepared by RW racing at Silverstone. The car competed at the 72nd Member's Club meeting at Goodwood earlier this year and performed well. Owner now going slower, hence reason for sale. **£ please ask**



2000 Aston Martin DB7 Vantage Volante. Finished in Mendip Blue with Parchment and Pacific blue hide interior. A truly beautiful example that has undoubtedly been cosseted from new. Supplied with most available options and having covered just 34,000 with full Aston service history. **£31,950**



1958 Aston Martin DB MkIII finished in Tourmaline blue with beautiful black hide interior. The engine is to beyond DBB specification and runs on triple side draft Webber's and the transmission is fitted with an overdrive. Ideal for classic touring or club racing and is a sure fire investment. **£250,000.**



2001 Aston Martin DB7 Vantage Coupe finished in Bramah Blue with Parchment and Pacific blue hide interior. This is a 3 owner car with just 50,000 miles and a full Aston Service history. It comes with most available options and is in superb condition throughout **£31,950**

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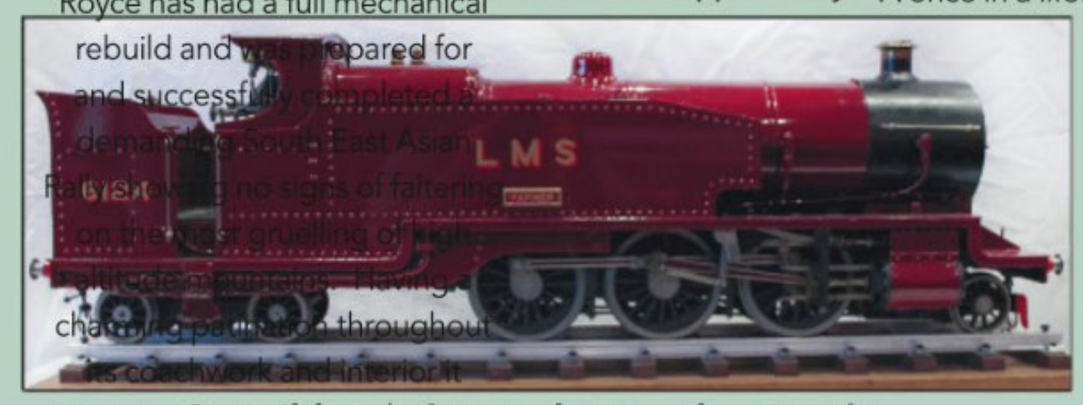
Willie Gilbertson-Hart of Laughton Investments

Lutterworth, Leicestershire



1934 Rolls-Royce 20/25 3 Position 'Owen Sedanca' by Gurney Nutting

This unbelievable Phantom II has been the subject of a no expense spared restoration including an engine rebuild by main Rolls-Royce Agents. It has been used extensively on European rallies and is in ready to go anywhere condition. A once in a lifetime opportunity.



Superbly engineered steam locomotive.

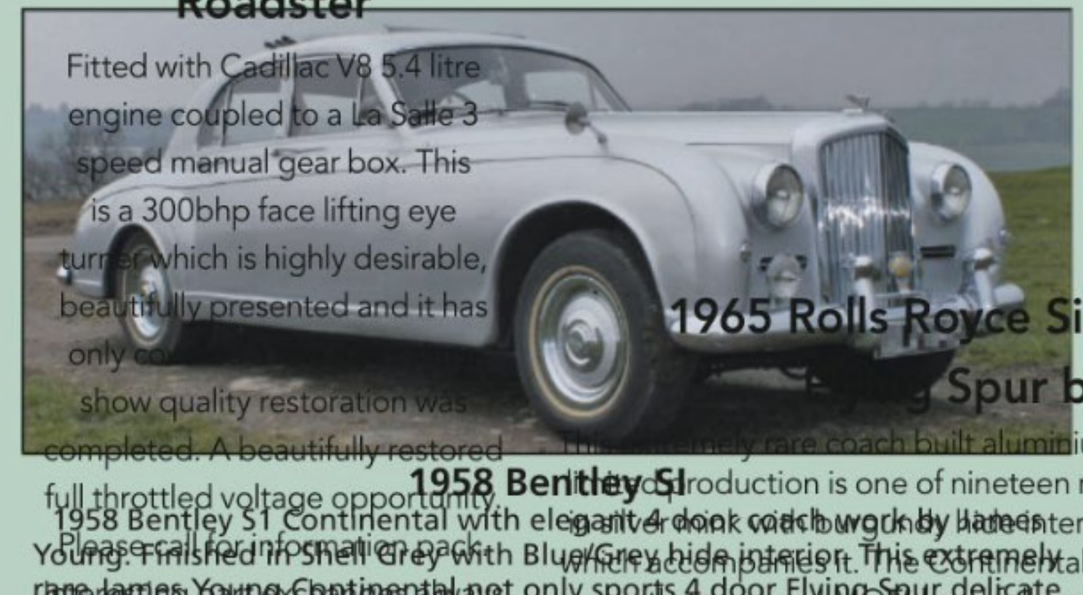
4 Inch gauge believed to have been built in the 1930s by a skilled locomotive Engineer. It is in outstandingly fine condition. Only available due to ill health and advancing years. Would consider constructive offers or part exchange for vintage or classic Collector's car – cash either way.



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 exchange for vintage/derby or interesting Bentley, cash either way.

Please call or e-mail for more detailed information



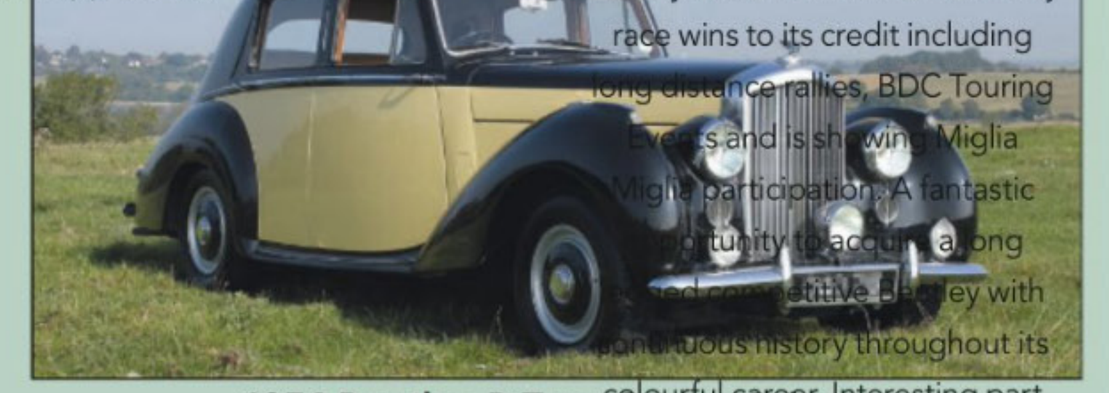
1952 Allard K1 Roadster

Fitted with Cadillac V8 5.4 litre engine coupled to a La Salle 3 speed manual gear box. This is a 300bhp face lifting eye turner which is highly desirable, beautifully presented and it has only co… show quality restoration was completed. A beautifully restored full throttled voltage opportunity.

Please call for information pack.

1934 Rolls Royce Phantom II with coachwork by Brewster fitted with overdrive and PAS

This unbelievable Phantom II has been the subject of a no expense spared restoration including an engine rebuilt by main Rolls Royce Agents. It has been used extensively on European rallies and is in ready to go anywhere condition. A once in a lifetime opportunity



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.

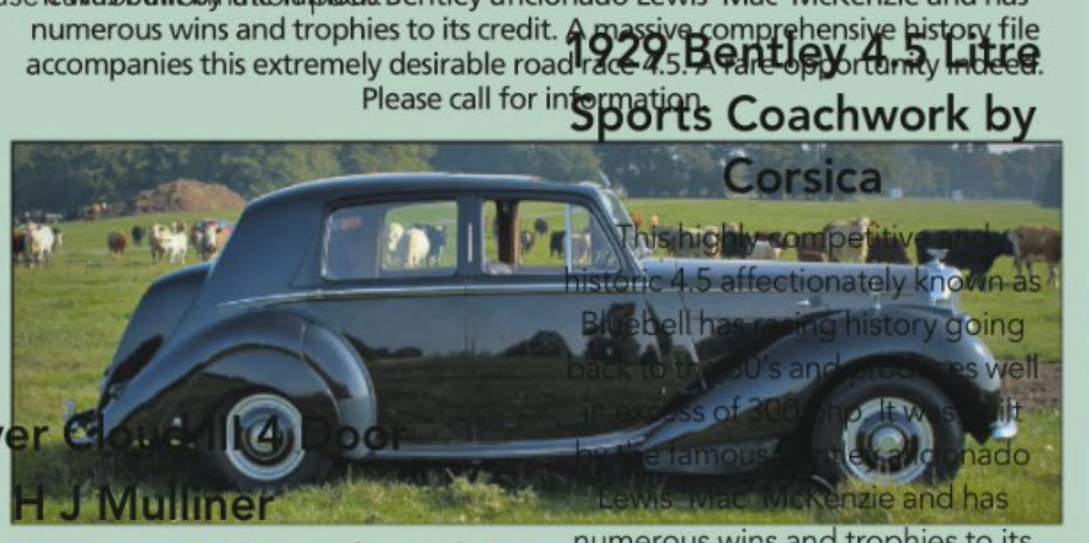


1929 Bentley 4.5 Litre Sports Coachwork by Corsica

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.

1930 Bentley Speed Six Tourer

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 pack.



1958 Bentley S1

1958 Bentley S1 Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file. Please call for information.

1965 Rolls Royce Silver Cloud III 4 Door Flying Spur by H J Mulliner

This extremely rare coach built aluminium Continental flying spur production is one of nineteen models built. The Continental is finished in silver mink with burgundy hide interior and is fitted with air conditioning and is currently taxed and MOT'd and fully serviced ready for many sweeping motoring adventure down to the French Riviera. Please call for information pack.

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 file accompanies this extremely desirable road race 4.5. A rare opportunity indeed. Please call for information pack.

One of two available

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Leather has a nice feeling of age, but the dashboard and instruments are in fine fettle



Unleaded-friendly cylinder head was fitted in 1991, along with other useability modifications

1935 Rolls-Royce Phantom II £295,000

Originally a Hooper-bodied sports saloon, it's now a cabriolet. Paul Hardiman checks its credentials

COMING 'OFF TEST' (when completed chassis was sent to coachbuilder) in March 1935, this Phantom probably received its attractive open Brewster coachwork when it was in Michigan in the Eighties. American-built Phantoms were bodied by Brewster, which was owned by Rolls-Royce, but this striking tourer's elegant looks are enhanced by British-style headlamps.

It was rebuilt for rallies by R-R specialist Ristes, including an unleaded cylinder head in 1991 along with a Tim Payne overdrive plus power steering. An Auster screen for the rear passengers, Marchal spotlight on the screen frame and flashing indicators on the bumpers all make life a little easier. It lived in Switzerland from 1994 and the present owner has had it since 2008.

It's all still in remarkably good order with straight body panels and decent paint, the only blemishes being some scratches on top of the driver's door. Extra locks have been fitted to doors and bonnet sides. Chrome and plating is all good and tyres are decent Michelins all round with lots of tread, with older Dunlops on the twin spares.

The leather is just settling in nicely and taking on a nice patina on the front seats while looking much less used in the rear, and the dash veneer is excellent, as are the instruments. The hood is in decent black cloth, though there's one lift-the-dot fastener missing from the tonneau cover.

The motor is tidy, with a distributor replacing the magneto – another modification for reliability – but it retains the original brown Bakelite coil. The nice and blue coolant is full in the top tank and there's a plain radiator cap and adapter included for when you don't want to risk exposing the mascot to the great unwashed. There's still an autovac fitted and the stainless steel exhaust is in good shape.

The massive straight-six whirrs into life easily and is mechanically quiet, warming through aided by the hand throttle, and there's plenty of performance as it likes to rev, thundering along beautifully with fluid and slop-free steering. The gearchange is easy – it has synchromesh on the top two gears and works fine. The torque-sensitive overdrive, fitted in 1998, engages and disengages smartly on demand, mastered from a discreet toggle switch under the dash, and gives a 28 per cent reduction in revs in top gear for relaxed cruising. Brakes are powerful and confidence-inspiring. Temperature was 50°C on a cold day and oil pressure 25psi at anything over tickover.

This car is massive but never intimidates, feeling smooth and comfortable and ready for any long-distance event – preferably without too many hairpins because the power steering rams are supplied separately in a wooden box. Given the condition and level of preparation, the price looks right.

CHOOSE YOUR PHANTOM

▶'New Phantom' launched in 1925 to succeed 40/50hp Silver Ghost, using overhead rather than side valves on a 7668cc straight-six. Retrospectively tagged Phantom I, it is built in both Derby and the Springfield, Massachusetts factory in the USA.

▶The Phantom II arrives in 1929 boasting a new chassis with semi-elliptic springs all round and centralised lubrication, a conventional propshaft instead of a torque tube and a new crossflow cylinder head. Overlapping outgoing Phantom I production by two years, 1402 are produced.

▶The Phantom III of 1936-39 was the last of the 'vintage' Phantoms, with a 7338cc V12 engine and coil-spring front suspension. Just 727 of these creations leave the factory gates.

▶The Phantom IV of 1950 is a completely different animal with a Wraith-based chassis and straight-eight engine. Just 18 of these are made. This model is superseded by the Silver Wraith-based Phantom V in 1959, which is in turn replaced by the Cloud-based Phantom VI in 1968.

SPECIFICATION

Car 1935 Rolls-Royce Phantom II
Price £295,000
Contact Laughton Investments Ltd, Leicestershire (0116 240 2115, classiccars-international.com)
Engine 7668cc straight-six, ohv
Power 120bhp @ 3500rpm
Torque unquoted but 'lots'
Performance Top speed: 84mph; 0-60mph: 19.6sec
Fuel consumption 10mpg
Length 5080mm **Width** 1560mm

INSURANCE £479
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911

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Hard-wearing tweed cloth interior is just as well preserved as the car's exterior



Four-cylinder engine is the less desirable option but it feels as fit as when new

1984 Mercedes 230E £6995

Look past the undesirable manual gearbox, says Sam Skelton. There are few better W123s than this one

Mercedes-Benz W123s were always renowned for solidity and longevity, making them ideal as regular-use classics. This 230E is the most powerful of the four-cylinder models. It's not a car to buy for the toys – this one doesn't even have the desirable (in a Merc) automatic gearbox.

The appeal here lies in this car's low mileage – just 58,000 since 1984. It first served as a dealer demonstrator and was then owned by one family from nearly new. It shows – while even high mileage Mercedes can have a feeling of solidity, this one has not a squeak nor a rattle, bar a slight creak from the driver's seat.

It feels like a three-year-old example, and you'd be hard pressed to tell the difference from outside too. It doesn't appear to have had any paint work in the past and the Terracotta finish is near-perfect; even that inside the boot is utterly unblemished.

There are no unsightly scuffs to the rubber bumper corners. The biggest external flaws I could see were the perishing door seals, which I'd want to replace, and slight water marking on the stainless trim round the window frames. The engine is as tidy as the rest of the car, suggesting that it has been well cared for over the years.

The only snag is that there's no service history with the car. The former keeper, an elderly lady, is now unwell and unable to recall what happened to the paperwork. The dealer can put any interested party in touch with her family in case this turns up.

Inside, it's cream tweed, which is free of damage and complements the bodywork perfectly. There are minor marks to the nearside front and offside rear seat bases, though these should respond well to a good clean, and the gear lever gaiter is torn.

All the window winders work, the sometimes troublesome dashboard lights are fine and the desirable electric sunroof still operates smoothly, and while the electric nearside mirror is a little lazy, it does function.

Unsurprisingly, this Mercedes is great to drive too. There's no hesitation or lumpiness when cold, and it pulls cleanly and strongly through the rev range. Even the five-speed gearbox – a known weak spot on manual W123s – feels tight, if slightly notchy, which is just how they should be.

The ride is supple and the well-weighted power steering is smooth and precise. There's no wind noise or tyre noise and the original Becker radio works perfectly.

The oil pressure gauge held a healthy 2bar when warm and the temperature gauge stayed where it should.

Were it not for the lack of service history this could almost be the perfect classic buy. It's clearly been cherished throughout its life. Thirty years after it left the factory this W123 feels more like it's three years old.

CHOOSE YOUR 123

- Launched in 1976 as a replacement for the W114/115, with engines ranging from 2.0 four-cylinder to 2.8-litre six. Three diesel options from 2.0 to 3.0. Launched as a saloon and a coupé, with an estate available from 1977, early examples began to attract a premium secondhand to beat the waiting list for a new one. Long wheelbase 240D, 250 and 300D models available from 1977. The 300D was also offered with a turbocharger from 1979.
- 1980 saw the M115 four-cylinder replaced by the M102 engine in the same capacities. 1981 saw updates to the 2.3- and 2.8-litre engines. Both gained fuel injection. ABS became optional, and some markets were offered the world's first airbag.
- A facelift for 1982 saw the standardisation of power steering, along with the rectangular lights from the 280.
- Production finished in January 1986, the model having been replaced by the W124 the year before. Almost 2.7 million were built, making it the most popular Mercedes-Benz model to date.

SPECIFICATION

Car 1984 Mercedes 230E
Price £6995
Contact Kim Cairns Classic Cars, (01485 541526, kimcairnsclassics.co.uk).
Engine 2299cc in-line OHV four-cylinder
Power 136bhp @ 5100rpm
Torque 151lb ft @ 3500rpm
Performance Top speed 113mph, 0-60mph 10.3sec
Fuel consumption 22mpg
Length 4724mm
Width 1784mm

INSURANCE £126
COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911

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1980 MERCEDES 200. Only 3 owners from new and covered only 32,000 miles, last owner had the car since 1985 and not used it since 1995. Finished in maroon with beige trim. Superb condition in keeping with the very low mileage..... **£7995**



1973 MERCEDES 250 114 MODEL. Finished in Mercedes white with black M Tex interior, 66000 miles with MOTs dating from 1984-2012. Nice solid example with the 6cyl engine and automatic gearbox with power steering. Very good value at **£6995**



1964 MERCEDES 190 FINTAIL Finished in gull grey with dark blue MB tex bench seat and manual gearbox 79000 miles verified by old MOTs dating back to 1967 exceptional example **£14,995**



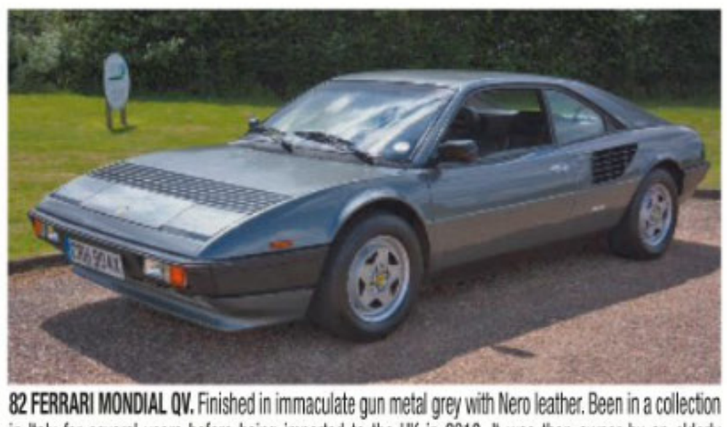
83 MERCEDES 230. Finished in Terracotta with light tan trim. 5 Speed manual with power steering and electric sunroof. Elderly lady owner since 1987 covering only 57,000 miles from new. You would find it very difficult to find a better example..... **£7995**



1989 JAGUAR XJS CONVERTIBLE V12 5.3. Ex Jersey car which explains it's low mileage of only 52,000. Finished in black with Magnolia leather and a black hood. Comes with service history and old MOT certificates. Immaculate low mileage example making it very hard to find one in this condition..... **£11,995**



1998 MERCEDES 320SL. Face lift model with V6 engine. Finished in Brilliant Black with Cream hide. Spec includes AMG wheels, climate control, CD changer, 75,000 miles, service history..... **£12,995**



82 FERRARI MONDIAL QV. Finished in immaculate gun metal grey with Nero leather. Been in a collection in Italy for several years before being imported to the UK in 2012. It was then 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**



1997 BENTLEY TURBO R. Finished in Royal Ebony with Grey hide, only 3 owners from new, 89,000 miles with 18 Rolls Royce service stamps **£15,995**



1982 MERCEDES 380SL. Finished in immaculate Champagne with light Tan leather and a new Brown hood. This superb example has been known to us and looked after by us for the past 10 years. Only covered 76,000 miles with complete service history..... **£17,995**



54 ROVER 80. Body off bare chassis rebuild shown through 3 albums of photos along with other work done. Asking for less than restorations costs. The best you will find..... **£14,995**



1966 JENSEN CV 8. Finished in indigo blue with black hide and beige Wilton carpets. The previous owner had the car 16yrs, after purchasing it ourselves in 1998 and has only covered 2000 miles in the 16yrs. The car is the one of the last of the production in total there were only 500 CV8s made this one is a MK3 of which only 181 were made. The mk3 had both body styling and mechanical improvements. This is a very rare and special car and a sound INVESTMENT a real gentleman's express..... POA



1974 JAGUAR XJS 4.0 LTR FACELIFT MODEL. Finished in silver with grey hide, 90k miles with very good history, exceptional condition..... **£8,995**



1973 VW 1303 BEETLE. Only one lady owner and 67000 miles from new. Finished in its original factory black paintwork with immaculate original red high back seats. You would find it very hard to find a more original car in this condition..... **£8,995**



BMW 635 FINISHED IN ALPINE WITH BLACK LEATHER. MTEC bumpers and side skirts from new. 93,000 miles, service history and old MOTs. Excellent body and paint. Looks to be all original, none of the usual rust problems with these cars..... **£8995**



JAGUAR XJ6 4.2 SERIES III. Finished in olive green with light beige leather. 57,000 miles, electric sun roof and windows, very nice example!

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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



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 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



Rolls Royce 2011 Phantom Convertible finished in diamond black with seashell hide interior with RR logos, black power soft top, TV turner, DVD, phone prep, to many extras to list only 22,000 miles fsh, totally superb.. .....£175,000



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



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 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 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



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



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



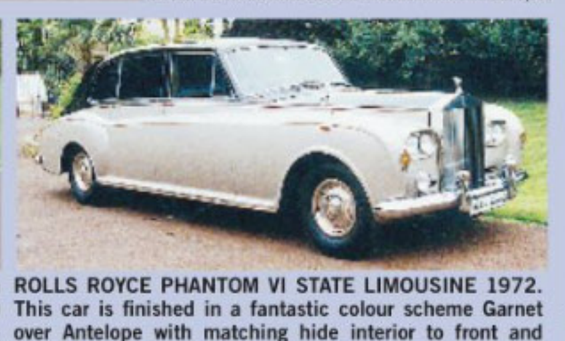
Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels,spare wheel unused, only 36,000 miles from new,virtually one owner from new,good history, original paper work and handbook,very rare to find a car in this unique condition, never seen rain.....£135,750



Mercedes 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



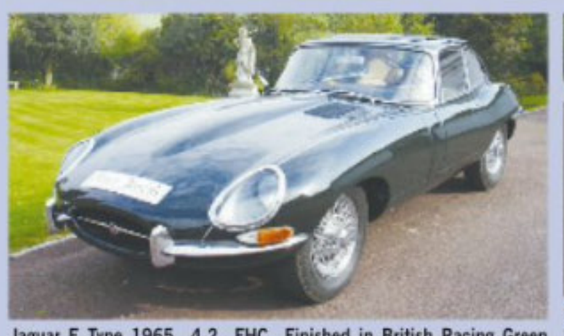
Audi R8 4.2 FSI Quattro R Tronic Coupe 2008 Finished in metallic phantom black,with Grey fine Napa leather interior, B&O Sound system, Multi function sports steering wheel in leather, Electric and folding and dimming mirrors, GSM mobile telephone system, Interior light pack, 46,000 miles with full Audi service history,Just had full major service Automatic, Paddle shift, Xenon headlights with LED daytime running lights, Sat nav, Advanced parking system with camera, Dual climate control, 19" Alloys,carbon fibre blades. Always garaged just superb.....£49,750



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new £250,000



BENTLEY 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



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition, This car is just remarkable..... £165,500



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..£129,500



Corvette stingray coupe 1965 finished in Nassau blue,with complimented blue and white interior,and blue dash and carpets,knock off wheels,and radial tyres,independent rear suspension,disc brakes all round,AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HP,L79 V8. A super looking and breath taking Corvette..... £118,750



Jaguar E type 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



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



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overugs, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whiteside tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value. ... £69,750



Corvette 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

NUMBER PLATES FOR SALE: 777 BUT - £2,750. F1 HUE - £2000. 10 HUE - £5,750. 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



The last E Type sold in the UK

Jaguar E type 1975 Roadster V 12 finished in the rare factory colour of unmarked heather with as new beige hide interior, headrests, stereo, CD, manual transmission, power steering, as new chrome wire wheels, white band tyres, spare wheel unused, complete with all tools, low miles, excellent history file, complete with many old mot's, heritage certificate, pampered from new, garaged from new, totally stunning and in mint condition, a joy to drive while growing in value £135,500



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



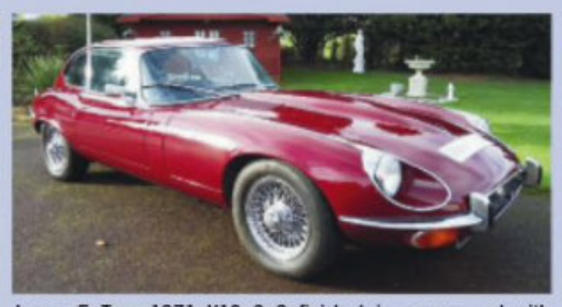
Rolls Royce Ghost 2011 black with brushed silver alloy bonnet driver assistance, two, panorama sun roof, adaptive headlights, comfort entry, camera system rear theatre, picnic tables, RR monograms, 20 inch alloy wheels, extended leather, piano black veneer, television tuner, chrome visible exhausts, interior black carpets. Only 3000 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



London Taxi 1998 diesel TX1 finished in gleaming night fire red with superb interior,glass divider, occasional seats, stereo, wheel chair access, automatic,power steering, expensive respray, excellent example .....£3,950.



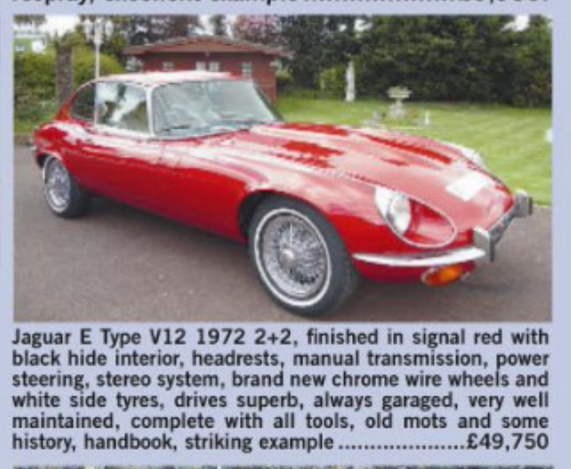
MERCEDES SPORTS 280 SL 1985. Finished in Arctic white with superb interior, hard and soft tops, auto, power, Clifford alarm and imobiliser, alloys, cruise, stereo system, CD player, power windows, service history, excellent example..... £12,750



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



Jaguar 2+2 E Type 1967 series one 4-2 finished in the superb colour of opalescent silver blue, with excellent hide interior, CD stereo system, manual transmission, brand new chrome wire wheels and tyres, amazing history, 65,000 miles, three owners, complete with all tools, and handbook, this car has been pampered from new and very original more detailed pictures on our website, mellowed to a superb example..... £59,750



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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1967 Jaguar E-Type FHC SI 4.2 RHD



1998 Bentley Continental T Mulliner 2 Seat



1980 Rolls Royce Carmargue RHD



1964 Alvis TE21 Drophead Coupe RHD



1989 E34 535i Alpina B10 Saloon RHD



1965 Rolls-Royce Silver Cloud III
Continental Flying spur RHD



1973 Renault Alpine A110 1300 LHD



1990 ERA Mini Turbo RHD



1970 Ford Mustang Mach 1 LHD



2007 Ferrari 599 GTB F1 LHD



1997 Hummer H1 LHD



2004 Porsche 996 Turbo Cabriolet RHD

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1950 Bristol 401
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2000 Aston Martin DB7 Vantage automatic £26,950

Finished in Silver with Black trim, 40,000 miles with just one owner and full service history. Super example.





1985 Mercedes 500 SL AMG. Just one owner from new and just 26000 miles. **£27,950**



1936 MG TA. Chassis number TA0255, (5th car built) ex MG Demo car. Has been in a private collection for over 30 years. Restored over that period. **£30,000**



1973 MGB Roadster. Finished in red with black trim. Full repaint just completed and new hood. Lead free engine etc. Super example **£16,950**



1995 Aston Martin DB7 six cylinder rare manual car. Finished in Aston Green metallic with parchment trim. Full history. **£23,950**



1963 Pull handle MGB Roadster. Finished in red with black trim. Large history file, painted wire wheels. **£12,950**



2004 Aston Martin DB9 Coupe. Finished in Meteorite silver with charcoal trim. 51000 miles with full dealer history. **£36,000**

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1935 SS1 TOURER 2.6 OHV.

Masons Black with Tan Hide and Full Black Weather Equipment. Restored to absolute perfection some years ago and less than 3,000 miles covered since. Reputedly uprated with its `SS` engine in period, making it a much better performing example. Just extensively serviced and recommissioned, so now ready to go. Having owned and sold this model in the past I doubt if a finer example exists. Quite simply – it is absolutely stunning.

RHD - £129,995



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 - £59,995



1928 ALVIS 12/75 SUPERCHARGED FD - FRONT WHEEL DRIVE - TT BODIED. (SWB)

French Blue with Tan Hide. One of the most advanced cars ever produced by Alvis. Lightweight Chassis, Single Overhead Cam with Roots Supercharger, Front Wheel Drive, Inboard Brakes and Independent Suspension, Large Bore Stainless Fish Tail Exhaust, Weighing under 18 cwt and over 75 BHP makes for a remarkably quick and agile performance car. Chassis 7190, Matching Numbers and One of only 39. Cross and Ellis TT Bodied. Was used in competition both in period and latterly. Has VSCC Buff Form and is eligible for just about every event.

RHD - £89,995



1959 AUSTIN HEALEY FROGEYE SPRITE.

Cherry Red with Black Trim and Black Mohair Hood. Professionally Restored and seriously upgraded for a very well known BRDCracing driver, to his own exacting standards. 1275 Stage 2 Engine, CR Gearbox, 3.7 diff, Disc Brakes, Uprated Suspension, Front Anti Roll Bar, Long Centre Branch Manifold, Etc. etc. Less than 3000 Miles since. Properly set up. Will sit at 85 MPH all day long and in outstanding order.

RHD - £21,995



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



1971 MGB 1.8 ROADSTER.

Teal Blue with Dark Blue Hide. Equipped with Overdrive, chrome wire Wheels, boot Rack, Motalita Steering Wheel, Radio, Kenlow Fan, Alloy Rocker Cover, Sports Air Cleaners, Badge Bar, Overtaking Mirrors, Inertia Reel Seat belts, stainless Steel Exhaust, Tonneau Cover Etc. Bills on file for in excess of £11,000.
A very sound, useable example at a most realistic price.

RHD - £8,995



1971 MORGAN 4/4 COMPETITION ALLY BODIED 2 SEATER.

Finished in Squadron Blue with Black Trim. Restored to the highest of standards by Black Phey Morgan Restorations – Vic Champness. Upgraded with 5 Speed Gearbox, Uprated Engine – 100 BHP. Alloy Radiator, Wire Wheels, High Torque Starter, Boot Rack, Koni Shocks, Oil Cooler, Electronic Ignition, Bucket seats Etc. Etc. Absolutely Stunning. I doubt a better example exists.

RHD - £34,995



1987 FORD SIERRA COSWORTH RS 500.

Ford Black with Charcoal Trim, 17,000 Miles from new with Total History – 32 Stamps, Original Purchase Invoices, Every MOT since its first. Fully Documented from new. One Owner until 2011. A standard unmodified car which has to be the finest example extant. Less than 200 are now thought to exist . There is not another like this.

RHD - £64,995



1967 AUSTIN HEALEY 3000 BJ8 PHASE 3.

Built Dec. 1967, 14th from last car produced. BRG with Full Tan Hide and Tan Mohair Hood. Total Ground Up Restoration by one of the best in the business. Uprated with Gas Flowed Unleaded Head, Competition Overdrive, Alternator, High Torque Starter, Spin On Oil Filter, Alloy Fuel Tank, Twin Spot Lamps, Reversing Light, 6`` Chrome Wire Wheels, Mota Lita Steering Wheel, Badge Bar, Etc. Perfect Panel Gaps Etc. Rarely do cars of this quality come onto the open market. Quite Outstanding.

RHD - £64,995



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



1958 TRIUMPH TR3a.

Sebring White with Red Hide. A UK example – 33 CUR – Having had a Ground Up Professional Restoration with Invoices on file for in excess of £38,000. Specification includes Uprated Overdrive with rack and Pinion Steering, Stage 3 Engine on Webbers, Full Tubular Sports Exhaust, Chrome Wire Wheels, Drilled Disc`s and AP Calipers, Uprated Suspension, Chrome Wire Wheels, Uprated Suspension Etc. Less than 3,000 Miles since. Absolutely Outstanding.

RHD - £36,995



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 - £79,995

1959 AUSTIN A35 VAN - AV5 SERIES. The rarest model. Only produced for two years. With beautifully detailed exterior panels. Presently under going an extensive restoration, on a low ownership, low mileage example with extensive history. Specification includes, rear seat, heater, alternator, Laminated Windscreen etc. Will be finished in County Cream with Black Trim. Completion date scheduled for January 2015. Ideal Goodwood Support Vehicle / Business Promotions, etc. There will not be a better example – please enquire.

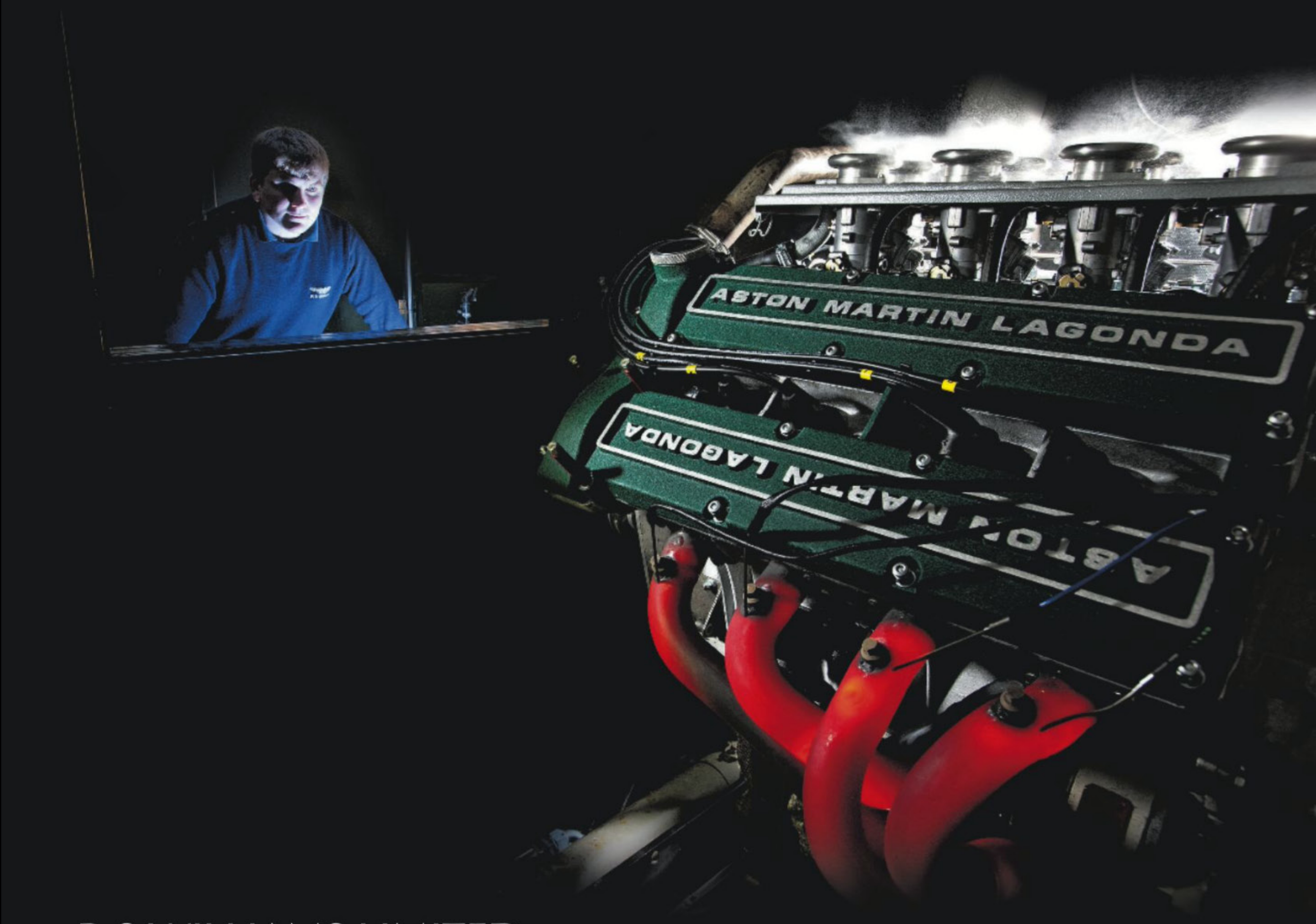
1958 ROVER 60. Dove Grey over Smoke Grey with red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 13,900. This has to be the lowest mileage Rover extant. Has a most extensive history, including Original Log Book, Hand Books, service Bills Etc. equipped with free Wheel, Spot Lamps, Wing Mirrors, `His Masters Voice` Radio, Rim embellishers Etc. It would be hard to believe that a better example exists.

RHD - £11,995

If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.

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BEAULIEU GARAGE



1963 JAGUAR E TYPE SERIES 1 3.8 ROADSTER £130,000

This original RHD matching numbers example has been the subject of a complete restoration in the hands of the countries finest specialists. Body by Martin Robey, painted by RS Coachworks, Coach trimming and hood by Suffolk&Turley, Engine by Sigma Engineering, Coopercraft upgraded brakes to 4.2l specification. 5 Speed box. To complete the 2 year project Marina Garage assembled the car ready for the road. Outstanding.



1953 MG TD 2 OTHERS IN STOCK £36,995

Although an original UK supplied example it has spent most of its life in California where in 1981 it was the subject of a full restoration by Indy Car champion and restorer 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.



1968 MGC ROADSTER DOWNTON CONVERSION £17,500

This is a real find, it being one of the rare Downton Engineering 3 carb models. A substantial amount of bodywork restoration was done in 1988 as can be seen in the accompanying photograph album. Mechanically sound with excellent driving characteristics. Paint poor. Finished in red with black leather interior, supplied with works hard-top.



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..



1960 MGA 1600 ROADSTER £45,000

Bob West is considered to be one of the finest restorers of the MGA in the world, looking at the panel fit and bodywork of this car we can see that he warrants such recognition. Finished in unmarked British Racing Green with magnolia hide piped in green and fitted with a rare HRG aluminium cross-flow head and 5 speed box. Truly outstanding, panel fit and gaps exceptional.



1976 TRIUMPH STAG MANUAL £14,995

Restored to the highest standards by the country's top specialists. Lightly modified for modern road conditions. Red with biscuit interior. 5 Speed gearbox , Coopercraft brakes. A superb restoration and fabulous to drive.



1954 MG TF 1250 £24,995

A superb history accompanies this original UK supplied MG TF. Bought in 1987 by its last owner the car was soon after the subject of a comprehensive restoration and used enthusiastically thereafter until a mechanical freshen up was undertaken in 2002. Finished in its attractive original colours of MG Green with green upholstery. A good solid example of this popular post war sports car.



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.



JAGUAR C TYPE REPLICA IN ALUMINIUM £75,000

This example was built locally by Classic English Racing and has many of the original type features i.e. 3.4l engine, live rear axle, aluminium body and 16" wheels. Fitted with Weber carburettors as per 1953 LeMans entry. Finished in BRG with green racing seats, fitted with aero and wrap around screen, overdrive gearbox and roundels. The car has gained a nice patina over the last 17 years and would not look out of place next to the real thing.

OTHER CARS FOR SALE

1952 MG TD £25,000
1960 TRIUMPH TR3A.....£24,995

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1938 Bentley 4 ¼ Litre (Overdrive)
Coupe by James Young



1933 Rolls-Royce Phantom II
Continental Boat Tail Drophead
Coupe by Park Ward



1938 Bentley 4 ¼ Litre
Sedanca Coupe by Gurney Nutting



1909 Rolls-Royce Silver Ghost
Balloon Car Roadster



1934 Bentley 3 ½ Litre
Drophead Coupe by James Young



1935 Bentley 3 ½ Litre
Drophead Coupe by Barker



1927 Rolls-Royce Phantom I
Piccadilly Roadster
by Custom Coachworks



1931 Rolls-Royce Phantom II
Continental Park Ward Style
Three Position Drophead Coupe



1926 Rolls-Royce Silver Ghost
Playboy Roadster by Brewster

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Aston Martin V8 Saloon
series 2 auto LHD

- **Aston Martin DB6 Manual** right hand drive
- **Aston Martin MKIII** Left hand drive
- **Aston Martin One - 77** Left hand drive
- **Aston Martin V8 Saloon** Oscar India Manual
- **Aston Martin V8 Volante auto** left hand drive
- **Aston Martin V8 Vantage Volante Manual** RHD
- **Aston Martin V8 Vantage Volante 6.3** Manual LHD
- **Bentley MK6** Totally restored
- **Jaguar E Type V12 Roadster Manual** with hard top
- **MGA** Twin Cam Coupe left hand drive
- **Mini Cooper S** MKI and MKII
- **Porsche 2.7 RS Carrara Touring** RHD

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ASTON MARTIN HERITAGE



ASTON MARTIN DB4 SERIES 1. 1960. POA

Attractively finished in its original colours of Cardinal Grey with Bordeaux hides, this Series 1 example, is fitted with the signature frameless side windows and front opening bonnet, of the original design and exclusive to Series 1 cars. Meticulously restored over many years, all works have been carried out by highly respected experts and Aston Martin Heritage specialists, to the highest standards. Fitted with its original engine, rebuilt to 'fast road' specifications, the original capacity of 3.7 Litres has been retained.

We are delighted to be offering this exceptional DB4, in its earliest and purest form. Simply one of the very best and authentically restored. A substantial history file accompanies the car, including restoration photographs, invoices, factory build records and previous MoT certificates.



ASTON MARTIN V8 VOLANTE 'Prince of Wales'. 1989
POA



ASTON MARTIN DB6. 1966
POA



ASTON MARTIN DB AR1. 2004. 6k
POA



ASTON MARTIN V8 Efi 'Hunter Green'. 1990. 6k
£175,000



ASTON MARTIN VANQUISH. 2003. 8k.
£74,950



ASTON MARTIN LAGONDA. 1984. 27k
£59,950



ASTON MARTIN DB7 VANTAGE VOLANTE. 2000. 28k
£34,950



ASTON MARTIN DB7 VANTAGE. 2001. 38k
£33,950

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JAGUAR E TYPE SERIES II ROADSTER,
fully rebuilt.
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ETYPE SERIES I 4.2 ROADSTER, extremely rare Series I Roadster, all bodywork done, can be restored by ourselves or
£55,000



JAGUAR E TYPE. Many upgrades inc. Weber carbs.
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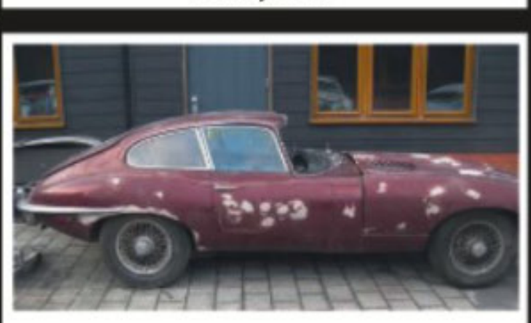
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£23,000 on parts bills alone, in Red with Black interior. Many upgrades. **£44,999**



FORD MUSTANG CONVERTIBLE 1966
Super nice condition, very desirable model **£26,999**



JAGUAR XJS V12 TWR
6 litre, Ex Saudi Royal Family, 15k TWR conversion, 32000 miles,
£14,999



E TYPE 4.2 FHC
2DR Manual Series II, matching nos
£19,999



E TYPE 3.8 IFHC,
LHD,
1962 for full restoration,
Matching nos
£19,995



XK120 FHC.
Car No. 11. Very rare, 3.8 engine, 5 speed gearbox. For full restoration.
£19,999



PORSCHE 928 S4
3 owners from new, absolutely superb, burgundy interior.
£12,999



JAGUAR XK140 ROADSTER.
Currently being rebuilt, brand new bodyshell
£POA



JAGUAR XK 120 ROADSTER,
fully refurbished bodyshell, chassis and suspension, louvred bonnet
£POA



JAGUAR E TYPE SII FHC PROJECT,
FHC 2DR Manual, for restoration.
£12,999



JAGUAR E TYPE SERIES II 2+2
for full restoration, Very solid,
£10,999



E TYPE SERIES 2,
2+2 RHD car for full restoration. **£8,995**



JAGUAR 420
LHD,
Nice Condition
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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**



JAGUAR E-TYPE S2 ROADSTER L.H.D

1969, Finished in black with grey interior, good history file, chrome wire wheels, ready to enjoy and drive.
£47,995



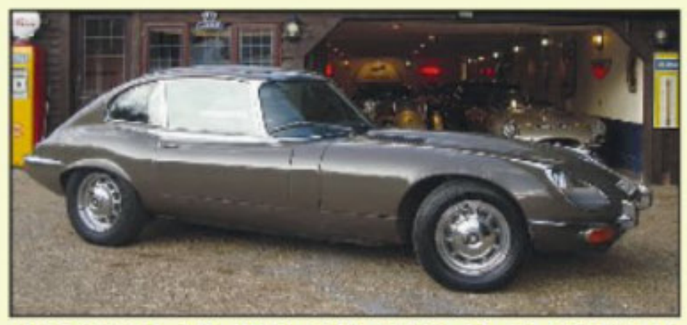
TRIUMPH TR4a

1967, Finished in British racing green with black interior, U.K supplied R.H.D model, overdrive, wire wheels, nice usable example.
£21,995



TRIUMPH TR5

1968, Finished in Valencia blue with black interior, original R.H.D model with matching numbers, this car underwent a full nut and bolt restoration to a high standard that was completed in 2004, unleaded head, overdrive, chrome wire wheels, superb example. **£39,995**



JAGUAR E-TYPE S3 V12 2+2 COUPE

1972, Finished in sable brown with cinnamon interior, U.K supplied car with matching numbers, last owner since 1978 and just 40,000 miles covered from new with every M.O.T to support the mileage, manual,outstanding condition and very genuine example hard to find as good as this. **£34,995**



TRIUMPH TR6 150 BHP

1971, Finished in black with black, restored by Rees Bros in 1994 and has been in the same ownership since, overdrive gearbox, very nice example.
£14,995



MGC GT

1968, Finished in tartan red with black interior, restored ten years ago, manual overdrive gearbox, painted wire wheels, stainless steel exhaust, lovely example.
£14,995



JAGUAR XJS V12 CONVERTIBLE

1989, Finished in solent blue with cream interior and a blue roof, two previous keepers with the last owner having the car 15 years, 70,000 miles from new with full Jaguar service history, original handbook wallet with all booklets, owners audio guide, and both sets of original keys, all XJS refinements, outstanding example. **£11,995**



AUSTIN MINI COOPER S MK1

1965, Finished in island blue with grey interior and black microcell contour seats, uprate engine supposedly built by Richard Longman running twin 1' 1/2 H4s carbs and rolling road by Sigma engineering with a read out of 87 bhp, 4.1 differential, full roll cage, butlers reading lamp, speed pilot clocks, original green log book, heritage certificate, nice example. **£26,995**



BROCKHOUSE CORGI MK2 98cc

1948, Finished in red and black, 98cc folding motor scooter, original registration and first every tax disc, very rare and collectable, excellent example.
£1,395



TRIUMPH TR6 650cc TROPHY

1966, Finished in pacific blue and white, this machine has covered just 24,000 document miles from new with one family owner up until 2012, superb history file with the original bill of sale, every M.O.T, and a notebook of all the work carried out, matching numbers, very original lovely example. **£7,495**



SUZUKI GSSX750 ES

1986, Finished in white and red, one owners with 60,000 miles from new, lots of history, totally original and correct, superb example.
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STOCKLIST

PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2010 - 997 GEN II TURBO COUPE MANUAL (CARRERA WHITE) 19,000 MILES
Metropole Blue Lther Intr, PSM/PASM/PCM-Touchscreen Sat Nav, BOSE Surround Sound system, CD Changer, Telephone, Heated & Memory Seats, Rear wiper, White Dials, Rear Park Assist, Xenon Headlights, 19" Turbo Alloys (GEN II), Full Porsche Service History

2008 - 997 TURBO CABRIOLET TIPTRONIC S (BASALT BLACK) 54,000 MILES
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, sports/ Hearted /Memory/Electric Seats, White Dials, Chrono Package Plus, Rear Park Assist, 19" FUCH alloys, Full Porsche Service History

2007 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 47,000 MILES
Black Leather int, Sports Chrono, PASM/PSM/PCM-Sat Nav, Telephone, Sports & Heated Seats, Part Electric Seats, Sunroof, Rear Wiper, White Dials, Porsche Crested Headrest, Climate Control, Traction Control, Rear Parking Sensors, 19" Turbo Alloy Wheels,Full Porsche Service History

2007 - 997 GT3 (SPEED YELLOW) 48,000 MILES
Black Leather Interior, PSM/PASM/PCM-Sat nav/Telephone/Recaro Sports Seats, Chrono pack, Sports Exhaust, Alcantara Headlining, Roll Cage, Yellow Seat Belts, 19" GT3 Alloy wheel, Full Porsche Service History

2009 - 997 GEN II C2S PDK COUPE (SILVER METALLIC) 28,000 MILES
Black Leather Interior, PSM/PSM/PCM 3-Touchscreen Sat Nav, Telephone, IPOD Connector, Chrono Pack, Heated Seats, Alcantara Headlining, Rear Parking Assists, 19" GEN II Carrera Alloy wheels, Full Main Dealer Service History, One former Keeper Only

2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 MILES
Black Leather Intr, PSM/PCM 3-Touchscreen Sat Nav, Telephone, BOSE, IPOD Connector Chrono Pack, Cruise Control, Heated & Semi Electric Seats, Alcantara Headlining, Rear Parking Assists, 19" GEN II Carrera Alloy wheels, Full Main Dealer Service History

2008 - 997 C4S COUPE TIPTRONIC (SPEED YELLOW) 26,000 MILES
Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, CD Changer, White Dials, Switchable Sports Exhaust, M/F/S Wheel, Rear park Assist, Sunroof, Xenons, 19" Sports Design Wheels, Full Main Dealer Service History

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 MILES
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History

2006 - 997 C4S COUPE MANUAL (BASALT BLACK) 39,000 MILES
Black Lther Intr, PSM/PCM/PCM-Sat Nav, Telephone, Heated/Memory/Sports & Fully Electric Seats, Sunroof, White Dials, M/F/Steering wheel, Alcantara Headlining, Rear Wiper, Rear Park Assist, Sports Exhausts, Climate Control, Full Main Dealer Service History

2006 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) - 55,000 MILES
Full Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, M/F/S wheel, BOSE, Heated/Sports Seats, White Dials, Switchable Sports Exhaust, Alcantara Headlining, Rear Wiper, Rear Park Assist,Climate Control, 19" Splitrim Alloy wheels, Full Main Dealer Service History. (Just been carried out major service)

PORSCHE 996 TURBO

2002 - 996 TURBO COUPE TIPTRONIC S (RACING GREEN) 38000 MILES
Sand Beige Lther Intr, PSM/PCM-Sat Nav, Telephone, Porsche CD Changer, BOSE Sound system, Heated Seats, Sunroof, Fully Electric Seats, Rear Wiper, Alcantara Headlining, Rear Park Assist, 18" Turbo Alloys, Fully Service History.

PORSCHE PANAMERA

PORSCHE PANAMERA (G1) D V6 PDK DIESEL (DARK CARBON GREY)
2012-14,000 Miles, Black lther intr, PSM/PASM/PCM-Touchscreen Sat Nav, Telephone, MFSteering Wheel, BOSE, CD Changer, Memory/Heated/Electric Seats, Sports Exhaust, Cruise Control, Chrono Pack, Sunroof, Rear wiper, Front and Rear park Assist, 20" Alloy wheels, Full main dealer Porsche Service History, One Owner from New.

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 – 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 MILES
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers., 18" Turbo S Alloy Wheels, full Service History.

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 21,000 MILES
Grey Leather Interior, Sunroof, Part Electric Seats, Electric Windows & Mirrors, Rear Wiper, Air Conditioning, Becker Radio Player, 18" Turbo Alloy wheels, Full Main Dealer Service History

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 MILES.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER METALLIC) 73,000 MILES
Full Grey Leather Interior, Carrera 2S (Widebody Specification), Manual (6 Speed) 'VARIORAM', Sport Seats, Electric Mirrors, Original Porsche Stereo and CD player, Sunroof, Air Conditioning, Rear Wiper, 18" Porsche Turbo Alloy Wheels, Full Main Dealer Service History

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 MILES
Varioram, Metropole Blue Lther Intr, Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1997 - 993 C2S COUPE TIPTRONIC (ARENA RED METALLIC) 73,000 MILES
Grey Lther Intr, Sports Seats, Fully Electric Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloys, Full Service History

1995 - 993 C2 COUPE MANUAL (IRISH BLUE) 88,000 MILES
Sunroof, Black leather electric seats, Porsche Immobiliser and spare keys, Recent cosmetic paintwork carried out to remove stone chips, Porsche document wallet and manuals, Rear wiper, Electric spoiler risers and falls as it should Porsche inscribed mats, The car is always garaged and is a C16 UK car, A very nice example in excellent condition.

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 93,000 MILES
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17 " Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 99,000 MILES
Marble Grey Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17 " Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 PORSCHE 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX)
126.000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1984 PORSCHE 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 MILES
Manual, Baltic Blue Metallic Coach work, Black Leather Interior, Sunroof, Electric Mirror, Electric Window, Factory Fitted AC, Factory Fitted Alarm system, Fully documented service history.

1991 - PORSCHE 964 C2 COUPE TIPTRONIC 64,000 MILES
Midnight Blue Coachwork, Full Grey Leather Interior, Air Conditioning, Becker Radio Player, Sunroof, Electric Mirror & Window, 17" Alloy wheels, Fully documented Service History.

1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) – 108,000 MILES
Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats, Sony CD Player, 17" Alloys, Full service History

FERRARI - MODELS FROM 1967 +

2010 - FERRARI CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 MILES
Grigio Silverstone with Sabbia, Crema Daytona Seats with Grigio Scuro Stitching and Piping, Nero Carpets, Yellow Rev counter, Central Tunnel and Armrest in Crema Leather, iPod Connectivity, Satellite Navigation, Telephone Module, Electro chromic Interior Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headlights, Stability & Traction Control, Magneride Dual Mode Suspension, Tyre Pressure Monitor,Full Climate control, Ceramic Brake Calipers, 19"Forged Diamond Wheel Rims, Scuderia Shields.Full Ferrari main Dealer Service History

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 MILES
Full Nero Black lther intr, HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Sat Nav, I-POD Connection, USB Connection, Telephone, Front & Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

2008 - FERRARI F430 SPIDER F1 (FULLY PROTECTED AND WRAPPED IN WHITE) 20,000 MILES
Coachwork as New condition, Grigio Silverstone Coachwork, Nero Black Leather Interior with Red Carpet, Carbon Fibre Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ceramic Ferrari shields, Front & Rear Parking Sensors, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example

1998 – FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 MILES.
Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 MILES
Giallo Modena Yellow, Full Nero Black Int. Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18" Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

1973 – FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 MILES.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 MILES.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repaint & Work Done By Ferrari Exceptional Condition Throughout.

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 MILES.
1 of 26 RHD Lightweights Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) - 1997
11,000 Miles, Rolls Royce Ebony Black Coachwork, Hand Crafted Grey Leather Seats With Matching Grey Leather Head Rests, Leather Trimmed Aluminium Semi Lightweight Dash With "Smith" Original Style Instrument Finished Withblack Carpet With Piped Grey Leather. Ford 5.0 Ltr H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9.1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SVO lower aluminium inlet manifold/upper aluminium inlet manifold body with performance 65mm throttle body

1958 PORSCHE 356 A COUPE 1600CC (SILVER) LHD
73,000 Miles, Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly restored, concours condition.

1973 JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 MILES
finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system.The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32years, totally restored to a very high standard. Total miles is 25,000, Fortune spent on restoring this superb E Type drives like new.
This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 MILES.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)
Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leathr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

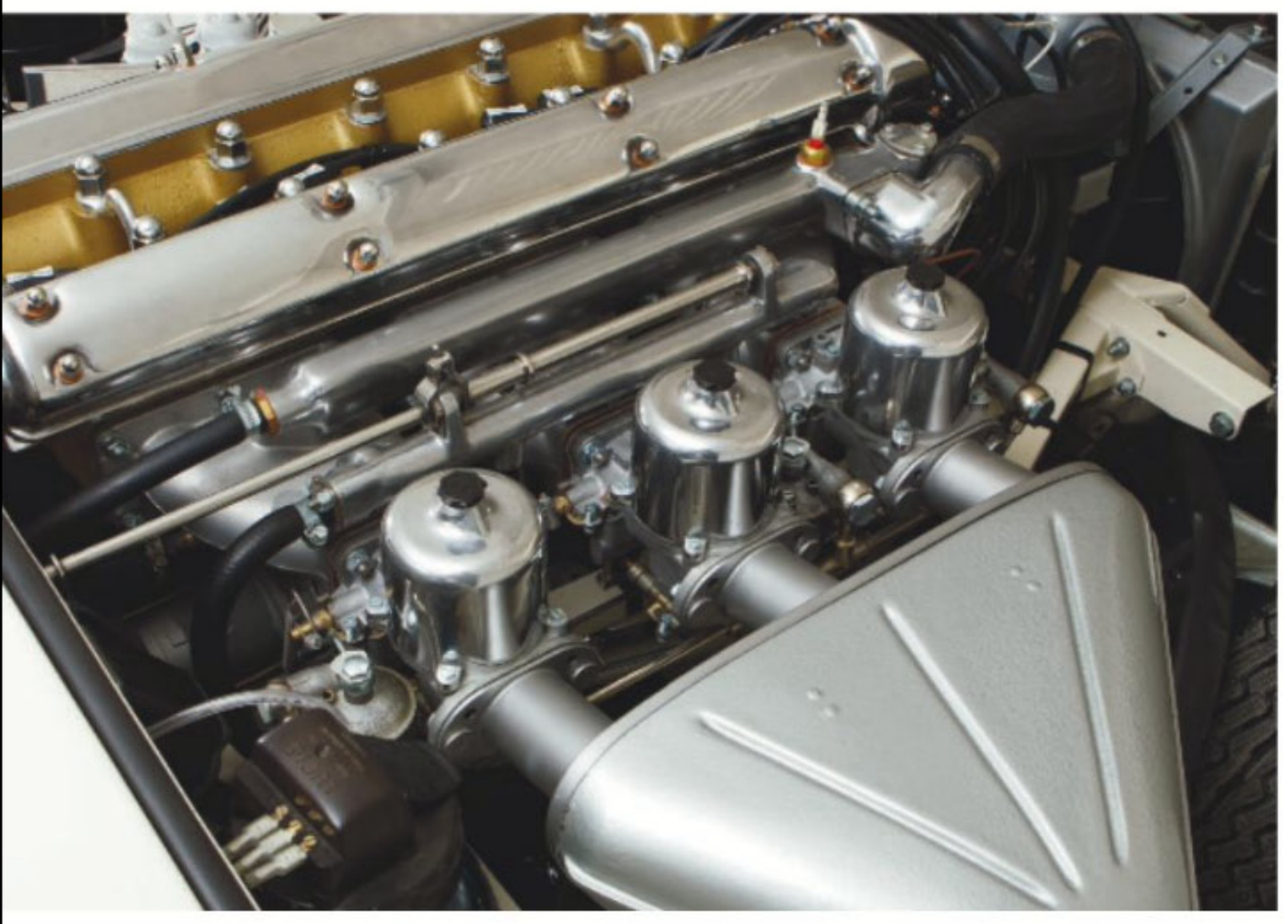
1998 FIAT BARCHETTA CONVERTIBL MANUAL LHD
Blue with a new black mohair hood, It has done just over 51,000 miles, We imported it from Germany at 6 months old in 1998, It had previously been owned by Hertz Germany, The car is clean, but not concours, This is a well loved Italian thoroughbred, which provides an excellent entry into sports car ownership.

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1959 ROLLS ROYCE SILVER CLOUD 2, Sand over Sable with tan interior. One family's ownership from new. Extensive service history. Original handbook full tool kit. Just 66900 miles from new. Beautifully maintained and remains in stunning original condition.....**£59,900**



1992 ROLLS ROYCE SILVER SPIRIT 2 in Georgian Silver with St. James Red hide. 70,500 miles with full service history. Many invoices from Harwoods Bentley, West Sussex. Fully stamped service book all stamps from Harwood Bentley. 1st class condition throughout **£12,950**



1982 Rolls Royce Corniche Convertible in Royal Blue. 85000 miles. 1st class condition throughout. Light tan interior with dark Blue carpets. Stunning example and has to be one of the finest on the market today.....**£58,950**



1978 Bentley T2 finished in Brewster Green with Tan interior. 56,900 miles with an extremely comprehensive history file. A perfect example of an increasingly scarce and desirable model **£29,950**



1978 ROLLS ROYCE SILVER SHADOW II, Highland Green with Tan everflex roof having Beige Hide interior. 53045 miles. Fully stamped service book, every MOT since 1981, invoices for works carried out and build sheets An excellent low mileage example in excellent condition with full history.....**£19,500**



1965 ROLLS ROYCE SILVER CLOUD III. Midnight Blue with beige hide interior. Fully restored by ex-Rolls Royce mechanics to the highest possible standard. Two owners from new with just 67000 miles. A scarce opportunity to acquire RR's most celebrated model in totally 'as new' condition. This is the best Silver Cloud III on the market today..... **£89,950**



1987 ROLLS ROYCE SILVER SPIRIT. Finished in Silver Sand with Beige Hide interior piped Brown with Brown carpets and top roll. Covered just 69500 miles with full history, many invoices for works carried out. The car used to belong to TV chef Nigella Lawson. A very smart example... **£11,500**



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**



2004 BENTLEY CONTINENTAL GT in Dark Sapphire Blue. 86,000 miles with full service history. Tan hide with Dark Blue carpets. Options to include massaging seats. Presented in 1st class condition throughout.....**£25,950**



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**



1997 BENTLEY TURBO R Peacock Blue. Sandstone interior. 85819 miles with full service history. Known to us from new. One registered keeper example. Many factory extras to include electric rear seats.....**£16,950**



1997 BENTLEY TURBO R. Racing Green with magnolia hide interior. Two registered keepers both in the same family. 29600 miles. Excellent history file. This last year of production Turbo R is presented in first class condition. An excellent low mileage car with fantastic history ...**£19,950**



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 **£15,950**



1958 BENTLEY S1. Left Hand Drive finished in Black over Green with Grey hide interior. 113500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out.....**£62,500**



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**



1934 ROLLS ROYCE 20 / 25 LANDAULETTE BY BARKER. Sky Blue with Midnight Blue wings. The interior with Beige cloth to rear Black Leather to front. First 35 years in London and the South East coast. In 1969 the car was shipped to the U.S.A where it enjoyed 25 years in the famous James C Leake collection. Excellent condition with an interesting history.....**£48,950**



1961 BENTLEY S2 CONTINENTAL FLYING SPUR BY MULLINER PARK WARD .Cardinal Red with Parchment hide interior. 67100 miles with full service history. A beautiful model in stunning original condition **£120,000**



1997 BENTLEY TURBO RT 400 in silver with dark blue hide. 53,800 miles with full service history and invoices. 402 BHP Engine. 250 examples were made in total. Many Mulliner styling options. Sat Nav CD Changer. Perfect condition.....**£19,950**



1964 ROLLS ROYCE SILVER CLOUD 3 in metallic sand with Beige interior. 85000 miles with FSH. A well. Previously owned by English actress Wendy Craig. Factory specification to include scarce sundym glass and electric windows all round. Car in truly stunning condition both inside and out. **£64,950**

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1989 Aston Martin V8 Vantage Volante
X Pack manual • **£275,000**

A stunning car finished in Suffolk Red with Magnolia hide, many concours medals to its credit, only 30,000 miles and full history



1963 ASTON MARTIN DB4
CONVERTIBLE WITH HARD TOP• **£POA**



1967 ASTON MARTIN DB6
RALLY CONVERSION • **£260,000**



1997 ASTON MARTIN VANTAGE
V600 • **£135,000**



1978 ASTON MARTIN V8
VANTAGE MANUAL • **£120,000**



2009 ASTON MARTIN DBS
V12 2+2 • **£94,950**



1972 ASTON MARTIN VANTAGE
RALLY CONVERSION • **£55,000**



2005 ASTON MARTIN
VANQUISH S • **£POA**



2008 ASTON MARTIN
VANQUISH S ULTIMATE • **£POA**



2013 V12 VANTAGE ROADSTER
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1934 MG-PA ROADSTER

Beautiful in British Racing Green and red leather, this is a car which we sold 25 years ago and have now gotten back from the estate of that owner. Looks and runs great. $58,000



1963 LINCOLN CONTINENTAL CONVERTIBLE

The "Kennedy Era" Continental convertible has always been considered a fabulous styling success and sadly earned a place in history with the assasination of JFK on November 22, 1963. Our car left the factory on November 20, 1963 and, three years later was sold to a family who sent the car to their Palm Beach, Florida home where it spent the next 48 years with that family. Rare with factory a/c, the car has a thick file of service records, drives beautifully and is finished as original in black with original red leather. 82,472 miles. $35,000.



1948 JAGUAR MK IV 3-POSITION CONVERTIBLE

This rare 3.5-litre, U.S. delivery version sold new to its owner of 42 years, then sold to its last owner of 23 years—and with only 16,306 original miles—was restored to show standards. Complete with documents, records, manuals, tools amd Heritage Certificate. TOTAL MILEAGE: 19,257. $145,000



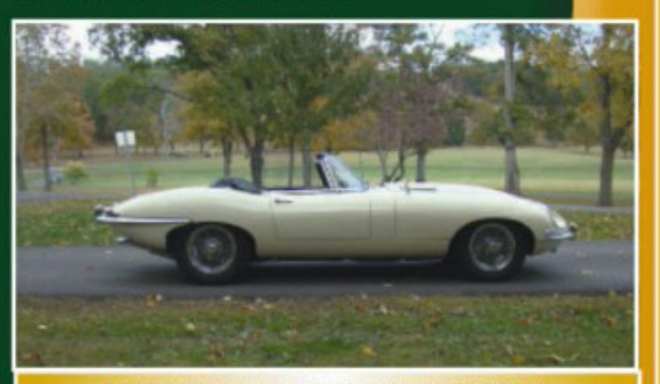
1990 JAGUAR XJS V12 CONVERTIBLE

One fastidious owner since new. 100% original in Arctic Blue with navy blue leather interior, top and boot. Every service record since new is present along with original window sticker, all original manuals, tools, showroom brochure, extra keys, etc. Can almost pass as new! TOTAL MILEAGE: 28,631. $24,900.



1953 BUICK SPECIAL WOODIE ESTATE WAGON

Just in from a very eclectic Connecticut long-term collection, this is a former AACA National First Prize winner which looks and drives literally almost as new. Unmarked mint Green body, fantastic woodwork, amazing interior, fabulous original optional wire wheels and 100% correct and working mechanicals. Drive anywhere. Exquisite! $84,500.



1967 JAGUAR XKE SERIES ONE ROADSTER

Owned by one family for 46 years and driven fewer than 40,000 miles. Repainted once in the original color of cream, otherwise completely original and beautiful. Complete with original tool roll with all tools and all original manuals, warranty, etc. Its accompanying Jaguar Heritage Trust Certificate is present and shows all numbers, colors, etc to be correct. Just completely serviced and drives the way it looks--beautiful! 36,002 miles. $115,000.

OTHER GREAT CARS



2001 ASTON MARTIN DB7 VANTAGE VOLANTE

Cosworth-designed V12, 5-speed ZF automatic. Limited production, Toro Red w/ red & cream leather. Exquiste interior woodwork. Near-new condition. New Michelins and recently serviced. 22,836 miles. $48,000.



1941 PACKARD 180 LEBARON SPORT BROUGHAM

Just 100 of these were built in 1940-41 and ours is a National First Place CCCA winner in Dark Blue/blue interior. Drives fabulously well! $125,000



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! $38,000.



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.



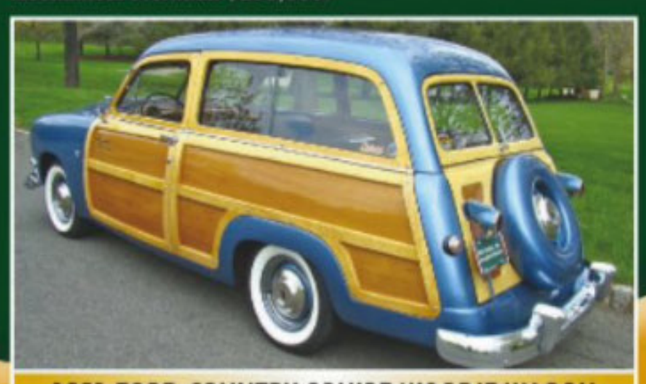
1959 NASH METROPOLITAN CONVERTIBLE

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.



1985 MASERATI QUATTROPORTE III

A beautiful local car driven fewer than 30,000 miles in 30 years! Beautiful and understated Tudor Grey body with fabulously luxurious, complete original and almost as-new saddle leather interior. Original manuals are present and the car drives beautifully. 28,091 miles. $22,000.



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. $95,000.



1949 MG-YT TOURER

The "YT" offers room for four in a classically-designed MG convertible. One of just 904 ever built, our car came to us in a group of four very interesting cars from a estate collection. It is correctly restored in white with tan interior, top and boot and features a factory fold-down windscreen, vintage MG "double scuttle" facia, banjo steering wheel and instantly recognizable MG grill. $42,500.

43 GREAT CARS IN INVENTORY

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★ £39,950 ★



1925 ROLLS-ROYCE 20HP. Six Light Saloon with coachwork by Bradburn & Wedge as featured in Nick Walker's 'A-Z of British Coachbuilders'. Being well known for making carriages for Queen Victoria. Her first owner being a member of the firm's board of directors. This absolute gem of an early Vintage Rolls, with a centre gear change, and still retaining her original registration number being UK 2626, was totally restored in the early 90's. Being an owner drivers car with no division, she offers roomy participation by the whole family. She has all her original period Nickel fittings with horizontal slated radiator grill and shallow Vee split windscreen. Side & rear mounted spares. She has an extensive history file including all previous MOT's, a new MOT, all original log books, including her buff log book, build sheets and old tax discs and all original tools. New radiator core and exhaust system recently fitted. She oozes character and not only looks magnificent but drives superbly. Being finished in the Royal livery of Masons Black and Burgundy with Pale Beige Bedford cord interior. Really quite irresistible and the first person to see will buy.

★ £74,500 ★



1926 ROLLS-ROYCE PHANTOM I LANDAULET. WITH ORIGINAL COACHWORK by the highly respected coachbuilder Maythorn and Son. These days very hard to obtain a Landaulet where the passengers can sit in the sunshine or fully closed if raining. Having all Nickel fittings, twin side mounts, steel artillery wheels and fitted trunk with luggage rack. In the early 1980's she was totally restored and she still retains her original registration number. A totally re-trimmed interior took place in 2014. The rear section being in Oatmeal Bedford cord with the additional extra of a side mounted occasional seat, the front section being in Light Tan leather. Regularly serviced by Hofmans of Henley with all bills and original build sheets available. Being finished in stunning Masons Black and Deep Ivory, with her contrasting Black Mohair roof and Landaulet. She also drives superbly with a good oil pressure, running cold and totally silent. A truly beautiful family touring car and sensibly priced.

★ £27,950 ★



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.

NEED TO SELL YOUR CAR? BUT HAVEN'T GOT TIME? - WE HAVE, SO IF YOU HAVE A THOROUGHBRED, CLASSIC OR VINTAGE CAR WHY NOT GIVE US A RING?

★ £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, 4 seat family touring car.

★ £7,950 ★



2006 AUDI QUATTRO A8L. 4.2 TDI SE Long Wheel Base. Finished in Masons Black with soft Grey leather interior. Every conceivable extra. Including finger print start, keyless entry and start, personal blinds to all rear windows, fully functional multi purpose seats to front and rear heated of course, voice command DVD based sat nav and lots more. Full service history. A little up on the mileage hence.

If you would like to buy one of our cars but need to sell yours first and you have a Vintage, Thoroughbred or Classic Car we will always consider a part exchange.

★ £10,950 ★



2005 JAGUAR LONG WHEEL BASE SUPERCHARGED SUPER V8. With Aluminium Lightweight body. Automatic, power steering, sunroof. Being my own car and having only 1 previous owner being Jaguars main service department. This is the finest, most luxurious Jaguar ever produced. Having every conceivable extra with full entertainment pack to the rear including personalised TV and DVD. Sat nav, separate air con, front and rear, heated individual electric reclining seats all round. Bluetooth in car phone. Only 96,000 miles from new with full Jaguar service history. Finished in Jaguar British racing Green with Ivory leather interior piped in Mocha. An unbelievable piece of kit, quite faultless with all new tyres.

★ £44,500 ★



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.

★ £21,750 ★



1947 BENTLEY MK VI. Supplied by us to its previous owner some 10 years ago. We now have the pleasure of owning her again due to the ill health of the owner. She is finished in Ice Blue and Silver Pearl with beautiful and totally original Brown leather interior and matching carpets. Superb Walnut finished woodwork. All original tools, handbook and HMV radio. She is beautiful mechanically after having just been extensively serviced through our own workshops and now ready to give pleasure to the whole family.

★ £42,500 ★



1919 SUNBEAM. 16 hp Open Tourer with Auster screen. Being the earliest known existing post 1st World War Sunbeam. This rare, sought after car was totally restored to the highest standards in the 70's then in 2006 underwent another major overhaul consisting of new wheels, tyres, mohair hood and complete engine overhaul. Stacks of history. All original documents. 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.

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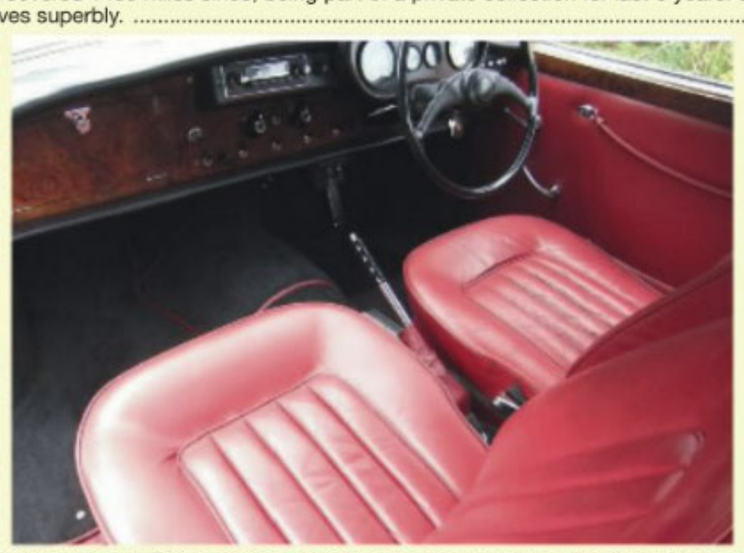

Daimler V8 1963. Perfect original black coachwork complimented by a perfect original red leather interior. Automatic, original radio, Britax seat belts etc. This unique Daimler has only had three owners from new, the last owner for 36 years and has only covered a genuine 35,000 miles from new. Supplied with original tool kit, original wallet containing all handbooks, radiomobile instruction manual, original buff logbook (still on original Reg No.) and the original service book which has been stamped 27 times. Being in unrestored timewarp condition, this car is gun-barrel straight with perfect panel fit. Exceptional in every aspect, this car drives superbly..... **£27,995**






Austin Healey Frogeye Sprite MK1 1960 finished in its original colour scheme of Iris Blue with Navy upholstery. Fitted with wire wheels, full bumpers, servo assisted brakes, Moto-Litre steering wheel, full tonneau cover, side screens, navy hood and white hard top. This stunning matching numbers little car underwent a total restoration in 2002 and has only covered 1465 miles since, being part of a private collection for last 8 years. Supplied with a large history file containing documented and photographic record of the restoration, heritage certificate and workshop manuals. Still in fantastic condition and drives superbly. **£16,995**






Bristol 408 Mk 1, 1963. Reg No WEL463. This was the first car built after the prototype of a run of less than 50 produced. Finished in its original colour scheme of metallic silver with black roof complimented by its original superb red leather upholstery. Powered by its original Chrysler V8 5100 cc engine. Push-button controlled Torque Flite automatic transmission. This car has been maintained to the highest order throughout its life. The amount of information within the history file is far too extensive to itemise here, however a worthwhile point to make is that in 2001, both cylinder heads were replaced and converted to run on unleaded fuel. This car was the actual Earls Court show car. Awarded SMMT Bodywork Prize at the show. Pictured as example of 408 on pages 80/81 of Bristol Owners Club chassis list. Included in the history file is a hand written letter from Anthony Crook who ran Bristol Cars, confirming that this vehicle was the show car at Earl's Court Motor Show in 1963 and that this car was his personal demonstrator. Supplied with an extensive history file including the photo of this car at the Earl's Court Motor Show. This incredibly preserved rare, hand built, aluminium bodied car has only had 4 owners from new. It is in exceptional condition in every aspect and drives superbly **£32,995**





Jaguar S-Type 3.8 Manual with Overdrive 1965 finished in opalescent green with cream leather upholstery. This genuine 3.8 MOD is the most desirable of the S-Types and is fitted with power assisted steering, Moto Lita Wood Steering Wheel, Restored a few years ago to a very high standard including a total re-paint, mechanical overhaul, detailed engine bay and complete retrim with new leather upholstery etc. Original toolkit. Excellent condition..... **£14,995**






Fiat Abarth 850 TC Nurburgring Specification 1963. This stunning little car started life as a 600d with the obligatory suicide doors and later in its life being in incredible corrosion free condition was professionally rebuilt to replicate an Abarth 850 TC using many correct and difficult to find original Abarth parts including cylinder block, exhaust, large split sump, twin choke carburettor and large dynamo pulley. The engine was rebuilt to 850 TC Nurburgring Specification by marque specialists Carallo in Turin. The watercooled engine is cooled by a radiator to the front. The braking system has front disc brakes and the suspension has Abarth specification springs and dampers, Campagnolo 5 1/2 inch magnesium wheels are fitted. The interior is beautifully finished in red and white leather, with Abarth instruments and Nardi steering wheel with Abarth horn push. The car has all the correct Abarth badging and the iconic propped open engine lid. It would be very difficult to find a 1963 Fiat in this condition and hugely expensive to build to this specification. Great fun to drive Incredible Condition. **£24,995**

Fiat 850 Sport Spider Abarth Upgrades. Right hand drive. 1973. Powder Blue with black upholstery, black hood and hard top. Four speed manual, mini light wheels and Abarth upgrades. This stunning, corrosion free car was imported to the uk in 1991 and subsequently was converted to right hand drive. The last owner, for 16 years, has carefully kept and maintained this car. The car has just had a full service and brake system overhaul with new discs, Pads and Hoses. Supplied with manuals and documented history. Exceptional condition. Drives superbly. Very rare, especially in right hand drive with Abarth upgrades and in this condition **£13,995**

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**

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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**



TRIUMPH TR3 'WORKS PRESS CAR' 1955: Signal Red with Beige hide interior. Chromium wire wheels. Beige weather equipment. Manual / Overdrive. Raced in period and subsequently the subject of considerable expenditure. This highly improved motorcar has been used extensively for continental touring and is presented in immaculate condition. Previously supplied by ourselves, it has recently been the subject of a very nice article in Classic Cars magazine and has its own dedicated book following much research of its extensive history. **£39,995**



JENSEN INTERCEPTOR 'COUPE' 1976 LEFT HAND DRIVE: Opalescent Nevis Blue with beige hide interior. Navy blue vinyl roof. Alloy wheels. Air conditioning. Complete tool kits. Originally supplied to California where it remained until 2012. Showing 27,000 miles which is most probably correct. Only 20 of the 47 examples manufactured were LHD. Very rare opportunity. **£69,995**



JAGUAR XJ-S 3.6 Ltr CABRIOLET 1986: Cobalt Blue with Biscuit hide interior. Black soft-top panels. Original 'Starfish' alloy wheels. 5-speed manual gearbox. 29,000 miles only from new.



JAGUAR SOVEREIGN 3.2Ltr (X-300) 1994: Cabernet Red with Parchment hide interior. Alloy wheels. One family owned from new. 11,500 miles only from new. Full Sovereign specification to include air conditioning, cruise control, electric heated memory seats and all the usual extras one would expect. **£9,995**



DAIMLER VANDEN-PLAS 4.2 Ltr 1978: Special order when new in Mistletoe with Chamois hide interior. Alloy wheels, air conditioning and other usual refinements of this 'top-of-the-range' model. 47,000 miles only. One of only 883 cars built. Previously supplied by ourselves. **£14,995**

DAIMLER 420 SOVEREIGN 1968: Old English White with Red hide interior. Automatic/P.A.S. 38,000 miles only from new. Full history. Previously supplied by ourselves and known to us since 1979 when it had covered just 9,000 miles!!! **£19,995**

JAGUAR XJ6 4.2Ltr SERIES 1 1972: LEFT HAND DRIVE Regency Red with Biscuit hide interior. Chromium pressed wheels. Automatic/P.A.S. One owner in the USA and one in the UK. 53,000 miles only from new.

JAGUAR XJ12L 1974: British Racing Green with Olive green hide interior. Air conditioning and other usual refinements. Three owners. 26,000 miles only from new. Full history. A well known show car back in the 1980's, little used since ..... **Available shortly**

JAGUAR XJ V8 4.2 Ltr SPORT (X-350) 2003: Midnight Black with Ivory hide interior. 18" Sepang alloy wheels. Two owners. 36,000 miles only from new. Full service history. Very high specification to include Sat-nav, Chromatic mirrors etc. Superb throughout. **£10,995**

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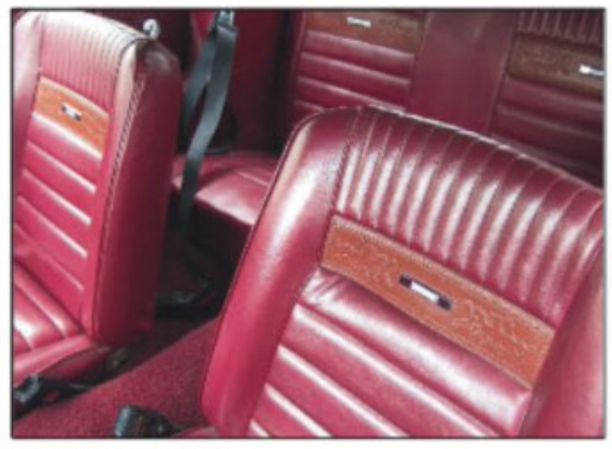


2002 'T' REGISTERED DAX TOJEIRO 427 COBRA
Dark Metallic Pearl Blue with twin 'ghost' stripes. Grey leather. This car has many special features including a Hauser Racing 477 cu.in Mopar big block Stroker engine with circa 440 BHP, electric power steering, SS tubular manifolds and side pipes. Only one owner / builder from new. Mileage since build is 5300. Many special personal touches if you are looking for a really stunning Dax Cobra. Please see our website for a huge and detailed spec. **£25,995**



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**



2004(54) SMART ROADSTER COUPE.
Black with Black heated leather seats. Just over 23,000 miles from new with full history (8 services so far) and in mint condition.Owned by Director for last 5 years, summer use only, Sports Pack - Paddleshift, dash pods, A/C, C/L, E/W, up rated Drainable Sump, uprated software & Air Filter, EBC Pads, Alpine stereo with iPod feed (original available), electric roof and tailgate. Getting rare and this is a very low mileage example. Just did 400 round trip and averaged 47.7 mpg, Road tax still £130 so great running costs, Will be Serviced & Mot'd in Aug/Sept 2014 ready for another year. **£7,495**





1999(T) MERCEDES SL320 CONVERTIBLE.
Metallic Black Opal with Java Nappa leather. PAS, ABS, A/C, cruise-control, hard top and electric soft-top, heated and e-seats, factory alloys, parking sensors, rear seats, Sony Stereo with 10 CD multi-changer. Only 72,000 miles and FSH. Superb example and already a modern classic. **£9,995**



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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. **£22,995**

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1964 TE21 DHC by Park Ward



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1960 TD21 Saloon by Park Ward; 1964 TE21 Saloon by Park Ward

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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**



1932 Morris Minor Tourer. Beautiful two seat Tourer that was fully rebuilt in 2008. Little mileage since new wood frame, restored body, re-trimmed upholstery and full mechanical rebuild. **£12,995**



1970 Morris Minor Traveller. Trafalgar Blue with Blue upholstery, subject of major rebuild in early 2014 and only a few hundred miles since. New wood, rebuilt engine, new gearbox and clutch and various upgrades to include brake servo **£12,995**



1958 Jaguar XK150 3.4 Roadster. Outstanding example that was subject of a full nut and bolt ground up rebuild to a show standard condition. As new underside, first class body and paint, £8k upholstery, rebuilt engine and 5 speed gearbox, truly exceptional in every respect..... **£139,995**



1967 Austin Healey 3000 MKIII Phase II BJ8
Subject of full nut and bolt rebuild with photo record. Genuine RHD UK car in exceptional condition throughout. One of the very last made, wonderful opportunity **£64,995**



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**



1977 Ford Capri 3.0 Ghia Manual. Diamond White, Tan upholstery and only 48000 miles with history from new. Exceptional example with show standard engine bay, first class body, paint and lovely original trim. Superb to drive, a great car in every respect. **£14,995**



1961 Morris Minor Tourer. Genuine Tourer that has had in the region of £16500 spent in late 2012/2013. Under 1000 miles and presented in lovely condition. Very useable example and previously sold by us..... **£9,995**



1930 Morris Flatnose Cowley 2 seat Tourer with Dickey.
Stunning example with recently rebuilt engine, delightful upholstery and driving superbly. Lots of upgrades such as coil ignition, indicators etc. Very smart and good value at .. **£15,995**



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**



1960 MGA 1600 Roadster.
Subject of a full nut and bolt rebuild with photo record in late 2013, just 500 miles since. Iris Blue with leather, chrome wires and full weather gear **£34,995**



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 MGB V8 Roadster Automatic
Indigo Blue with Black leather and Minilight alloys. Converted to V8 Stage 3 spec and rebuilt in 99/00 at a cost of £19,000, further £10k since. 20k miles and outstanding..... **£17,995**



1939 Rover 12 Saloon. Previously sold by us several years ago and used for long distance touring. Drove from Newcastle to Dartford the first weekend with previous owner! A beautiful older restoration that is excellent to drive and has proven reliability. **£14,995**



1954 MG TF 1250. Dark Green with Tan leather, steel wheels and weather equipment. Comprehensive history with detailed rebuild information and various paperwork including magazine features. Lots of provenance, a very interesting motor car. **£29,995**



1964 MGB Roadster
in Old English White with Red leather upholstery, wire wheels and overdrive. Superbly restored many years ago with photo record. Just arrived and exceptional throughout..... **£14,995**



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1989 PORSCHE 911 TARGA G50 - RHD
Solid Guards Red. Low Mileage. Upgrades. Full service history. Sports leather seats. Excellent condition. Only 35,000 miles.



1988 PORSCHE 928 SERIES 4 - RHD
Metallic Venezia / Navy full leather interior. Upgrades - Headlamp wash system, White piping, Rear wiper. Only 42,600 miles.



1989 PORSCHE 911 SPORT G50 - RHD
Solid Guards Red. Full service history. White full leather interior - 72,500 miles. Excellent condition.



1989 PORSCHE 911 SPEEDSTER - RHD
Only 16,250 miles. Silver/Maroon full leather interior. Original CR - 31 Radio. Excellent condition throughout.



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Upgrades - Graduated tinted windscreen. Grey full leather interior. Four wheel-drive. Only 44,800 miles



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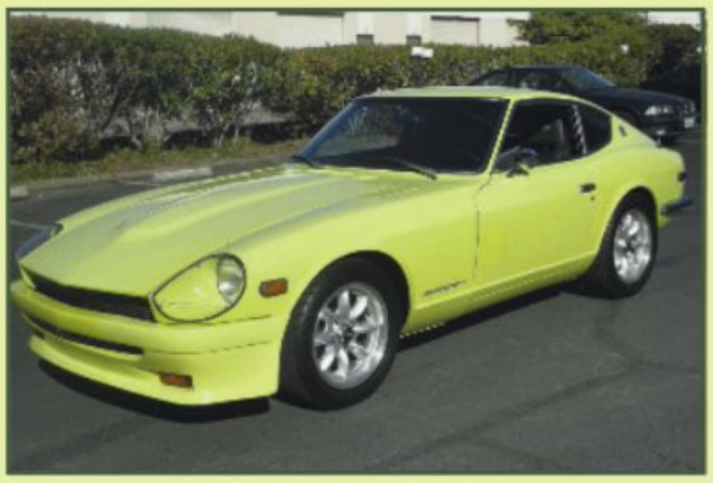
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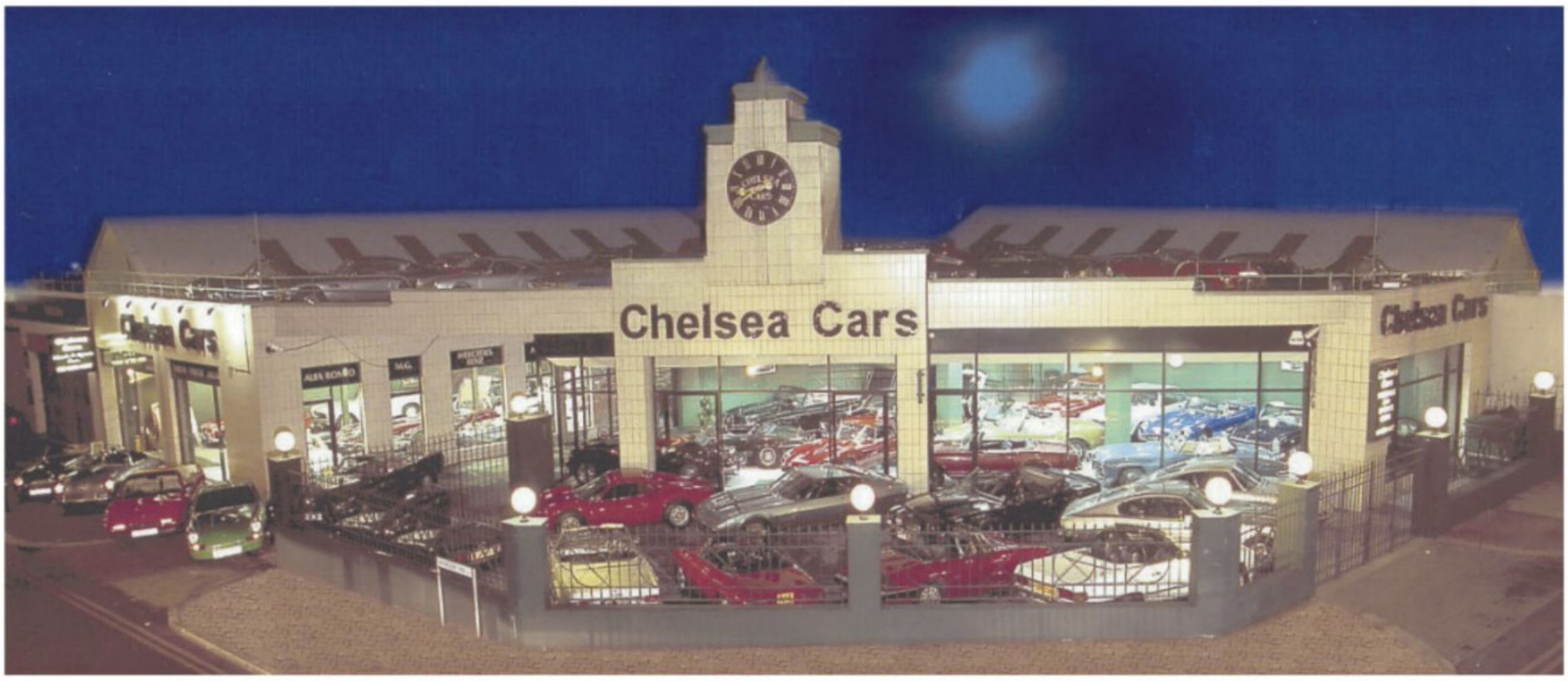


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2007 mdl 56 Bentley Azure. Finished in stunning Silverlake with Magnolia interior. Burr walnut veneers and French Blue carpeting. Chrome radiator grille, 20 inch alloy wheels. Chrome mirror backings. Reverse parking camera. Only 34,000 miles with Full Service History. Totally immaculate condition throughout. **£94,550**



2007 mdl 56 Bentley Continental GTC. Finished in Acrylic White (not wrapped) with French Navy interior with Walnut Veneers, 20 inch 7 spoke alloys. Only two owners, low mileage, Full Service History, unmarked condition. **£53,950**



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. **£41,950**



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. **£46,950**



2002/51 Bentley Arnage T. Finished in Silver Storm with Soft Black hide interior, with embossed B's on upholstery. 19 inch split rim ally wheels. Low mileage with Full Service History. Known to ourselves for last 6 years . Immaculate condition throughout. **£29,250**



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 **£24,950**



2000 X Corniche V. Only 18,000 miles from new. Finished in Silica with Cotswold piped in Fawn with Fawn carpets piped in Cotswold. This beautiful car is not only very rare but the condition is like new throughout. **£135,950**



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**



1997 Model P. Bentley Azure. Finished in Masons Black with special order de-chromed refinements, the interior is soft black with Walnut Veneer. One owner from new with only 28,000 miles. This true classic is in outstanding condition and never been out in the rain. Must be seen. **Only £59,995**



1997 P Silver Dawn. Finished in WildBerry, with Cotswold interior with Mulberry piping and Mulberry carpets with Cotswold piping. Known to ourselves for a number of years. Only 48,000 miles with a full history. In outstanding condition throughout. A superb example of one of the last cars built by Rolls Royce at Crewe. **£26,950**



1997 P. Silver Dawn. This very rare car has become available, so please form a queue. Finished in Peacock Blue with Silverstone interior. French Navy carpeting. Only 2 owners. Low mileage with Full Service History. Totally immaculate condition throughout. One of the last built cars and extremely rare. A future investment opportunity. On offer at only **£24,950**



1996 N Bentley Turbo R MK IV. Finished in Royal Ebony with Parchment interior, Piped in Black 17 inch alloy wheels. Full Service History. Supplied by ourselves 10 years ago. Outstanding condition and must be seen **£15,950**



1995 M Silver Spirit MK III finished in Red Pearl Metallic with Cream interior, one owner, only 80,000 miles, Full Service History, outstanding condition throughout. A credit to it's previous owner. **£17,950**



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**



1991 H Bentley Mullsane S MK II. Finished in Rhapsody Blue with French Navy interior and carpets. Only 55,000 miles with Full Service History. Stored for 8 years. Beautiful condition throughout. **£12,950**



1989 F Bentley Mulsanne S ABS EFI. Finished in Cobolt Blue with Cream interior, piped in French Navy with French Navy carpets with Cream piping. Known to ourselves for last 12 years. History. Low mileage Immaculate condition throughout. Only **£9,650**



1988 E Silver Spur ABS EFI. Finished in Claret with Magnolia interior piped in St James with St James carpets piped in Magnolia. A really stunning example with full documented history. Amazing value at only. **£13,950**



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 Silver Shadow Series II. Finished in unmarked Silver Sand with Cream interior piped in Nutmeg with Cream carpets. Only 73,000 miles with history known to ourselves for last 3 years, immaculate condition throughout. A good investment. This car will only go up in value **£18,999**



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. **£23,950**



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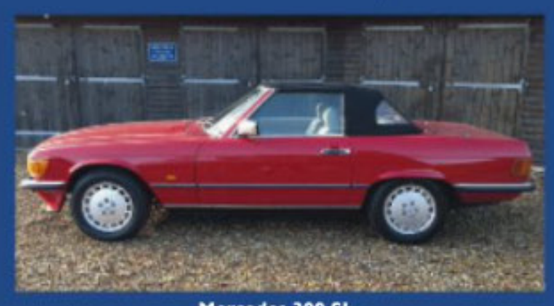
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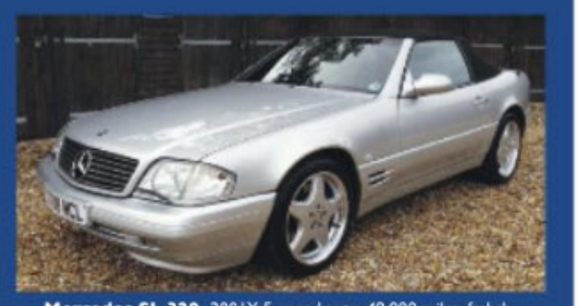
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Mercedes 300 SL,
1989F, 4-speed auto, 53,000 miles, fmbsh & just serviced, signal red, creme beige check cloth, original black soft top, hard top, rear seats, illuminated vanity mirrors etc. A very lovely original 107-series SL. **£26,950.**



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 E320 Cabriolet, 1996P, 5-speed auto, 64,000 miles, fmbsh & just serviced, brilliant silver, black leather, electric black soft top, aircon, cruise, electric steering column, electric heated memory seats with lumbar support both sides, ASR, twin airbags, AMG bodystyling, sports chassis, AMG 5 spoke single rim alloys, otg etc. A late gorgeous example. **£19,950.**



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 SL 500 Silver Arrow,
2001/51, 5-speed auto, 29,000 miles, fmbsh, metallic silver (777), black & ivory nappa leather, climate, cruise, electric steering column, electric heated seats, rear seats, ESP, front & side airbags, anti-dazzle rear view mirror etc. rare car - 1 of just 100 made. **£29,950.**



Mercedes 190E 2.3 16-valve Cosworth,
1987E, 4-speed auto, 78,000 miles, fmbsh, blue/black metallic, black leather, electric sunroof, ASD, headlamp wash/wipe. A very original and low mileage early Cosworth. **£11,950.**



SL 55 AMG,
2003/03, 5-speed auto/tiptronic, 34,000 miles, fmbsh & just serviced, tansanite blue metallic, grey exclusive leather, retractable hard top, very high specification indeed & beautiful condition. **£21,950.**



Mercedes 280 SE 3.5 Coupe,
1971J, 4-speed auto, 136,000 miles, fmbsh, silver, navy leather, electric sunroof. Only 4 owners, mechanically excellent but needs repaint. **£39,950.**



Mercedes E320 Cabriolet Sportline, 1995N, 5-speed auto, 148,000 miles, fmbsh, azurite blue metallic, mushroom leather, electric navy soft top, climate control, electric heated seats, twin airbags, wood/leather steering wheel, etc. Lovely example - £1,000's spent. **£14,950.**

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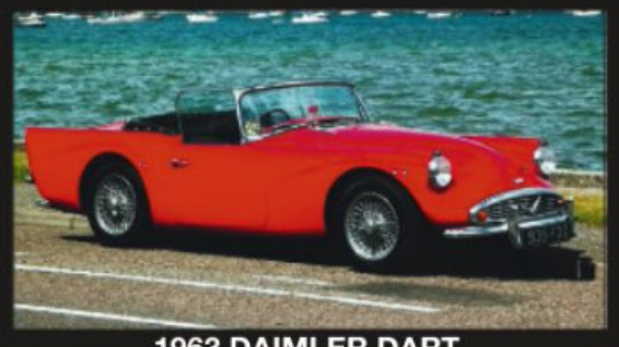
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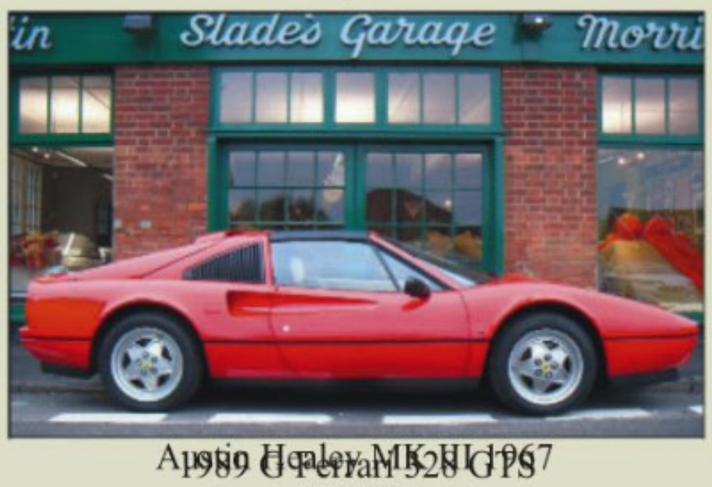
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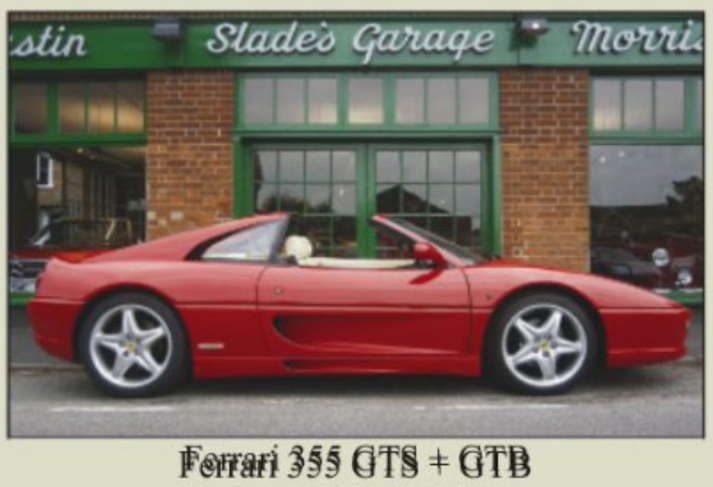
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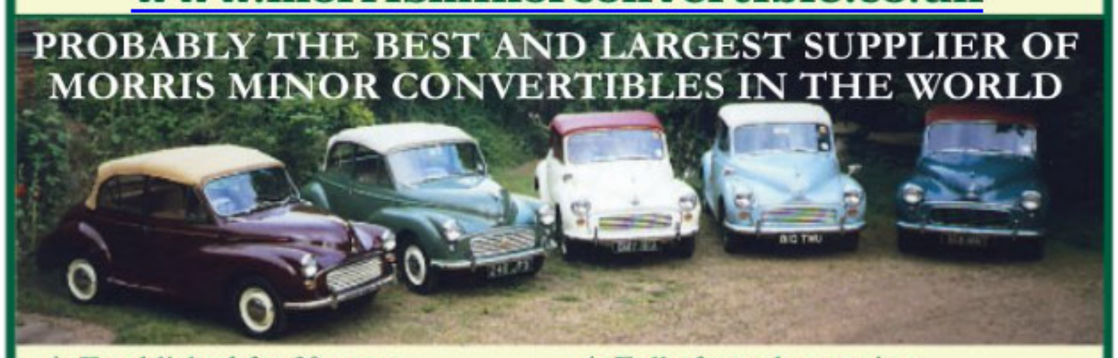
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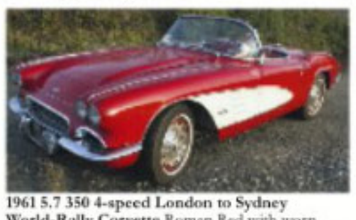
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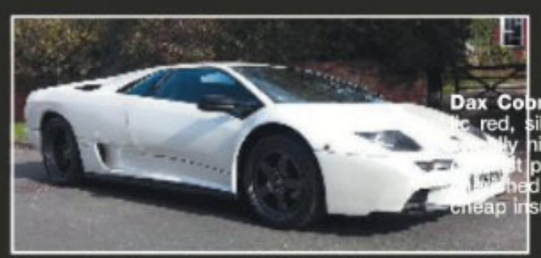
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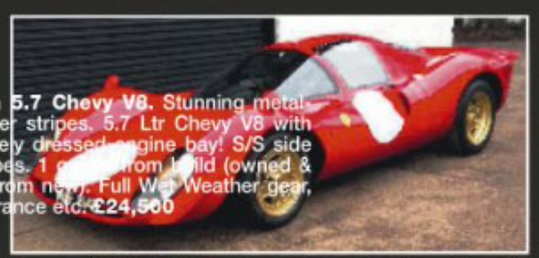
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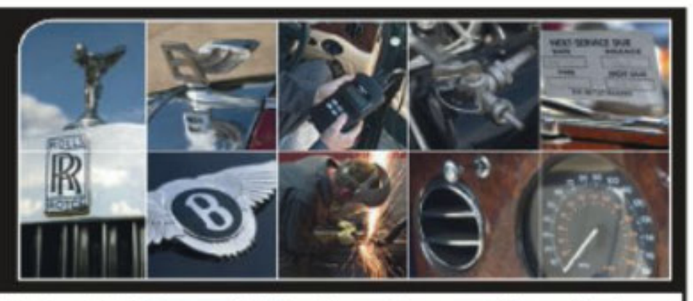


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JAGUAR DAIMLER XJ6 SOVEREIGN 1989, metallic green, 4 speed auto, cruise control. Very good original condition. MoT June 2015. Beige leather & Walnut interior. £3250 TEL: 01680 430636 POWYS



FORD CORTINA MKI 1964, 1500cc auto, 3 speed, BRG/Yellow, MoT June 2015, good sound classic, pointless ignition, alternator, must be seen £4750 TEL: 01788 810352 WARWICKS





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JAGUAR X-TYPE 2.0 V6 2003, metallic blue, manual, A/C, alloy wheels, beige trim, service history, MoT Sept'15 £1899 TEL: 02380 766870 SOUTHAMPTON (T)



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JAGUAR XJS CONVERTIBLE 1989, V12, 5.4 in Red/Black, only 55k miles, full service history, 12 months MoT and cherished XJS number included. £14,995 TEL: 07887 564149 KENT



JAGUAR XJ6 1978, 4.2 auto, 4 door saloon, Yellow, 90k miles, electric windows, central locking, lots of history. www.kinsonmotorcompany.co.uk, £2999 TEL: 02380 766870 SOUTHAMPTON (T)



JAGUAR XJS HE 1990, V12, 5.3, auto, low milage, 60k miles, White with Tan leather, lattice wheels with hand book, workshop manual, history to 2001. SORN, must go, no garage space £3000 TEL: 01736 762477 CORNWALL



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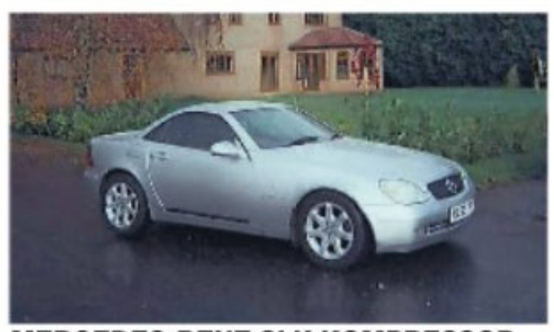
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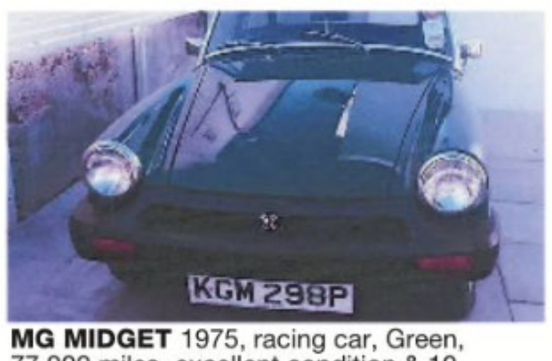
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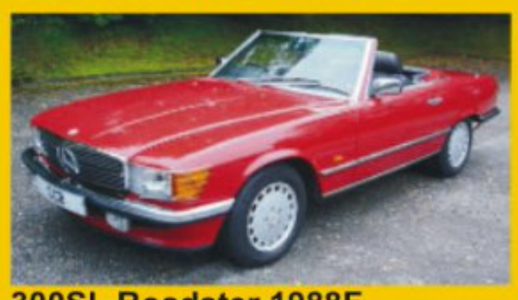


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E320 Cabriolet 1993L

Pearl Blue metallic, blue leather, new blue soft top, 4-Sp auto,aircon, leather steering wheel, airbag, armrests, illuminated vanity mirrors, orig alloys, FSH, 125,000m **£12,950**



300CE Coupe 1992K

Nautic Blue metallic, Mushroom leather, 4-Sp auto, front & rear headrests/armrests, electric windows, electric sunroof, original alloys, one owner, FSH, 46,000m **£12,950**



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E280 Saloon 1995N

Azurite Blue metallic, grey cloth, 4-Sp auto, aircon, cruise, front & rear headrests/armrests, electric windows, electric sunroof, OTG, airbags, leather steering wheel, FSH, 53,000m . **£6,950**



E280 Estate 1995N

Azurite Blue metallic, grey cloth, 4-Sp auto, aircon, cruise, headrests/armrest, electric windows, electric sunroof, airbags, leather steering wheel, FSH, 69,000m **£9,950**



190E 2.0 LE Saloon 1993L

Brilliant Silver, Anthracite cloth, auto, airbag, walnut, elec windows/sunroof, headrests, armrests, Carat Duchatelet body styling, suspension & wheels, FSH, 2 owners, 103,000m **£5,950**

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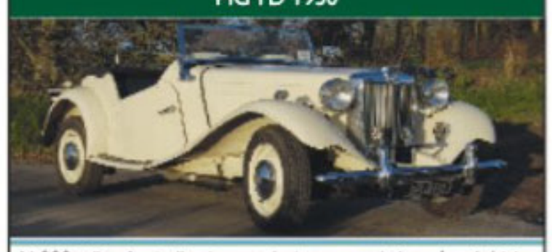
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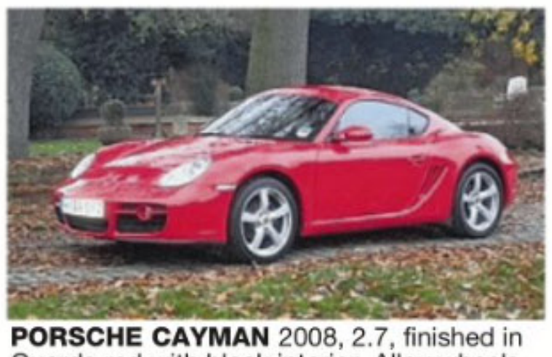


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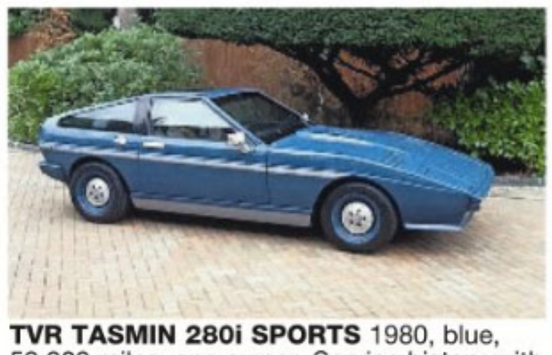
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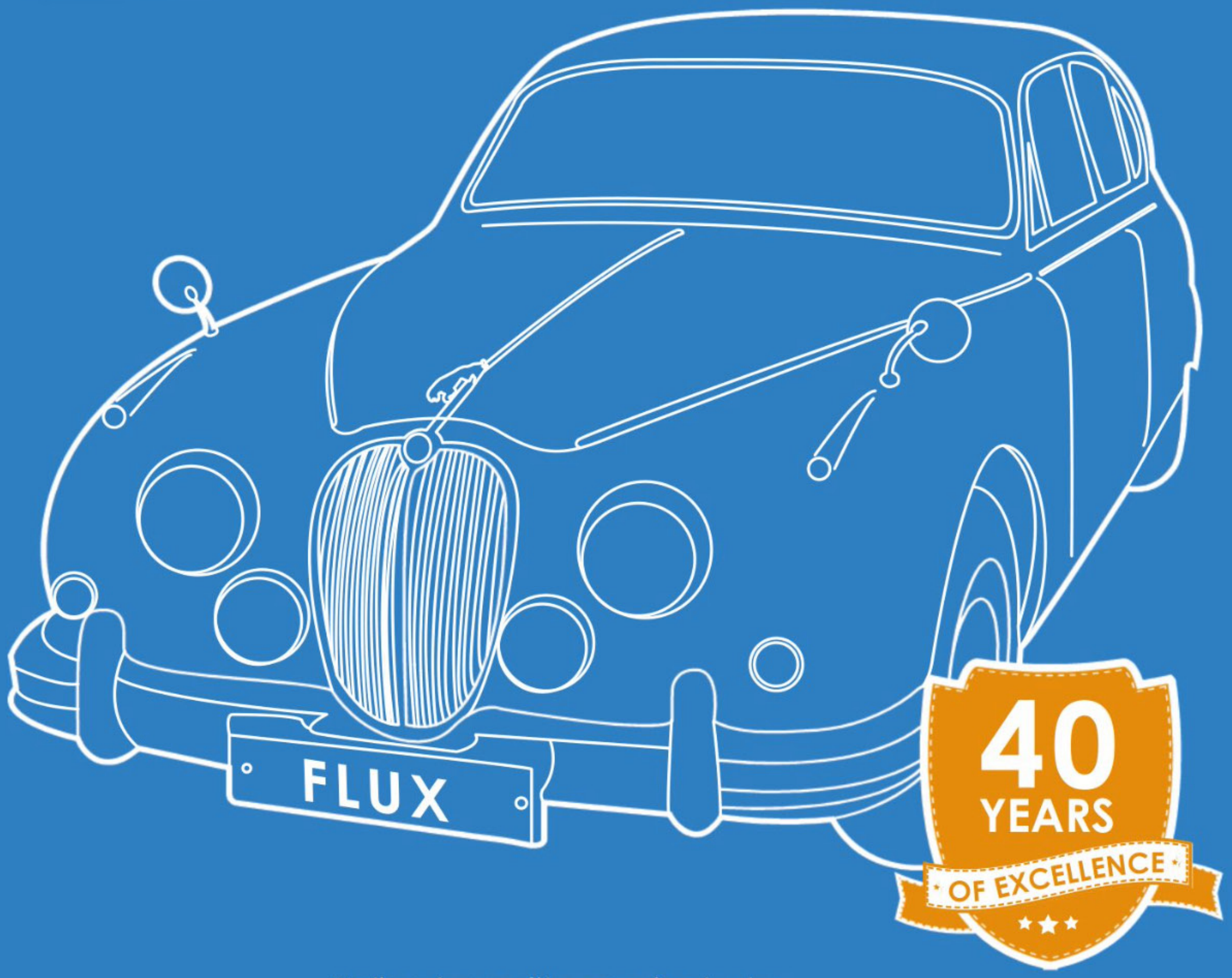
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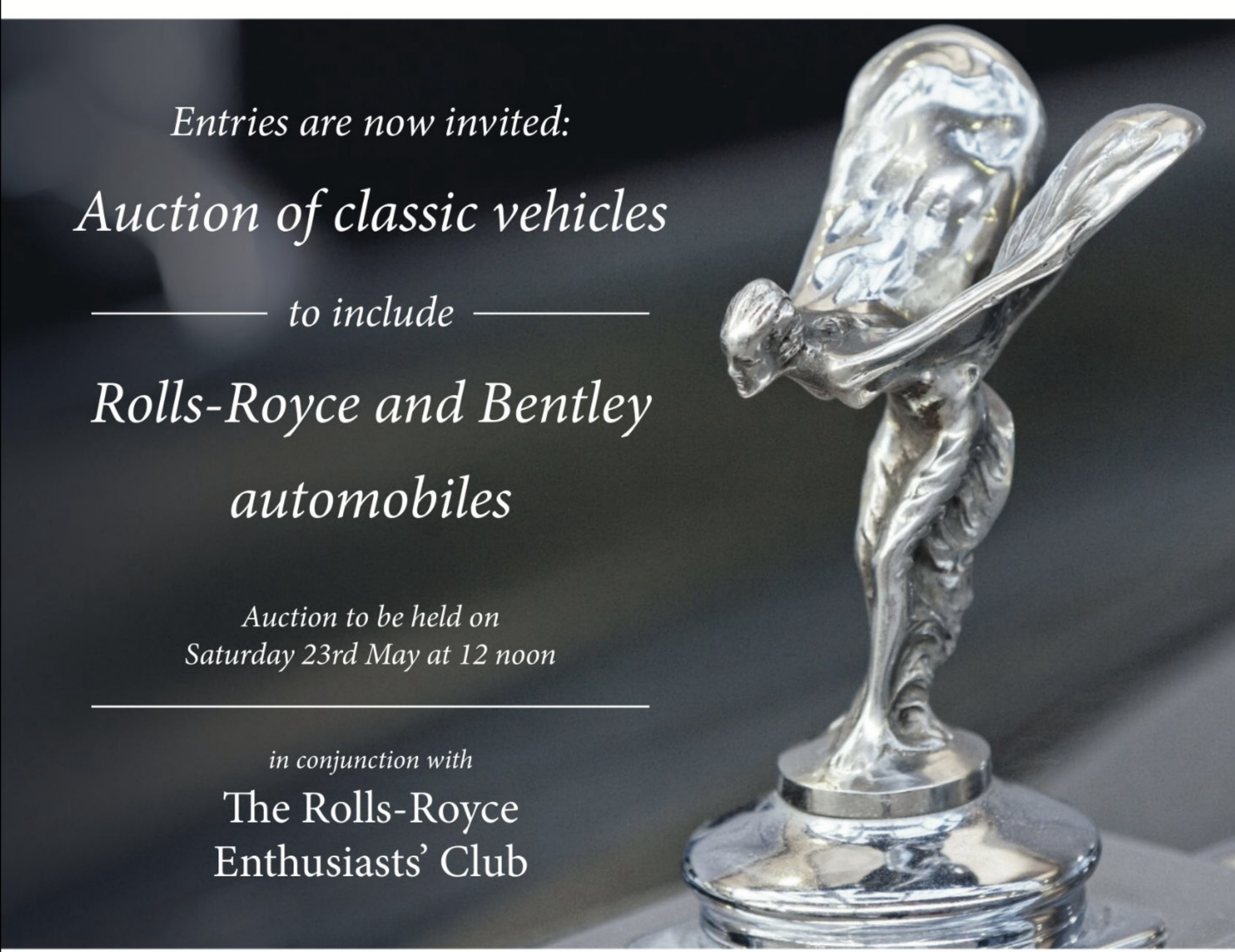
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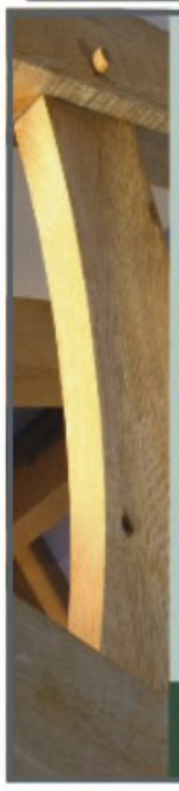
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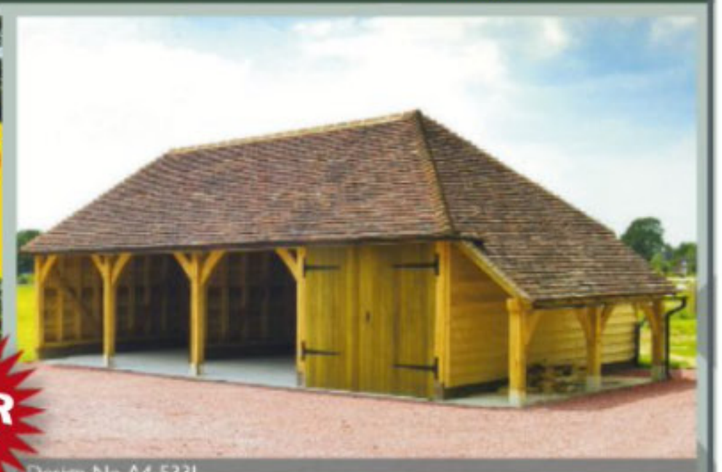
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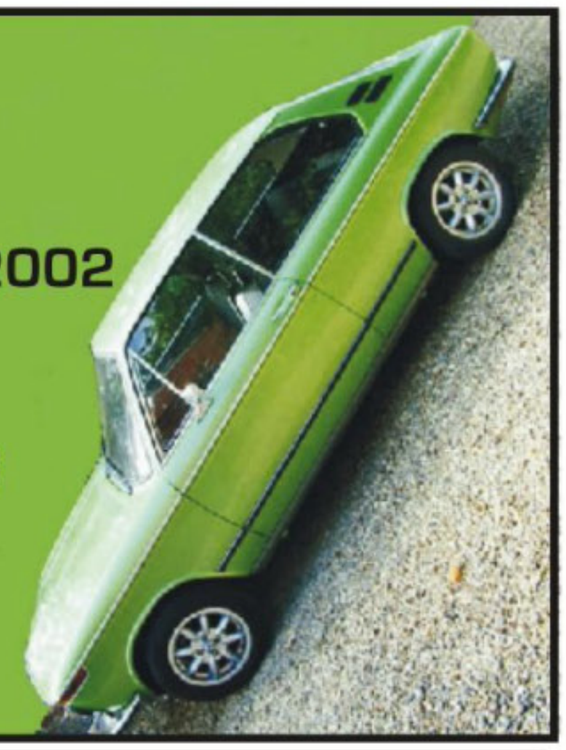
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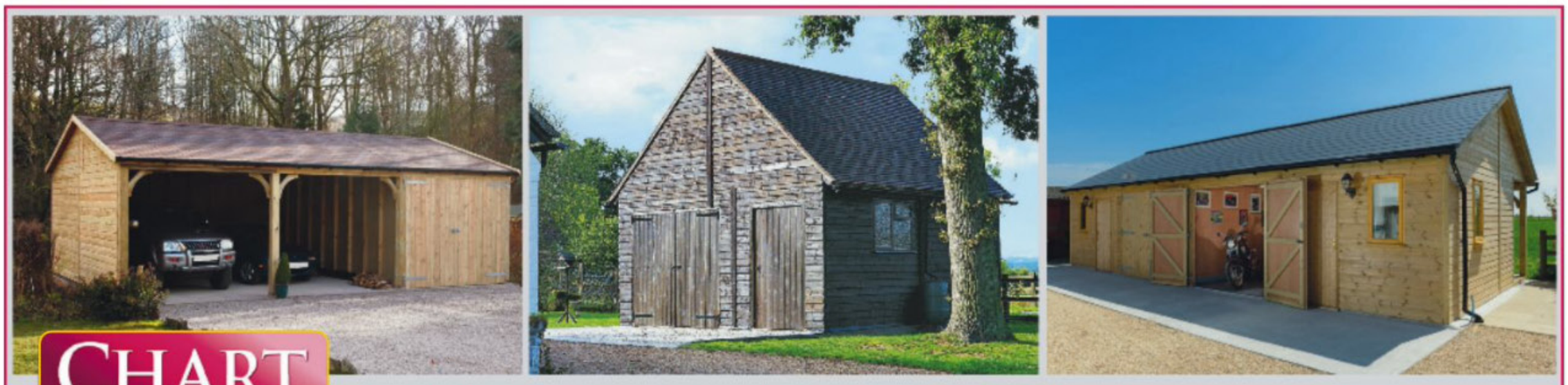


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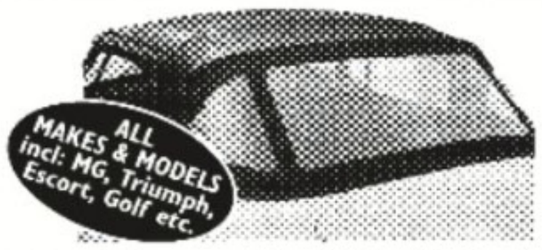
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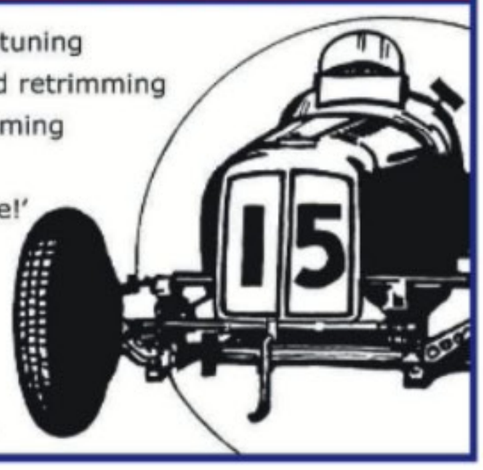
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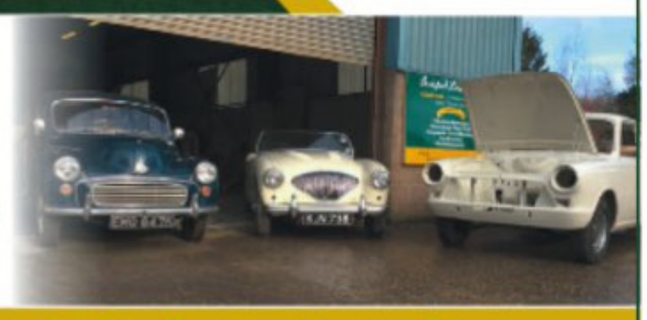
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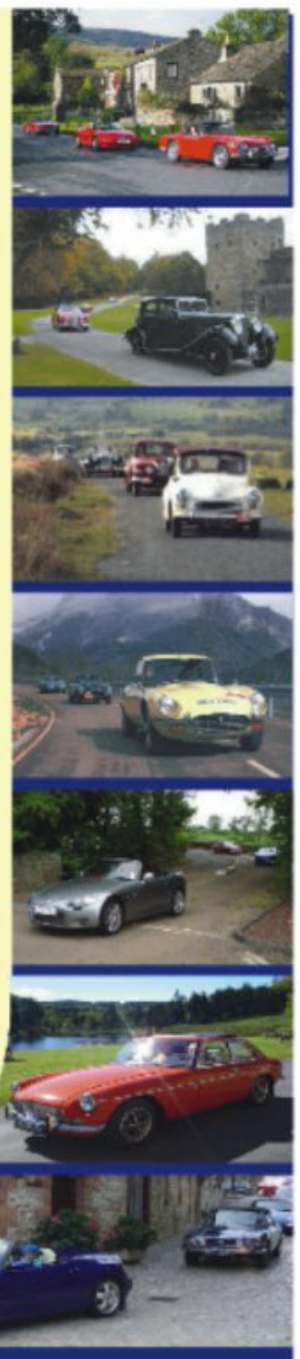
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March 20th - 22nd	**'Classical Spectacular'** at the Royal Albert Hall. Purely social with no car tours involved.
April 19th - 26th	**Holiday tour to the Dutch Bulbfields and Bruges.** Start and finish at Calais.
May 14th - 18th	**Spring Classic Tour North Wales/Snowdonia.** Start and finish at Llandrindod Wells.
June 19th - 21st	**Early Summer Tour, East Devon and West Somerset.** Visits to Pecorama at Beer and Hestercombe Gardens near Taunton.
August 21st - 23rd	**Summer Classic Tour - Hertfordshire.** With visits to Hatfield House/Knebworth House/ Benington Lordship Gardens etc
September 16th/26th	**Holiday Tour - Corsica.** Starting and finishing in Nice with ferry to Corsica. Two bases, one at Calvi in the north and the second at Propriano in the south.
November 6th - 8th	**Autumn Classic Tour - the Cotswolds**
December 4th/6th	**Christmas Cracker - Bath**



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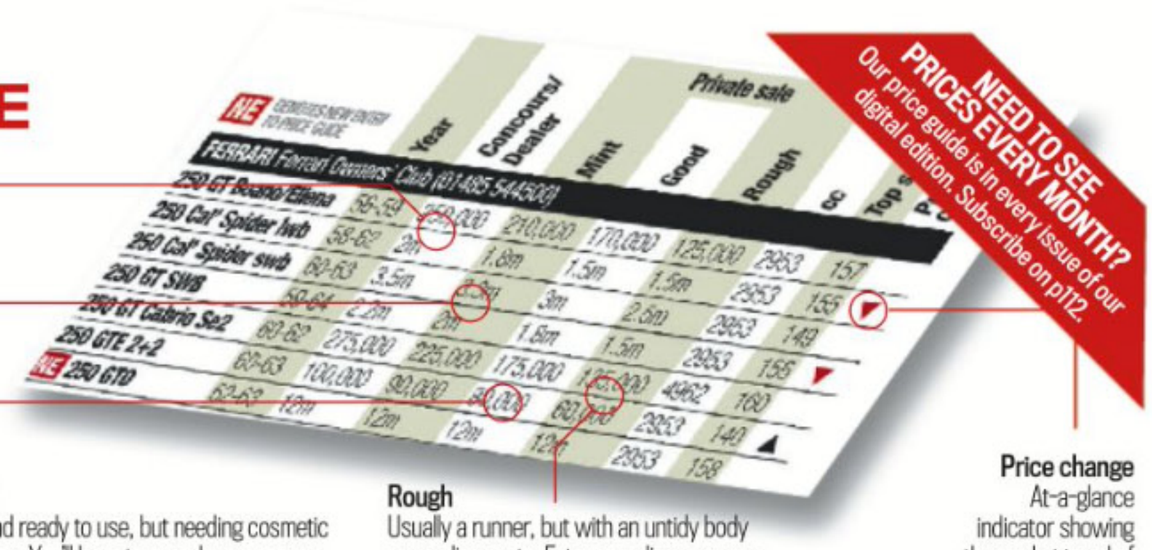
PRICE GUIDE

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	70,000	58,000	42,000	30,000	747	95	
595, 595SS, 695SS	63-71	36,000	26,500	19,000	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	160,000	125,000	90,000	60,000	1991	102	
Ace-Bristol	56-63	200,000	160,000	120,000	80,000	1971	118	
Ace-Ford	61-63	210,000	180,000	140,000	85,000	2553	120	
Aceca-AC	54-63	80,000	62,500	40,000	25,000	1991	104	
Aceca-Bristol	56-63	95,000	75,000	50,000	32,500	1971	128	
Greyhound	59-63	54,000	40,000	25,000	16,500	1971	107	
Cobra MkI/MkII/289	62-69	675,000	575,000	475,000	400,000	4727	138	▲
Cobra 427	65-67	750,000	600,000	500,000	420,000	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	1.5m	1.2m	900,000	675,000	1754	95	
1900C Super Sprint	55-58	165,000	125,000	90,000	72,500	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	325,000	275,000	220,000	170,000	1290	120	▼
TZ-1	63-65	700,000	600,000	475,000	395,000	1570	124	▼
Giulia Ti/Super	62-74	12,000	8000	3750	1650	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	25,000	20,000	11,000	5500	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	9250	7000	4000	2000	1962	114	
Montreal	70-77	65,000	45,000	25,000	15,000	2593	132	▼
Alfasud/Alfasud Ti	72-83	4250	3200	1250	475	1286	103	
Alfasud Sprint	76-90	3950	2900	1200	450	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	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
ALPINE-RENAULT				Club Alpine-Renault (01902 895590)				
A110	65-77	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	7500	6500	3500	1700	2849	139	
GTA Turbo	85-91	9000	7500	4250	2500	2458	149	
ALVIS				Alvis Owner Club (01892 832118); Alvis Register (01483 810308)				
Speed 20 Tourer	32-36	110,000	90,000	70,000	50,000	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	60,000	46,000	29,000	16,000	2993	102	▲
TE/TF21	63-67	32,500	25,000	14,000	7000	2993	110	
TE/TF convertible	63-67	75,000	55,000	35,000	20,000	2993	107	▲
ARMSTRONG SIDDELEY				Armstrong Siddeley Owners' Club (0121 459 0742)				
Lancaster	46-52	12,000	8750	4500	2250	1991	70	
Hurricane dhc	46-53	19,500	15,000	7500	4000	1991	70	▲
Typhoon coupé	46-50	13,000	10,000	5750	3000	1991	70	
Whitley	50-53	11,500	8500	4250	2000	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	85,000	62,500	2580	110	▲
DB2 con	51-53	285,000	225,000	180,000	140,000	2580	109	▲
DB2/4 MkI/II	53-57	170,000	130,000	80,000	60,000	2580	120	▲
DB2/4 con	53-57	275,000	225,000	175,000	125,000	2580	120	
DB MkIII	57-59	190,000	150,000	100,000	80,000	2922	120	▲
DB MkIII con	57-59	350,000	285,000	220,000	160,000	2922	120	
DB4	58-63	395,000	300,000	230,000	175,000	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	525,000	425,000	325,000	240,000	3995	143	▲
DB5 con	63-66	850,000	750,000	550,000	450,000	3995	141	▲
DB6	65-70	250,000	180,000	130,000	100,000	3995	140	▲
DB6 Vantage	66-69	285,000	225,000	160,000	115,000	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	70,000	50,000	30,000	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	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
AUDI				Audi Owners' Club (07788 588449)				
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	4500	2750	1200	600	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 MkIII-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	600,000	490,000	420,000	360,000	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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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
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	1.3m	1.05m	750,000	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	235,000	180,000	110,000	50,000	3669	91	
Derby 4.25 PW	36-39	115,000	75,000	52,500	32,000	4257	96	
Derby 4.25 coachbuilt	36-39	250,000	190,000	100,000	35,000	4257	96	
MkVI 4.3/4.6-litre	46-52	32,500	25,000	13,000	7000	4566	100	
MkVI con	51-52	100,000	75,000	40,000	27,500	4566	100	
R-type saloon	52-55	33,500	26,500	14,000	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 saloon	55-59	40,000	30,000	17,500	8500	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 saloon	59-62	38,500	28,000	16,250	8000	6230	116	
S2 Cont Mulliner	59-62	250,000	185,000	130,000	80,000	6230	115	
S2 Park Ward con	59-62	200,000	160,000	100,000	60,000	6230	115	
S2 Flying Spur	59-62	115,000	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	160,000	125,000	90,000	65,000	6230	116	▲
S3 Flying Spur 4dr	62-65	132,000	100,000	62,500	45,000	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	37,000	26,000	20,000	6750	151	
Continental T	96-02	60,000	50,000	40,000	30,000	6750	175	
Brooklands	92-98	17,500	15,000	11,000	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	1.15m	975,000	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	8000	5500	3500	1000	1990	112	▲
2002 cabrio/targa	71-74	13,500	10,000	5250	2400	1990	110	
2002tii	71-75	12,500	9500	5000	2250	1990	120	
2002 turbo	73-74	50,000	40,000	27,500	18,500	1990	130	
2800CS/CSA	69-71	12,500	9500	5000	2500	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	175,000	140,000	92,500	65,000	3453	162	▲
323i (E21)	77-82	5000	3850	2000	750	2315	126	
320/325 Baur cabrio	81-85	5500	4000	2000	350	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	
Z1	86-91	22,500	17,500	12,500	8000	2494	140	
840/850 coupé	90-99	10,500	9000	4500	1950	4941	155	
Z3M Coupe	98-02	17,500	14,000	10,500	7500	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	

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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	120,000	100,000	75,000	45,000	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	250,000	195,000	150,000	110,000	3257	95	
Type 57 Ventoux 2dr	34-39	360,000	300,000	220,000	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	1.2m	950,000	700,000	500,000	3257	100	
Type 57S Atalante cpe	36-38	5.25m	4.5m	3.75m	3m	3257	115	▲
EB110	92-95	240,000	200,000	160,000	120,000	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	40,000	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	40,000	30,000	15,000	8500	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	15,000	11,000	5500	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	5900	4000	1850	850	2753	111	
DELAHAYE					The Delahaye Club (clubdelahaye.com)			
135M/MS Coupe	35-39	650,000	450,000	275,000	150,000	3557	n/a	
135M/MS Cabriolet	35-39	700,000	500,000	325,000	200,000	3557	n/a	
135M/MS Coupe	46-53	175,000	125,000	85,000	55,000	3557	n/a	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
135M/MC Cabriolet	46-53	290,000	175,000	115,000	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	10,000	8000	4500	2500	1172	65	
DELOREAN				DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)				
DMC-12 coupé	81-82	27,500	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	1m	800,000	675,000	550,000	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	1.25m	1m	800,000	650,000	2963	126	▼
410 Superamerica	56-59	2.0m	1.75m	1.5m	1.1m	4962	165	▲
250 GT Boano/Ellena	56-59	500,000	420,000	300,000	220,000	2953	157	
250 GT Berlinetta TdF	57-59	4.75m	4.4m	4m	3.5m	2953	143	
250 GT PF coupé	58-60	400,000	320,000	240,000	175,000	2953	145	
250 Cal' Spider lwb	58-62	7m	6.5m	6m	4.5m	2953	155	
250 Cal' Spider swb	60-63	7.75m	7m	6.5m	5m	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	250,000	200,000	150,000	90,000	2953	140	
250 GTO	63-64	30m	26.5m	n/a	n/a	2953	158	
250 LM	64-66	8.75m	8.25m	7.5m	n/a	2953	159	
250 GT Lusso	62-64	1.5m	1.3m	1m	800,000	2953	150	
400 Superamerica	60-64	2m	1.6m	1.35m	1.1m	3967	162	▲
500 Superfast	64-67	1.3m	1.1m	950,000	750,000	4962	170	▼
275 GTB (steel)	64-66	1.35m	1.15m	875,000	700,000	3286	150	
275 GTB (alloy)	64-66	1.6m	1.35m	1.1m	900,000	3286	150	
275 GTS	64-66	925,000	800,000	675,000	550,000	3286	150	▲
275 GTB/4 (4-cam)	66-68	1.8m	1.55m	1.25m	1.1m	3286	165	▲
330 GT 2+2	64-67	250,000	195,000	140,000	80,000	3967	150	
330 GTC	66-68	575,000	485,000	385,000	275,000	3967	150	▲
330 GTS	66-68	1.7m	1.45m	1.2m	950,000	3967	150	▲
Dino 206 GT	68-69	350,000	285,000	175,000	120,000	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	150,000	110,000	70,000	40,000	4390	152	
365 GTC	68-70	650,000	550,000	450,000	350,000	4390	155	▲
365 GTB/4 Daytona	68-74	450,000	365,000	275,000	200,000	4390	173	▲
365 GTS/4 Spider	72-73	1.25m	1.1m	900,000	800,000	4390	170	▲
365 GTC/4 2+2	70-72	225,000	175,000	110,000	75,000	4390	152	▲
365 GT4 2+2	72-76	50,000	36,000	20,000	13,500	4390	150	
365 BB	75-76	225,000	175,000	120,000	80,000	4390	163	▲
512 BB, BBi	76-85	160,000	125,000	85,000	60,000	4942	188	▲
308 GT4 2+2	73-80	30,000	24,000	14,000	8000	2926	156	
308 GTB (grp)	75-77	100,000	80,000	50,000	35,000	2926	154	
308 GTB/GTS	77-80	65,000	50,000	32,500	22,500	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	62,500	49,000	32,000	22,000	3195	163	
400/400i/412i manual	76-89	30,000	25,000	13,500	8500	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	65,000	50,000	37,500	27,500	4942	181	▲
512 TR	91-94	70,000	52,500	40,000	35,000	4943	193	
F512 M	94-96	80,000	62,500	47,500	38,500	4943	194	
456 GT	92-98	33,000	27,500	22,500	17,500	5474	186	
288 GTO	84-87	1.1m	900,000	800,000	700,000	2855	190	▲
F40	88-92	725,000	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	60,000	50,000	42,000	34,000	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	30,000	22,500	11,500	6000	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	78,000	62,000	42,000	25,000	2418	130	▲
Dino Coupé 2.0/2.4	67-73	29,500	22,500	14,000	8500	1987	122	▲
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	▲
130 Coupé	72-76	12,500	9000	4750	2500	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	7000	4750	2000	850	1703	79	
Zephyr MkII	56-62	10,000	7500	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	4250	3000	1400	650	1663	90	
Corsair GT	64-67	4650	3250	1600	750	1996	100	
Corsair 2000E V4	67-70	5500	4000	1750	850	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	45,000	37,500	28,500	20,000	1601	113	▲
Escort RS2000	73-74	22,000	16,000	10,500	6500	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	12,500	10,000	5250	3000	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	9500	7000	3500	1250	2994	116	▲
Capri III 2.8i	81-87	9000	6750	3250	1250	2792	129	▲
Capri 280 Brooklands	87-88	12,500	9000	4500	3000	2792	129	▲
Consul/Granada 3.0	72-77	6000	4900	2200	900	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	20,000	15,000	9000	5000	1993	145	
Sierra RS500	87	37,500	30,000	19,000	11,000	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	8750	6750	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	28,000	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	▼

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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	240,000	200,000	160,000	120,000	2663	94	
SS100 3½-litre	38-39	330,000	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	38,000	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	100,000	80,000	55,000	37,500	3442	130	
XK150S 3.4 fhc	58-60	85,000	70,000	45,000	32,500	3442	129	
XK150S 3.4 dhc	58-60	110,000	90,000	60,000	40,000	3442	130	
XK150S 3.8 roadster	59-60	175,000	135,000	90,000	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	125,000	95,000	57,500	40,000	3781	145	
E-type 3.8 coupé	61-64	100,000	75,000	50,000	32,500	3781	145	
E-type 4.2 S1 rdstr	64-67	105,000	82,500	50,000	32,500	4235	145	
E-type 4.2 S1 coupé	64-67	82,500	65,000	42,000	27,500	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	60,000	44,000	25,000	13,000	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	7900	6200	3250	1650	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	150,000	125,000	100,000	80,000	3498	212	▲
XJR	94-97	5850	3850	2200	1000	3980	142	
JENSEN							Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)	
541/R/S	54-63	42,500	32,000	16,000	9000	3993	123	▲
C-V8	62-65	40,000	30,000	16,000	8500	6276	143	▲
Interceptor	67-75	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	24,000	18,500	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	1.1m	925,000	750,000	600,000	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	37,500	27,500	17,500	10,500	2997	160	▲
Jalpa	82-86	42,500	30,000	20,000	12,000	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	170,000	140,000	90,000	60,000	4754	165	▲
Countach 5000qv	85-90	150,000	120,000	75,000	50,000	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	300,000	250,000	185,000	140,000	2451	108	
Flaminia saloon	57-70	9000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	44,000	32,000	16,500	9500	2775	112	
Flaminia GT/GTL/3C	59-67	62,500	46,000	27,500	17,500	2775	115	▲
Flaminia convertible	59-67	92,500	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	50,000	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	4750	3750	1600	500	1216	100	
Fulvia coupé	65-76	10,000	7250	3500	1250	1298	96	
Fulvia Sport Zagato	68-72	20,000	15,000	10,000	6000	1298	109	
Fulvia HF SI/SII	68-72	25,000	17,500	11,000	6500	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	200,000	160,000	120,000	95,000	1995	128	▲
HF Turbo	84-90	5000	3500	1500	850	1585	121	
HF Integrale	87-91	12,500	8500	4250	2500	1995	134	
Integrale Evo 1	91-93	25,000	17,500	10,000	5500	1995	135	
Integrale Evo 2	93-95	27,500	20,000	15,000	9000	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	70,000	55,000	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 MkI	63-64	48,000	37,500	25,000	16,500	1558	103	
Lotus Cortina MkI	64-66	42,000	32,500	22,500	14,000	1558	103	
Cortina II Lotus	67-70	20,000	15,000	10,000	6250	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	16,000	11,000	6000	3500	1470	110	
Europa TC/Special	71-75	22,000	15,000	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	1.15m	1m	800,000	650,000	1986	131	
A6G/2000 coupé	54-57	450,000	375,000	300,000	225,000	1986	131	
3500 GT coupé	58-64	200,000	150,000	100,000	65,000	3485	142	
3500 GT Spider	58-64	450,000	375,000	285,000	200,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	160,000	120,000	70,000	50,000	3485	138	▲
Mistral coupé	63-70	90,000	65,000	35,000	20,000	3692	147	▲
Mistral Spyder	64-70	175,000	140,000	100,000	70,000	3692	147	▲
Quattroporte 4.1/4.7	63-71	42,500	35,000	22,000	10,000	4136	130	▲
Quattroporte III	79-90	12,500	9500	5000	2750	4930	122	
Mexico	65-72	45,000	35,000	20,000	12,500	4719	150	
Indy	66-74	50,000	37,500	22,500	15,000	4719	156	▲
Ghibli 4.7	67-70	125,000	100,000	67,500	45,000	4719	155	▲
Ghibli Spyder	69-71	450,000	375,000	275,000	200,000	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	400,000	300,000	225,000	4930	170	▲
Bora 4.7/4.9	71-79	84,000	62,000	37,500	25,000	4719	160	▲
Merak	72-75	35,000	25,000	15,000	7500	2965	135	▲
Merak SS	76-83	42,000	30,000	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	5m	4.2m	3.5m	2.75m	6064	240	
MERCEDES-BENZ			M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	875,000	750,000	600,000	425,000	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	1.75m	1.4m	900,000	450,000	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	11,000	8500	3750	1250	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	12,500	9000	4500	1500	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	70,000	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	75,000	55,000	25,000	15,000	6330	120	
250/280S/SE saloon	65-72	7500	5900	2750	1000	2778	116	
250SEC/280SEC cpé	65-69	26,500	20,000	10,000	6000	2778	116	
250/280SE cab	65-69	57,500	45,000	22,000	12,000	2778	116	
280SE coupe (low grille)	70-72	37,500	30,000	15,000	9000	2778	116	
280SE cab (low grille)	70-72	87,500	72,500	35,000	18,500	2778	116	
280SE 3.5 coupé	69-71	60,000	45,000	27,500	16,000	3499	127	
280SE 3.5 cabrio	69-71	175,000	140,000	85,000	60,000	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	9750	8000	3000	750	4973	138	
560SEC	86-91	11,000	9500	3750	850	5547	151	
500/560SEL saloon	86-91	4750	3750	1750	650	5547	156	
190E 2.5-16	85-93	8000	6000	2750	1500	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	6500	4750	2250	1100	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	27,500	18,500	12,000	6500	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	8000	1489	98	
MGA Coupé	56-62	19,500	14,500	9750	6000	1489	98	
MGA Twin Cam Rdstr	58-60	40,000	32,000	20,000	12,500	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	13,500	10,000	5000	2500	1798	103	
MGB GT	65-67	10,000	7000	3000	1400	1798	103	
MGB MkII roadster	67-71	12,000	8750	4250	1750	1798	103	
MGB MkII GT	67-71	9000	6250	2500	1100	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 MkI	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	27,500	21,000	14,000	9000	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	5200	4000	1750	750	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-IV	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	70,000	50,000	32,000	20,000	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	310,000	250,000	200,000	150,000	1966	125	
911 2.0	64-65	110,000	85,000	60,000	45,000	1991	131	▲
911 2.0	66-67	60,000	45,000	30,000	22,500	1991	131	
911S 2.0	66-69	125,000	95,000	65,000	50,000	1991	140	▲
912	65-69	32,500	25,000	16,000	10,000	1582	112	
911L/T	67-73	55,000	40,000	25,000	17,500	2195	131	
911E	68-73	70,000	50,000	32,500	22,500	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	40,000	30,000	21,000	15,000	2687	140	
Carrera 2.7	73-77	100,000	75,000	50,000	35,000	2687	148	
911 Turbo (930) 3.0	75-77	75,000	60,000	40,000	30,000	2995	156	▲
Carrera 3.0	76-77	35,000	30,000	22,000	12,000	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	35,000	25,000	16,500	12,000	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	55,000	45,000	27,500	20,000	3299	160	▲
911SC	77-83	26,500	20,000	12,500	8000	2994	149	
911SC cabrio	82-83	28,500	22,000	13,500	9500	2994	145	
Carrera 3.2	83-89	22,000	16,500	11,500	8000	3164	158	
Carrera cabrio	83-89	24,000	18,500	12,500	9000	3164	155	
Carrera 3.2 Supersport	84-89	35,000	30,000	18,000	11,000	3164	158	
911 Speedster	88-89	80,000	67,500	47,500	30,000	3164	158	
959	87-88	450,000	375,000	300,000	225,000	2994	190	▲
Carrera Club Sport	87-89	50,000	40,000	30,000	20,000	3164	154	
944	82-87	5000	3900	2100	650	2479	134	
944 Turbo	85-91	8250	6750	4250	1800	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	20,000	16,000	11,000	7500	3600	158	
911 Turbo (964)	90-94	36,000	28,500	22,000	17,000	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	5000	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	4250	3000	1500	750	845	70	
Dauphine Gordini	58-67	6500	4500	2400	1400	845	83	
Floride coupé	59-62	6000	4000	2000	900	845	83	
Floride convertible	59-62	7500	5000	2500	1400	845	83	
Caravelle coupé	62-68	6500	4500	2250	1200	1108	90	
Caravelle convertible	62-68	8000	5500	2750	1500	1108	90	
R4	62-80	3500	2200	850	300	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	400	3000	1200	500	1565	110	
5 Gordini/Turbo	76-84	4750	3000	1500	650	1397	116	
5 Turbo 2	83-86	27,500	22,500	15,000	10,000	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	2250	1496	81	
RMB/RMF 2½ saloon	46-53	16,000	11,000	6000	2750	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	175,000	140,000	95,000	60,000	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	7750	5750	2500	800	2995	113	
P5 Coupé	63-67	8750	6750	3200	1000	2995	113	
P5B 3½-litre	67-73	10,000	8000	3500	1000	3528	113	
P5B 3½-litre Coupé	67-73	12,000	9500	4000	1250	3528	113	
P6 2000/2200/TC	63-77	3750	2750	1250	500	2205	112	
P6 3500	68-76	4400	3000	1400	600	3528	117	
P6 3500S	71-76	5750	4500	2000	700	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	4500	3250	1500	650	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	10,250	7750	3750	1500	1592	101	
Alpine III sports	63-64	10,750	8250	4000	1600	1592	100	
Alpine IV sports	64-65	10,000	7250	3400	1400	1592	92	
Alpine V sports	65-68	10,500	8000	3750	1500	1725	100	
Harrington GT	61-63	15,000	11,000	5500	3000	1592	105	
Tiger I	64-66	40,000	32,000	20,000	11,000	4261	120	
Tiger II	67-68	52,000	42,000	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	2600	2000	850	200	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	17,500	12,500	7000	4000	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	4750	3200	1400	700	1596	88	
Vitesse 1600 conv	62-66	7000	5000	2500	1100	1596	91	
Vitesse 2-litre Mkl	66-68	5000	3250	1500	700	1998	95	
Vitesse Mkl conv	66-68	7500	5500	2650	1250	1998	95	

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Vitesse MkII	68-71	5500	3650	1750	800	1998	102	
Vitesse MkII conv	68-71	8000	5950	2850	1400	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	5750	4000	2000	800	1296	92	
Spitfire 1500	74-78	6500	4500	2000	750	1493	101	
GT6 MkI	66-70	10,000	7000	2750	1000	1998	109	
GT6 MkII/III	70-74	10,500	7500	3000	1100	1998	112	
2000/2500 MkI/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	650,000	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	52,500	42,500	27,500	17,500	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	2000	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	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
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 MkI	74-81	3500	2750	1250	450	1470	106	
Golf GTI MkI	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	22,500	15,000	7250	4000	1778	105	
P1800ES	71-73	16,500	11,000	5500	2750	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	6000	5000	2100	750	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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500th ISSUE SPECIAL

CLASSIC PUNTS

Our tales of classic cars bought and sold on a whim



TVR GRIFFITH 500 PHIL BELL, EDITOR

In May 2007 my savings finally intersected the depreciation curve of TVR's handsome, thunderous Griffith 500. I'd wanted one from launch. Three weeks later I paid £14,000 for a sharp 1996 example and four days later took it to Le Mans. After two years and 10,000 miles of fun it had to go to release £13,000 towards my E-type. A lovely thing, but I still miss the TVR's savage performance and artillery fire soundtrack.



FIAT X1/9 SAM DAWSON, NEWS EDITOR

Just £2000 bagged this 1984 X1/9 in 2007. Problem was, it was perfect, low mileage and original - so I bought a £500 Mk1 MR2 to get my mid-engined fix without worrying about parking dings. I sold it within a year for the price I paid for it. I saw it in a small ad three years later. Concours wins meant its price had tripled...



ROLLS-ROYCE CORNICHE QUENTIN WILLSON

This was an impulse buy, spotted it in a Historics auction catalogue in 2013. I liked the pictures, recognised the name Soroya Khashoggi and that was it. Nobody at the auction seemed to know about its first owner, who recently admitted to affairs with James Hunt, Roman Polanski, Warren Beatty and Sammy Davis Jnr - and was sung to by Sinatra. That £25k impulse, plus a tiny bit of knowledge, worked rather well.



ALFA ROMEO GIULIETTA SPYDER TOM TJAARDA

In 1967 I paid 700,000 lira (£405) for this. It needed some bodywork and a new top but it drove delightfully. Everything about the spyder was spot-on - mechanically and style-wise. It had just the right amount of power for the handling, and the Porsche-designed gearbox was smooth and precise. A styling masterpiece.



LAND ROVER SIII STAGE 1 V8 ROB MCABE, PROD ED

I bought this tousled but low-mileage pick-up off eBay in 2004 for £1460, well shy of the near-grief-stricken seller's expectations. My wife never warmed to the 'mobile skip' so I sold it a couple of years later for £1900. 'I can't believe you just did that,' said a dumbfounded colleague. Neither can I.



BMW M535i NATHAN CHADWICK, SUB EDITOR

They say to be a classic car person you need to be sentimental. Or certifiable. In this case I would have had to have been both. Rust was everywhere and it was a stubborn non-runner. But mint M535is now cost £5k or more so, for £1500, it could have been worth the punt - or maybe not. Wonder where it is now...



1967 TRIUMPH VITESSE RUSS SMITH, ASSIST ED

1988, browsing *Exchange & Mart* I spotted an ad for a Vitesse that sounded too good to be only £1300. On inspection, it was even better than described. I paid the man. But we never quite bonded so I placed an ad at a speculative £1800. On day one I was paid the asking price. A great result, so why do I still regret selling it?

SEND US YOUR STORIES of cars bought on impulse or regrettably sold (along with some pictures) to classic.cars@bauermedia.co.uk

Classic Cars

MARCH ISSUE
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