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WELCOME TO *CLASSIC CARS* NOVEMBER 2015 ISSUE



The annual pilgrimage to California for the cluster of events that make up Monterey classic car week is the most comprehensive immersion in car culture of my year. From dawn until dusk, each day is packed with concours or historic racing events, and the nights filled with an overwhelming choice of auctions to visit. One day I'm talking to a chap who found a derelict Ferrari Mondial at the back of a California garage in the Fifties/Sixties and still drives it, on another I'm chatting to the owner of the spectacular Pebble Beach-winning Hispano Suiza and later watching my favourite Ferrari 410 Superamerica make $5m plus change at auction.

Between events there are so many amazing cars pacing the roads that I never know where to look next. And each night I fall asleep to a lullaby composed of howling V12 supercars and thundering V8 muscle. Of course, that V8 music barely turns a head with the locals – even the pick-up trucks play those tunes – but back home it's loaded with meaning, the promise of indulgent performance. Fortunately it's an indulgence that can be bought for quite modest sums, as proven by Andrew Noakes when we tasked him with finding five V8 performers that could each be bought for less than £15,000.

In a packed news section you can see the most outstanding cars in Monterey, and in what's now become a north European classic car week stretching from Edinburgh to Chantilly. The former is easily covered by hire car, the latter really warrants a helicopter.



Phil Bell, editor

TAKE A BOW



QUENTIN WILLSON
Whether your taste is for a £10k Sixties sports car or an £80k Eighties icon, Quentin has come up with some tempting treats this month, p32



GUS GREGORY
To make the V8s look fast, Gus worked out the slowest possible shutter speed for the location, then the road speed needed for sharp images. Not easy, but he did it superbly, p52



RUSS SMITH
In a busy month Russ has bagged the story of an Austin Westminster still driven by its first owner, refreshed the price guide and put a reader in his dream XK150, p6, 86, 212

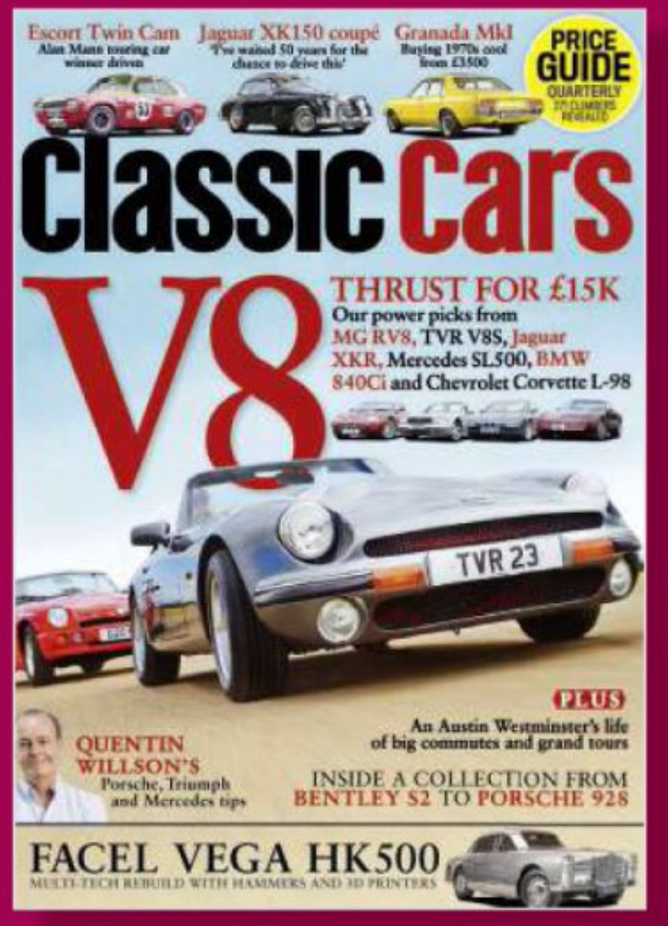


NIGEL BOOTHMAN
He has an instinct for finding hidden gems, like engineer Peter Willmer who tells his personal car history from Lotus VI to Rover P6 today, p98

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‘Any one of these V8s could be yours for £15,000 or less’ p52

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6 COVER **The List** Reader Dave Withington has dreamed of piloting a **Jaguar XK150** since he was a child. Now we've handed him the keys, was it worth the wait?

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66 COVER **Alan Mann Escort** Slipping and sliding (in a completely controlled way) in the 1968 BSCC title-winning Escort MkI that captured the public imagination with its gold-and-red livery

80 Citroën ID19 v Panhard PL17 Both these French smoothies have *je ne sais quoi* by the château-load, but although the **Citroën** is lauded as futuristic, was the **Panhard** the real innovator?

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THE LIST

‘It’s been made by proper engineers with one mind at the helm’



Reader Dave Withington has lusted after an XK150 coupé since his school days. We put him behind the wheel for a day to see if it matched his expectations

Words RUSS SMITH Photography LAURENS PARSONS


150 X



DAVE WITHINGTON

A sax-playing data analyst, Dave was a founder of the BMC 1100 Club and his car CV ranges from Alpines to an Alvis TD21. His fleet consists of a Citroën 2CV, Xantia, Mazda MX-5 and a Harley Davidson.

HIS WISHLIST

Chenard et Walcker Aigle 8
Facel Vega HK500
Jaguar XK150 fhc
Jensen CV8
Lamborghini Espada
Lancia Flaminia coupé
Lincoln Continental
Peugeot 203
Peugeot 402
Rolls-Royce Silver Cloud

'Wow, floor-hinged pedals – I can't remember when I last drove a car with those,' says Dave Withington as he gets settled into a suitable driving position in the XK150's cabin. We're still in Fender-Broad's Bristol showroom, poised by the exit door, and he's quickly picked up on one of the foibles that marked the XK150 out as a bit of a dinosaur by the end of the Fifties. Jaguar's final throw of the XK dice that started with the 120, much of the car's technology was 11 years old by the time this fixed-head coupé was built in 1959.

Not that such details ever bothered Dave, who recalls, 'I've long lusted after an XK150 coupé. When I was still at school a black one passed me at the bus stop almost every night. It was owned by the boss of one of Stoke-on-Trent's many pottery manufacturers. That made a real impression on me and I've wanted an XK150 ever since. It's fitting that now I've got to drive one it's black too.'

Encouraged by Fender-Broad boss Neil Fender to enjoy ourselves in the appropriately plated '150 X', Dave first grumbles a bit about the action of the fly-off handbrake (everyone does until they get used to them working the opposite way to regular handbrake levers), placed a stretch away on the wrong side of the gearbox tunnel, then we're off. Progress is initially a bit jerky as Dave adapts to that unfamiliar pedal arrangement. 'It's an awkward clutch pedal action; quite weird. Before today I had been more worried about the

‘You can’t just play about – you do have to let this car know who’s boss’

Moss gearbox, having heard all the stories about them, but it’s a delight to use, it just doesn’t want to be rushed. But that pedal…’

However, Dave’s a lot happier with the engine, ‘What a gorgeous sound, and the power delivery’s creamy. The straight-six is the king of engines, always in perfect balance. I like the mid-range pull; in fact I could easily get addicted to that.’

Out of Bristol, we find some open roads and it’s quickly clear that Dave is starting to relax and enjoy himself. ‘In many ways it’s like my old Alvis TD21, especially the sound of the engine and feel of the controls. But inside the Jag it’s more of a cockpit than a cabin; still comfortable, but you know you’re in a sports car. It rides far better than I thought it would, too – actually it compares to my Mazda MX-5. The steering is lighter than I expected, it feels like it’s power-assisted.’ Later it transpires that’s because it is; though power steering was never an option, 150 X has been fitted with a Vicarage system, one of a couple of driveability upgrades fitted to this car.

Dave’s certainly not complaining, ‘The steering is perfectly weighted but still has plenty of feel. That makes it really easy to place the car for corners, helped by the prominent front wing-tops. I’m sure that helps because you can’t just play about – you do have to let this car know who’s boss. Then the handling starts to come alive; I really like it. The main limitation is the seats. They’re flat, with no side support, and are quite slidey. Cornering speed is dictated by how well I can hang on to the wheel more than what the car’s suspension and tyres are capable of. It does understeer a bit



Twin-cam straight-six is famed for its smooth delivery, and Dave loved its mid-range punch

Reader Dave liked the XK150's steering – but not the brakes

THE EVOLUTION



1949 JAGUAR XK120

Star of the 1948 Motor Show, the XK120 was at first only sold in roadster form with aluminium body panels and a 160bhp 3.4-litre twin-cam straight-six. There are drum brakes all round and lever-arm rear dampers. Steel panels arrived in 1950, followed in March 1951 by a fixed-head coupé. From this year you could also order an SE version with 180bhp and wire wheels.

Two years later a drophead coupe with more refinements and a top you folded rather than dismantled completed the line-up.



1954 JAGUAR XK140

Moving the engine and windscreen forward created much needed extra cabin space in the XK140, which continued to be sold in the same three models as before. The fixed-head's roof was also extended back, making room for tiny rear seats.

The 180bhp engine was now standard across the range, but an SE version was once again offered, this time with 210bhp. Quick ID check is offered by the new chunky over-riders and a full-width bumper, plus a front grille that has seven rather then 12 slats to aid cooling.



1957 JAGUAR XK150

Changes were much greater for the XK150, which got a one-piece curved windscreen and a raised beltline that gave it a more slab-sided appearance. The bonnet was also four inches wider.

Most were sold with the SE-spec 210bhp engine, then in 1958 an 'S' version was offered with a third carburettor and 250bhp.

The following year Jaguar added a 3.8-litre engine that produced 220bhp with twin carburettors or 265bhp as a triple-carb 'S'. All the XK150s were fitted with servo-assisted disc brakes all round.



when I try to power out of tighter corners, so I'd play around with the tyre pressures to reduce that, or fit something grippier than the Michelins that are currently on here; Pirelli Cinturatos, maybe? Considering the live axle, there's no suggestion the back end's going to let go, even when provoked. I don't know what would happen in the wet though, I've got a feeling it could bite if I'm not careful.'

The niggles mentioned so far are just that, observations on things that Dave says he would happily live with if it came to it – or at least could be fiddled with over time because he's never been shy about getting his hands dirty on the many classics he's owned. But the brakes are a different matter. 'I don't like those, they really need a hard push for anything to happen. The stopping power is there but they don't feel servo-assisted, and want more pedal pressure than I like, so it's hard to feel confident in them, they just don't bite.' It might be understandable if these were Fifties-era disc brakes – which the 150 was the first XK to use – but 150 X's four-piston front calipers are the other of the car's significant upgrades. Neil Fender explained how these are now the default fitment on any XK150 his firm restores – it's only left standard if a customer requests it. 'Driving conditions and people's expectations of brakes have changed so much that it simply makes sense,' Neil says.

Braking reservations aside, Dave is enthusiastic about the XK150. 'What makes this car special is that we're sitting in something properly made by proper engineers with one mind at the helm. Look at the quality and the detailing everywhere, it's fabulous.'

After several runs up and down twisty B-roads we stop to take some photos in front of a typical Cotswold cottage, overlooking a village green. While we ponder whether it's public or private land, a chap appears from round the back of the house. But rather than chase us off, his greeting is, 'that's a lovely example – do you mind if I take a few photos of it? I've got four old Jaguars myself, including an XK120.' And then I notice one of those signs at the far end of the driveway between his garage doors, 'Jaguar parking only'. What are the chances of that?

It's time I took a turn at the woodrim wheel. The driving position's good, in that traditionally British low-slung, straight-legged way, and the upright steering wheel is perfectly placed, largely thanks to being adjustable for reach. And I'm an instant convert to the aftermarket power assistance; it gives so much without taking anything away. There's still plenty of feel, but none of the constant wheel-heaving workout that has always dominated my impressions of previous XK drives.

Turn the key and a thumb-press of the almost-too-small starter button brings the well-warmed engine instantly to life. Getting a smooth pull-away means realising the difference between pushing and squeezing the throttle pedal, then remembering to slide rather than flick the gear lever between ratios. Yes, it is easier typed than done, but I get there in the end and really enjoy the result. This is simply a lovely car to drive, and very easy to go quickly in. The power delivery is so flexible that on A-roads leaving it in third gear

covers most eventualities, with just the odd flick into overdrive for longer straights.

I'm right at home with the clutch, because my Alfa Spider has floor-hinged pedals. But I do agree with Dave about the brakes; more bite would be most welcome.

I'm more familiar with driving the earlier XKs, and with those in mind what I'm taking away from the 150 is how much more refined it feels to drive. I know a lot of folk prefer the rawness and lighter weight of the XK120 and 140, but for any journey of more than 20 miles, I'd take an XK150.

With all the points Dave has picked up on during the day I'm a little concerned the XK150 has turned out to be one of those heroes you should never meet, but I couldn't be more wrong. 'Would I have one? Good God yes! Preferably in British Racing Green, and without all this car's cosmetic extras. For me an XK150 ticks all the boxes, with a caveat on the brakes. The ventilation's rubbish, but you can always wind the windows down. But the power, the handling, it looks great, it's comfortable – I love it. Perhaps it was a bad idea to drive one, because now I know what I'm missing, but I'm glad I had the experience.

'If I ever get the chance to buy one I will. It's a proper driver's car – not easy, not perfect but rewarding. I can't imagine what it was like driving one on the Monte Carlo Rally, but what I do know now is that the people who did that were real heroes.'


XK150 didn't disappoint Dave

1959 JAGUAR XK150 3.4 FHC

Engine 3442cc straight-six, dohc, twin SU HD8 2in carbs, **Power** 210bhp @ 5500rpm; 216lb ft @ 3000rpm **Transmission** four-speed manual plus overdrive, RWD **Steering** Rack and pinion **Suspension** Front: independent by double wishbones, torsion bars, anti-roll bar and telescopic dampers. Rear: live axle, semi-elliptic leaf springs and telescopic dampers **Brakes** discs, servo-assisted **Weight** 1461kg (3217lb), **Performance** Top speed: 123mph; 0-60mph: 8.5sec, **Fuel consumption** 21mpg **Cost new** £1939 **Value now** £32,500-£110,000

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BRIDGING THE GAP TO THE E-TYPE


The Jaguar XK150 may not have been a clean-sheet design, but it did help to keep the balance sheet favourable

JAGUAR'S SIZZLING STOPGAP

With sales slow and the E-type years away, Jaguar had to be canny

Jaguar's XK150 is a glowing example of how our perceptions are changed by time and shifting perspectives. What we see through today's eyes are the flowing lines of a truly classic Jaguar. But back when the XK150 was launched in 1957, car design was advancing at the pace of today's digital technology.

It's easy to forget that alongside the comforting, conservative swarms of cuddly BMC saloons, Citroën had leaped several styling and technology generations with its stunning DS, Ferrari was taking road car sales seriously with its 250 GT coupés, and Chevrolet had launched the C2 Corvette. Even Jaguar had shaken things up with its cigar-sided 2.4 saloon in 1955. Le Mans wins were all very well, but the XK was starting to show a little grey around the temples.

'Jaguar had to produce a stop-gap that would buy them time and halt the slide in XK sales'

William Lyons did produce a clean-sheet design for the XK150, which was vetoed on cost grounds. Jaguar realised revolution rather than evolution was needed, with an end to separate chassis. But the completely new car wasn't ready so Jaguar had to produce a stop-gap that would buy it time and halt the slide in XK sales, especially in America. The answer involved the XK140's sub-structure and some smart thinking from the design department.

Replacing the rollercoaster waistline with a straight one that matched the new saloon's made it look more modern, and making the doors slimmer and moving the glass outwards not only created four inches more cockpit width without widening the car, but allowed a wider windscreen with curved glass, plus a wider bonnet to match. Four-wheel disc brakes covered for few other technical advances.

There was more help in 1959 for dealers – a 3.8-litre version of the twin-cam six was added alongside the 3.4. The 150 wasn't the first Jaguar to use the 3.8 – it had been trialled in the MkIX – but in 'S' form it was the first to use it in triple-carb, straight-port 265bhp form. A handy selling point, while also providing a test bed for the unit that would power the E-type in 1961.

When *The Motor* magazine tested an XK150S 3.8 FHC in 1959 it was highly enthusiastic about, 'yesterday's race car being today's road car.' It was no empty rhetoric either – the 3.8 'S' could sprint to 100mph at the same pace as a C-type racer. XK150 sales still tailed off in 1960, but not by as much as they might have done. Jaguar had done enough to get the XK series to the finish line and keep the money coming in for the E-type gamble.

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THE MONTH IN CARS

The best cars from Pebble Beach, The Quail, Chantilly, Holyrood and more

PEBBLE BEACH, USA



Photography: Di Andra Espinoza

Smuggler's Isotta Tipo 8A treasured at Pebble

ISOTTA-FRASCHINI TIPO 8A CABRIOLET, PEBBLE BEACH CONCOURS D'ELEGANCE, CALIFORNIA

Jim Patterson's Isotta-Fraschini Tipo 8A won the 2015 Pebble Beach concours, a return to pre-war form for the event after last year's 1954 Ferrari, but there are increasing numbers of post-war one-offs and design-house exercises on the lawns.

'The body dates from 1932, although the chassis is from 1924,' said Patterson of the 8A. 'I saw it 12 years ago in Switzerland, and made enquiries but I couldn't buy it, then it turned up at the Artcurial auction in Paris, and it's turned out to be a great car.

'Whoever owned it early on used it for smuggling contraband. There are false bottoms in the trunk and under the toolboxes on the wings, probably to accommodate booze, although it lived its life in Switzerland and France. Its new body was completed for the Geneva Show in 1932. Coachbuilder Worblaufen wanted the longest and lowest shape possible. It has a cast aluminium firewall, and they had to chop out a quarter of the height of the radiator. No customers commissioned others in the end – it remained a one-off.

'The restoration took 9000 man-hours, during which the car was completely taken apart. It's a work of art – the braking system is all nickel-plated to prevent corrosion and Isotta used a cabinet-maker for its interiors.'

FERRARI SUPERFAST II

Lee Herrington's Ferrari Superfast II concept drew admiration not only for its unique status, but for what its brave owner was planning to do with it. 'We've brought it back to Superfast II specification, but when we got the car it was in Superfast IV spec, looking like a 330GT 2+2,' said researcher Dustin Wetmore. 'Pininfarina made four aerodynamic studies on the same chassis, starting with the first Superamerica Aerodynamico in 1960. It was a total deviation from what Pininfarina had done before, designed in a wind tunnel and shaped like an aerofoil.

'Over three years parts were tweaked – the grille used to be flatter and wider, there were no window vents, and a hood scoop had to be added to allow an engine to fit. Superfast 2B appeared at Brussels in 1961, then Superfast III lost the grille, replacing it with a thermostatic flap, removed the B-pillar and dropped the roofline. When Battista Pininfarina bought it from SEFAC in 1962 it was in Superfast IV form, with the quad-lamp assembly from a 330GT 2+2.

'We restored it as the Superamerica Aerodynamico for Amelia Island, then re-restored it as Superfast II for Pebble Beach. We'll show it as 2B, III and IV – it involves cutting the metal, but the chassis means it's four cars in one, and it's what Pininfarina intended for it.'







DU PONT MODEL G COUPE

Du Pont was a featured marque at Pebble Beach, and Thomas du Pont, grandson of the founder E. Paul du Pont, was on hand to introduce a selection of the luxury cars the firm produced between 1919 and 1931.

'The two-door Model G coupe was my father's car, but it was also used as the factory delivery car, taking parts to garages, picking customers up from the station and testing new engines. It's since been refitted with its original engine, and the rest of the car is all original.'



DELAHAYE V12

Sam Mann's Franay-bodied 1937 Delahaye V12 was a double award winner, taking European Pre-War Classic (Late) and Most Elegant Convertible.'It's actually a Grand Prix car underneath – chassis 7071 – which won the Prix d'Million, a race for which the French government offered a million Francs to the manufacturer who could beat the German cars' times around Montlhèry,' said Mann. 'It received this body in 1946 – a French patron of the company who took the chassis to Franay. It won all the Salons – Paris, Turin and so on.'



PACKARD TWELVE

'This was a gift for a Mrs AJ Eken, whose husband was the general contractor during the building of the Empire State Building,' said Sam Lehrman of his special Packard.
'I had to find the firm who upholstered the car in the Thirties to remake the seats. The water pump exploded on Thursday – I only got it back together last night.

'In 1954 it was bought by a New Jersey man who was so terrified it'd be stolen he walled it up in his basement. Then it ended up owned by two gents who couldn't afford to fix it, but left it in their restoration shop as an eye-catching advert.

'I love the lines of its custom Dietrich body, and with the Empire State connection – well, I'm American, it resonates with me! Also, this was a car made during the Great Depression. Even when no-one had any money, some people were prepared to pay for a car like this.'



PORSCHE 550 RS

Donato Benetti's bizarre Porsche was a groundbreaker. 'When Michael May built this wing in 1955 he was a 21-year-old engineering student trying out new ideas. He raced it like that at Monthlèry, Monza and the Nürburgring, but had to remove it to race in the Targa Florio and Mille Miglia.

'In 1963 May worked with Ferrari, introducing Bosch fuel injection to the Formula One cars. He proposed the wing idea to Mauro Forghieri, who first experimented with a wing on the Dino 206 SP before designing the 312 years later with an integral wing, saying they'd 'been working on it for years.'





ABARTH GHIA 1100 SPORT

'I did the alloy body, paint, trim and mechanical work myself,' said owner Grant Kinzel of his unique 1953 Turin Salon Abarth, which won the runner-up prize to the winning Isotta. 'It was displayed at the 1954 International Motor Sports Show in New York by Vaughan Motors, which planned to fit a V8 and market it as the Vaughan Super Sports.'

When Kinzel bought the car in 2010 it had no engine or gearbox. 'I finished the work in 2014. The most difficult parts were working out how to reinstate the bits that weren't there, like the radiator grille. I ended up having to make clay models.'

The car features the last Abarth 205 competition chassis, and is the only Ghia-bodied example of the four built.



Orange Blossom Special is named after the Johnny Cash song Dan Moore used to play during races

MONTEREY MOTORSPORTS REUNION, LAGUNA SECA

Shelby GT350s honoured at 'Seca

A special race hailing 50 years of the Shelby GT350 was the centrepiece of the Monterey Motorsports Reunion and saw some very special Mustangs return to the track.

Forrest Straight lobbied hard to acquire his vivid ex-Dan Moore 'Orange Blossom Special'. 'It hasn't run for 15 years. I finally got it from a singing dentist in Oklahoma City after ten years of trying,' he said.

'I'm getting used to it – the brake master cylinder's too small, the gas pedal fell off last weekend and it's very slippery out there.

'Moore raced the car from 1967-70, making more Nationals starts than any other Mustang. In SCCA racing you get Regional races, then Regional Nationals for the winners, then national deciders called Runoffs. This car made it to four Runoffs at Daytona, Road Atlanta and Road America. That's a lot for cars like these – they were amateur low-key operations with only a little help from Ford.'

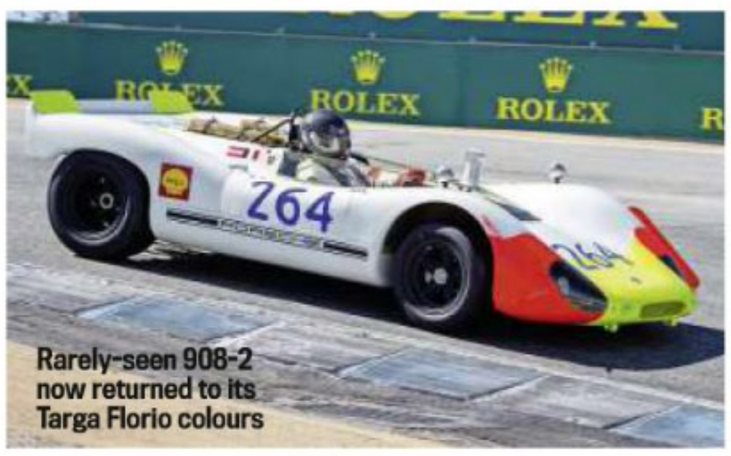
Steve Boyer's genuine ex-Shelby R-Code factory race car is even rarer. 'I bought it for $55,000 in 1986. People thought I was nuts,' he said. 'It won the B Production Runoffs in 1966 with Walt Hane, who got a guy called Randy Blessing to drive it. I bought it from a Texas dealer who bought it from Blessing, so it's a three-owner car.

'There were only 28 R-Code Shelby factory cars,' Boyer went on. 'They changed the A-frames, lowered the swivel points and fitted bigger rear brakes, stiffer anti-roll bars and cross-bracing. The lowered rear windows were actually to allow a vent in the top. People tend to think they were for aerodynamics, but it's actually because the rear screens used to blow out at speed.'

JD Roehrig bought his long-term GT350 from a Daytona Ford dealer in 1969. 'It had originally been owned by an air force jet-jockey who traded it in for a BMW,' he said. 'I did the driver's school at Sebring, then went SCCA racing at Daytona, where I blew the engine.

'It got laid up in 1974, and I moved on to Porsches and BMWs, then Formula Ford,' Roehrig continued. 'Then I did some vintage racing in the Eighties and decided the car needed saving, though it was another 20 years before the car was ready.

'We scrounged for parts for many years, but it finally emerged from restoration in 2010 and I took it racing at Sears Point, Road Atlanta and Watkins Glen. I'll be taking it real easy though – I'm old, slow and last on the grid! I really needed to be here, though – I've never seen so many Shelbys in one place.'



Rarely-seen 908-2 now returned to its Targa Florio colours



70B sold in kit form after Colin Chapman pulled out of F5000

1969 PORSCHE 908-2

'This car came second at the Brands Hatch Six Hours with Vic Elford and Richard Attwood, and third at the Nürburgring with Elford,' said Richard Griot of his Porsche 908-2. 'It's never been restored, just well taken care of. It retains its original gearbox and 90 percent of the original titanium suspension. Porsche put a new, more aerodynamic body on it for the 1970 season, with the driver sitting further back.

'We acquired it ten years ago at auction after a Portuguese owner put a new body on it that didn't fit. We went back to the original shape.

'It was a real challenge to recreate, wrapping it around all that aluminium tubing. It's pristine – but this is its first historic race weekend.'

1971 LOTUS 70B

A stray butterfly screw was all it took to put Dave Arrowsmith's Lotus 70B out of the Formula 5000 race. This historically significant car – Lotus's only foray into F5000 – has design features that predate the iconic Type 72 F1 car.

One of eight built between 1969-71 (and originally called the Type 68), it began life with a Chevrolet small block V8, but ended up with a Shelby-tuned Mustang Boss 302 engine, hence the new name. Mario Andretti's car led for 12 laps at Riverside in 1968 before the engine blew.

This one was bought by Jefferson Racing in 1972 and campaigned by Jackson 5 songwriter Bob West, who drove it in three races of the 1972 L&M F5000 Championship.

QUAIL LODGE, CALIFORNIA

Italian flavour at Quail

Ferraris dominated the Motorsports Gathering at Quail Lodge, with lots of road cars and modern supercars among the historied racers, and even a new limited-production special F12 Berlinetta from Carrozzeria Touring. Other Italian marques had a strong presence, with Best of Show being taken by Mouse Motors' Villa d'Este-winning Alfa 33/2 Stradale.



1966 LAMBORGHINI 400GT RACE CAR

'This is the only car in Lamborghini's early history known to have raced,' said Perry Mansfield of his ex-Vic & Jerry Galich 400GT. 'They were a father-and-son team of Alfa specialists who bought it for $2000 in 1973, blew the engine early on, and rebuilt it with a billet-alloy crankshaft. It raced successfully in the privateer class at various Californian venues from 1973-87, up against Mustangs, Chevelles and the like. It was considered to have a small engine at 'only' four litres!'

Perry, who found the car in the Texan barn that had been its home for six years, is keen to race it. 'It's difficult to preserve a car like this, to maintain its patina without making it worse, while also keeping the mechanicals perfect.'

1964 BIZZARRINI A3/C CORSA

'Bizzarrini made only 22 A3/C "1000 rivet" racing cars,' said Mark Ketcham of the car he looks after for Peter Goodwin, although he points out that the structure actually includes 16,000 rivets. 'When Giotto Bizzarrini left Ferrari, he wanted to build sports-racers, but most were road cars. There are only two or three of the six factory racers left, and oddly enough this one wasn't raced – it was the 1964 Geneva Show car, and was sold to a customer in Switzerland.

'We found this in Bergamo in Italy, where it had been bought in from Sweden. It was restored ten years ago, and needed respraying in its original *Azzuro Metallica* – the Swedish owner had painted it red.'





1951 PORSCHE 356

George Alspaugh's Porsche looked like a barn find, but not all was as it seemed. 'I found it in Orange County, California,' he said. 'The owner bought the car for his wife in 1971, and it had only done a regular eight-mile commute for nine years. He laid it up in 1980 when she died, and it sat in his car port until I bought it two years ago.

'It was a challenge – do I go for a full restoration and damage its integrity? In the end I rebuilt the motor but left the body. I changed the brake lights, though – it had lights from a trailer, because the originals were unavailable. I had to get these made.

'I don't know how many miles it's done – it's been round the clock a few times – but I like the fact it causes people to express opinions.'

1956 COOPER T39

'This was the first mid-engined race car – all modern F1 cars spawn from it,' said owner Rob Adams.

'It was one of three factory cars from 1956. I thought it was a '57 until I spoke to ex-Cooper works driver Mike MacDowel, who asked me to look for certain scars on the chassis and check the height of the steering wheel – not only was it a '56, it was Jack Brabham's car!

'It has a 1098cc Coventry Climax engine, although Brabham would swap it for a 1500 depending on which race he was contesting. I've since found a photo of the car on the front row of the grid at the Goodwood Sussex Trophy in 1956. 'I'm going to race it – maybe they'd like to see it back at Goodwood...?'



1955 FERRARI 500 MONDIAL S2

'I bought it in 1960 from a Rambler dealership in California,' said Robert Philips of his Mondial. 'It was up on jacks, with no wheels or seats. It cost $225 – my parents thought I was mad. I didn't know it had an F1 engine, nine-plate clutch and ZF transaxle! After a nine-month restoration, I won the Sierra hillclimb in 1961 and raced it in the SCCA. It has chassis 0556 (0446)/MD, but the original owner wanted its serial number for French tax purposes; you can see where chassis firm Gilco tried to grind the '0556' off.'



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BOB GERARD MEMORIAL MEETING, MALLORY PARK

'Gerard' rekindles Mallory magic

1950 JP MkI

Alan Croft's JP MkI 500cc F3 car was one of the attention-grabbers at August's Bob Gerard Memorial Trophy, the annual signature race meeting at newly revitalised Mallory Park.

Croft started racing the car last year. 'It was built in 1950 by Joe Potts in Glasgow, hence the name JP,' he explained. 'It was originally raced in Scotland by Ian Sutherland. After that it went to a chap who turned it into a road car – he changed the bodywork into a two-seater.

'That was all stripped off by the third owner, and the car languished in a barn as a rolling chassis. It's now had a full rebuild, but we had to rely on period photos a lot. It took three years to rebuild the chassis and I fabricated the bodywork myself.'



1934 WOLSELEY HORNET SPECIAL

William Colledge was driving his newly-acquired Wolseley Hornet Special in the Short Handicap Race for Pre-War cars.

'I've owned it since January,' he said. 'It's based on a 1934 Hornet Special chassis and engine. Wolseley specialist John Seber gave it a lightweight aluminium body about five years ago; he's also added a supercharger, smaller wheels and uprated the brakes.'



1957 KURTIS INDY ROADSTER

Frederick Harper's Kurtis Indy Roadster dominated the Bob Gerard Memorial Trophy. The car was right at home on Mallory's long, sweeping bends, winning the Trophy race by more than eight seconds.

Ray Crawford drove it in the Indianapolis 500 and the Race of Two Worlds at Monza in both 1957 and 1958, and it competed at the Brickyard right up to 1964.

DRAGSTALGIA, SANTA POD

MONSTERS EMERGE AT THE 'POD



1962 DODGE LANCER,

With only a 'Lancer' badge on the back, this quirky-looking machine could be mistaken for a Sixties American-inspired Mitsubishi saloon. It is, however, the real deal – a 1962 Dodge Lancer GT, one of only around 500 built. 'I thought it was ugly but nice,' said owner/driver Joel Kerr about the moment he clapped eyes on the somewhat less-than-pristine example. 'We refreshed the engine and gearbox (7-litre Chrysler and TorqueFlite auto), but otherwise left it pretty much as it was.' On its first outing at the 'Pod' it made a proper run-what-you-brung warhorse.



FORD CAPRI MkI 'FUNNY'

Running in the Nostalgia Funny Car class, Bob Glassup's caricatured Capri is the culmination of four years' work and a passion for racing Dagenham's pony car.

It sports a custom 8-litre billet aluminium 'Hemi'. Period rules restrict supercharger size and fuel flow, so the motor is limited to some 3000bhp – around half of what it could produce in a Top-Fueller. The body is authentic in its way, being produced from an original Capri MkI – albeit split longitudinally down the middle, widened in at back and lengthened in the nose.

It was only doing trial launches at Dragstalgia, but will be running at full chat next year.

CHANTILLY ARTS & ELEGANCE, FRANCE

Cream of the crop



ALFA 6C 1750 GS

With 100 worldwide concours entries and a further 750 club display cars in its castle grounds the second Chantilly Arts & Elegance event had scale to match its style and quality.

Wolfgang Munster's Alfa 6C 1750 GS started out with a lightweight Zagato body when it was driven to fifth in the 1931 Mille Miglia by the Gerardi brothers, but was fitted with a unique Touring body in 1935 by a subsequent owner. 'He wanted a more civilised car to drive on the road, and a more up-to-date style,' Wolfgang said. 'He upgraded the mechanical components to sixth series specification. So many of these cars have been restored or had engines and gearboxes changed, but this car is completely unchanged since then, kept by an owner in Italy who had bought it in the Sixties. The challenge was to keep the originality but make it drive as it should.'

BUGATTI TYPE 57C

The preservation classes provided a rich seam for lovers of time-worn paint and leather, with Arturo Keller's 1939 Bugatti Type 57C taking the FIVA award. Said Arturo while peeling back the new floor mats to show the original carpets, 'It's completely original. I bought it because it has this beautiful, unique body – look at the fabulous way that the rear fenders curve towards each other at the tail.'

The 12,000km car was bodied by Van Vooren for a wealthy French client after he rejected the first Type 57 that Bugatti built for him because he wasn't happy with the coachwork. 'But he was old and only drove it for a couple of years before giving it to his nephew, along with a case of wine and house in Normandy. He didn't drive, didn't drink and didn't want to move house, so he put the car in his garage until 2014.'





BUGATTI TYPE 57S

Another car concealing a racing past beneath glamorous coachwork was the 1936 Bugatti Type 57S owned by a collector in the north of England. It was ordered by T.A.S.O. Mathieson with cabriolet bodywork by Corsica of London.

But after 35,000km he had a lightweight body fitted and mechanical upgrades for 1938, racing it in the Grand Prix d'Anvers, then Gran Prix des Frontiers. He last raced it in the 1938 Tourist trophy at Donington before refitting the Corsica body and using it as a road car.

1936 MERCEDES 500K

Best of Show went to Evert Louwman's 1936 Special Roadster best known for having been owned in the Fifties by a butcher from Walsall called Arthur Dawson who only drove it for two years before stashing it away in 1956, where it would remain for the next 32 years until an antique dealer persuaded him to sell it.

It was one of 29 Special Roadster versions of the supercharged 500K and was ordered new at the Olympia Show in London by the marine insurer WL Quartermaine.



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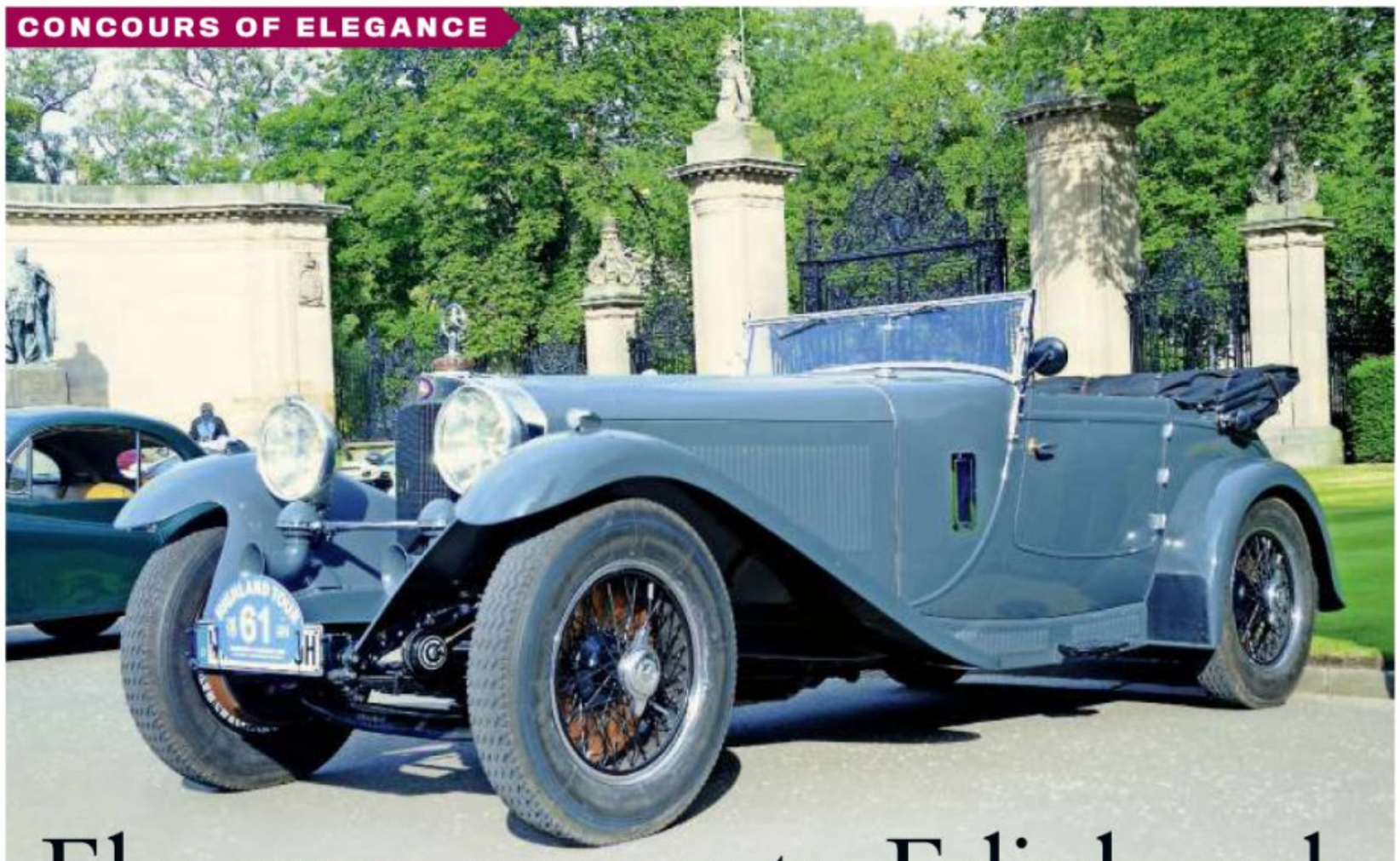


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CONCOURS OF ELEGANCE



Elegance comes to Edinburgh

1930 MERCEDES 710 SS

Markus Kern surely completed the most intrepid bit of motoring performed by any of the attendees at Holyrood, having finished the mechanical restoration of his Mercedes 710 SS only a week before the Highland Tour that preceded the Concours event. 'We did a test over 1000km to run it in, then we torqued down the cylinder head and set off,' he said. The trip from Kern's home near Koblenz, Germany was accomplished without incident, bar a door handle falling off. Bought from Bernie Ecclestone's collection eight years ago when it was ivory white, it is one of only two S-type Mercedes bodied by Cadogan and the only SS. 'The body is original and very strong, thanks to steel-reinforced joints. All we had to do was strip it and paint it, but the mechanical parts needed much more work,' says Kern. 'Now it sits perfectly happily at 80mph and 2200rpm.'

1951 TOJEIRO

This car was John Tojeiro's second-ever project and its looks, clearly inspired by Touring's bodywork on the Ferrari 212 Barchetta, contributed to his AC Ace design, though the engine is an MG XPAG. John Clark and Emma-Jane Gilbart-Smith said, 'We have a photo of John Tojeiro in the car 20 years ago, when Rod Jolley made its a new body for it.'





1966 GHIA SPIDER

This original Ghia Spider Prototipo has a tubular chassis made by Colombo and an Abarth-tuned Fiat straight-six engine.

The car was exhibited at the Barcelona Motor Show in 1966 and later sold off the stand. It remained in Spain until it was rescued by a Romanian enthusiast, Dr Laurentiu Stratulat, who had it restored by well-known Italian specialist Dino Cognaloto.

1939 DELAHAYE T165

Peter and Merle Mullin's Delahaye has a Figoni et Falaschi body on a rare V12 chassis. The T165 was developed from the 145 Grand Prix car and only six were made, two of which were road cars. One was bodied for the 1938 Paris motor show but this one was exhibited at the 1939 New York World's Fair. World War Two ensured that it never left America but Mullin eventually tracked the engine down to the backroom of a German museum. The interior posed a particular challenge. Mullin says, 'No-one could get any white pig skin, until I found a guy who made high-end golf bags. He said, "Sure, I have some you can use."'



SALON PRIVÉ



1955 GOLDMANINI

Blenheim Palace played host to Salon Privé to celebrate the concours' tenth birthday. Best of show went to Kurt Engelhorn's Jaguar XK120 Jabbeke, but winner of the Most Sensitive Restoration award was this unique Michelotti-penned barchetta, which was making its post-restoration debut.

Originally designed for SCCA racing, the body was mounted onto the chassis at *Carrozzeria* Motto in Turin before being sent to the USA for final assembly by racer Max Goldman where it received a highly tuned Fiat 1100 engine from Fiat and Ghia importer Paul Farrago.

After Goldman displayed the car at the Henry Ford Museum in 1956 it was dismantled and laid up in California until 2011. 'The current owner bought the car four years ago,' says Simon Thornley of restorer Thornley Kelham. 'We only began the restoration at the start of this year, and every part was stripped down.

'The biggest challenge was the engine and gearbox – both of which were just in bits.'



1958 FERRARI 250 TOUR DE FRANCE

Fresh from a two-and-a-half-year restoration, this Tour de France won the Gentleman's GT Class for road-registered racing cars. It's one of a trio of three-louvred, covered headlight Tour de France examples, and finished fourth at the 1958 Mille Miglia with Oscar Papais and Eros Civellari on driving duties.

Ian Barkaway, whose company undertook the work, had to peel back the aluminium to repair the structure beneath.



BRIGHTON SPEED TRIALS

Supra storms Madeira Drive

1993 TOYOTA SUPRA

It has taken Terry Nicholls three-and-a-half years to turn a Toyota Supra rolling shell into a replica of the works TOM's Toyota Supra that competed in the 1993 Japanese GT Championship. This year is the Castrol-liveried car's debut season, having already competed in Classic Thunder, Classic Special Saloons and various sprints. This year's Brighton Speed Trials proved one of the car's toughest tests thanks to its relatively narrow Madeira Drive location.

'It's a clone of a car that Toyota only built a couple of,' said Nicholls. 'The shell was originally from a drag car. Somebody I know had a contact at TOM's, and we managed to get the proper engine, gearbox and axle from them. Originally they ran a 2.4-litre, V6 twin-turbo engine, but this one has been developed into a 3.0-litre. It's got 700bhp at the flywheel and 640bhp at the wheels which, at 70 years old, is more than enough for me. There are still a couple of teething problems, mainly to do with the suspension. We originally had standard uprights and wishbones, so we've had to fabricate parts that are more suitable for racing.'

1967 AUSTIN-HEALEY SPRITE

Pierre Leqeux's Austin Healey Sprite Sebring's history is heavily linked with both Brighton and the Speed Trials. In the Sixties the car competed several times at the Speed Trials, was raced at Goodwood, and took part in the 1967 European Hillclimb Championship.



Leqeux acquired the car from a garage in Brighton five years ago. Said the Frenchman, 'It was pretty much a wreck when I bought it and it's taken two years to restore it.

'We shotblasted the chassis, fabricated several body panels including the bonnet, replaced the aluminium underfloor because the original had totally oxidised, and put a new engine in it. When it raced in period it was powered by a 1098cc engine, but I've installed a 1.3-litre unit.

'There are still some original parts – the instrumentation on the dashboard, the back axle and the steering rack.'



1956 RENAULT 4CV

One of the more unusual cars at Brighton was a fully race-prepared 1956 Renault 4CV. It spent some 45 years being extensively raced and hillclimbed in France, before eventually finding its way to British shores in the early 2000s.

'It had quite a bit of success in the Sixties and Seventies on the longer French hillclimbs,' said owner Christopher Williams. 'I saw it on a classic car website and fell in love with it. It's amazing fun; it has a good power-to-weight ratio and sounds great. When we bought it four years ago the only thing we had to sort was the Gordini engine, so we rebuilt the cylinder head and gave it new carburettors. I'm leaving the bodywork alone – it adds to the car's character.'

IN BRIEF



GUY LIGIER, 1930-2015

Guy Ligier, the former racing driver turned Formula One team owner, has died aged 85. Ligier used the proceeds from his roadbuilding business to fund his motor sport, racing in F1 with privateer teams before teaming up with Jo Schlesser in 1968. Ligier built and raced the JS1 sports car, before buying Matra's F1 assets and re-entering the sport as a manufacturer from 1976 to 1997. Ligier's name lives on in microcars and endurance racing.



EDWARD, LORD MONTAGU, 1926-2015

Edward Montagu, the third Baron Montagu of Beaulieu and National Motor Museum founder, has died aged 88.

Montagu was a pioneer of the autojumble, using the Beaulieu House grounds to host the first example in Europe. He founded the National Motor Museum in 1952 – considered to be the first publicly accessible automotive collection of its kind – and *The Veteran and Vintage Magazine* in 1956.



KADOORIE ANNOUNCES 'BEST'

Sir Michael Kadoorie, owner of the Peninsula Hotels Group – including the Quail resort, has announced a new 'Best of the Best' award to be presented at next year's Motorsports Gathering.

The winners of 'the world's top five concours' – the Quail, the UK's Concours of Elegance, Amelia Island in Florida, Pebble Beach and the Cavallino Classic – will be judged in their own class at the Quail in 2016, so 'the world's best classic car' can be identified. The first entry is Mouse Motors' Alfa Romeo 33/2 Stradale, given Best in Show at this year's Motorsports Gathering.

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Graber-bodied Alvis Cabrio is rare enough; frontal styling of this one makes it unique

Royal Review Land Rover made sure the Queen could take the rough with the smooth

Drunk driver made Triumph TR2's restoration more challenging still

NEC CLASSIC MOTOR SHOW

Graber on course for NEC

1965 ALVIS GRABER SUPER CABRIOLET

A cabriolet variant of Graber's rare Alvis Super model will make its Classic Motor Show debut at the NEC in Birmingham on November 13–15. The Alvis was confined to James Hull's collection before all his cars were acquired by Jaguar Land Rover last year.

This Super is unusual in that it was built seven years after Swiss coachbuilder Graber's official tenure providing Alvis bodies from 1955–8.

Although pleased with the quality of Graber's work, Alvis transferred production to Willowbrook of Loughborough in Leicestershire in time for the TD21, which was produced in far greater numbers. Graber continued to create coachwork for Alvis chassis on a private basis for wealthy customers who wanted something different.

Most Graber Supers were two-door saloons, and this is the last Cabriolet and the only example with this frontal styling.

1953 LAND ROVER 86 STATE IV

This Land Rover Series I, with its bespoke rear bodywork, was part of a fleet of vehicles built specially for HM the Queen and Prince Philip on their Commonwealth tour following the Coronation. The State IV Land Rover served a dual purpose, to provide a platform for the Royal party to be seen on their travels, and also to negotiate rough terrain in New Zealand, Australia, Sri Lanka (then Ceylon), Yemen and Africa, where a traditional limousine would have been impractical.

A Royal Car Company of seven officers and 104 men were each given three months' special training to drive the Royal Land Rover in all conditions, from emergency off-road situations to State parades.

The State IV is usually kept at the Heritage Motor Centre at Gaydon, Warwickshire, and will form part of the centre's display at the NEC.

1954 TRIUMPH TR2

New for this year's show will be the Pride of Ownership display, highlighting the efforts of long-term classic ownership and home restoration. Steve Bartlett's Triumph TR2 represents perhaps the most extreme turnaround.

'I bought it on eBay in June 2008,' said Bartlett. 'For the £2000 I paid for it, I actually received two cars – albeit one was minus its body. It sat under a tarpaulin for five years, then a young woman, drunk and with no licence, drove a stolen car into my garden wall, which fell on it and damaged the bodywork further.

'It prompted me to start work in winter 2013. The bodywork was the trickiest part – it needed several repair sections making but the most difficult bit of all was the doors.

'Rumour has it that the factory had a variety of long and short door sizes to suit the variable bodies coming down the production line, but all the new door skins are the same size – I had to build the edges up to get the right panel gaps.'

To find out more about the NEC Classic Motor Show and to book tickets, go to necclassicmotorshow.com.

BEAULIEU INTERNATIONAL AUTOJUMBLE



1970/81 GP SUPER BUGGY

A 1981 GP Super Buggy driven by Charles Dance, playing the villainous Claus in a memorable scene from *For Your Eyes Only*, has surfaced for sale in original condition at Beaulieu. The Buggy was used to murder Bond's love interest Countess Lisl on a Greek beach.

'It was built for the film on a 1970 VW chassis, shipped back from Corfu after filming and purchased by Michael Dezer for his James Bond collection,' said current owner Stuart Donovan. 'I've had it for three or four years. It's been registered for the road, but it's still on its 1981 tyres. I drove it here!

'Two buggies were used in the scene – Dezer still has the other one, which was flipped into a roll when Bond [Roger Moore] shot one of its tyres.'



1933 CROSSLEY BOXTON SPORTS

'This is one of just four survivors known to the owners' club,' said Rob Armstrong of his latest discovery, a Crossley Buxton Sports Saloon, which was sold at Beaulieu.

'It came from John Crossley, the grandson of the company's founder, and he'd tracked it down in the Manchester area not far from where the original factory was situated.

'It was one of the first cars to use a Coventry Climax engine, and it still has the original unit. Triumph used the same engine for the Gloria.

'I've just sold it for £4000 to a young chap from Brighton who is intending to restore it to use, which is great news. This example is highly unusual in having its wheels pushed right to the corners of its long chassis.

'Not only does this mean the car handles really well, it also accentuates its beautiful Thirties lines.'



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EVENTS PLANNER

It may be chilly, but there's plenty to fire your classic passion



Get up close and personal with a wide variety of classics in the heart of London at the Regent Street Motor Show

WHAT'S COMING UP

October

2-3 Tour Britannia, Great Britain – route TBA **tourbritannia.com/tour-britannia-2015**
2-4 CSRG Charity Challenge, Sonoma Raceway, Sears Point, California, USA **csrgracing.org**
2-4 Dijon Motors Cup, Prenois, France **mastershistoricracing.com**
3-4 Prescott Autumn Classic, Prescott Hill Climb, Gloucestershire **prescott-hillclimb.com**
8-11 Mdina Grand Prix, Mdina, Malta **vallettagrandprix.com**
8-11 Zoute Grand Prix, Knokke-Heist, Belgium **zoutegrandprix.be**
8-11 Berlin Motorworld Classics, Berlin, Germany **motorworld-classics.de**
10 Throckmorton Challenge, Pershore, Gloucestershire **heroevents.eu**
10-11 VSCC Welsh Trial, **vscc.co.uk**
13 *Classic Cars* at the Ace, Ace Café, Wembley, London **ace-café-london.com**
16-18 Bund Classic Concours, Shanghai, China **bundclassic.com**
31 Flame & Thunder, Santa Pod, Northamptonshire **santapod.co.uk**
31-November 1 Regent Street Motor Show, London **regentstreetmotorshow.com**
31-November 1 Walter Hayes Trophy, Silverstone, Northamptonshire **hscc.org.uk**
31-November 1 Brands Hatch Night Race, Kent **classicsportscarclub.co.uk**

FIVE THINGS YOU NEED TO KNOW ABOUT THE BERLIN MOTORWORLD CLASSICS

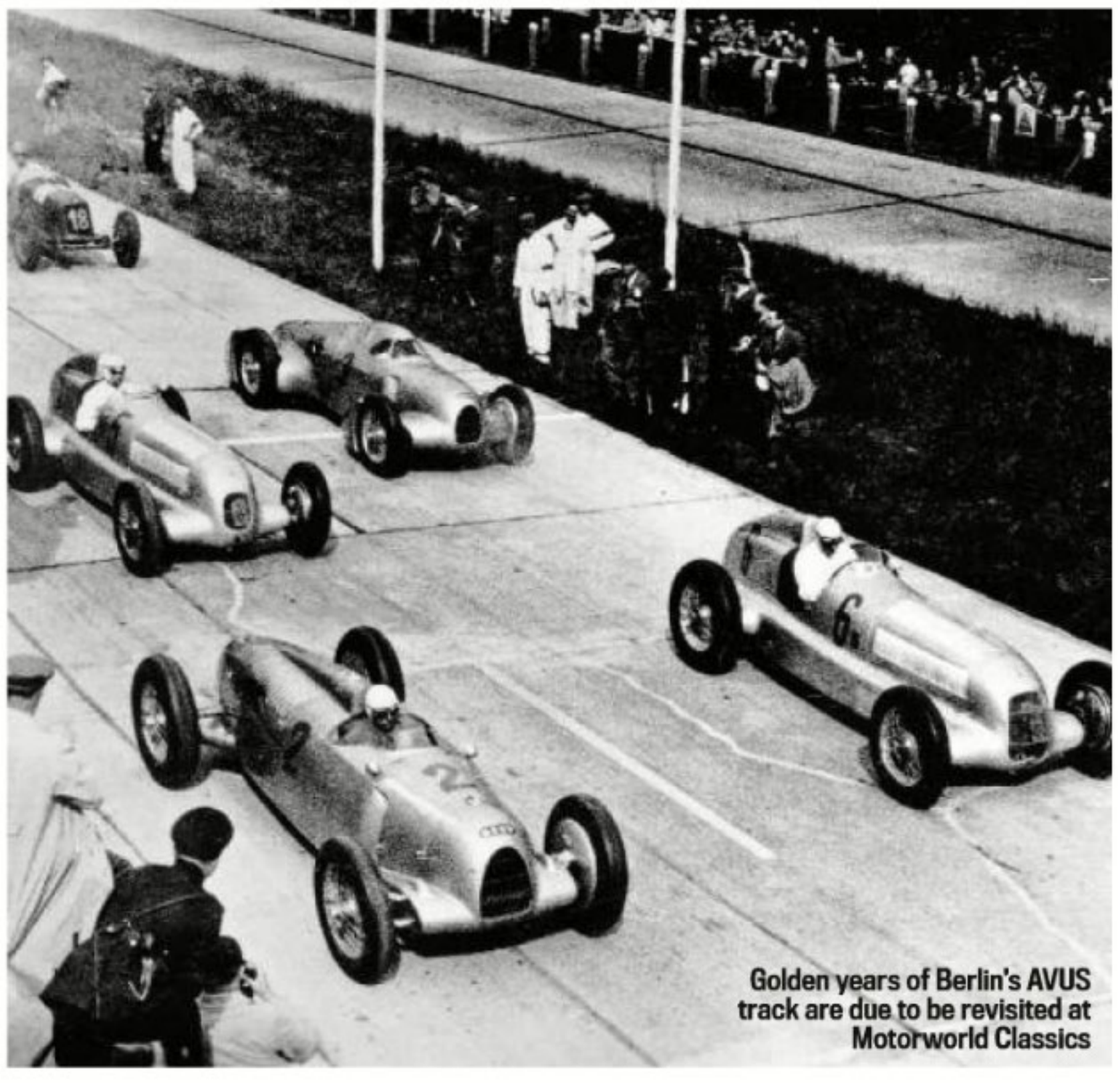
It's the German capital's first major classic car show
Traditionally the German classic car show scene has been concentrated on Stuttgart, Essen and Frankfurt. However, Berlin has a thriving classic scene. It's a unique East-meets-West experience, with Soviet-era icons such as the Trabant alongside Mercedes, plus a strong contingent of American muscle cars thanks to the legacy of US servicemen in the region.

...in a historic setting
Motorworld Classics is being held at the Palais am Funkturm next to the old AVUS racetrack. Large chunks of the track are now an autobahn, but parts of it remain, including the race control tower, the grandstand and some of the corners – in effect, it's the German equivalent of Brooklands. The distinctive round control tower with its period Mercedes, Agip and Bosch advertising is now home to the Motel AVUS – the ideal place to stay for the show?

Focus on Eighties cars
The appeal of 'Youngtimers' has been noted by the organisers as a driving force in the German classic car scene. Many of the cars are likely to be wild – think modified Mercedes, Porsches and BMWs from German tuning firms.

Buy and sell
Motorworld Classics will host a private market with a difference. Other German shows feature dealers, but the Berlin show will aim to turn privately-advertised vehicles into a display in itself. Visitors looking to sell their cars can apply to exhibit via the website (see below).

Interested in going?
Tickets are €15 (£11) for a day pass, with discounts offered for couples and families. There will be a preview day on Thursday 8th October with a limited number of tickets available, but details were unavailable at the time of going to press – keep an eye on motorworld-classics.de.



Golden years of Berlin's AVUS track are due to be revisited at Motorworld Classics


This year's London to Brighton Veteran Car Run takes place 119 years after the original Emancipation Run of 1896

KEY EVENTS 2016

February 3-7 Rétromobile, Porte de Versailles, Paris, France **retromobile.com**
February 18-21 London Classic Car Show, Excel, Docklands, London **thelondonclassiccarshow.co.uk**
February 26-28 Race Retro, Stoneleigh Park, Coventry **raceretro.com**
March 5-6 *Practical Classics* Restoration & Classic Car Show, NEC Birmingham **necrestorationshow.com**
March 11-13 Amelia Island Concours d'Elegance, Amelia Island, Florida, USA **ameliaconcours.org**
March 19-20 Goodwood 74th Members' Meeting, Goodwood Circuit, Sussex **grrc.goodwood.com**
April 6-10 Techno Classica Essen, Messe Essen, Essen, Germany **siha.de**
April 30-May 2 Donington Historic Festival, Donington Park, Leicestershire **doningtonhistoric.com**
May 19-22 Mille Miglia, Brescia-Rome-Brescia, Italy **1000miglia.eu**
June 23-26 Goodwood Festival of Speed, Goodwood House, Sussex **grrc.goodwood.com**
July 8-10 Le Mans Classic, La Sarthe, France **peterauto.peter.fr**

THE MONTHS AHEAD

November

1 London to Brighton Veteran Car Run **veterancarrun.com**
5-8 Rally of the Tests, Great Britain, route TBA **heroevents.eu**
6-7 Rallye d'Automne, La Rochelle, France **rallygo.com**
7 Fireworks Frenzy, Santa Pod, Northamptonshire **santapod.co.uk**
7 Lakeland Trial, Lorton, Cumbria **vscc.co.uk**
10 *Classic Cars* at the Ace, Ace Café, Wembley, London **ace-café-london.com**
13-15 NEC Classic Motor Show NEC, Birmingham **necclassicmotorshow.com**
21 Prescott Cotswold Trial, Gotherington, Gloucestershire **vscc.co.uk**
22 Andrew Whyte Memorial Lecture, Jaguar factory theatre, Birmingham, 01676 522037
27-29 Roger Albert Clark Rally, Sunderland/ Northumbria **rogeralbertclarkrally.org**
28-29 Rallye Saumur Légende Saumur, France **carthistorique.sitew.com**

December

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

January

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


Book a trip to the past at the Goodwood Revival in 2016

RECOMMENDED



London Classic Car Show

February 18-21 Following on from a successful debut in 2015, the London Classic Car Show in Docklands' Excel centre will be back for 2016.

The features that made the inaugural show so appealing will be retained, including the Grand Avenue that allowed cars to drive up and down inside the display space, plus the impressive roster of motoring-related celebrity guests and guest-curated collections.

The finer details are being kept secret at the moment, but it's going to be much bigger, with more floor space allocated. For the latest updates go to thelondonclassiccarshow.co.uk.



Practical Classics Restoration & Classic Car show

March 5-6 The Restoration & Classic Car show, held at the NEC under the auspices of our sister title *Practical Classics*, celebrates the artisanship and skill that underpins the classic car world, as well as the lighter side of life in the workshop.

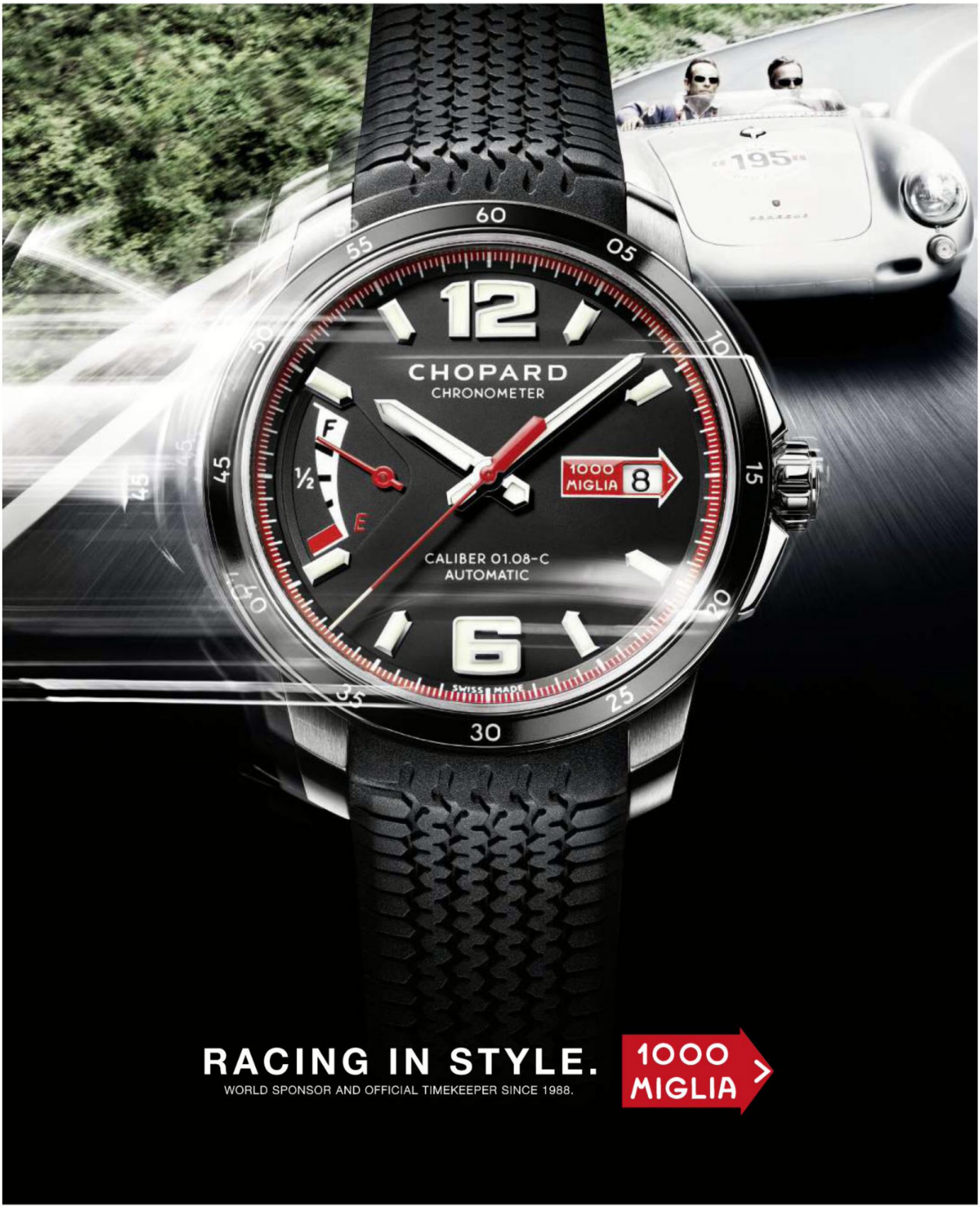
Editor Danny Hopkins is looking to conclude the restoration of his Jensen Interceptor at the show, a host of restoration experts are expected in live interactive shows, and the *Practical Classics* team will restore an as-yet unannounced TV star-car live on stage. Go to necrestorationshow.com for details.



Le Mans Classic

July 8-10 The Le Mans Classic 2016 will be spectacular. Previously, the classic class structure ended with cars built in 1979. However, this year organiser Peter Auto has formed a partnership with the Group C Racing Association to introduce races for cars of the Group C era, effectively taking the event's remit up to 1993.

As a result, expect the sight of cars like the Porsche 956 and 962, Lancia LC2, XJR-series Jaguars, Peugeot 905 and Toyota 88C taking on the track they were built to conquer in afternoon, night and morning races. Go to peterauto.peter.fr for more information.



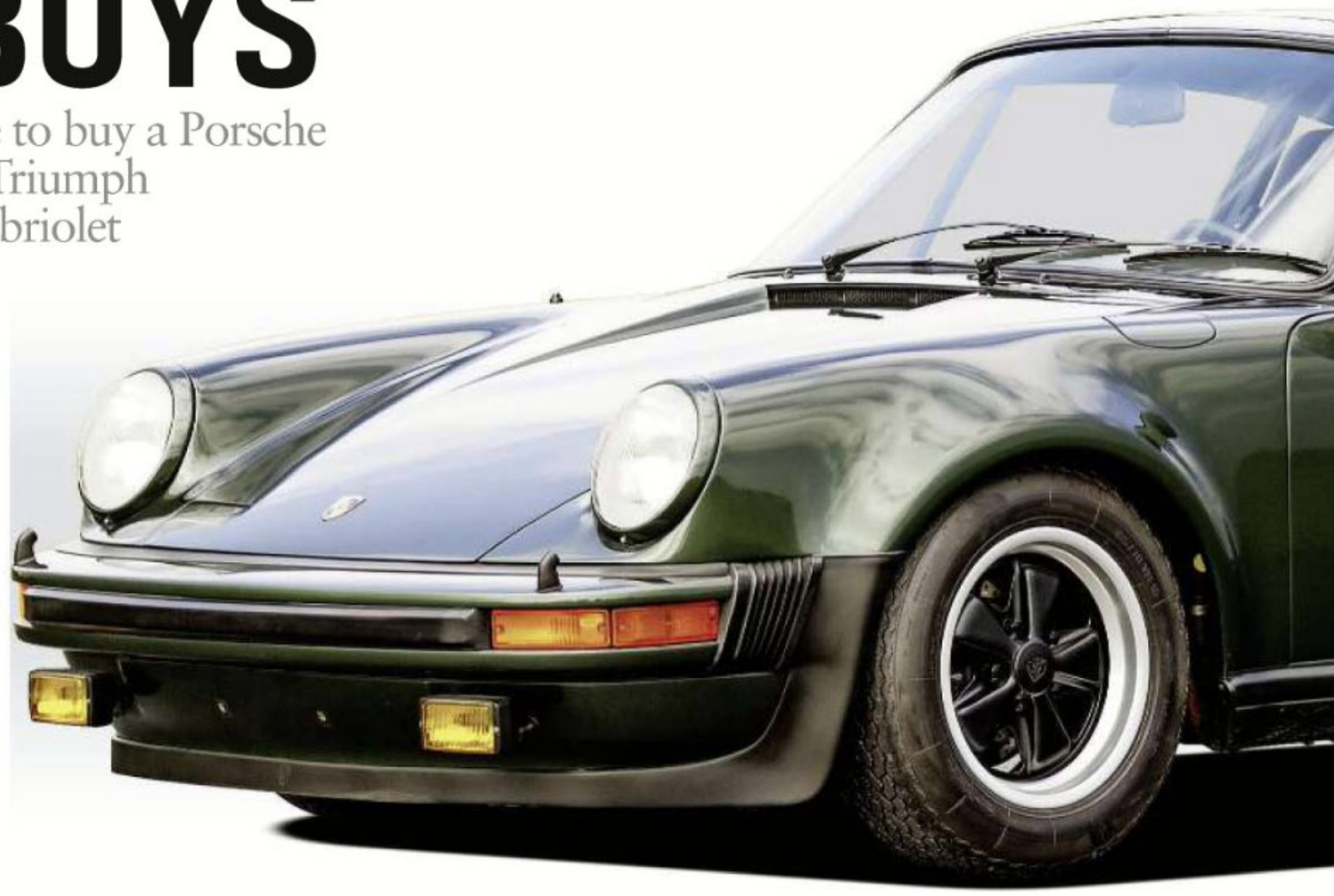
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MILLE MIGLIA

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WILLSON'S SMART BUYS

Quentin says now's a great time to buy a Porsche 930 Turbo, a well-sorted early Triumph Spitfire or a Mercedes A124 Cabriolet



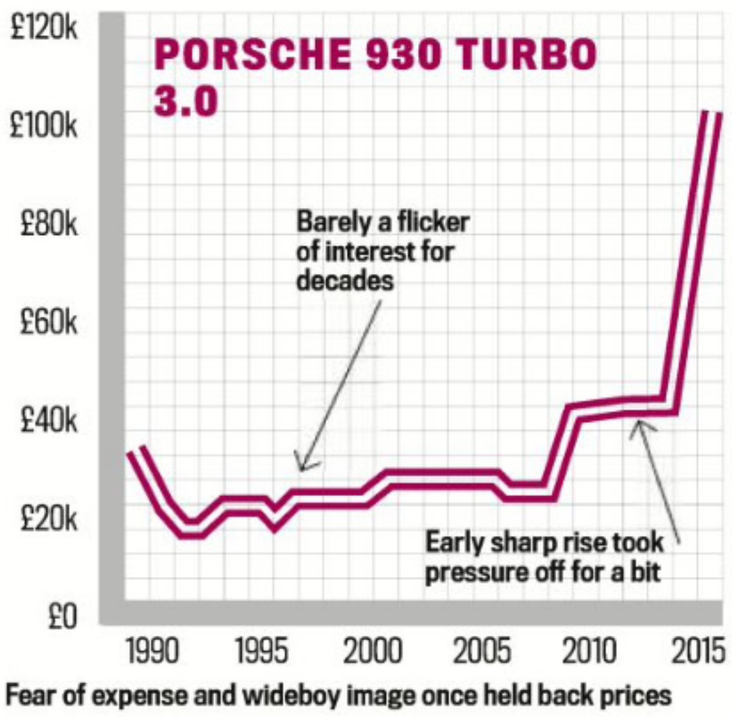


'Find a really proper Porsche 930 now and you'll be ahead of the model's second orbit'

I did warn you that the first of the Porsche 930 Turbos were going to detonate in a big way. And they have. Mint, low-mileage Seventies cars are now up at £120k, and with Steve McQueen's '76 special-order example recently making £1.25 million there's every reason to expect the best of the 1975-77 cars to be pulled up in the euphoria. McQueen's celebrity ownership may have electrified that record auction result by a factor of ten, but the first of the 930s is another bedroom wall poster car like the Daytona, Miura and Countach and has perfect credentials to hit £200k. And let's not forget that the initial run of 3.0-litre cars were essentially homologation specials. Stuttgart needed to build 500 production Turbos in 24 months to qualify for FIA rules – a target hit in 1975 – and went on to knock out a global output of 2819 before the revised 3.3-litre Turbo arrived in 1978.

But survival rates for really perfect cars are low. That infamous oversteer and turbo lag claimed quite a few; tasteless flat-nose modifications in the Nineties took out some more and low used prices that plummeted down to £8k in the mid-Eighties (they were still only £18k by 2001) meant too many endured neglected lives.

And that means any low-ownership, small-mileage 930 is a very rare thing that's going to attract a heavy future price premium. Find a really proper example now and you'll be ahead of the 930's coming second orbit.



Fear of expense and wideboy image once held back prices

Ironically, a reputation for heart-attack handling is what gives the first cars their allure – a lot like the Cobra 427. It really was the Porsche that sorted the men from the boys. *Motor* described it as 'the finest performance car you can buy'. I know the later cars handle better and are more civilised, but they're not as iconic. The 930 Turbo is set to get hot. Serious collectors should put one on their radar now.

'The real value lies in unspoilt, early, low-mileage Spitfires'

For decades we treated the Spitfire like a toy – sweet and petite but really just a Herald in twin-set and pearls. All those period ads didn't help, with suburban mummies grinning in headscarves. We never took Triumph's twinkly two-seater seriously. But time has been kind to those curvy Michelotti lines, and a well-kept pastel-coloured early Spitfire now looks a charming Sixties period piece.

Marketed as a Sprite-chaser, the £550 Spitfire had wind-up windows, twin SU carburettors, front disc brakes, 95mph and radiated that elegant upmarket balm that Triumph did so well. Prices have moved up steadily for fine survivors, with Minchins of Goodwood offering a 10,000-mile '65 MkII for a rousing £34,995. Projects now start at £5k and you'll need £10k to buy a straight, shiny and original one. Anything with warranted mileage and lots of history is likely to be nearer £20k. The 1962-64 cars are the most desirable simply because they were first out of the Canley factory gates, but the 1965-67 cars had warmer engines, an overdrive option and carpets. Drive one gently and you'll see 40mpg.

There are lots of tired early Spitfires for tempting money, but the real value lies in low-ownership, low-mileage cars with lots of paperwork. Back in January Anglia Auctions sold a lovely four-owner '67 example with a plausible 27,000 miles for £13,320. That now looks a clever buy. KGF Classic Cars in Peterborough has a restored red 1965 car with 35,000 miles for £9995. Importantly, it's had three owners with an 'amazing' history file going back to the Sixties. Only let down by modern Mazda MX-5 seats and an over-restored cabin, there's lots of potential here. Bring the cabin back to factory spec and with so much history £20k wouldn't look unreasonable.

We're not at the stage yet where full restorations will pay, but refreshing genuine original cars with provenance definitely will. And there are still private sellers who haven't seen the prices being asked by the trade, so the potential margin on a well bought unspoilt MkI or II is usefully wide – not forgetting that this is a very sweet-driving little soft-top with buckets of charm, low costs and a thriving club. Buy the most original you can find – you won't be sorry.

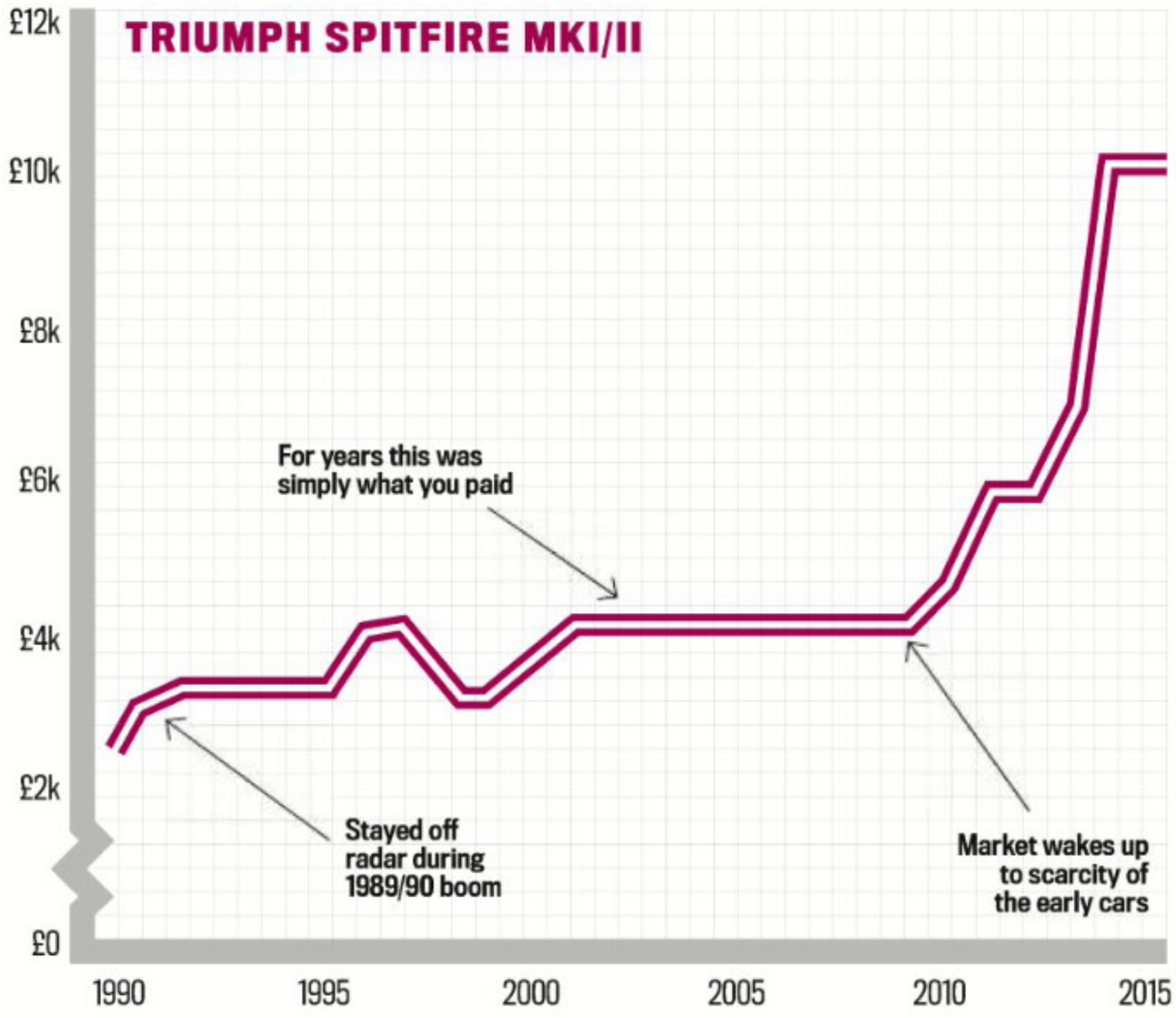
'Grab a good Merc' A124 now at today's tempting prices'

Back in 1993 you'd have paid £40k for a new Mercedes E320 Cabriolet if you ticked all the option boxes. Perhaps that's why only 557 landed in the UK. The Bruno Sacco-designed A124 convertible was a real high-end Benz and the UK's most expensive four-seater convertible without a Spirit of Ecstasy on the nose. But here's the thing – as a four-seat family classic the E320 is more practical than an R129 SL, infinitely more

Bag yourself a 930 Turbo, 'the Porsche that sorted the men from the boys' – before prices get too hot



PHOTOGRAPH: Erik Fuller, courtesy of RM Sotheby's



Until recently the Spitfire was just a great affordable starter classic sports car



Snap up a well looked after early Spitfire and you won't regret it

TRADING HIGH

Late Beetle cabriolets aren't usually highly rated – which makes £12k for this one an eyebrow-raising result



YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1958	**Aston Martin DB MkIII dhc**	**RM/Aug 14**	**686,180**	**110,364**	**19.2**
1951	Austin A90 Atlantic	ACA/Aug 22	24,937	4937	24.7
1989	**BMW M3 (E30)**	**Bonhams/Aug 14**	**61,561**	**13,576**	**28.3**
1991	BMW 320i E30 Touring	ACA/Aug 22	6510	2010	44.7
1963	**Chevrolet Corvette coupe**	**Bonhams/Aug 14**	**133,676**	**31,309**	**30.6**
1969	Citroën H van	ACA/Aug 22	16,800	8800	110.0
1961	**Ferrari 250 GTE**	**Gooding/Aug 16**	**510,264**	**94,397**	**22.7**
1994	Ferrari F40	RM/Aug 13	2,111,324	511,324	32.0
1966	**Ford Cortina Mk1 1500GT**	**ACA/Aug 22**	**14,700**	**5200**	**54.7**
1954	Jaguar XK120 SE roadster	Gooding/Aug 16	140,755	25,592	22.2
1955	**Jaguar XK140 MC roadster**	**Bonhams/Aug 14**	**133,676**	**50,503**	**60.7**
1955	Jaguar XK140 MC roadster	Gooding/Aug 16	130,198	27,831	27.2
1993	**Jaguar XJ220**	**RM/Aug 13**	**295,585**	**55,662**	**23.2**
1967	Maserati Mistral coupé	Bonhams/Aug 14	91,463	43,478	90.6
1996	**Mazda MX-5**	**ACA/Aug 22**	**2100**	**1300**	**162.5**
1987	Mercedes-Benz 420 SL	ACA/Aug 22	15,000	6000	40.0
1973	**MGB GT**	**ACA/Aug 22**	**3780**	**780**	**26.0**
1982	MG Metro	ACA/Aug 22	3570	1370	62.3
1978	**Mini van**	**ACA/Aug 22**	**10,080**	**2080**	**26.0**
1958	Porsche 356A Speedster project	Gooding/Aug 16	373,000	133,077	55.5
1933	**Riley 9hp Monaco project**	**ACA/Aug 22**	**23,100**	**14,100**	**156.7**
1934	Rolls-Royce Phantom II Sedanca	Gooding/Aug 15	1,055,662	287,908	37.5
1959	**Sunbeam Rapier Convertible**	**ACA/Aug 22**	**12,600**	**2100**	**20.0**
1989	Toyota MR2 Mkl	ACA/Aug 22	2520	520	26.0
1970	**Volvo P1800E**	**ACA/Aug 22**	**8820**	**2320**	**35.7**
1978	VW Beetle 1303 Cabriolet	ACA/Aug 22	12,600	2600	26.0

TRADING LOW

The Mercedes 190 SL was a market darling not long ago, but fashions change



YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1955	**AC Aceca**	**RM/Aug 15**	**84,453**	**30,710**	**26.7**
1973	Alfa Romeo Montreal	RM/Aug 14	70,377	19,194	21.4
1956	**Austin-Healey 100M**	**RM/Aug 14**	**130,198**	**29,752**	**18.6**
1934	Bentley 3.5-Litre Sports saloon	RM/Aug 15	63,340	32,629	34.0
1949	**Bentley MkVI Sedanca Coupé**	**Gooding/Aug 15**	**80,934**	**47,025**	**36.8**
1963	Chevrolet Corvette coupe	Gooding/Aug 15	84,453	43,506	34.0
1972	**Ferrari Dino 246GT**	**RM/Aug 15**	**190,000**	**49,923**	**20.8**
1939	Ford V8 Model 91A Woodie	Gooding/Aug 16	70,377	19,194	21.4
1947	**Ford V8 Model 79A Woodie**	**Gooding/Aug 15**	**49,264**	**40,307**	**45.0**
1961	Ford Taunus P2	ACA/Aug 22	4620	2380	34.0
1963	**Ford Galaxie 500 Lightweight**	**Bonhams/Aug 14**	**56,285**	**33,286**	**37.2**
1953	Jaguar XK120 fhc	Bonhams/Aug 14	49,249	14,731	23.0
1961	**Jaguar E-type 3.8 roadster**	**RM/Aug 15**	**165,387**	**42,546**	**20.5**
1967	Jaguar E-type S1 4.2 roadster	RM/Aug 14	126,679	33,271	20.8
1967	**Jaguar E-type S1 4.2 roadster**	**Gooding/Aug 16**	**112,603**	**28,152**	**20.0**
1956	Lotus Eleven	Bonhams/Aug 14	133,676	74,257	35.7
1968	**Maserati Ghibli Spyder proto**	**RM/Aug 14**	**633,397**	**134,357**	**17.5**
1971	Mazda Cosmo	RM/Aug 14	77,415	50,544	39.5
1956	**Mercedes-Benz 190 SL**	**Gooding/Aug 15**	**84,453**	**27,511**	**24.6**
1960	Mercedes-Benz 190 SL	RM/Aug 15	126,679	33,271	20.8
1962	**Mercedes-Benz 190 SL**	**Bonhams/Aug 14**	**68,949**	**20,622**	**23.0**
1970	Mercedes-Benz 280 SE 3.5 coupé	Bonhams/Aug 14	63,320	19,853	23.9
1975	**Mercedes-Benz 450 SEL**	**ACA/Aug 22**	**1200**	**2550**	**68.0**
1965	Porsche 911	RM/Aug 15	119,642	40,308	25.2
1967	**Porsche 911S 2.0**	**Gooding/Aug 15**	**121,400**	**38,550**	**24.1**
1973	Porsche 911S 2.4 Targa	Bonhams/Aug 14	112,570	28,185	20.0
1986	**Porsche 911 Turbo**	**Bonhams/Aug 14**	**52,767**	**17,610**	**25.0**
1969	Shelby Mustang GT350	Bonhams/Aug 14	63,320	48,744	43.5
1952	**Siata 300BC Sport Spider**	**Bonhams/Aug 14**	**200,515**	**55,403**	**21.6**
1967	Triumph GT6 Mkl	ACA/Aug 22	5880	3620	38.1



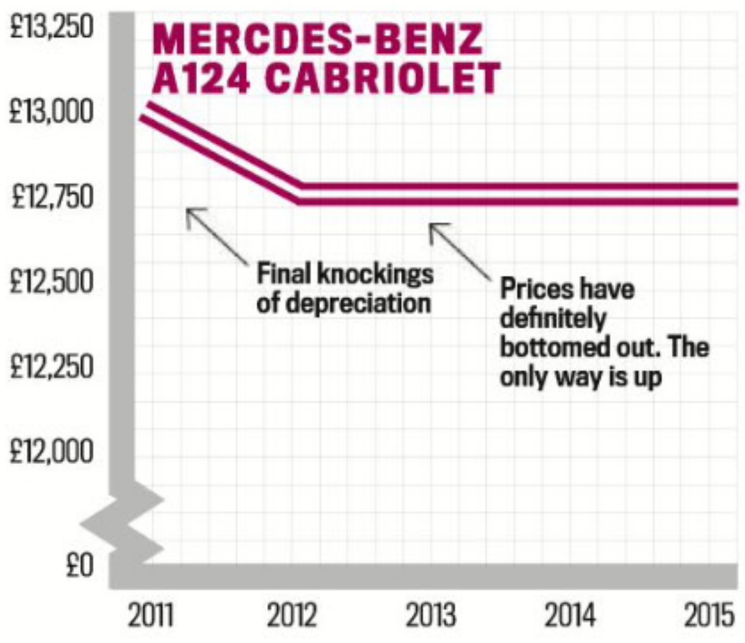
The A124 has yet to gain full classic status – make the most of its low profile now

exclusive and much more impressive. And with sensible-mileage cars still around for £15k they're real value. GSF Motors in London has a 1994 silver 72,000-miler with two owners and full history for £15k, while a private seller in Yorkshire has a 1993 in Blue Black with 50,000 miles for £18k.

These prices don't sound much for a Mercedes convertible with such tiny production numbers. Unerringly solid, the W124 ranks as one of the world's best-built cars, but somehow the A124 feels even tougher. There's a bit of scuttleshake, but you'll marvel at the cabin detailing, creamy six-pot 3.2 and smooth-shifting autobox. Air conditioning and leather add desirability, as does the Sportline pack with sharper steering and tweaked suspension.

Problem areas are few, but cylinder head gaskets can leak oil, front wings rust, the wiring looms degrade, and a new canvas hood is big money. Most were well cared for, so avoid cars without lots of reassuring dealer stamps in the service book. There was an E220 as well – only 789 right-hand-drive cars were imported – and Baker Brothers in Surrey has an untouched 14,000-mile '94 up at £24,990.

Exclusivity will bolster prices, but the A124 has yet to become an obvious classic, so take advantage of its low profile now. I'm amazed you can still buy perfectly decent 100,000-mile examples (that's no mileage for a 124) for less than £10k. And if you come across a super-rare E36 AMG version – only 14 were made in right-hand drive – snap it up. The Nineties E-Class cabriolet is an enormously exclusive Mercedes convertible that makes a reliable and charismatic neo-classic. Grab a good one at these tempting prices and you won't lose.



Long period of static values could indicate a rise is due

CLASSIC ON THE CUSP

BMW M6 Convertible

It offers staggeringly good value, huge pleasure and lots of profit potential



Cost new £90,000 Value now £22,000

If you want absurdly good cabriolet value look no further than the 2006-10 BMW M6. And I really do mean absurd – because you can own one for the same price as a fine BMW 635 CSi, Eighties Mercedes-Benz SL or Jaguar Mk2. On paper that makes no sense at all and on the road it doesn't either. The 500bhp 5.0-litre V10 has a torque band that seems to go on forever, 0-60mph comes up in 4.2sec, top end is a limited 158mph and the canvas hood disappears in only 20 seconds. It's a devastatingly quick, beguiling and effortless convertible with two extra seats for the kids and a decent boot for weekends away. Back in 2006 you'd have paid your BMW dealer close to £90k, but now reasonable mileage cars can be yours for £25k – or less. Peter Vardy in Aberdeen has a 2008 M6 cabriolet with dealer history and just 28,000 miles for £25k, while Benz Bavarian in Derbyshire has a 2006 version with 32,000 miles and history for £23,990 – about the same money as an average Triumph TR4. And that's daft.

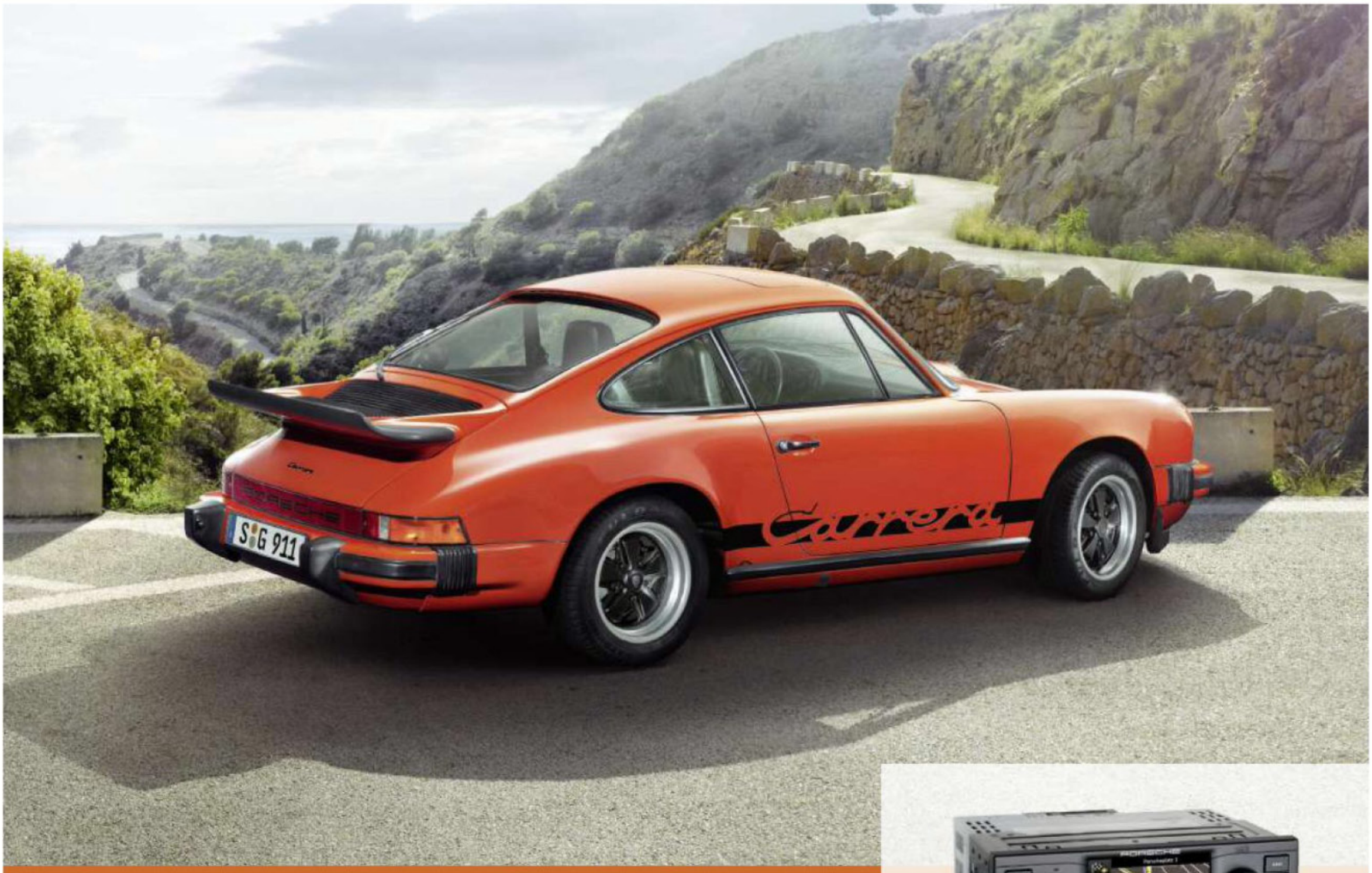
'Find a good M6 and you'll have one of the best value, fastest BMW convertibles ever'

US versions offered a slick six-speed manual, while Brits got SMG autoboxes with launch control, but the combination of blistering heave, V10 drum beat and cushioned refinement is what sets the M6 apart. Unlike the smaller-engined 6 Series, the 5.0-litre has a compelling split personality to become either a town boulevardier or a continent-munching missile. The standard Driving Dynamics package fine-tunes body control, suspension and gear-shifting to give a wide range of adjustable road responses. And while you could never call the M6 a hugely rare car, only 420 right-hand-drive European versions were built between 2006 to 2010, and after the M1, this is BMW's second fastest car ever. One thing's for sure though – its image is still enormously top-drawer with onlookers always giving this 17ft convertible lingering, admiring stares. The contentious rear end – dubbed Bangle's Butt after British designer Chris Bangle – isn't that bad, and seen in silhouette with the top down this is a handsome and imposing machine.

The M6 is definitely a future classic and while I wouldn't consider it an investment just yet (although it's bound to follow the upward trajectory of the M5 eventually), such epic performance and low production numbers mean it has definite collectable status with a heritage going back to the shark-nosed 635s.

And occasionally we need to consider the sometimes surreal value offered by modern neo-classics to traditional tweedy choices. I challenge you to climb into a £25k Jaguar Mk2, Mercedes 420 SL or Mini Cooper, then try a stint in an M6 convertible and not be totally blown away by the titanic difference in driving pleasure. Find a full-history, low-mileage early M6, use it gently for weekend fun and you'll be buying one of the best-value and fastest BMW convertibles ever. You may not be able to tinker with it, but you can drive hood-down from London to Paris in an afternoon and feel like you've had a memorable adventure. The M6 gives all the joy of a classic big convertible but none of the compromises. Check out the ads for used M6 convertibles – you really will be amazed.

MORE QUENTIN WILLSON p47





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*Classic Porsches up to 993 with a DIN-1 interface

PORSCHE

MARKET WATCH

Russ Smith finds history is repeating itself with over-optimistic estimates at Pebble Beach, sees yet more growth for the Lancia Aurelia and takes a fresh look at E-type values



MARKET MOVES

In the April issue I wrote about how the Scottsdale sales were a tale of overblown estimates, with most cars selling below them – showing that sellers' expectations were realistic beneath the façade.

Since then the auction houses must have collectively agreed that it was a good idea because the same scenario was played out at Pebble Beach.

You could be forgiven for thinking the market's starting to tank and it's time to press the panic button. Stand that index finger down. Having crunched the numbers the true picture is that, despite some models falling from favour, prices are largely still rising just not as steeply – and that has to be good news.

LANCIA AURELIA B24 SPIDER

Even in our current climate of sky-high prices, few cars can claim to be worth 25 times what they were 15 years ago. Lancia's pretty Pininfarina-penned Aurelia B24 Spider is one of that select club.

We should probably have seen it coming. In little over a year, just 242 were built before it was superseded by the more sensible B24 Convertible.

Under the bonnet is a 2.4-litre version of the first series production V6, all-alloy and engineered like an expensive watch. There were intakes of breath when I drove one for a feature four years ago and it had to be insured for £300k. Doesn't that figure look cheap now?

Yet there's no reason to believe their values have stopped climbing. The best could soon be topping £1m.

JAGUAR E-TYPE SIXES

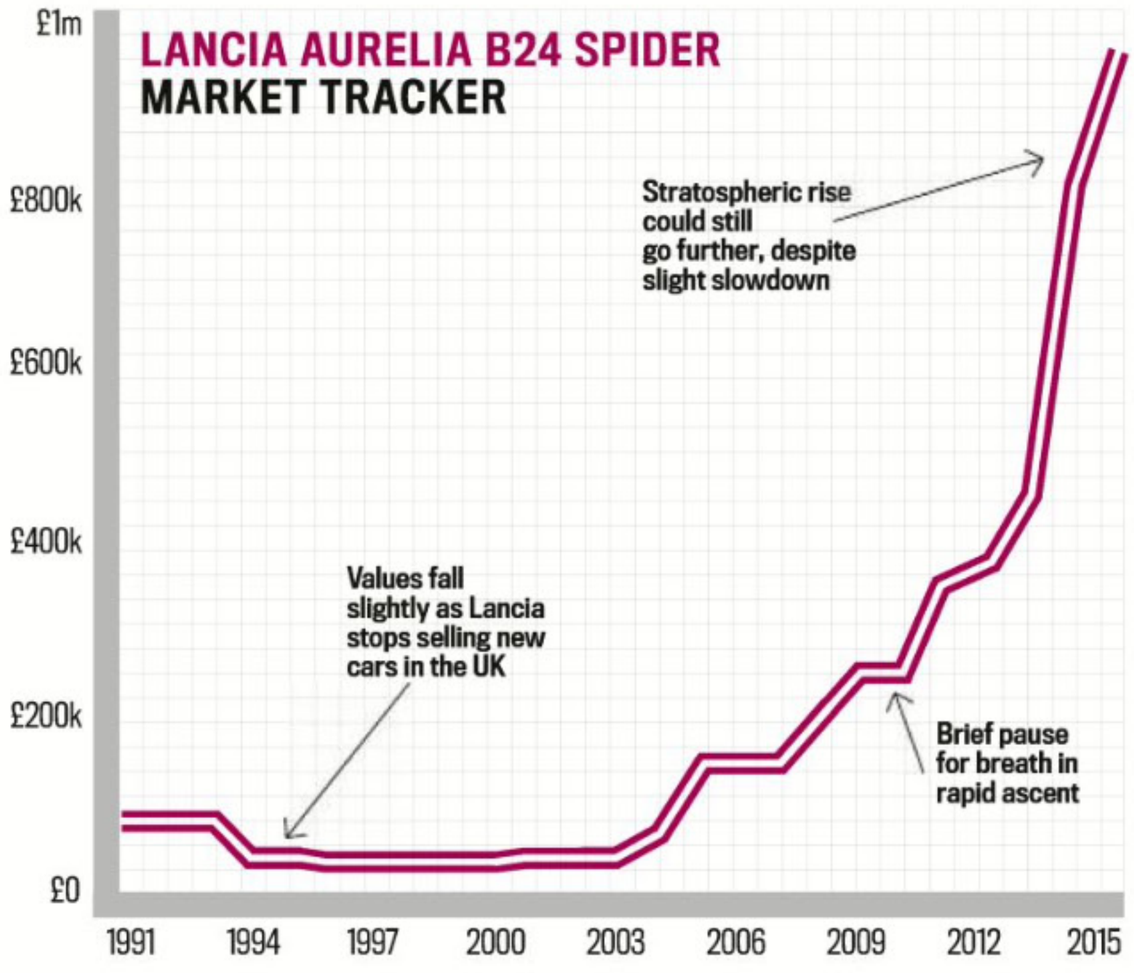
Yes, we did look at the six-cylinder E-types two years ago, but we're back again to highlight just how much the market has changed. Our table in 2013 showed just one in seven sales breaking into six figures. This time around it's 70 per cent of the roadsters and fhcs that have breached the £100k mark. But when you look at the number of those that have sold below estimate, it's clear that auction houses thought prices should, or at least could, be even higher.

So some sense has prevailed, though it's also clear that any quality E-type can now make good money, not just the previously favoured early cars. The market sees them all as a safe buy.

The SIIs aren't quite breaking out of the five-figure bracket, but they're not far off, and it's routine for S1 4.2 roadsters.



Beautiful to look at and rare, it's no wonder Lancia Aurelia Spider values have surged



If you bought your Aurelia in the Nineties, you must be glad you didn't wait longer

ANALYSIS JAGUAR E-TYPE



It's not just early E-types that are drawing auction attention – any fine six-cylinder is treasured

YEAR	MODEL	Which sale	Estimate	Sold for	% diff.
1961	E-type 3.8 roadster	RM/15.8.15	191,139	186,500	-2.4
1961	**E-type 3.8 roadster**	**RM/15.8.15**	**239,923**	**165,387**	**-31.1**
1961	E-type 3.8 roadster	Bonhams/14.8.15	140,755	105,534	-25.0
1962	**E-type 3.8 roadster**	**Bonhams/14.8.15**	**134,357**	**128,400**	**-4.4**
1964	E-type 3.8 fhc	Silverstone/26.7.15	50,000	45,000	-10.0
1964	**E-type S1 4.2 roadster**	**Bonhams/26.6.15**	**120,000**	**124,700**	**3.9**
1965	E-type S1 4.2 roadster	RM/14.8.15	159,949	123,160	-23.0
1965	**E-type S1 4.2 fhc**	**Bonhams/26.6.15**	**140,000**	**214,300**	**53.1**
1965	E-type S1 4.2 fhc	Bonhams/14.8.15	118,362	126,641	7.0
1965	**E-type S1 4.2 fhc**	**H&H/29.7.15**	**42,500**	**56,560**	**33.1**
1966	E-type S1 4.2 roadster	Gooding/15.8.15	143,955	126,679	-12.0
1966	**E-type S1 4.2 roadster**	**RM/14.8.15**	**175,914**	**204,095**	**16.0**
1967	E-type S1 4.2 roadster	Gooding/16.8.15	153,550	112,603	-26.7
1967	**E-type S1 4.2 roadster**	**RM/14.8.15**	**183,941**	**126,679**	**-31.1**
1968	E-type SII 4.2 roadster	Silverstone/26.7.15	90,000	94,500	5.0
1970	**E-type SII 4.2 roadster**	**Brightwells/15.7.15**	**47,500**	**48,160**	**1.4**
1971	E-type SII 4.2 roadster	H&H/29.7.15	45,000	52,640	17.0

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

1955 Jaguar XK140 MC Roadster ▲ £133,676

BONHAMS, AUGUST 14. In a Monterey week where above-estimate results were the exception, it was pleasing to see Jaguar XKs return to form after a fall from favour last year. Several scored well, but the champ was this 140 Roadster, in 210bhp MC spec, the US equivalent of the SE. Its trophy-winning restoration was completed in 2012, and it also features a five-speed gearbox. The £83,000 estimate did look on the light side, but not to the extent of the £50k it was eventually surpassed by.



1973 Alfa Romeo Montreal ▲ £70,377

RM SOTHEBY'S, AUGUST 14. Here is a prime example of how things played out at most of the sales in Monterey. On the face of it, this Montreal could appear to have disappointed, selling at nearly £20k below bottom estimate. But that's because of all the over-cranked estimates that were being attached to cars. The price paid is actually £10k over 'book', but completely deserved in this case as it was such an outstanding Alfa, recently expensively restored for a Pebble Beach concours judge.



1950 Bristol 402 DHC project ▲ £104,540

BONHAMS, SEPTEMBER 5. With around 22 built the Bristol 402 drophead is rarer than a 250 GTO and even less often seen on the open market. That makes them very hard to value, but given this car's need for complete restoration, having been stored since 1971, Bonhams made a fair stab with its £50k top estimate. At more than double that it looks on the high side, but that's auctions for you. By way of comparison, twice as many 405 DHCs were made, and this would buy you a very nice one of those.



Volkswagen Golf GTI Mkl ▲ £16,100

BONHAMS, SEPTEMBER 5. Don't say we didn't tell you – here's hard evidence that people are now willing to pay big money for the right small hatchbacks. And bear in mind that this was only a lovely example, not a perfect one. The low total 65,000 miles from new obviously helped, as did thorough refurbishment nine years ago and complete lack of mods. But the original interior was understandably showing some age. So what does that make a trophy-chasing GTI worth – will we see £20k soon?



1951 Austin A90 Atlantic ▲ £24,937

ANGLIA CAR AUCTIONS, AUGUST 22. Depending on how you look at it, this was either a lot of money for an odd old Austin, or a massive discount on the £65,000 that had been spent on its restoration. Though that was carried out in the late Nineties, the owner then died in 2001 and his Atlantic has been dry-stored since, so still looks fresh – though the bumpers could do with rechroming. Sort that and this is not a massively costly way to hit the show scene or perhaps head for Goodwood next year.



1999 Ferrari 550 Maranello ▲ £110,250

SILVERSTONE AUCTIONS, SEPTEMBER 4. Just two years ago we road-tested a one-owner 550 Maranello with 29,000 on the clock and it seemed like all the money at £69,995. What a buy that now looks. Silverstone's had covered nearly 44,000 miles in the hands of six owners, so the £65-75k estimate seemed fair. But when the Ferrari market decides it wants something, it really wants something, hence the price paid here. I can hear the rustle of plastic numbers as dealers quickly reset their prices.





Ferrari 250 TdF made £4.76 million at RM Sotheby's Battersea sale

RM's eurovision night

You can't really call a sale where nearly £16.7m changes hands disappointing, but more than a quarter of that was accounted for by RM's Ferrari 250 TdF catalogue cover car.

A nice example with period race history, it sold for an all-in £4.76 million, mid-estimate and market-correct.

Second biggest seller was also a Ferrari, a left-hand drive 250 GT Lusso from a French owner that made £1.23m.

But a lot of the other star cars in Battersea didn't sell – including collector staples like a Mercedes-Benz 300 SL and a Ferrari Daytona Spider – on a night when 27 per cent of the 75 cars on offer failed to find new homes. Of the 55 that did sell, a fair chunk – nearly a third – went for below their low estimate. That seems to be a running theme this year – high estimates but lowered seller expectations.

It cannot have helped that the Concours of Elegance event this sale is partnered with was this year held in Edinburgh, but the cosmopolitan nature of the sale was also notable. RM was obviously expecting a widely European rather than home-based audience as only 21 of the cars on offer carried a UK registration.

DEBUT SALE FOR CLASSICS CENTRAL

It isn't easy breaking into the crowded classic auction market, but Classics Central now has a first sale under its belt. The firm rounded up 52 cars for its debut at Bedford Autodrome, selling 30 for a sale rate of 58 per cent. The bigger-ticket lots proved hardest to sell, and the top result on the day was £14,575 for a 1970 Citroën DS20 Pallas. Smartly bought for slightly below bottom estimate, it had been restored six years ago and had a pretty two-tone turquoise and ivory interior.

Classic Central founder Justin Lazic was upbeat about the experience, 'The free parking and indoor venue were big hits with the buying public and we already have 15 lots consigned for our next sale on Sunday November 8.' See classicscentral.co.uk for details.

1970 Citroën DS20 Pallas sold for £14,575 at Classics Central's first sale

IN BRIEF



ARTCURIAL HEADS EAST

Paris-based auction house Artcurial is to hold an auction in Hong Kong on October 5-6, which alongside artworks will include a 1961 Mercedes-Benz 300 SL Roadster. MD Matthieu Lamoure says, 'We are proud to bring this wonderful car to Hong Kong and will for the first time offer at auction a collectors' car in Asia.' Estimate is £850,000–£1.25m. This sale is bound to fuel speculation about China opening its doors to the import of classic cars, though experts feel this is still several years in the future at the least.



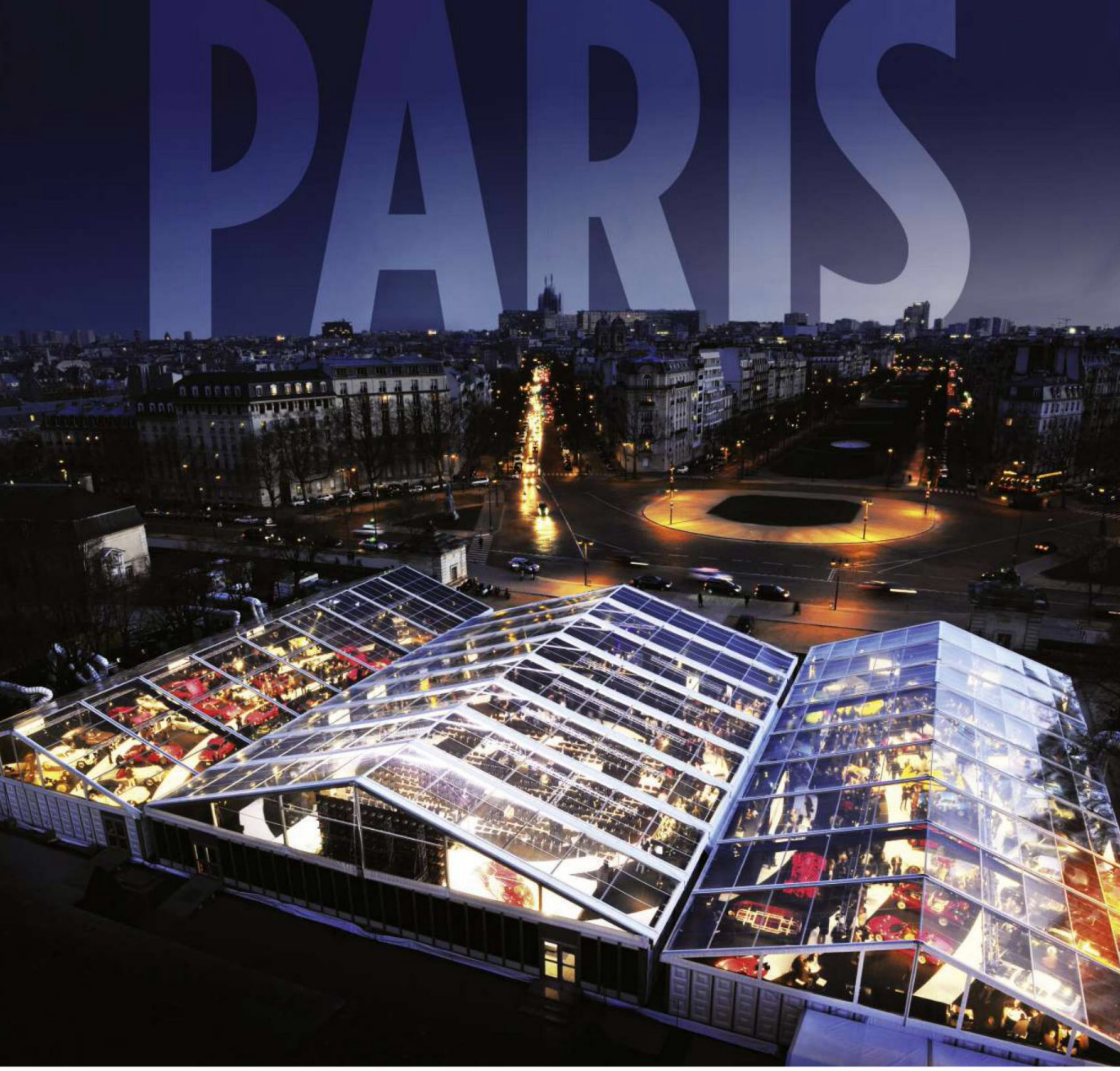
BENTLEY FOUND IN HOUSE

Vintage car specialist William Medcalf has unearthed a 1928 Bentley 4½ Litre Drophead in Kew, dismantled and spread around the deceased owner's house. Having pieced it all together, from the engine block in the hallway to the body panels on the garage roof, Medcalf has reassembled the car leaving everything exactly as found, apart from replacing some of the body's wood frame that had rotted away and making it run again. It has now been put up for sale. See themedcalfcollection.com for details.



ACA'S GRAND DESIGN

At its November sale, Anglia Car Auctions hopes to pass a significant milestone – that of having sold more than 1000 classics in a year, which is 25 per cent more than it achieved in 2014. After four sales the running total is 900, and ACA is now busy consigning lots for this season's final sale. ACA's Rob George told us, 'We wanted to do something special for our 20th year, so this was a little target we set ourselves. We're also giving away a classic car in a free prize draw at the November sale.'



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TEMPTATIONS

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



1962 AUSTIN WESTMINSTER A110
For sale at Brightwells, September 23, brightwells.com
Why buy it? Owned by the same family from new, this Westie has the Borg-Warner automatic gearbox option and has covered just 57,000 miles. Stored for 29 years, it was recommissioned and fitted with new sills in 2011. **Price estimate** £4500-£5500



1935 RILEY MERLIN 9HP
For sale at Dorset Vintage & Classic Auctions, Dorset, dvca.co.uk **Why buy it?** Keenly estimated, this pretty Thirties saloon has had just four owners in 80 years. It comes with a large history file packed with specialist invoices. **Price estimate** £10,000-£12,000



1976 JAGUAR XJ12 COUPÉ
For sale at H&H, Duxford, Oct 14, handh.co.uk **Why buy it?** Never mind that it needs plenty of restoration work after years in storage – you're looking at the actual prototype XJ coupé driven by John Steed (Patrick Macnee) in *The New Avengers* TV series. Still wears its Broadspeed bodykit and racer wheels. **Price estimate** £10,000-£12,000



1980 PORSCHE 911 3.0 SC TARGA
For sale with Hexagon Modern Classics, N London, hexagonclassics.com
Why buy it? You rarely see 911s like this – aircon, forged alloys, Navy leather sports seats...and just 12,950 miles from new. Originally delivered to Malaysia, the only downside for some might be the Sportomatic automatic gearbox. **Price** £49,995

1936 WANDERER W25 K
For sale at Bonhams, Pennsylvania, Oct 5, bonhams.com/cars
Why buy it? This is a rare opportunity to acquire one of these supercharged period rivals to the BMW 328. A mellowed older restoration, it has been in two European collections for decades and has never before been offered for public sale.
Price estimate £230,000-£290,000



1967 CITROËN DS21 DÉCAPOTABLE

For sale at Bonhams, October 9, bonhams.com/cars
Why buy it? Stunningly straight and well presented example of a French style icon in perhaps the perfect colour combination. Currently Swiss registered, it shows fewer than 85,000km (52,000 miles) and is good value within estimate.
Price estimate £87,000-£130,000



1959 CADILLAC ELDORADO BIARRITZ

For sale at RM Auctions, October 8, rmsothebys.com
Why buy it? Just 1320 were built. This Biarritz convertible was restored in the Nineties and kept in collections since. Retains its factory air-assisted suspension. **Price estimate** No reserve

UPCOMING SALES

SEPTEMBER

Wed 23, Herefordshire. Brightwells, Easters Court, Leominster. **brightwells.com**
Sat 26, Denmark. Bonhams' Frederiksen Collection sale, Ebeltoft. **bonhams.com/cars**

OCTOBER

Mon 5, Pennsylvania, USA. Bonhams' Preserving the Automobile sale, Simeone Foundation, Pennsylvania. **bonhams.com/cars**`
Wed 14, Cambs. H&H Classics, Imperial War Museum, Duxford. **handh.co.uk**
Thu 15, Dorset. Dorset Vintage & Classic Auctions, Athelhampton House, **Dorchester. dvca.co.uk**
Sun 25, Northants. Silverstone Auctions' Porsche sale, Wing building, Silverstone Circuit. **silverstoneauctions.com**
Tue 27, Surrey. Barons Auctions' Autumn Classic sale, Sandown Park, Esher. **barons-auctions.com**
Fri 30, London. Bonhams' London to Brighton sale, New Bond Street. **bonhams.com/cars**
Fri 30, Dorset. South West Vehicle Auctions' classic sale, Parkstone, Poole. **swva.co.uk**
Sat 31, Warwickshire. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. **classiccarauctions.co.uk**

NOVEMBER

Sun 1, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. **charterhouse-auction.com**
Sat 7, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. **angliacarauctions.co.uk**
Sat-Sun 14-15, Birmingham. Silverstone Auctions' Classic Motor Show sale, NEC. **silverstoneauctions.com**



1972 ASTON MARTIN SOTHEBY SPECIAL

For sale at H&H, October 14, handh.co.uk
Why buy it? This DBS V8 is the first of the three Ogle-designed Sotheby Specials. It was displayed at the Montreal and Geneva shows but then part-dismantled and never road-registered. Since then it has been stored for more than 40 years.
Price estimate £100,000-£120,000



1974 FIAT 124 SPORT SPIDER

For sale at Luzzago, Brescia, Italy, luzzago.com
Why buy it? This is a sought-after first series twin-cam 124 Sport Spider with matching numbers, 90bhp 1438cc engine and five-speed gearbox. Refreshingly unmessed with, apart from the wider steel wheels, and in an unusual and pretty colour.
Price £12,300

BARN FINDS

Nigel Boothman reports on a Hudson with UFO history and a Capri MkIII dragged out of a Nottinghamshire lake

STAR FIND



HUDSON ITALIA Tippy-toes stance betrays the fact that this car's non-standard Chevrolet V8 and four-speed gearbox are missing. Italias originally had a rather more prosaic straight-six and three-speed gearbox



Italia's spaceship styling was no doubt a major factor in attracting its 1950s owner – a UFO expert



Stylish interior looks like it will need remarkably little work to bring back up to scratch

Hudson Italia

An extraordinary Hudson Italia sold at Gooding and Company's Pebble Beach auction in September for $154,000 (£98,630) despite missing its engine and transmission. It has lived in a garage in San Jose, California since the mid-Seventies and is one of the rarest of the Fifties American-Italian confections.

Detroit often turned to Italy when it needed an injection of style or kudos – or just affordable coachbuilding – for its halo models and show cars. In this instance Hudson chose Touring of Milan.

The company launched the Jet – a saloon notable mainly for its dumpiness and general lack of jet-like features – in 1953. However, its substructure proved suitable for a two-door grand tourer that Hudson commissioned Touring to build.

Touring's Carlo Anderloni worked with Hudson's chief stylist Frank Spring on a design that looks more like a show concept than a production model. The air intakes above the headlamps and behind the front wheels, startling bumper peak, doors cut into the roof and rocket launcher tail lights were a step too far, even for the automotive excesses of mid-Fifties America.

It seems that 25 production cars were commissioned after the prototype – which was the minimum requirement for Carrera Panamericana class homologation. Tackling this gruelling event seems ambitious for a car with a 114bhp six-cylinder engine and three-speed gearbox, but any chance of a race entry seems to have died following Hudson's merger with Nash in 1954.

This car was fitted with a Chevrolet V8 and a floor-shift four-speed gearbox at some point but this too has been removed.

Ogle Aston Martin DBS V8

This remarkable DBS V8, also known as the 'Sotheby Special', looks like a radical concept car at first glance. And yet it could

WORTH RESTORING

1955 HUDSON ITALIA

Restoration estimate: £50,000

As a historic curio from a famous Italian *carrozzeria*, the Italia is certainly worth restoring. Touring's Superleggera construction is hard to assess without peeling panels off to examine the steel tubes beneath, but the signs are good – the bodywork shows no crash damage or paint bubbles and door fit looks decent.

A correct Hudson engine and transmission would be neither difficult nor expensive to source and the interior appears to be merely marked rather than damaged. Nonetheless, a top-quality repaint is desirable and costs could soon add up with attention to chrome, wiring, running gear and show-standard detail finishing all required.

Restoring cars so rare that there is no established market for them is risky. Also bear in mind the 'Goodings effect' – the firm consistently achieves off-the-chart results – and you wonder if the finished car would command as much. The solution? Give it to Goodings when it's done, and let the next owner bask on Pebble Beach's lawns.



OGLE ASTON Designer Tom Karen describes original show car as a 'mule'



Distinctive brake lights increased in intensity the harder the pedal was pushed



Vivid interior was cannibalised to help keep later road cars going



ISO FIDIA Scruffy, but ultra-rare right-hand-drive Fidia is rumoured to have once been ordered by a rich sheikh



Ford/Chevrolet V8s jarred with Iso's hefty price



Unique interior will be extremely difficult to replicate



Unusual saloon made a relatively modest £7000 at auction, but restoration costs are likely to be high

have been so much more. Only three were ever built – one show car; one fully registered roadworthy car; and a further car that was commissioned by a private individual after the initial project ended. All three survive though the show car has only just come to light after 40 years in storage.

It's far from pristine, with a badly rusted floor, tatty GRP bodywork and parts such as the front seats completely missing. Tom Karen was Ogle's managing director at the time and designed the car. 'This was a kind of dummy car – never a runner – we built for exhibition in Canada and Geneva,' he recalls. 'We may have taken bits off it for one of the runners.'

That fits with the information provided by Paul Lovett, the man consigning it for sale on behalf of the car's current owner. 'The front seats and a few other bits were always missing and apparently removed to use on the first roadgoing car,' he says. 'Apart from that, it's pretty much complete, including what seems to be only the second V8 engine Aston Martin ever made.

'Everything is there to make it into a road-legal car so we're in the process of applying for a registration document.'

The cars were commissioned by tobacco merchant WO Wills & Co to promote a premium cigarette brand called Sotheby, hence the eventual name. They featured such interesting ideas as a single side-facing rear seat and striped Triplex glass to admit lots of light without the glare.

'It was a good design with innovative features,' says Karen. 'One such was the progressive braking communicated by the rear lights. This was in 1972 and is being rediscovered now, I believe.'

Karen describes the car as a 'mule' because it was never intended to be driven on the road, but Aston Martin investors may well compete for the chance to drive it when it's offered at H&H's Imperial War Museum sale at Duxford on October 14.

Iso Fidia

It's hard to imagine handing over a large cheque for a new Iso Fidia and then thinking, 'Drat, it's not unusual enough. I must personalise it.' Yet that seems to be precisely what happened to this rather mouse-eaten example. Tom Lynch of Historics at Brooklands, the company tasked with selling the car at auction on August 29, explains. 'The tale among members of the family is that the car's first owner was a sheikh who had it fitted with this custom interior. It's a very thick textured velour, almost like carpet. I don't know how you'd replace it but it's such a unique feature of the car that it would be a shame to lose it.'

The Fidia has been stored since the mid-Eighties and is a rare right-hand-drive version of an already scarce model intended to compete with the Maserati Quattroporte. Humble Chevrolet and Ford mechanicals – but Rolls-Royce prices – restricted sales to



FORD CAPRI Mysterious MkIII emerges from its watery grave in a Nottinghamshire lake. Was it stolen and later dumped there?



Surprisingly solid-looking Capri was found to be half-filled with sand and home to a family of large eels



TRIUMPH TR6 Magenta car vanished after this snap was taken



Car seemed complete, bar the odd piece of trim



Sound but scruffy interior looked salvageable

just 192 examples. It was bid to £7000 and surely deserves to live again, although restoration costs are likely to be daunting.

Ford Capri MkIII

The one-time owner of a Ford Capri MkIII found during a 'routine weed inspection' at a Nottinghamshire lake may be in for a surprise if it turns out to have been stolen. It appears that this Y-reg example was taxed in 1993 but officers from Nottinghamshire police have failed to find a reported theft involving the car because it dates back to a time when few records were computerised.

This means a frustrating wait for those who have already expressed an interest in the car, including Olympic speed-skater and local car enthusiast Jack Whelbourne, who has suggested a happy fate for it.

'I think it would be good to get local businesses involved in the restoration of the vehicle. Then we could auction it off and donate the money to a local charity,' he said in an interview with the *Nottingham Post*.

Police divers called to drag the car from the lake faced considerable challenges as Detective Sergeant Nick Sawdon describes. 'It was half full of sand so we had to use lifting bags and winches to recover it. We always rescue the fish that are left in car footwells on recovery and this one gave us another surprise with a family of four very large eels. The daddy of them all was as big as my arm.'

Triumph TR6

Classic Cars reader Richard Smith of Moreton-in-Marsh in Gloucestershire wrote to tell us of one that got away – a magenta Triumph TR6 he spotted while out running.

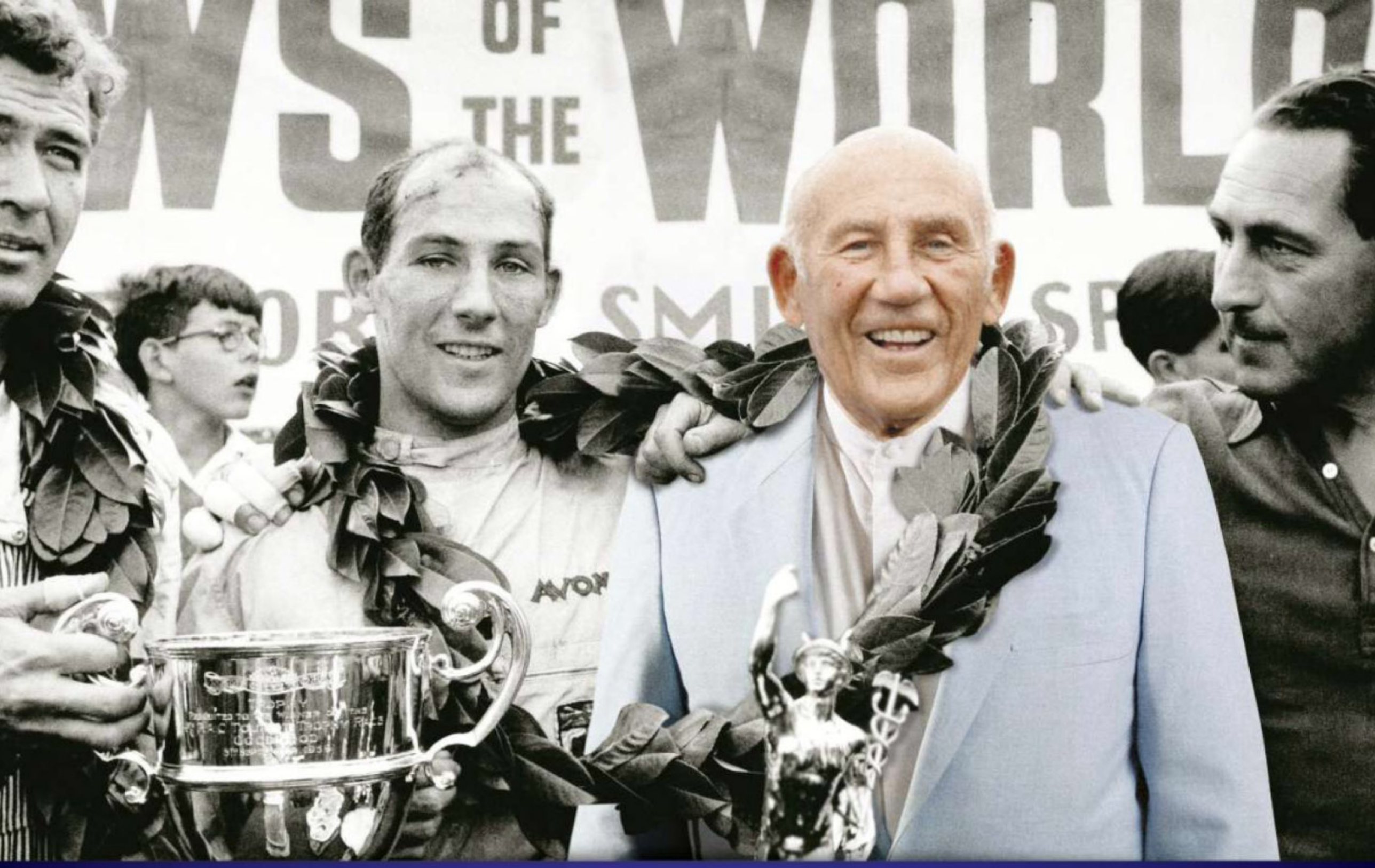
'The car was outside a backstreet garage,' he says. 'I contacted the owner, who said it belonged to a customer who had brought it in for repair two years earlier and never came back for it. I asked him to try to contact the owner because I was interested in buying it. He jokingly recalled a customer who had worked at the Triumph factory seeing the car and remembering how everyone had said magenta would never sell!

'But he never got back in touch after that and a few weeks later the car had gone.'

BARN FINDS
IN ASSOCIATION WITH Chopard



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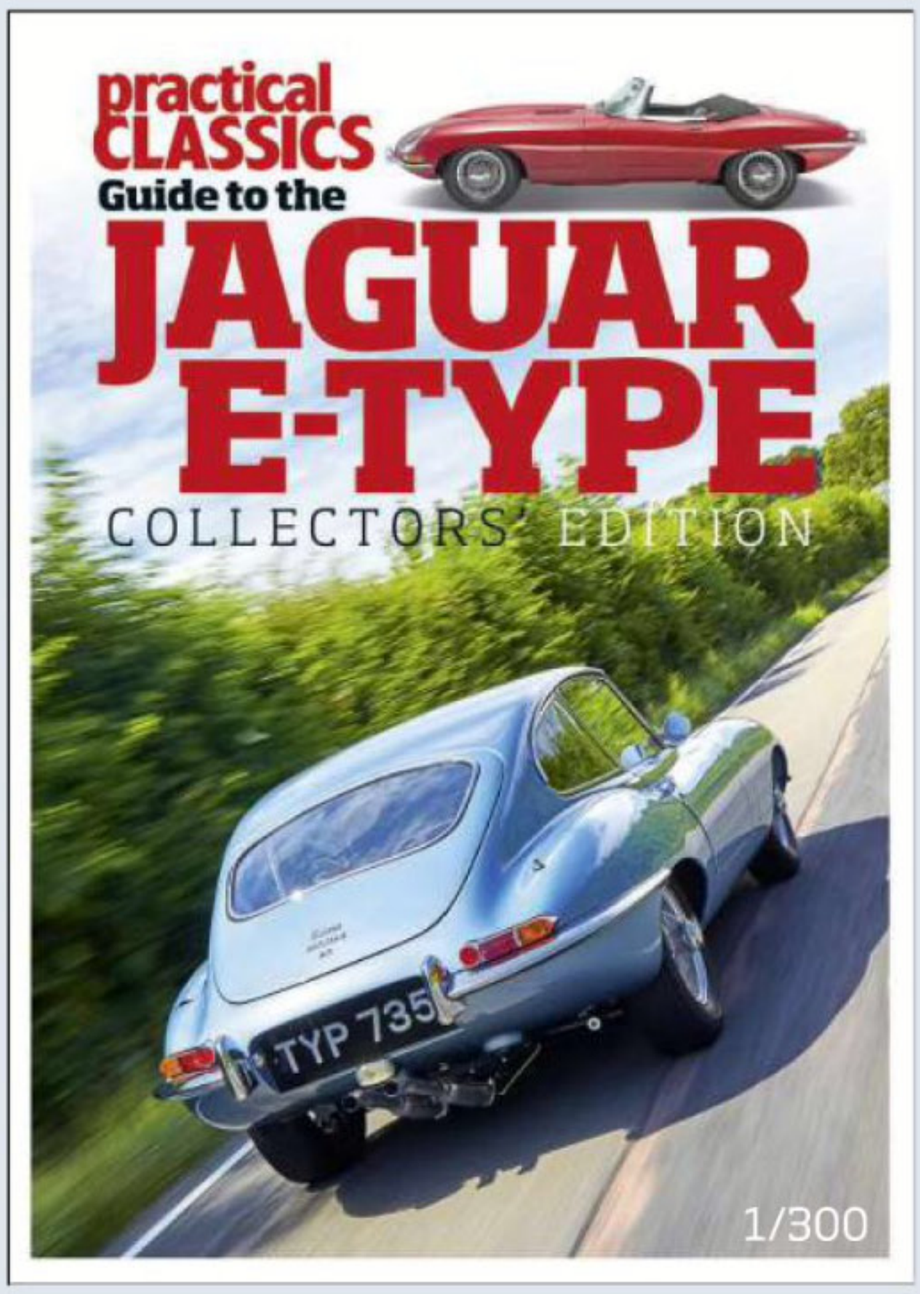
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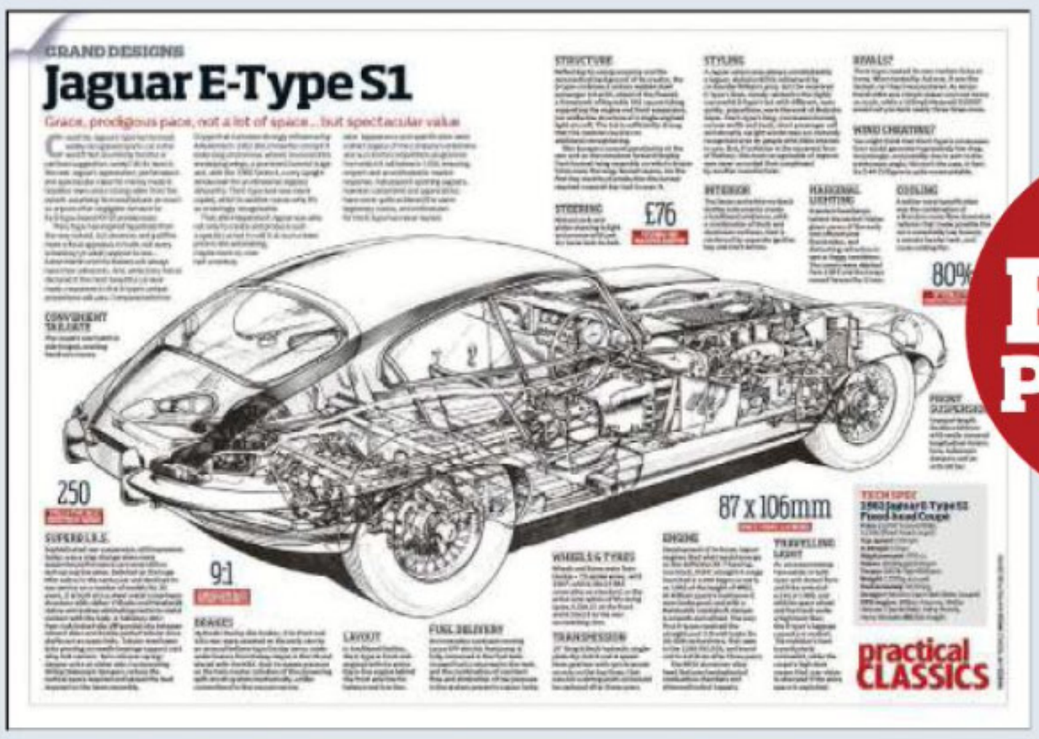
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QUENTIN WILLSON

It seems a market correction is going on – and Quentin says it's about time too



Maybe it was the rain, anxieties about China or the looming shadow of an interest rate hike, but this summer's UK auction results suggest there might be some gentle market adjustment going on.

Looking through the numbers, many feel like they belonged in 2012 and there were quite a few very nice cars that seemed on the cheap side. Historics '68 Maserati Quattroporte II – bought new by the Aga Khan for his mum – had just 45,000 miles, supporting history and was in lovely nick so £50k didn't sound a lot at all. Neither did £23k for a '65 Sunbeam Tiger or £23k for a special-order two-door 1990 Hooper Bentley Turbo R with 24,000 miles.

At July's H&H sale I thought £15k was fair money for the ex-Freddie Truman OBE '67 Rolls Mulliner two-door coupé and £25k for a sparkling 40,000-mile Ferrari 400i seemed on the light side too. The August CarFest Classic Car Auctions sale saw a mint '88 XJS V12 convertible with 16,000 miles knocked down for £17k, an '87 Ferrari Mondial 3.2 with 40,000 and full history went for a reasonable £24,000 and a mint '73 E-type V12 roadster with 60,000 miles made only £58,300. These were warranted-mileage classics in fine order, sold for less than last year's money.

Reserves are becoming more sensible than we've been used to and auctioneers have clearly been advising sellers wisely. We've all been holding our breath thinking that the bull market of 2014 wasn't sustainable and perhaps here in the UK we're seeing the first real signs of a natural and controllable slowdown. Even ACA's August event (always a telling barometer of grass-roots enthusiasm) saw a reasonable lhd Merc 230 SL Pagoda sell for £25,000, a smart and shiny '62 3.8 E-type fhc make £49,000 and

> 'Perhaps here in the UK we're seeing the first real signs of a natural and controllable slowdown'

a very decent '52 MG TD lhd change hands for £13,650. At the same sale one of the nicest early Stags I've ever seen, unrestored but beautifully kept with 59,000 miles and reams of history, sold for £11,130. That's a fraction of what you'd pay to create a similar car in the same condition. And when we're seeing mint cars sell for considerably less than restoration costs, you know that something's up.

Some metal that hadn't been previously hyped did well. H&H's 29,000-mile Sapphire Cosworth made £25k, a 30,000-mile '78 Capri 3.0 Ghia sold for £11,760 while a '77 Escort 1300 sport drew £9605. Brightwells hit a record £60k for its JD Classics-prepared Jaguar MkI 3.4 but only scored £17k for the first pre-production MGC GT. In '99 Christies sold the same car for £15k. And how do you value a '73 MGB GT with just 999 miles from new? Certainly more than £10k, but that's exactly what this unique and as-new B made.

At the upper end of the market the high rollers in the US spent huge sums but when you look closely most things are actually running at 2011-13 levels. The mythic Ferrari market seems to have cooled and Hagerty's Classic Car Index reports only a one per cent gain in prices over the past five months. German classics and US muscle cars look fairly flat too.

But don't panic – this is just the healthy market correction we've been waiting for and knew would come. We should be glad that common sense is being applied at last.



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.



This Maserati Quattroporte II, formerly owned by the Aga Khan's mother, sold for just over £50,000

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TOM TJAARDA

Tom recalls experiencing Pietro Frua's creative powerhouse in his early days in Turin



August 15 is a national holiday in Italy known as *Ferragosto*. The whole month is a holiday period, but on that particular day everyone is on vacation and the cities are emptied. In 1958 I arrived in Turin on that date. The city was deserted and the Porta Nuova train station seemed like an open-air theatre out of season.

This gave me the opportunity to explore the city before contacting Luigi Segre, owner of Ghia, who was also on holiday. Turin was a beautiful city with vast green areas and numerous squares and monuments. What I found particularly striking were the beautiful trees and antique villas in the surrounding hills.

That first impression gave me the aspiration to live in those hills some day. After spending my first two years in a downtown *pensione*, I managed to find a place in a charming little residential complex in the hills, not that far from downtown Turin – a nice top-floor apartment with a terrace that overlooked the city. And by pure chance, living in that same complex was Pietro Frua.

While studying at the University of Michigan I had got into the habit of often reading Italian magazines such as *Domus* and *Stile Industria*, in which Pietro Frua often appeared with his projects published alongside those of Farina, Bertone, Vignale and Ghia. For me at the age of 24, Frua was one of the most admired styling designers in the world, at a time when Turin had become the epicentre of car design and coachwork creativity was at its peak.

The craftsmen of Turin could construct hand-built functional prototypes and the *Salone dell'Automobile* show had become the mecca of car design, attracting the most important automotive manufacturers from around the world. It was this type of activity and expertise that made Torino so famous. Frua had a small but well-equipped facility where he designed and constructed his cars, made full-size drafts and created wooden bucks used by panel beaters to construct running prototypes. It was a complete workshop, every bit as much as the other famous Italian creative powerhouses.

> 'Frua had no time to spend on anything other than designing and creating prototypes of all sorts'

Every now and then I would visit his workshop – and I still have vivid memories of his office full of magazines, sketches and models. There were numerous quarter-scale models of Maseratis, Jaguar sports cars and elegant four-door saloons. His office and workshop were always full of objects; it was like a living museum and throughout the years we were acquainted it never changed.

Frua had no time to spend on anything other than designing and creating prototypes of all sorts. The range went from mass-produced cars to limited-series sports cars. The Maserati brand was predominant, but the custom-built Rolls-Royces and personalised Lincolns and Bentleys commissioned by Indian maharajahs and eastern princes for big-game hunting also made an impression. It was a fascinating and flourishing business.

I had already been in admiration of Pietro Frua as a stylist during my years as a student of architecture and became even more so when I got to know him in person, as I observed first-hand his skill and all the projects that he created over the years in that little 'big' workshop of his.



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



Photo: Gooding & Co/Mathieu Heurtault

Frua's workshops were filled with prototypes, often for Maserati, like this A6G/54 Berlinetta

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SIMON KIDSTON

A paper chase for a car with a family connection proves addictive



On an August day in 1955 a Weybridge garage owner was scanning the adverts in his motoring magazine when one caught his eye. '3.3-litre supercharged model for sale, drophead coachwork, excellent condition, one owner.'

The legendary French marque's founder had died several years earlier, heartbroken by the loss of his talented son Jean in a testing accident. The Molsheim factory, now a shadow of its former self, had attempted to revive its post-war fortunes with warmed-over older models, the occasional Quixotic foray back into racing and a meagre income servicing customer cars, but its days were numbered. Undeterred, its loyal supporters rallied the faithful to ensure club grids and gatherings were always full and kept the Bugatti legend alive. Our Weybridge garagiste was intrigued. A telephone call later, and an appointment to view the car had been made.

Seventeen years earlier a young British naval officer had stepped off HMS *Vulcan* in the spring sunshine of the Cote d'Azur. A short taxi ride later and he was greeted inside the showrooms of Ernest Friderich in Nice, Bugatti's agent for the region. By the time the taxi returned him to his ship, his order for a new car had been placed.

A gentleman driver with the need for speed and an eye for style had some exciting choices in 1938. Bentley, by now under Rolls-Royce ownership, could provide a silent sports car with the finest build quality and elegant, restrained styling. Lagonda offered its take on the theme, with perhaps even greater sporting pretensions and a comparable price tag. If you were adventurous, exotic Alfa Romeo produced a fine 2.5-litre, six-cylinder model which was busy winning races across Italy and could

> 'Its rakish red two-seater coachwork was just to the taste of any young man in a hurry'

be had with handsome local coachwork or, for the lucky few with a virtually limitless budget, the flagship 2.9-litre blown model.

Our 28-year-old lieutenant, though, had long been an admirer of Alfa's French rival and already owned a twin-cam racing version. His car would be ideal for long-distance trips with his wife and baby son, and when he arrived in Paris to collect it the following spring he wasn't disappointed. Its rakish red two-seater coachwork was just to the taste of any young man in a hurry, and with almost 200bhp available thanks to its supercharged straight-eight, performance matched the roar of the exhaust.

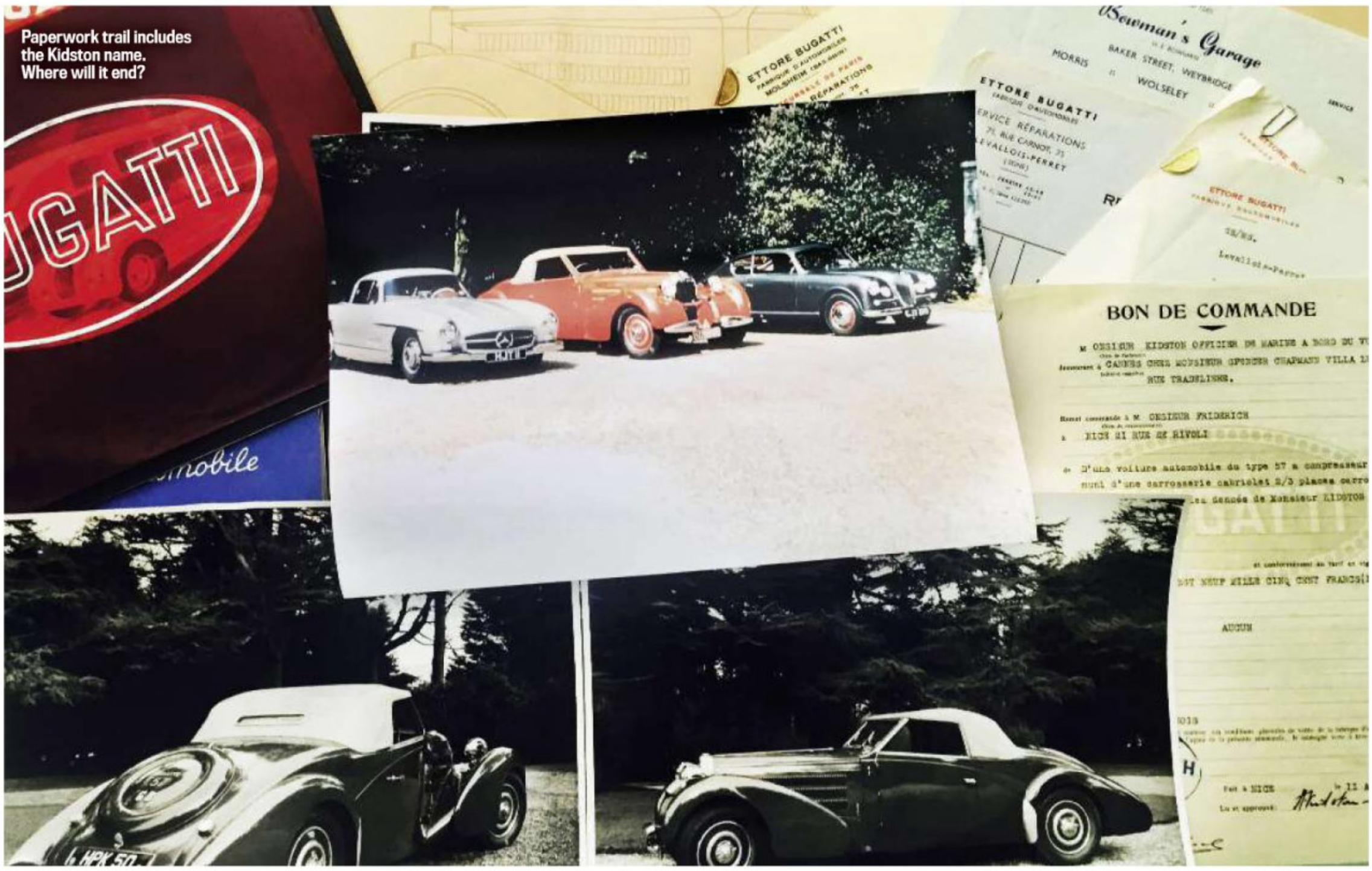
There was little time to enjoy his new bolide before war intervened, and it spent the next six years under dust covers at the family's country house, until VE Day finally arrived and its owner returned home. Mice had taken their toll on the upholstery, so the car was despatched to liberated France to be refreshed for peacetime enjoyment.

By the mid-Fifties, though, its charms were no longer what they had once been. An Italian pretender to its owner's affections had arrived, and just recently a futuristic German upstart appeared to be receiving all his attention. When one day a stranger arrived to take a close look at the Bugatti, and shook the owner's hand with a smile before leaving, its time had come.

Our Weybridge garagiste was pleased with his purchase. So pleased, in fact, that it became part of his family for no fewer than 43 years. Curious how it ends? Stay tuned.

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.



Clockwise from far left: Jaguar XKR, BMW 840Ci, Mercedes-Benz SL500, Chevrolet Corvette L-98, TVR V8S, MG RV8

HOW TO S

TEAL A V8

They look a million dollars, but any of these V8 sports cars could be yours for a criminally small outlay of less than £15,000 – some for much less. So if you feel ready to rumble away in a thunderous bargain, read on as we track-test them to give you an idea which is best for you

Words ANDREW NOAKES Photography GUS GREGORY



‘This is not a car for hustling through the bends. The MG RV8 was always intended to be a swift and characterful open tourer, a role it fills beautifully’

What we have here are 48 cylinders, 144 valves, 1646 horsepower and enough torque to tow a tanker. The statistics alone show just how much these Eighties and Nineties V8 sports cars have to offer. And their prices make them look even more attractive – any one could be yours for £15,000 or less. But do the driving experiences match up to the numbers? And which would be best for you?

To find out I’m heading for the former RAF airbase turned test track at Bicester Heritage, where we’ll be pitching them into a six-way battle. On the traditional British sports car front we have two updates of older roadsters, both with Rover V8 power: the MG RV8 and TVR V8S. The third British representative is Jaguar’s rather more modern and sophisticated supercharged XKR. Then there’s the Chevrolet Corvette L-98, a 5.7-litre 250bhp iteration of the long-running American sports coupé. Completing the line-up is quality machinery from Germany in the form of the R129-series Mercedes-Benz SL500 and BMW 840Ci.

When I arrive at the test track they’re already lined up, ready to drive. So many great cars to choose from. So where do I start?

MG RV8

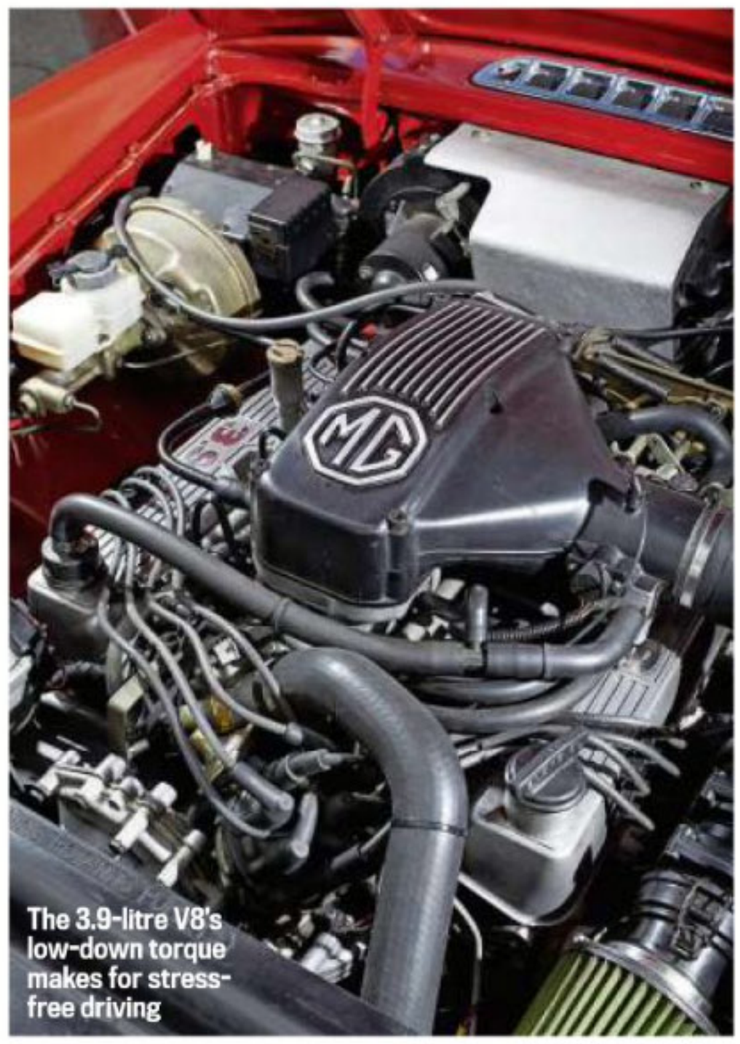
The bright red MG beckons first. Somewhere under the RV8’s fat arches, bulging bonnet and body-coloured bumpers beats the heart of an MGB, first introduced in 1962. Production ended in 1980, but the B remained an obstinately popular classic car buy throughout the Eighties. British Motor Heritage rescued production tooling to make panels, then complete bodyshells for MGB restorers. From there came the idea of building a mildly updated MGB roadster.

When Rover management got interested, the exterior was updated and new low-maintenance sealed-bearing front suspension and a new rear axle fitted. It retained the MGB’s leaf springs, but added anti-tramp bars for more effective location. Powering it was the latest fuel-injected 3.9-litre V8 mated to a Land Rover gearbox.

The RV8 was only about five per cent MGB, with 20 per cent modified from the old car and 75 per cent of it brand-new. Intended as a £17,000 car, it reached the market in 1993 with a £25,000 price tag, so sales were never strong in the UK. But Japan loved them and many of the RV8s currently in the UK have returned from there. Prices are currently rising as the flow of re-imports dries up.



The RV8 was used to test public appetite for a new MG sports car



The 3.9-litre V8's low-down torque makes for stress-free driving



Just like Christmas dinner, the RV8 comes with all the trimmimgs

OWNING AN MG RV8



Chris Allan has owned his RV8 for five years and covers around 1000-1500 miles a year in it, mostly travelling to local classic car meets, plus the annual MG Live! event at Silverstone.

However, that's only when the weather allows. 'I don't know what it's like in the wet, because I never take it out!' he says.

'It hasn't needed much work. I had an advisory on a front wheel bearing; you need to have a press to get them out, so I had that done professionally. Bushes in the remote gearchange also had to be changed as they'd perished.

'You have to change the oil every year. Likewise the coolant, but be sure to use the correct anti-freeze to protect the aluminium engine. If you follow this simple maintenance regime, the V8 can be extremely long-lived.

'Unique spares can be very expensive as it's such a low-volume car. The interior is bespoke, so anything inside is expensive and body panels are difficult to find.

'I love the engine and how smooth it is. I'd definitely recommend it as long as you're not looking for something too sporty.'

1993 MG RV8

Engine 3947cc, V8, ohv, Lucas multipoint fuel injection **Power and torque** 187bhp @ 4750rpm; 235lb ft @ 3200rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, leaf springs, radius arms, telescopic dampers, anti-roll bar **Brakes** Front: ventilated discs. Rear: drums. Servo assistance **Weight** 1090kg (2400lb) **Performance** Top speed: 135mph; 0-60mph: 5.9sec **Cost new** (1993) £25,440 **Current values** £8000-£25,000



Despite the looks, only five per cent of the RV8 is old-school MGB

The cheapest cars are around £8000 and likely to be incomplete or uncared for. Good cars are around £15,000, the best £20,000 or more with UK-market cars attracting a premium of up to £2000. Buyers are keen on colours other than Woodcote Green, which made up 64 per cent of the 1983 RV8s built. It has few major vices; the engines are long-lived if treated to regular oil changes and the bodies have much better rustproofing than any MGB ever did.

The RV8's cabin offers instant appeal, swathed as it is in soft leather on almost every surface except for the veneered dashboard. But elbow room is tight and the seat is so high you feel you're sitting on the car rather than in it. Turn the ignition key and the engine spins so smoothly it's as though there's nothing connected to the starter. Even working the Rover V8 hard elicits no more than a mellow burble from the exhaust. And there's really no need; better to select a high gear and let the low-down torque do all the work.

This is not a car for hustling through bends; too much body roll and too little handling precision meant it was never a match for the sports cars with which it was often compared when new. But this is to miss the point. The RV8 was always intended to be a swift and characterful open tourer, a role it fills beautifully.



Japan bought most RV8s, so most in the UK are re-imports



TVR V8S

You want a proper sports car? The TVR is the obvious candidate. The Blackpool sports car maker dropped its curvy TVR 3000S in favour of the fashionably wedge-shaped Tasmin in 1980, but when Peter Wheeler bought the company in 1981 he introduced an updated S, initially with a 2.8-litre Ford Cologne V6 to replace the previous 3.0-litre Essex. In 1991 TVR's own tuning company TVR Power developed it into this – the V8S, with styling changes including a bonnet power bulge and a reworked Rover V8 engine. Chief among the modifications were skimmed and gas-flowed cylinder heads and a high-lift camshaft.

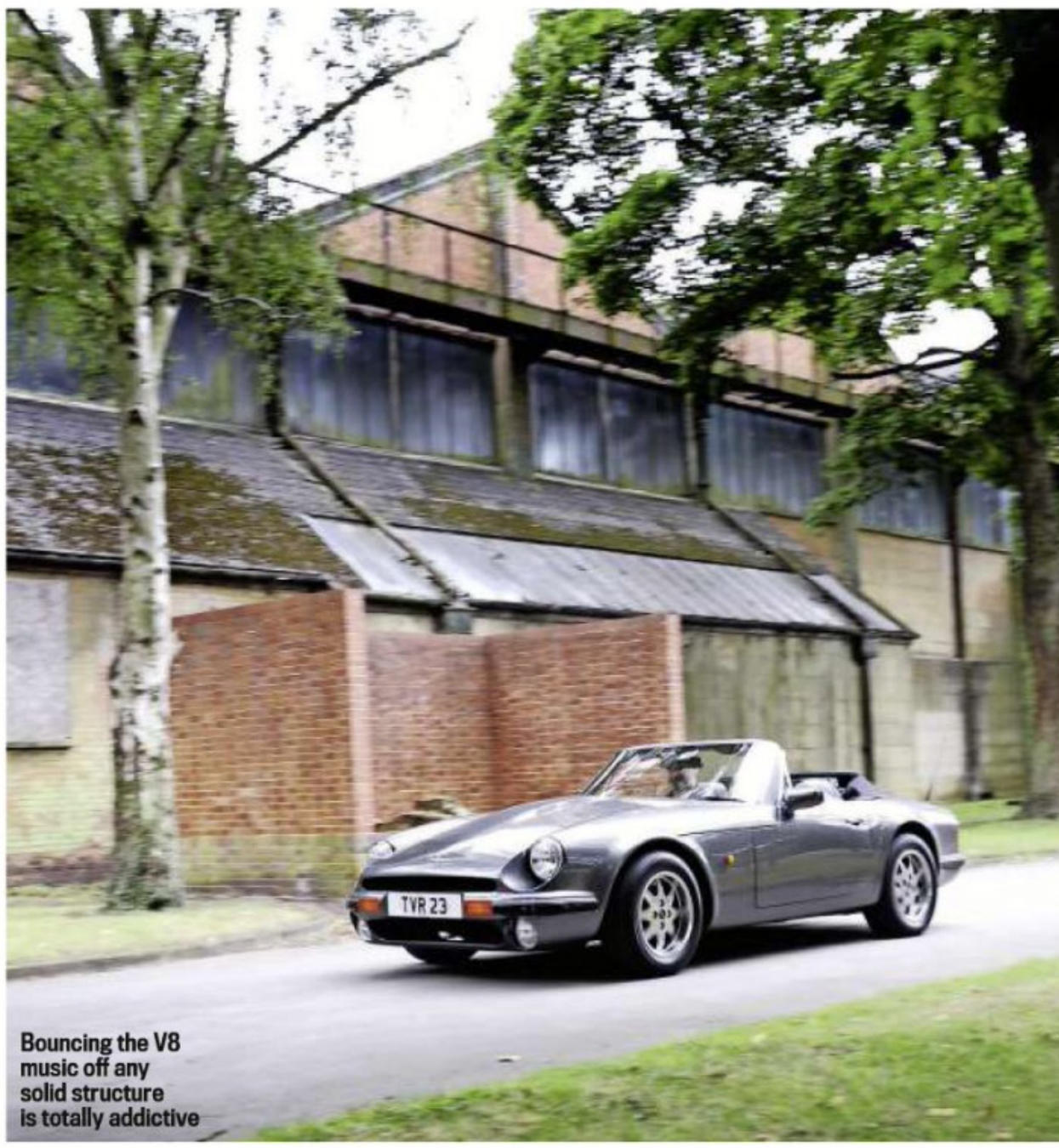
Wheeler had typically strong views about how sports cars should be and refused to adopt power-assisted steering on the basis that sports car drivers should be willing to put a bit of effort into their driving. So you have to be prepared for a bit of a workout as you slide behind the wheel of a TVR S. Drivers accustomed to modern finger-light power assistance will probably think the TVR's steering has seized up; even by classic car standards it's inordinately heavy at parking speeds and takes its toll on everything from your hands to your shoulders. This car's smaller, non-standard steering wheel doesn't exactly help, either. The clutch and gearlever both need firm inputs too; this certainly isn't a car for negotiating a city rush hour.

It's a totally different proposition on a country lane on a fine day. The steering lightens as speed rises and I can feel the chassis starting to respond. Better still, the clutch and gearbox start to help me enjoy the punchy, tuned V8 as it growls through the twin tailpipes not far behind. It's a classic sports car in the mould of an AC Cobra or Morgan Plus 8, with overwhelming grunt in a simple but effective lightweight chassis.

TVR used a tubular steel chassis – painted bright red at the factory – which gets most of its strength from the central backbone structure. It tends to rot in the corners where the front and rear outriggers meet the sill members, with the worst of the corrosion hidden on top of the chassis. Proper repair is a body-off job. Trailing arms can also rust. Dropped doors are common but easily rectified. Both pampered original and well-restored cars are available for our nominal £15,000 budget, with project cars at less than half that. The very best examples – like Simon Spencer's multi-award winner seen here – are likely to be around £30,000.



Commitment. You need it to own a TVR and drive it as it was intended



Bouncing the V8 music off any solid structure is totally addictive

OWNING A TVR V8S



At the tender age of 18, Simon Spencer's commute to his first job used to include cycling past TVR dealership David Gerald Sports Cars, thinking 'one day...' He says, 'I was taken out as a youngster in a 3000S and loved the shape – and that stuck with me.

'This one came up for sale near Belfast and was in excellent condition. But I wanted the very best, so it underwent a nut-and-bolt restoration at RT Racing in Sheffield. The engine has been fully rebuilt by TVR Power (now Powers Performance) in Coventry. The paintwork is original save for the engine bay, windscreen surround and a few paint chip touch-ups.

'An offside rear brake caliper gave up on me – trying too hard on a track day at Blyton Park at the end of last year – and the speedo sensor failed prior to the journey to the Spa Classic this year. But that's the sum total of major issues I've had in four years and 10,000 hard-driven, roof-down miles.

'In that time the car has won four concours awards in a row and two Best in Shows. But the plan wasn't just to show it – I love driving it.'

1992 TVR V8S

Engine 3950cc, V8, ohv, Bosch K-Jetronic fuel injection **Power and torque** 240bhp @ 5250rpm; 270lb ft @ 3000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: semi-trailing arms, coil springs, telescopic dampers **Brakes** Front: ventilated discs. Rear: discs. Servo assistance **Weight** 1060kg (2336lb) **Performance** Top speed: 148mph; 0-60mph: 4.9sec **Cost new** £24,200 (1993) **Current values** £4000-£30,000



Quirky cockpit is totally TVR - and the steering needs he-man heft



TVR Power unleashed proper thunder from the Rover V8

‘Its forté is wafting along with the top down. There’s a calm, fuss-free vibe to the SL that none of the other cars here can match’

MERCEDES-BENZ SL500

‘There is no such thing as a cheap Mercedes unless you’re exceedingly lucky,’ says owner Stuart Ostler about the R129-series 500SL (or SL500, as it became known from 1994). They can be found for £5000 or less (six-cylinder 300SLs and V12 600SLs command similar prices) but will often need lots of work. Wiring looms can fall apart and an attempted jump-start can blow the electric roof control box – available from Mercedes for a cool £980.

Throttle actuators fail, causing poor idling and lacklustre acceleration. Added complications such as the optional adaptive damping system are generally best avoided. ‘If they are cheap there is often a reason and that will probably cost you dearly,’ says Stuart. ‘Better to spend £10,000-plus and be done with the spending.’

Our budget of £15,000 will buy a very good example, but they’re hard to find in such good order. Judge a prospective purchase on condition rather than mileage and check that all the equipment is present. They all came with a hardtop but they’re hard to handle so check for damage caused during storage. Mercedes even offered a ‘Hardtop Shuttle’ mini-crane to help with removal and refitting.

The folding fabric roof is snug when it’s raised, but looks a little untidy. It folds electrically and drops completely out of sight below a rigid cover. Top down, the SL looks every inch the stylish cruiser it was intended to be in 1989 when it replaced the well-loved but ageing R107-series. It was safe too, with a stronger and stiffer bodyshell than previously and a novel hidden bar that popped up if the SL rolled over. Driver aids such as anti-lock brakes and traction control further help it to stay shiny side up.

It’s a heavy car – and that comes through in the driving experience. There’s no lack of grip, but it doesn’t like to change direction quickly. Its forté is wafting along boulevards with the top down. Leave the compliant suspension to soak up road ripples, the silky V8 to pull almost inaudibly and the five-speed automatic to slur almost unnoticed between ratios. In short, there’s a calm and fuss-free vibe to the SL that none of the other cars here can match.





Swathed in plastic, there’s a monolithic feel under the Merc’s bonnet



V8 THRUST FOR £15K



The SL gives the driver a feeling of indomitable, unburstable power



Super-safe SL500 even has a roll-over bar that pops up if you, er, roll it



Distinctive auto gearshift gate amidst veneer is a Merc trademark

OWNING A MERCEDES-BENZ SL500



Stuart Ostler had owned TVRs before and then a couple of Mercedes. He plumped for the SL500 after he retired because he regularly drove to Spain and Portugal.

'I missed the V8, but didn't want to get into lairy TVR territory again,' he says. 'So I thought I'd get something a bit more sophisticated.

'The SL works for me. I wanted a late one, because they have all the bells and whistles including nappa leather and a panoramic glass hardtop. Mine showed a bit of rust on the front wings, but I had it cut out and fixed before I bought it.

'I wish it were a bit more throaty at times, but I do like the quietness and refinement. The only things I've had to do to it have been to fit two new tyres and a new crank position sensor that was covered under warranty. Everything else works as it should apart from the increasingly temperamental bonnet catches.

'Around town I get about 16mpg, but I can get 33mpg from it on the trip down to Spain. It's more of a cruiser than a sports car, but if you set it up properly for the corners it'll go round okay.'

2000 MERCEDES-BENZ SL500

Engine 4973cc V8, sohc per bank, Bosch SFI sequential fuel injection **Power and torque** 322bhp @ 5500rpm; 332lb ft @ 4000rpm **Transmission** Five-speed automatic, rear-wheel drive **Steering** Recirculating ball, power assistance **Suspension** Front: MacPherson struts, anti-roll bar, lower wishbones. Rear: multi-link, coil spring, telescopic dampers, anti-roll bar **Brakes** Front: ventilated discs. Rear: discs. Servo assistance, ABS **Weight** 1889kg (4164lb) **Performance** Top speed: 155mph; 0-60mph: 6.3sec **Cost new** (1998) £81,340 **Current values** £5000-£15,000



‘The 8 Series majors on refinement and comes into its own at high speeds where the low-drag body maintains stability’

BMW 840Ci

The BMW has a character all of its own. The V12 850i unveiled in 1989 was more expensive and faster than the previous 6 Series and one of the first cars to incorporate such innovations as a drive-by-wire throttle and multiplex electrical system. The V8 840Ci followed in 1993 and while the M60 4.0-litre engine offered slightly less power than the V12, the pay-off was better fuel consumption. It was replaced by the even more efficient M62 4.4-litre V8 in 1995.

It’s a good-natured engine that starts promptly and idles quietly, but with a more energetic hum than the near-silent Mercedes. It takes on a harder-edged growl at high revs but remains smooth, meaning noise levels are never high. It pulls strongly from tickover right to the 5750rpm limit, making it superbly flexible and forgiving to drive. Press harder and the 840 tackles twisty roads with enthusiasm, tempered only by its size and not-inconsiderable weight. Feedback isn’t its strongest suit; instead the 8 Series majors on refinement and smoothness and comes into its own at high speeds where the low-drag body maintains stability. Of all the cars gathered here, this is the one you would choose for a long journey – particularly if it involved long spells of autobahn storming.

All 8 Series cars are complex and can be costly to fix. Parts prices vary widely; components shared with other BMs are not expensive, but those unique to the 8 Series can be pricey. Purchase prices are low; around two-thirds of the 3000 or so 8 Series cars BMW sold in the UK were 840s, with prices today starting at around £4000. Good cars are £9000-£12,000 with the very best (highly sought-after) Sport models commanding £20,000 or more – look out for kerb damage to the low front and rear valances on these cars.

Radiators can leak and water pumps can expire, while the viscous-coupled fans have been known to fail and cause considerable damage. The sophisticated electrical systems can suffer from wiring and component faults, which lead to a constant battery drain. Most 8 Series cars were fitted with BMW’s ungainly four-spoke airbag steering wheel, so you will find that many owners have replaced them with the three-spoke wheel from an E36 3 Series.



Lack of driver feedback was criticised when new

V8 THRUST FOR £15K



Flexible and quiet, the M62 4.4-litre thrives at ultra-high speeds

OWNING A BMW 840Ci



'My wife and I have always liked the 8 Series and the idea was to keep this one for a year,' says Tony Robbins. 'Four years later we've still got it. In the first couple of years we had a few problems. I put two new batteries in it just after I got it; everyone says you should replace them in pairs or the old one kills the new one. The aircon packed up and had to be fixed at a cost of £1200. When one of the catalysts went, we replaced the whole exhaust with a stainless system. BMW specialist Brystone in Southampton tends to do whatever needs to be done to the car, although I'm about to take it to Munich Legends to fix some rust on the rear arches and replace the cam cover gaskets.

'The one thing I hate about the car is cleaning the split-rim wheels. I do 5000 miles a year, including an 1800-mile round trip to Austria on holiday. On a run it'll do 27-28mpg. We love the back seats – they fold flat, so we can take our dog too!'

1998 BMW 840Ci

Engine 4398cc V8 alloy block/heads, dohc per bank, Bosch SFI sequential fuel injection **Power and torque** 282bhp @ 5700rpm; 310lb ft @ 3900rpm **Transmission** Four-speed automatic, rear-wheel drive **Steering** Recirculating ball, power assistance **Suspension** Front: MacPherson struts, anti-roll bar, lower wishbones. Rear: multi-link, coil spring, telescopic dampers, anti-roll bar **Brakes** Ventilated discs all round, servo assistance, ABS **Weight** 1905kg (4199lb) **Performance** Top speed: 155mph; 0-60mph: 6.6sec **Cost new** (1998) £57,470 **Current value** £4000-£20,000



Pop-up headlamps were an Eighties must-have



BMW cockpit is typically driver-focused

JAGUAR XKR

The refined and urbane Jaguar XKR could hardly be a bigger contrast to the seat-of-the-pants TVR. It may have been the performance model at the very top of the XK range but isn't the stiffly sprung supercar-chaser it might have been. Instead it blends the silky ride and refinement of a Jaguar saloon with the urge of a supercharged V8. Yet show the XKR a twisty road and it thinks it's a sports car. Feedback through the handsome wood and leather steering wheel may be too muted for a true enthusiast driver's tastes, but the poise and fluidity in the way the XKR tackles a ribbon of tarmac is breathtaking. Colossal straight-line urge is accompanied by a subdued V8 growl overlaid with the whine of the supercharger to let you know that this powertrain is really rather special.

All this could be yours for as little as £5000 – even less if you opt for the normally aspirated XK8. They share the same curvaceous Geoff Lawson style first seen in 1996; it's arguably most successful at the front, where the bonnet shape and oval air intake are clear throwbacks to the E-type, but the car known internally as X100 also has a dominant road presence all of its own.

What they didn't always have was faultless reliability, with early engines in particular suffering from worn Nikasil cylinder bores. Any susceptible engine is likely to have been replaced under warranty years ago, but the timing chains and tensioners are also frail (particularly on pre-2003 4.0-litre engines) and the early two-piece water pumps can break up. Both issues can be resolved by fitting redesigned components from the later 4.2-litre engine.

Many XKs have covered high mileages, so wear in the suspension bushes and dampers is common. Steering column joints also wear out and the only fix is an expensive new column. The steel bodywork is generally solid, though some paint finishes can deteriorate and broken lights are expensive to replace. But even a well-maintained low-mileage car is unlikely to bust our £15,000 budget by much, because XKs are such excellent value.

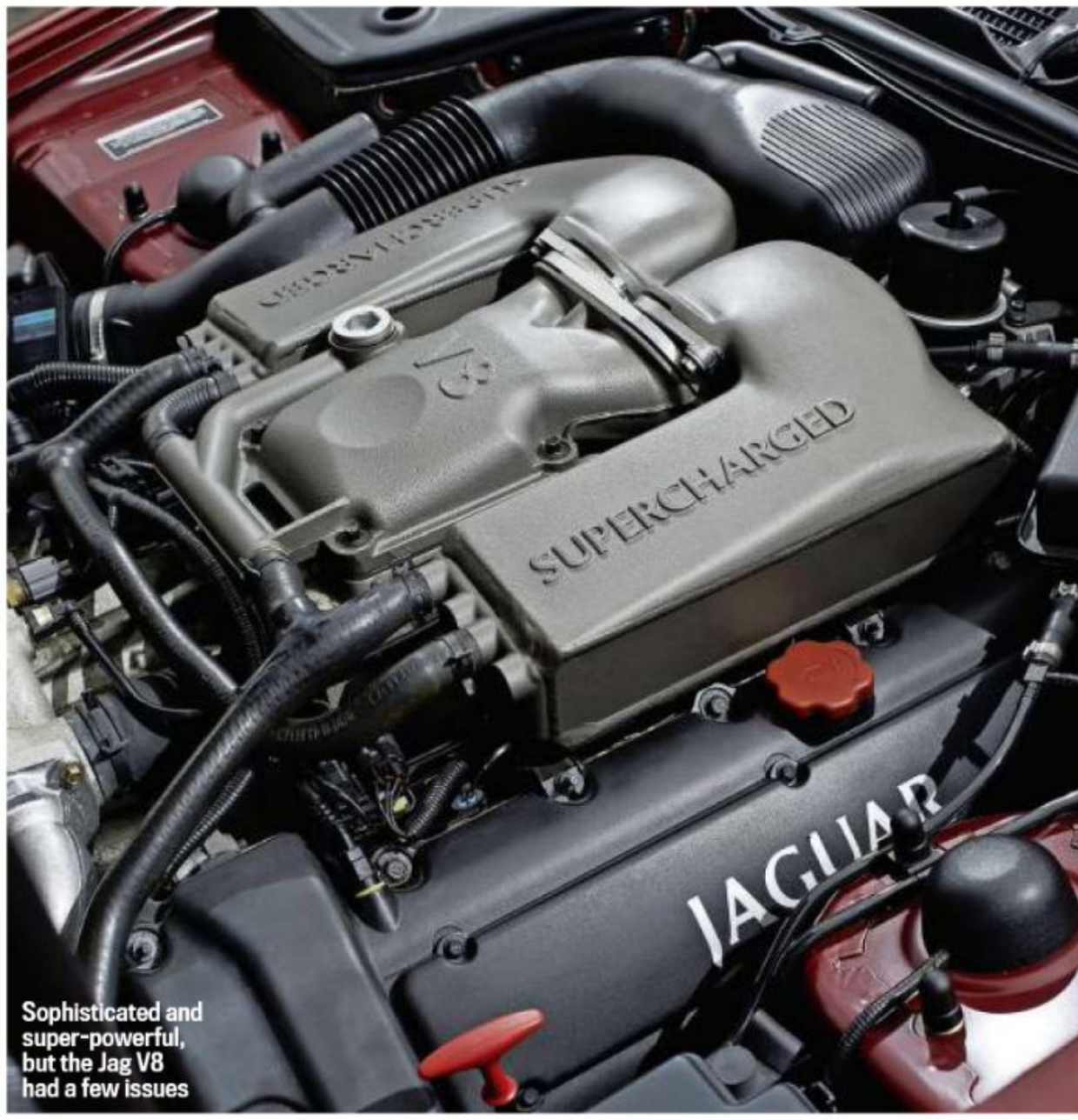


Curvaceous lines tip a more modern wink to the lines of the E-type



Mesh grille and bonnet louvres tell the world your Jag's supercharged

‘Colossal urge is accompanied by a subdued V8 growl overlaid with the whine of the supercharger to let you know this powertrain is rather special’



Sophisticated and super-powerful, but the Jag V8 had a few issues


All the usual Jaguar refinements, and at a cost that verges on unbelievable

OWNING A JAGUAR XKR



Terry Birt was actively looking to buy an XK and saw this one. ‘I fell in love with it,’ he confesses. ‘But I’d read about their weakness – the timing chains and tensioners – so I had them upgraded to the latest ones. Apart from that, I’ve just had it serviced every 12 months.

‘I do as much preventative maintenance as I can – the fulcrum pin that goes through the top wishbone can seize in the bush in the subframe. It’s very expensive to fix, so at the last service we took them out and lubricated them.

‘It was so quiet it didn’t feel like a sports car, so I’ve fitted Adamesh straight-through exhausts – just the back section – and they give the engine note a much better burble.’

‘I use it for special occasions, holidays and the odd show. Mine’s only covered 21,000 miles; you can buy them cheap, but you spend a fortune keeping them on the road.

1999 JAGUAR XKR

Engine 3996cc, V8, supercharged, dohc per bank, Denso sequential fuel injection **Power and torque** 370bhp @ 6150rpm; 387lb ft @ 3600rpm **Transmission** Five-speed auto, rear-wheel drive **Steering** Rack and pinion, power assistance **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: multi-link, coil springs, telescopic dampers, anti-roll bar **Brakes** Ventilated discs, servo assistance, ABS **Weight** 1717kg (3785lb) **Performance** Top speed: 155mph; 0-60mph: 6.6sec **Cost new** (1998) £60,005 **Current values** £5500-£25,000



'Vette's handling is surprisingly crisp, but ride is crashy over sharp ridges



5.7-litre small block packs a 245bhp punch



Cabin ergonomics are a logic-free zone

CHEVROLET CORVETTE L-98

Clambering over the high door sill I find myself immersed in an Eighties brave new digital world, embraced by the first new Corvette for 15 years. Vacuum fluorescent instruments glow out of a vertical black dashboard. Speed is represented by a bar graph and a digital readout, with revs shown on a graph in the shape of a power curve. Toggle switches choose between oil pressure/temperature, coolant temperature, voltage and various mpg-related options. Another switch changes the whole display to metric units.

The ergonomics are a curious mixture. The steering wheel adjusts for rake and reach and the sports seats have multiple electric adjustments. But the switches are scattered, seemingly logic-free, across the driver's door, dashboard and centre console. There's space enough for two – straightening out the preceding C3 Corvette's Coke-bottle shape liberated an additional 6.5 inches of shoulder room – and there's plenty of luggage space.

The 5.7-litre small-block V8 turns over a couple of times then erupts into ground-shaking thunder before settling back to a lumpy tickover that seethes with intent. It responds eagerly to the throttle despite the automatic gearbox and the V8 becomes smoother as it transitions from busy idle to all-out shove; it punches down the road with real authority as the revs build towards the 4300rpm power peak. Pre-1989 cars like this have faster steering racks and turn in crisply, cornering fast and flat. But the ride is an odd mixture, with the soft springs and long suspension travel flattening big bumps yet thumping harshly into sharp ridges.

It's easy to forgive such foibles when you consider how much car you're getting for your money. Complete cars start around £8000, although at that level you may see corrosion in the chassis.

VERDICT

So, where would my £15,000 go? Not on either of the German contenders, I'm afraid. The Mercedes and BMW are hugely cosseting long-distance cruisers that can still tackle cursive roads when the mood takes you, but neither offers the sort of aural theatre that you might expect of a ground-shaking V8.

That's not a criticism you can level at the XKR or Corvette, of course, but each disappoints in its own way: the Jaguar for its Nikasil-related engine issues; and the Corvette for its sharp ride.

For my money it's a straight fight between the MG and the TVR. Each is flawed but positively brims with classic character. In the end, though, it's the Blackpool bruiser that clinches it. I know I'd regularly curse its obstructive steering but the rewards the TVR offers on the open road would be more than worth it.

Thanks to: The SL Shop (theslshop.com), MGCC V8 Register (v8register.net), Alex Robbins, Munich Legends (munichlegends.co.uk) Jaguar Drivers' Club (jaguardriver.co.uk), TVR Car Club (tvr-car-club.co.uk), Claremont Corvette (claremont.corvette.co.uk)

OWNING A CHEVROLET CORVETTE L-98



Says Corvette specialist Tom Falconer, 'C4s are very straightforward. There's a strong galvanised box-section steel uni-frame, while the clamshell bonnet makes for easy engine access.

'Many of them get scrapped and the suspension gets re-used in hot rods. The system uses aluminium suspension arms and a transverse leaf spring – it's very effective and compact, but you can convert it to coil-overs if you want to.

'Parts are incredibly easy to get but some items, such as the plastic bumpers, are expensive. We're having the circular amber rear lights remade at Claremont Corvette and this car has our stainless steel Monza exhaust with four tailpipes.

'A blockage in the drain tube at the back of the fuel filler recess under a flap on the rear deck often kills them. Water collects in the recess, causing terminal rot.'

1988 CHEVROLET CORVETTE L-98

Engine 5733cc, V8, ohv, GM Tuned Port injection **Power and torque** 245bhp @ 4300rpm; 340lb ft @ 3200rpm **Transmission** Four-speed manual or four-speed automatic, rear-wheel drive **Brakes** Ventilated discs all round. Servo assistance, anti-lock brakes **Steering** Rack and pinion, power assistance **Suspension** Front: double wishbones, transverse leaf spring, telescopic dampers, anti-roll bar. Rear: multi-link, transverse leaf spring, telescopic dampers. **Weight** 1466kg
Performance Top speed: 142mph; 0-60mph: 6.6sec
Cost new $29,480 (1988) **Current values** £7000-£25,000

FORMERLY THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY



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ALAN MANN FORD ESCORT

Winner of the 1968 British Saloon Car Championship, XOO 349F is one of the most fondly-remembered Ford race cars in Britain

ITS A MANN'S WORLD

You don't have to be a he-man to enjoy the handling of this exceptional Escort, but it is a real Mann's car – the Alan Mann Racing MkI that captured the public imagination with its dazzling livery and title-winning British Saloon Car Championship heroics

Words IVAN OSTROFF Photography LYNDON MCNEIL

Period-perfect Twin Cam missile bombards ears, eyes and seat of your pants



I'm sitting in a car whose noise resonates throughout it even more than its illustrious racing history, a car with evocative and instantly-recognisable red-and-gold livery. It's the Alan Mann Racing Ford Escort that won the British Saloon Car Championship in 1968 with Frank Gardner at the wheel – and completed an amazing two-year career with incredible giant-killing victories in '69.

I feel like a fast Ford fan who's got hold of a time machine, because the car is exactly as it finished the 1969 BSCC season, with a Group 2-spec, 1598cc, Lotus-Ford Twin Cam drenching the cabin with noise thanks to the complete lack of any sound-deadening materials. Rattles and bangs reverberate in my ears – this is a pure racing car, raw in tooth and claw. It's verging on painful and the motor sounds like a bag of old nails at tickover – but blip the throttle, raise the revs and the real music begins.

The open side-pipe exhaust exits under the B-pillar, close to my ears, and as I accelerate away hard in first gear the loud rumbling morphs into a harsh bark. The sensations being directed at the seat of my pants are completely undiluted, enhancing the sensation of speed. As in its racing days, this dry-sumped racing version of the Twin Cam engine was producing 180-185bhp, and it doesn't have much weight to push. Apart from being a totally stripped-out racer, it also has a glassfibre bonnet and bootlid, and period regulations stipulated neither a roll-cage nor a plumbed-in fire extinguisher system, so it tips the scales at around 790kg.

All the controls feel light and direct, so I soon start to explore the Escort's brilliant handling. You have to balance it on the rear end because it wants to oversteer, but when it starts to slide it's predictable and immensely enjoyable. Despite the complete absence of understeer, the back end never wants to overtake the front; nothing like a Cortina, which will want to break away at the rear at the slightest provocation.

The Escort is a beautifully-balanced racer that's a doddle to set up into a slide or a drift. Going into a corner it never feels scary; sliding it through on the throttle, it just sits there, doing my bidding obediently at the angle at which I set it. I don't need to turn in early or anything like that – the car will just go exactly where you want it to. The rack-and-pinion steering is light, with buckets of feel; it's pointy and turns in well, and although generally the grip is far greater than I had expected, the rear does tend to want to break away on the exit of turns. Even though there's a lot of rubber at the rear, with so little weight those old crossply Dunlop Historic tyres have of a fight on their hands.

Despite the weight transfer making the rear break away as I get on the throttle on the exit, I never feel that it's really going to bite me – the Escort's handling remains predictable and I feel completely secure as it straightens itself up.

It doesn't have a tendency to lift a wheel like a Cortina, because the Escort's multi-link axle location is far more stable. Len Bailey, who went on to design the Ford F3L sports prototype racer, is responsible for the suspension and it really is a beautiful piece of engineering.

These were the first Escorts to have coil-spring and radius-arm suspension, with the axle laterally located by a Watt linkage, eliminating leaf-spring wind-up and sideways movement. The dampers are mounted halfway along the axle casings covering the halfshafts and go upwards into towers. The four-speed Bullet gearbox





Lotus Twin Cam engine made 180-185bhp in race trim



Henry Mann feels the Escort is part of the family

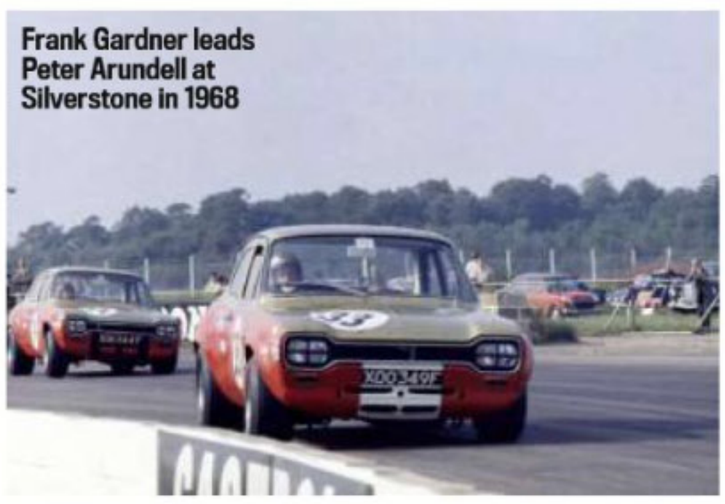


Original Alan Mann cars had real gold in the paint

AS GOOD AS GOLD

The Alan Mann Lotus Cortinas were the first racers to be painted in the firm's red-and-gold livery. Alan came up with the idea for the distinctive colour scheme at the Nürburgring in 1964 – there were lots of white-and-green Lotus Cortinas entered and he was having difficulty telling them apart. Claims that the gold paint was a secret mix containing genuine gold to get the colour he wanted are confirmed by his son Henry and chief mechanic Brian Lewis. Current Alan Mann cars have modern paint that's as close as possible to that original hue. The Cortinas were painted by Ford in Monaco red, but Mann had the Escorts delivered as white shells then painted in Ferrari Rosso because he felt it looked better on the Escorts.




Frank Gardner leads Peter Arundell at Silverstone in 1968

HOW THE ALAN MANN ESCORTS CAME ABOUT

The Alan Mann Racing Escort story began in 1968. Brian Lewis, his chief mechanic from the day he started in 1964 until the day he packed up racing in 1969, remembers picking up the original four pre-production cars from Ford.

'In early 1968 I went to Boreham to collect four pre-production Escorts on open trailers. We had instructions to cover them up, because they weren't announced to the public. But we got about 10 miles down the road and the covers were blowing around, so we took them off and drove back as fast as we could. I can't remember if they were 1100s or 1300s, but the Twin Cam Escort hadn't been conceived at that time. We built up the racers from those basic two-door cars at our workshops.

'There was a delay with the homologation process, so two Cortina MkIIs were campaigned for the first half of the season until it was sorted. The Escorts were finally homologated on May 1 and from then on they took the rest of the races.

'In all there were five cars built in 1968. Two were used in Europe – XOO 344F and 346F – and two were raced in England – XOO 348F and 349F. XOO 345F was written off by Jackie Oliver in pre-season testing at Goodwood (see right). Converting those basic two-door shells into twin-cam racers involved an incredible amount of work. XOO 349F was the favoured one; Frank Gardner won the 1968 BSCC title in it and drove it in 1969, too. To comply with the change to Group 2 regs for 1969, the Lotus-derived eight-valve twin-cam engine was fitted. It didn't have as much power as the FVA used in 1968, but in its second year Frank Gardner and XOO 349F remained competitive.

'After the end of the 1969 season the cars were sent back to Ford, but in the Eighties Ken Shipley of Yorkshire found XOO 349F in Scotland, unloved. Shipley kept the car for many years but eventually sold it back to Alan Mann. Since it came back they've rebuilt the suspension, the brakes and gone through the car thoroughly. Brian Lewis cannot be certain if the engine is the original unit, 'Whether it's correct, we have no way of knowing – there was no paperwork in those days. People don't realise that after 12 months the car was history anyway. It was junk.'

Henry Mann adds, 'Having done some work on it, Dad left it more or less as it ran in period. It hasn't been stripped back to a bare shell or shotblasted. The feeling is that it is a period piece and it had got its history to tell, and we want to maintain the patina. We haven't rebuilt the engine, either – it's just as it came to us.'

shows no signs of recalcitrance and as I change up from second to third I plant the throttle, revelling in the noise as the rear squats. When the time comes to slow down, the brakes surprisingly don't require a He-man shove despite the big discs and lack of a servo. In essence it has all the best qualities of the Cortina that preceded it, but with a smidgeon more power and much better handling.

Alan Mann's son, Henry, who with his brother Tom has kept the famous racing firm going since the death of their father in 2012, is on hand during my test drive – and says that this is the best handling historic saloon car he has ever experienced. I can understand why.

Henry is aware that whenever he's behind the wheel he's driving a piece of history. 'It's just so atmospheric and such a great sensation. It's completely different from a modern racing car and the Escorts are so personally tied up with my family. This particular car is almost certainly what Alan Mann Racing will ultimately be remembered most for.

'Driving it up the hill for the Goodwood press day in 2012, in its correct Alan Mann Racing livery, was an honour.'



Alan Mann Racing built the race car from a base model bodyshell

'It's almost like a member of the family. It was a distinctive car that caught people's imagination and epitomises a fondly-remembered era with a lot of great drivers. It is a most important car to the family because it is so much a part of my dad's history,' he adds.

Several teams ran the Cortinas, particularly in the early years, but Alan Mann's was the first to run these Escorts – five pre-production body shells that he had to build up into race cars.

It proved the genesis of a legendary racing car that went on to achieve major success in rallies and circuit racing, in all of its different permutations.

Henry has driven XOO 349F's sister car, XOO 347F, which is still fitted with the fuel-injected, Cosworth-built FVA Group 5 engine that was good for 210bhp. He says, 'The FVA makes the car more potent as a racer, although the chassis, suspension and brakes are exactly the same.

'However, the more powerful Group 5 FVA engine is more peaky and cammy. It has nothing until about 6500rpm; from there till 10,000rpm there is a lot more power, but it's far less flexible. It's also much more difficult to drive – when you exit the corners, you have to wait for the engine to get back up on the cam, but then it's off again like there's no tomorrow.

'The Group 2 twin-cam in this car is not quite as fast simply because it has less power, but it is much more driveable.'

His words are still reverberating around my brain hours after my test drive ended – as is the serious racket that it made.

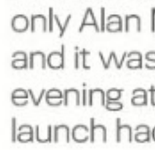
This is one little saloon that certainly makes a big impression.

ALAN MANN FORD ESCORT

1598cc FVA engine: dohc inline four-cylinder, 16 valves, Lucas fuel injection **Power and torque** 215bhp @ 8500rpm; 132lb ft @ 7200rpm **Top speed** 140mph **Weight** 790kg (1750lb)

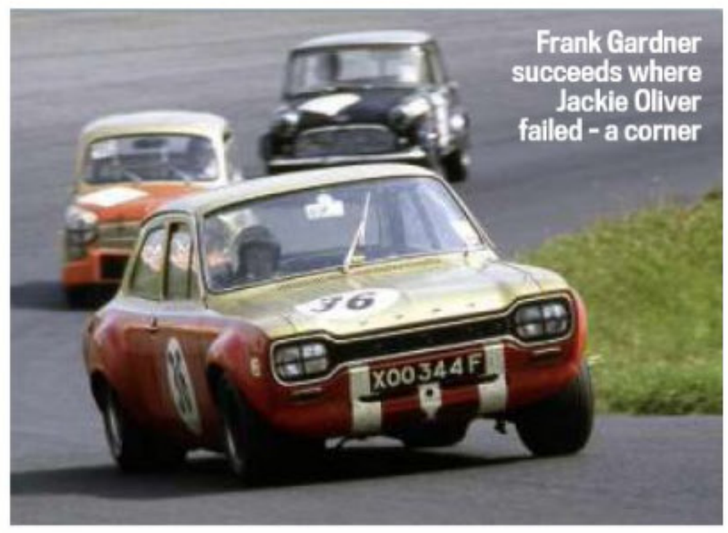
1558cc Twin-cam engine dohc inline four-cylinder, eight valves, twin Weber 45DCOE carburettors **Power and torque** 190bhp @ 7500rpm; 115lb ft @ 6400rpm **Top speed** 125mph **Weight** 770kg (1700lb) **Transmission** Four-speed 2000E Bullet gearbox, rear-wheel drive **Steering** Rack and pinion **Brakes** 9in discs all round **Suspension** Independent. Front: MacPherson struts, track control arms, anti-roll bar. Rear: Multi-link and Watt linkage **Length** 3905mm (12ft 8in) **Value** £350,000

'I CRASHED ONE FIRST'



Former Formula One driver and founder of the Arrows F1 team Jackie Oliver tested the car in period. He says, 'Alan Mann asked me to test the first Escort FVA car at Goodwood. I trundled it around and carried out all the normal checks as one would. Everything seemed okay, so I proceeded to put it through its paces. Then, as now, in a saloon car I would take Fordwater flat – but for that Escort it certainly wasn't flat. It got sideways on the exit, I corrected the slide but it didn't really want to respond. It was a very quick motor car, so it was well broadside at an exit speed of 120-130mph. Those old crossply racing tyres didn't like it; it flipped and went into a barrel roll. I wasn't injured, but the G-force of those four or five rolls in such quick succession gave me "fighter pilot" eyes – totally bloodshot.

'As I recall, afterwards they found that Len Terry had fitted the rear spring damper units at an angle because of the fixing point positions in the bodywork. When the car got into a body roll situation it bent the dampers because they were not able to resist the side load and were not able to come back up again. At that time it was the only Alan Mann Escort that had been finished and it was supposed to be in London that very evening at a launch for Ford. So the press launch had to go ahead without the car!'



Frank Gardner succeeds where Jackie Oliver failed - a corner



Escort Twin Cam – three words to make a Sixties saloon car fan's heart sing

1960 FACEL VEGA HK500

No two Facel Vegas are ever alike so getting this car's front proportions right involved the manufacture of a special one-off plywood buck created by a laser scanner

EPIC RESTORATIONS

‘We cut the entire back end off’

Making this abandoned restoration Facel Vega perfect again involved every technique from panel beating to laser scanning and 3D printing

Words NIGEL BOOTHMAN Photography LAURENS PARSONS

It could be a restorer's absolute worst nightmare: a rare, hand-built car with many unavailable body and trim pieces, bespoke glass, a one-off dashboard and technical shortcomings that were never addressed by the factory. You can almost hear the sound of hair being torn out.

So why did the owner and restorer Hans Ruhé (opposite page, top) take on this 1960 example that had languished part-dismantled for more than 30 years? Simple. You might have been able to buy a useable Facel Vega HK500 for £25,000 ten years ago; its relatively low profile, American V8 engine and high restoration costs kept values down relative to thoroughbred Italian equivalents. But things are looking up for Facel Vegas these days: you may have to add a zero to that £25,000 if you want a good one.

To call the car in our pictures 'a good one' would be to damn it with faint praise. It has been restored using a mixture of the traditional and the ultra modern – literally hammers and laser beams. The end result is like no other. It includes subtle 21st century solutions to Fifties design issues and while it looks worthy of an investment vault, its new owner entered it into two road rallies before the work was even completed.

METALWORK

'One Facel Vega's hand-made body trim won't fit another'

The dismantled hulk that Hans Ruhé (opposite) acquired ten years ago was clearly going to need a lot of new metal; rust had taken a severe toll on almost every panel and box section below the belt-line. The chassis hadn't escaped either, though its sturdy twin-tube construction meant it was in a less parlous state than the body. The early phase of the restoration took place in Ruhé's home town of The Hague before being transferred to Classic Job for the remainder of the work.

'We had to cut the entire back end off,' says Ruhé. 'It was the only way we could renew the inner wheelarches thoroughly and efficiently. We also found some bodged repairs of accident damage in the left rear wing.'

Mounting the body on a jig and bracing it internally maintained the three-dimensional stability required to replace the sills, floors and transmission tunnel. One tricky job was repairing the base of the C-pillars. This area would not only be highly visible but also had to fit the rear screen glass, calling for immense patience. The team welded sections of flat bar inside each C-pillar before cutting away the rusty lower section and fitting extra cross-bracing into the rear window aperture to make sure it stayed square. The repair pieces welded into the gaps had to fit three separate pieces of external brightwork on each side as well as the rear screen.

'It's important that every piece of trim is present when you buy a Facel Vega,' says Hans. 'It was hand-made and usually body numbered – try to use it on a different car and it won't fit. Having to create or convert trim can incur considerable additional costs.'

Hours taken: 600.

EXPERT TIP

'You need to check the fit of everything throughout the project after welding and priming every time. Being merely correct to the nearest millimetre can cause problems in some places.'



Lopping off the entire rear end might seem drastic, but it's necessary when there's nothing solid underneath



Delicate C-pillar repairs called for millimetric precision



New floors went in following extensive body bracing



Some Facel Vega details are almost architectural – such as the tail lights, which illuminate this side-facing letter motif



There is a great deal of trim on an HK500 and each piece is specific to a single car – which is bad news if it's missing



Job Brouwers holds the heavy plywood buck machined from a laser scan of an HK500 nose section



Complex new nose section was formed using a CNC tool to press sheet steel on to the wooden buck



Metal pressing from a Facel II – a very neat end product



3D-printed light bracket and steering boss

HANS RUHÉ



Hans Ruhé has been this car's follower, rescuer, owner, restorer, project manager and eventual vendor. He founded Amicale Facel Holland as a spare-time business in 1990 after living with his own Facel Vega since his student days. Such was his dedication that in 1993 he quit his day job to work full time selling parts for these little-known French luxury cars in the pits of the early-Nineties recession.

'I've known about this car since the early Eighties, when I saw it standing on a driveway,' he says. 'It had been imported from America but the bumpers had been cut off. It seems a restoration began with another car bought to act as a donor, but it never worked out and changed hands a couple of times.

'Restoration work began again and the car went to a painter, who took it to pieces. It stayed there, dismantled, for several years but I kept track of it until I could obtain it in 2005.'

NEW TECHNOLOGY

'We laser-scanned the car's front to get a 3D map of its nose'



Cutting, folding and welding sheet steel was a major part of this car's restoration, but so was the repair or replication of apparently minor castings that did very important jobs. Job Brouwers (pictured) had some interesting options when it came to replicating both flat sections and complex curves for exterior panels, plus the tricky pot-metal castings commonly used for brackets and bosses, but which corrode and can turn to dust over time. Most impressive of these is a small-scale machine pressing process that allows highly contoured bits of Facel Vega to be quickly replicated in steel without the need for hugely costly body presses.

'Hans found a firm in Germany called Beauvary GMBH that used a technique for forming sheet metal pressings in small series,' says Brouwers. 'A plywood buck is produced from a laser scan before a sheet of steel is forced down over the buck by a CNC tool.'

The end result always needs finishing. 'The technique has its limits; we still need craftsmanship,' says Job – but the process is much quicker than it would be if someone had to create it on an English wheel in small sections, then weld together the sections and finish the piece with laborious planishing, especially when more than one copy is required. Lasers can come into play when replacing some of the simpler components of a Facel Vega body, as Brouwers explains. 'There are some flat floor and boot panels that are manufactured for us with laser cutters. It produces a very consistent, precise result and allows us to execute the restoration of badly rusted bodies much more efficiently than in the past,' he says.

Classic Job's use of 3D printing speeds things up even more. This form of rapid prototyping uses lasers to melt particles of plastic dust into multiple layers until a 3D shape is gradually built up. The resulting components are slightly flexible but surprisingly tough and proved sturdy enough to replace the Facel's decaying headlight brackets and steering column boss, among other things.

'There's now a 3D printer that works with aluminium powder too,' Brouwers adds.

Will we soon see companies able to create a credible alternative to cast aluminium components using a quiet 3D printer? Watch this space.

Hours taken: 100.



Single four-barrel carburettor is standard on all automatic transmission HKs



Chassis and body were separated for long periods of the restoration to allow work to progress in parallel

DRIVELINE, CHASSIS, RUNNING GEAR

'HK500s were delivered with wooden handbrake wedges on a rope for the driver to throw out'



Jorrit Vincent (pictured) looks after the rebuilds of many sickly engines at Classic Job. The approach he takes mirrors the work done to the HK500's big V8.

'You can't get the crankshafts for this particular Chrysler engine any more,' he says 'so we had to grind it undersize and use oversize bearings. Like most American V8s the rest of the engine is fairly understressed but it's in a high state of tune in the HK500. With the twin carburettors for the manual gearbox version it was rated at 360bhp, and this automatic car with a single four-barrel carb was rated at around 335bhp; they do suffer from wear, especially if poorly serviced. However, throughout the driveline and running gear we only replace what we cannot rebuild or restore. The brakes in particular contain a clever modification that's designed to overcome a famous Dunlop disc-brake failing.

'Disc brakes were a new feature back then but the handbrakes weren't good enough,' says Hans. 'Jaguar, Ferrari, Jensen and Bristol all faced the same problem but Facel Vega delivered some cars with two wooden wedges on a rope for the owner to throw out from the driving seat to prevent the car from rolling back.'

An apprentice made up a set of reproduction wedges as a bit of fun but Hans introduced an American system called Mico-Lock for more practical real-life use. It comprises a one-way valve fitted into the hydraulic circuit for the rear brakes. Flick a switch and pushing the brake pedal traps pressure in the system to hold the car on an incline. Jorrit adds, 'I wired it to the horn to give an audible warning if the pressure in the brake circuit decreases.'

Hans and Classic Job developed the car's compact electric power steering system in conjunction with a Dutch company called EZ Power Steering. It involves cutting the steering column and driving the lower half with a powerful electric motor. 'The assistance can be varied using an adjusting knob,' says Vincent. 'The car is still stable at speed but much easier to park.'

Hours taken: 400



The V8's crankshaft is no longer available; repairing the original entailed grinding it back and using oversized bearings



Novelty wooden blocks used as an emergency handbrake



Upgraded rear brake system with Girling calipers



Rear brakes can be locked via this new park system



Wing areas behind the stainless steel trim panels suffered...



...so plenty of new metal had to be let in



Getting the complex body to this stage involved epoxy primer, two different grades of spray filler and a coat of primer



'Grigio Glacé' finish is a painstaking recreation of the HK500's original Glasurit colour sampled from the old paint

PANELWORK AND PAINTING

'It's difficult to get a Facel's body right. It calls for more effort'



Most of the HK500's bodywork was repaired and prepared by Harry van der Sluis (pictured left). He's a veteran of 37 years in the restoration business, much of it with exotic classics. 'Facel Vega used a lot of lead in finishing the bodywork. Most people think the steel beneath won't have rotted, but we remove it anyway if there's any doubt and often find rust.'

Harry prefers to cut away areas of bodywork as defined by the extent of the corrosion not the original factory welds, in order to preserve original panelling and difficult-to-replace large sections. He says, 'The seams are easily hidden if the welding is neat enough. It's important to not leave any holes in the welds because it can cause problems later on when painting.'

And he should know, because he is also responsible for this car's flawless paint finish. 'I filled by hand to start with and rubbed it down,' he says. 'Then I used an epoxy primer and spray filler that I sanded yet again. More sanding followed a finer application of spray filler and then it was on with the primer, two or three coats of paint and three coats of clear lacquer.'

Clearly this entailed weeks of work. 'The colour is "Grigio Glacé" reconstructed from the original Glasurit colour,' says Harry. 'It's difficult to get a Facel right and calls for more effort. People tend to think, "If they can do it, I can do it" but that's not always true.'

Hours taken: 350

EXPERT TIP

'You start with the bumpers when sorting an HK500's bodywork. You can't really adjust them and they fit very closely to the wings, so it's best to take this approach from both ends. Every panel fit then follows on from there.'



ASSEMBLY AND TRIM

'Each painted metal dashboard is unique with a different grain'



The final phase of the restoration is a team effort but Jochem Colenbrander (left) and Hans took on much of the assembly work. 'We have to find many new solutions,' says Jochem. For example, Facel used the English-made Piper electric window mechanisms, but parts for this system are extinct. We modified a system from the USA intended for the hot rod industry.'

Ruhé also created a neat installation for the owner's chosen stereo system complete with fold-out satnav screen. A second control box with an iPod connector and USB port sits under the glovebox and the satellite antenna is concealed within the rear view mirror.

The boxes are trimmed in the same sumptuous leather used throughout. 'Our upholsterer said it's more difficult to get the details correct than on a Rolls-Royce or Bentley,' says Ruhé.

If there's one aspect of the car that sums up the effort required to get a Facel Vega HK500 right it's surely the dashboard. It looks like walnut veneer but is actually painted steel. And it doesn't make do with one of the floating transfers commonly used in American cars of the Forties and Fifties either – each one was painted by hand. 'We have a lady who paints them for us,' says Hans. 'She does one at a time and like the originals, each is unique with a different grain and shade.'

Such a time-consuming, expensive and individual approach could almost have been Facel Vega's signature. This car has been restored to an astonishing standard with several non-original upgrades. But look at it this way – what could be more in keeping with Facel Vega's long-standing philosophy than a few bespoke tweaks to make the car even more comfortable, capable and luxurious for its owner?

Thanks to: *Hans and Marian Ruhé of Amicale Facel (classicgarage.com, amicalefacel.nl), Job Brouwers, Jaap van Oenen and all at Classic Job (classic-job.nl)*

NEXT MONTH

Where do you start on the restoration of a 90 year-old Bentley 4 ½ litre when almost everything needs major attention? We meet the team that had to find out.



Reassembly and final refitting of the HK500 took the team a gruelling 750 hours to fully complete



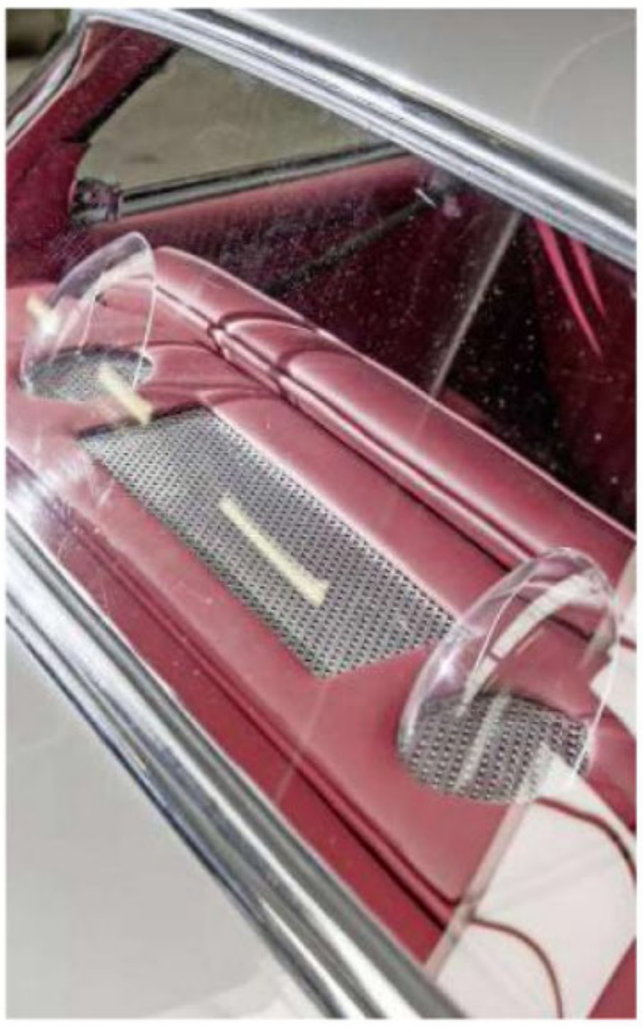
Distinctive interior is dominated by hand-painted wood-effect metal dashboard. Each one is unique



Finished car looks stunning but has already been entered into two road rallies



Modern head unit stands out amid classy controls



Space-age cowls top off rear-mounted air conditioning

LAP63

by Ludovic A. Parayre

1960 Facel Vega HK500 - Barn-Find







LAP63 is pleased to announce the arrival of this rare and sought after Facel Vega HK500 in a barn-find condition. Recently re-discovered in France, this early HK1 model was first registered in 1960 and only had 3 owners from new. Very original and never restored. with no rust, this car offers a rare ooportunity to own an untouched example of this remarkable and highly collectable French automotive icon.

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

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SPACE RACERS

The Citroën ID 19 and Panhard PL17 raced into the future while rivals clung to the past. Only one went on to enjoy worldwide acclaim, but was the shorter-lived underdog the real innovator all along?

Words ANDREW ROBERTS Photography GUS GREGORY



For the classic car enthusiast suffering from the stresses of modern life, I can really recommend a turn at the wheel of a 1962 Citroën ID19. Ensconced on the thickly upholstered front seat, I am cushioned from all the cares in the world. All that is needed to complete the illusion is a Françoise Hardy soundtrack as the Surrey countryside flashes by the slim-pillared windows.

However, gliding along in splendid isolation isn't really an option with the Panhard, for this is a car determined to make me know how hard it's working at all times. If you can imagine a nest of hyperactive wasps trapped inside a turbocharged spin dryer, then you'll have an accurate impression of a PL17 in third gear. This sound, plus bodywork resembling an earth-bound flying saucer, causes many a pedestrian to mouth: 'What the blazing Hades is it?' Or words to that effect.

Our two test cars represent the difficult decision faced by the 1960-vintage French motorist who craved style, space and front-wheel drive at a reasonable price, and for whom the Renault Frégate was too *nouveau riche*, the Simca Ariane 4 too slow and the Peugeot 403 or 404 just too conventional. When Citroën took a 25 per cent stake in Panhard et Levassor in 1955 the PL17 and ID19 would have been sold through the same dealerships. But after just one drive any motorist would soon realise that each has its own highly idiosyncratic appeal. Some 55 years later, this is still very much the case.

Understanding the intricate Citroën hierarchy is a process that often resembles being trapped in a Hitchcock film, one where various sinister characters relentlessly shout 'DS', 'Safari', 'Pallas' and 'EFI' at you until you beg for mercy. And so, to make matters slightly less confusing, Citroën launched the ID in late 1956 (a year after the DS) as a replacement for the 11CV Traction and a cheaper

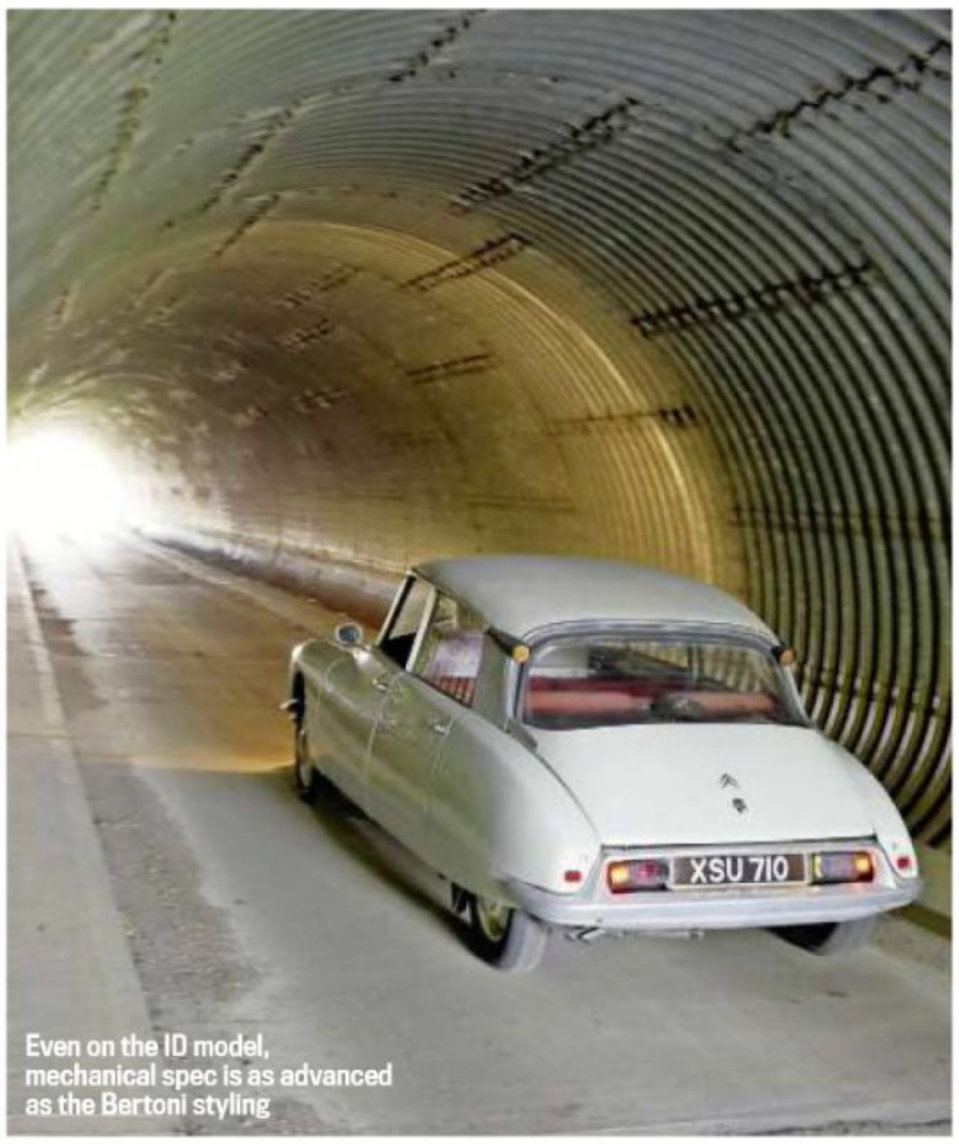
Early 'bug eye' Citroën ID looks more conventionally handsome than the Panhard PL17 and less obviously a product of the Fifties

alternative to the original DS. The lack of hydraulic assistance for the clutch, gearbox and steering, together with more spartan trim, led to a saving of FF40,000. As such the ID appealed hugely to taxi operators. Our test car is the Confort version with a clock, rear hot air ducts, windscreen washers and DS-style seating as standard. Fleet operators may have been offered the Normale (paint in every shade of black and *sans* passenger sun visor, ashtrays or heater) or the marginally more luxurious Luxe, but our ID19's interior is almost as comfortable as that of an equivalent DS.

But regardless of trim, any big Citroën of this period looks like a basking shark in repose, a car that sets out its stall from the outset. Unlike a Wolseley 6/110 or Humber Hawk of this era, the driver does not so much sit upright at the wheel, retired Major fashion, as actually sink into the seat. Once acclimatised to this strange sensation (and used to a front ashtray placed seemingly deliberately to catch my right knee) the Citroën proves exceptionally comfortable. And besides, the view down the bonnet is equally inspiring on Confort, Normale and DS Prestige alike; it is very hard to believe that it was aimed at the French middle classes and not the jet set.

On firing up, it is quite evident that moving away before the suspension has risen is not a good plan; the hydraulic system works very much on its own terms. The 1.9-litre engine may be slightly less powerful than the standard DS unit (66bhp plays 75bhp) but it does not impede progress; in fact the weight saving on the ID's less elaborate hydraulics actually results in superior acceleration.

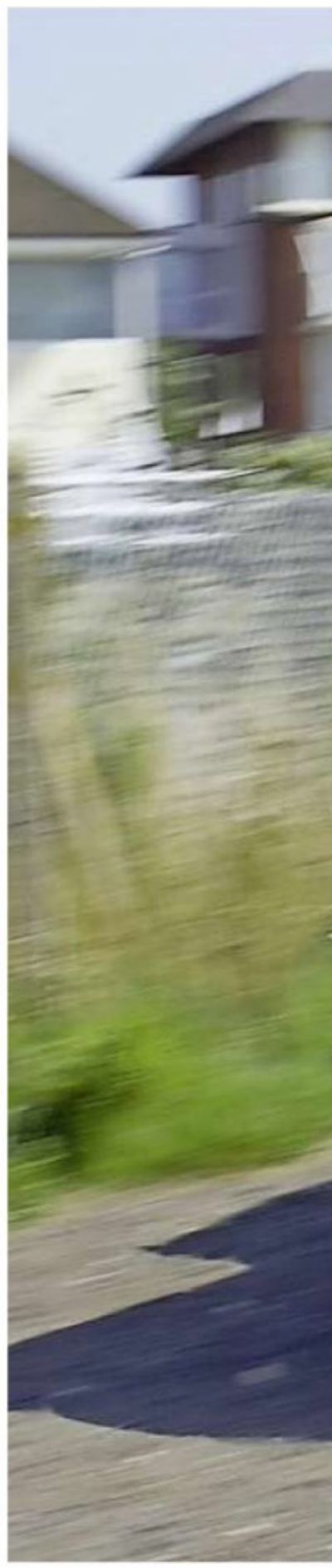
'Cornering at speed demonstrates the steering's strong self-centring action, but it feels more precise than the DS's assisted system'



Even on the ID model, mechanical spec is as advanced as the Bertoni styling



Citroën is happiest cruising at the UK limit, but has near-90mph potential



This ID's steering is unassisted (PAS wouldn't become an option until late 1962) but although I certainly feel the Citroën's sheer size when driving through town, twirling the vast wheel never demands the all-in-wrestling skills necessary for piloting a similarly unassisted British six-cylinder rival of the period. The ID has a conventional brake pedal in place of the familiar DS rubber brake 'mushroom', but the merest application of my size 12 Chelsea boot still causes it to virtually stand on its elegantly pointed nose.

Cornering at speed demonstrates the steering's strong self-centring action but it lightens noticeably on A-roads; in fact it feels slightly more precise than the DS's assisted system. All the while my progress is accompanied by the suspension moans and groans to which all ID and DS owners soon become acclimatised.

That the Citroën is designed for relaxed travel is made explicit by its four-speed manual gearbox. It's extremely enjoyable to operate, but only once you've remembered that all shifts from second into the non-synchromesh first should only ever be made when stationary. Going up the box is swift and easy though, and well-chosen ratios allow the ID to waft reasonably rapidly to 70mph, a speed at which it seems happy to remain all day long.

The higher end of the DS range has inevitably received a great deal of attention from the classic car press over the decades but it is the ID that the average French motorist is most likely to have encountered during the model's heyday. In fact the ID19 is a vivid demonstration of how a lower price does not necessarily have to result in reduced driving pleasure; indeed, this 52-year-old's venerable four-cylinder engine seems so much more refined than the six-cylinder motor in my own Vanden Plas 4 Litre R.

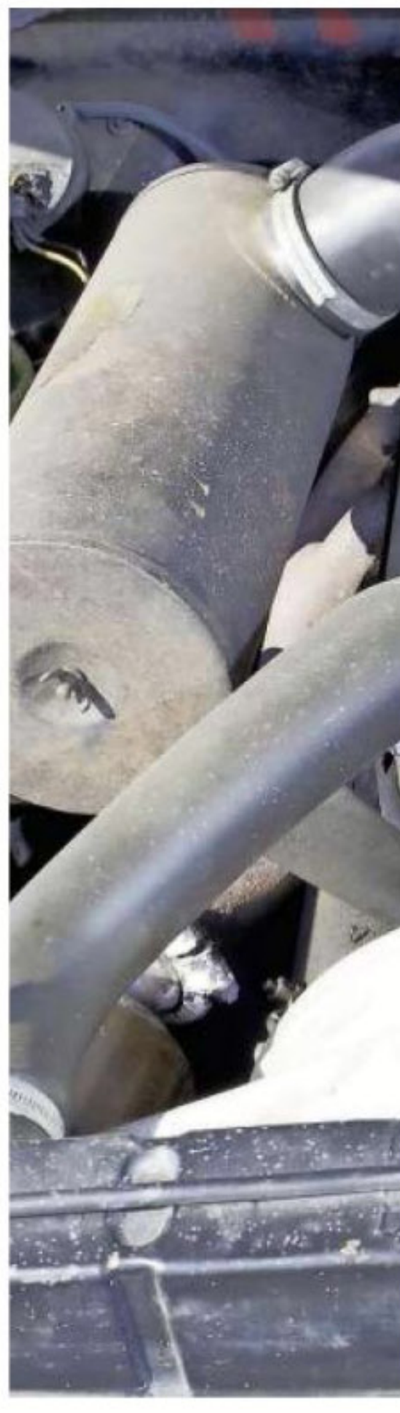
It is easy to believe that the DS was still seen as being ahead of its time when the CX finally replaced it in 1975. To quote a 1961 issue of *The Motor*, it really is a car made for 'going far and fast, with the minimum of disturbance to body and mind'.

X HITS THE SPOT

By contrast, the Panhard seems not so much ahead of its era as possibly from another dimension. The marque was associated with cars for the *grande bourgeois* before World War Two, but the impact of Le Plan Pons (which limited vital supplies to manufacturers of small and medium-sized cars) caused the company to radically alter its design philosophies in the late Forties.

Panhard's first new post-war car was the 1947 Dyna X. This light alloy front-wheel-drive saloon was fitted with independent suspension and a new air-cooled, horizontally opposed, twin-cylinder engine designed by the great Louis Delagarde. Delagarde believed that the opposing forces gave the flat-twin motor an innate balance and he also employed roller bearings for the crankshaft and big ends. To remove the possibility of blown head gaskets the head and cylinder were cast in one piece.

Seven years later the X was superseded by the Z powered by the previous model's 851cc engine (first



ID is a revelation in the corners, where its simpler steering and brakes offer more feedback than the DS

Oft-maligned Traction Avant-derived four cylinder engine is smoother than legend suggests

MEET THE OWNER: CITROËN ID19



Paul Chapman bought his first classic Citroën when he was 17 and over the years has owned six DSs. He first encountered this 1962 ID when his music professor bought it in 1991, 'He asked me to look after it and I bought it in 2007 when he passed away.' Some 23 years on, Paul is still smitten, 'It still turns heads,' he enthuses.

One challenge relates less to the car's age and more to its design, 'The engine is simple to work on, but so it should be – it just doesn't match the sophistication of the chassis.' Another concerns the suspension. 'I've had to replace the height correctors and spheres. The original LHS fluid is very corrosive, so I've experimented with rapeseed oil.' His verdict? 'After driving it, almost every other car feels like an anti-climax.'

1962 CITROËN ID19

Engine 1911cc inline four-cylinder, ohv, 33mm Solex downdraught carburettor **Power and torque** 75bhp @ 4500rpm; 101lb ft @ 3000rpm **Transmission** Four-speed manual, front-wheel drive **Suspension** Front: independent semi wishbone with anti-roll bar and oleo-pneumatic strut per wheel, Rear: trailing arms with anti-roll bar and oleo-pneumatic strut per wheel **Brakes** Front: discs, Rear: drums **Steering** Rack and pinion **Length** 4800mm **Height** 1470mm **Width** 1790mm **Weight** 1120kg **Performance** Top speed: 88mph; 0-60mph: 22.1sec; Economy: 24.2mpg **Years made** 1956-1970 **Cost new** (1956) £1726 **Current value** £7500-15,000

Huge single-spoke wheel hints at heavy steering; in fact, ID's unassisted helm is surprisingly wieldy

introduced in 1952) and a new aerodynamic body designed by Louis Bionier. Many readers will be familiar with Roland Barthes' descriptions of the Citroën DS in his book *Mythologies*, but in 1954 Panhard introduced the world to a design of arguably equal impact; in short, the Dyna Z looked different from any other car on the road. At a time of upright and ornate radiator grilles, the Z had a sleek front and its body was even tested in a wind tunnel, where Panhard claimed a drag coefficient of just 0.26. The Z was also the first production car to have an all-aluminium chassis, some 35 years before the similarly-endowed Ferrari 360.

Such a car inevitably proved extremely expensive for a small firm to produce, so the 1955 agreement with Citroën afforded Panhard some financial relief while the latter gained additional production capacity and dealership outlets. Within two years the Panhard's body was steel rather than alloy and in June 1959 the Z was facelifted as the PL17. The headlamps were placed further apart to give a greater illusion of width and the boot enlarged. There were also two trim levels plus the high-performance Tigre version, which Maurice Martin famously drove to overall victory in the 1961 Monte Carlo Rally.

The PL17 survived until 1965, by which point Citroën had complete control over Panhard. Production ended two years later. UK imports began in 1959 but inevitably proved too unconventional for Macmillan-era motorists who could buy a reassuringly respectable Farina-styled MG Magnette for much the same price.

Period photographs rarely convey how substantial the PL17 is in the metal or how elegant its profile is. It's a fairly narrow car – the brochure's claim that there is 'space for six' seems a little disingenuous – but longer than a PA Series Vauxhall Cresta.

Opening the entire front section allows total access to the steering, front suspension and truly diminutive power plant but the PL17 really sold on its promise of an 80mph top speed allied to 40mpg – both achieved through the coachwork's aerodynamic qualities and the inherent skills demonstrated by Delagarde's engine design.



'The Tigre may have been the *cognoscenti*'s car of choice, but even this standard model's two-cylinder plant feels ready for take-off'

The Citroën may be an ideal boulevard cruiser, but the Panhard's low centre of gravity, light weight and precise steering make it one of the most entertaining four-door saloons of its day. It suits 70mph motoring because most of its verve seems reserved for the top end of its power band. The bare figures may suggest that the Panhard's acceleration is inferior to the Citroën's but in reality it feels at least three times as rapid. The Tigre may have been the *cognoscenti*'s car of choice, but even this standard model's two-cylinder plant feels ready for take-off.

The steering is firm but the simple suspension gives a ride quality not far removed from the ID's far more elaborate set up and elicits only slight (and wholly predictable) understeer on sharp bends. Gung-ho cornering produces comparatively little body roll, with the main challenge coming from the seats. The split front bench is upholstered in a washable plastic which offers zero lateral support and is cursed with a Heath Robinson adjustment mechanism that allows it to easily come off of its runners. Still, if the thought of drum brakes conjures up images of frantically pressing the pedal as a Give Way sign looms ever larger in the windscreen, then the PL17's finned units turn out to be an object lesson in efficiency.

A comparative lack of comfort (and the sheer amount of noise it generates) means that the Panhard is less suited to long-distance cruising than the Citroën. The ID feels substantial in every detail, but the PL17's suicide front doors close with a resounding clang and its cabin favours brash plastic trim where the ID exudes an air of comfort. There is also an idiosyncratic approach to ergonomics; the brochure states that the wiper and light switches are 'just a finger-tip away' but neglects to mention that this involves reaching down through the steering wheel.

A Citroën dealer in 1960 may have presented motorists with a choice of two large front-wheel drive saloons but their respective personae were totally different. Where the ID19 would waft you along l'Autoroute du Nord to your next business appointment, the PL17 was better suited to the economy-minded press-on motorist. The differences between the two are wide in terms of refinement and speed, but each has its own very unique merits and neither believes in convention for its own sake.

If my choice is for the Panhard PL17, this is purely down to its exquisite coachwork and an engine so far ahead of its time that in 1959 Citroën actually considered using it to power the much bigger ID19.

What a car that might have been.



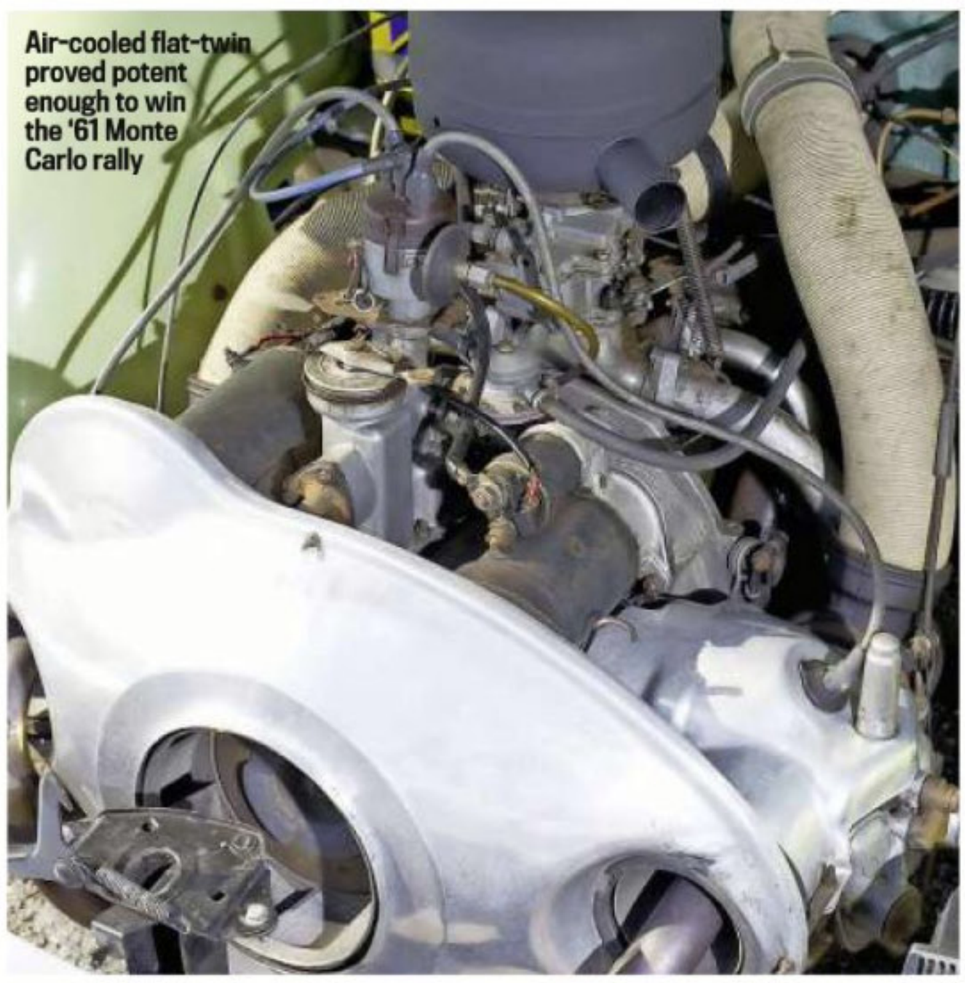
Slippery split front bench seat can land the driver in the passenger's lap during hard cornering



Long-distance cruising isn't the Panhard's forté; it's much happier on twisty B-roads



Wind tunnel testing reduced Panhard's drag coefficient to a remarkable claimed 0.26



Air-cooled flat-twin proved potent enough to win the '61 Monte Carlo rally



MEET THE OWNER: PANHARD PL17



In 1990 Richard Vick bought a 1963 PL17 L6. He says, 'I drove it regularly for several years. I'm sure I was the only commuter in the South East using a Panhard.' Richard is now President and Secretary of the Panhard et Levassor Club GB and his 1959 car shares garage space with a Slough-built Citroën Big Fifteen and a 1968 Ami 6. 'It is quite capable of travelling at 70 or 80mph despite that tiny engine.'

Club expert John Passmore adds, 'They're very complicated in their simplicity, but the fact that they can cope with modern traffic shows how advanced they were.' But there are issues, 'The engine and gearbox are mounted such that you have to remove the exhaust before you can remove the engine. The supply of body parts has dried up so GRP panels are not uncommon.'

1959 PANHARD PL17

Engine 851cc flat twin with single Zenith 36 carburettor **Power and torque** 42bhp @ 4500rpm; 50.6lb ft @ 2500rpm **Transmission** Four-speed manual, front-wheel drive **Suspension** Front: independent upper and lower transverse leaf springs, De Carbon telescopic dampers; Rear: rigid axle, single trailing arm, De Carbon telescopic dampers **Brakes** Drums all round **Steering** Rack and pinion **Length** 4585mm **Width** 1651mm **Weight** 805kg **Performance** Top speed: 82 mph; 0-60mph: 22.3sec; **Economy** 45mpg **Years made** 1959-1965 **Cost new** (1959) £909 **Current value** £5500-15,000



Exquisite Art Deco detailing isn't matched by imperfect ergonomics



100,000-mile Austin Westminster wears its hard-earned patina with pride



LIFE CYCLE

THE LIFE STORY OF AN AUSTIN WESTMINSTER

It has crossed the Pyrénées, served as a removal van and been converted to sleep in. But in 49 years this work-horse Westminster's sole owner *still* hasn't polished it

Words RUSS SMITH Photography LAURENS PARSONS

June 1966 Christopher Balfour goes big and British for £1000



Faced with a commute from Gloucestershire to Coventry, a growing family and a tedious and unreliable Triumph 1300, the Balfours needed a new car. Christopher Balfour takes up the story, 'We searched around for what was available for £1000. The Volvo 144 was growing in popularity but we really wanted to stick with a British car. And while Fords and Vauxhalls were built in Britain, these pro-British feelings put us off them.

And anyway, since visiting Midlands factories was part of my work I thought it would be much better if I could arrive in a Midlands car. However lack of space and power put us off Cambridges and Minxes and we simply could not afford Jaguars, Rovers and the like.

'I was attracted to the Westminster by an *Autocar* road test in July 1964 (which I still have a copy of), which promised things like "vigorous performance up to 90mph". Gloucester BMC agent C Healey & Son brought out an automatic Deluxe



Westminster had a busy working life from day one


INVOICE

C. HEALEY & SON LTD.

WESTGATE STREET : : GLOUCESTER

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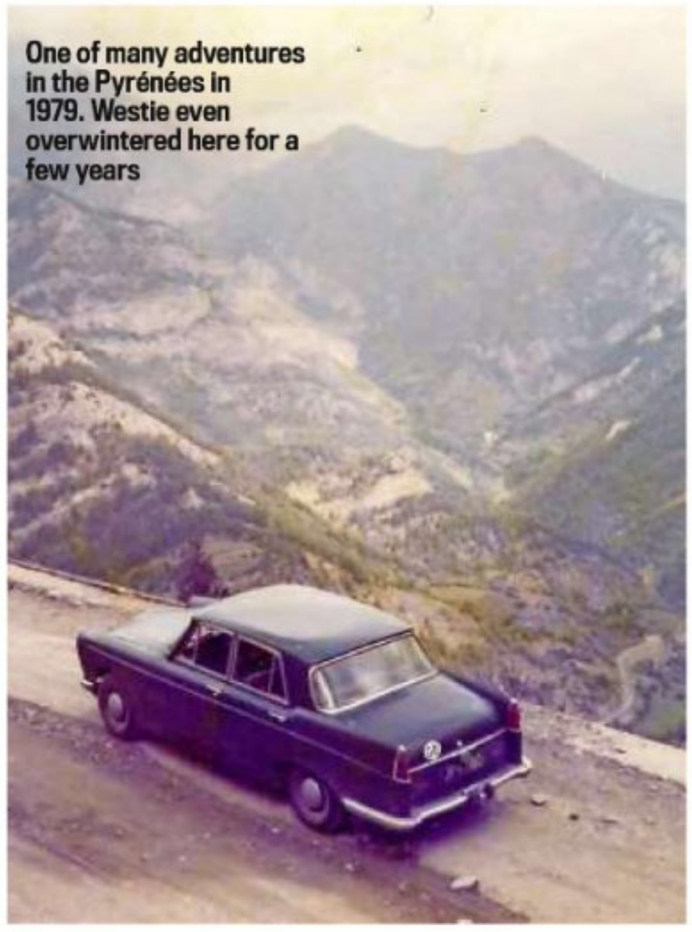
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Reg. No.
Allowance £

Less outstanding HP
" cash to customer
Balance

Cash paid on deposit
" advanced by HP

Balance due

Original sales invoice shows £37 spent on underseal, fire extinguisher, Cibié headlights and a set of safety belts


One of many adventures in the Pyrénées in 1979. Westie even overwintered here for a few years


Russ learns how to use the novel cruise control system





Late Sixties family holiday, with Max in doorway and Juliet testing clip-on bed


Sleeping compartment complete with October 1979 issue of CC

Westminster MkII for us to try. The power steering seemed horribly vague after my Bristol 400 and the engine seemed to sit at very high revs on the motorway. Then I discovered that it might be possible to order a base-specification Westminster with a four-speed manual overdrive gearbox. We didn't want the Deluxe-spec power steering and being a base model meant that it also wouldn't have the chrome side strips that can promote rust.

'We did a deal for £424 plus our old Triumph 1300 in part-exchange and JFH 718D was delivered to us in August 1966.'

Already showing Christopher's ongoing commitment to safety and longevity, the original sales invoice details an extra £37 that he spent on having the Westminster professionally undersealed and fitted with a fire extinguisher, Cibié headlamps and a full set of safety belts.

However, it wasn't long before some shortcomings became clear to Christopher – February 1967, to be precise. 'Within months of buying the car it was evident that it was suffering from draughts and water leaks from both front and rear screens. But worst of all it quickly became clear that the front seats were awful. It was suggested that I should buy a pair of seats from a Vanden Plas 4 Litre R, which I ordered via St Aldgate garage in Gloucester for £64 each. They're still fitted to the car today. In truth there wasn't much difference but they made the car a little more comfortable for my 6ft 4in frame.

'I also began to appreciate the less complimentary comments contained in the *Autocar* road test, such as, "If it is hurried round corners, there is considerable tyre scrub." I had been spoilt by the Bristol, which handled so much better on twisty roads. I contacted my local BMC agent who suggested fitting heavy-duty rear springs and Koni dampers, as fitted to the Westminsters that acted as service barges to the Minis on European rallies.

The car was transformed and became a sort of Austin-Healey saloon. It inspired real confidence without any sway round S-bends and still had a satisfactory ride on straighter roads.

'Around that time we also made several journeys across France to visit my wife's parents who lived near Menton.' These were certainly no casual jaunts – Menton is next door to Monaco.

'For these we bought a sort of canvas bed with a strong aluminium frame which clipped over the front seat at one end and the rear parcel shelf at the other. Our daughter, now a respected doctor, slept on it for many hours. Would she have gone



Pulling £400 Bristol 406 purchase home from Northern Ireland in 1986



Kate unhappy with 1973 stop at Leigh Delamere services





Fuel tank sits below marine-ply floor and supports the bed



6ft rear bed offe room for up to thre sleepy children



Serious roof load in 1980 did, in fact, include the kitchen sink

through the windscreen in an accident? I suspect she might not have survived.'

At the dawn of the Seventies Christopher's life – and priorities – were changing. 'In 1970 I was offered a more senior position in London. We moved to Wimbledon but kept our Gloucestershire house and soon realised the limitations of the old bed arrangement for weekend trips to the country; we had three children by this time so needed a safer sleeping platform. It would have been simpler to just buy a Volvo estate but I found the driving position uncomfortable and didn't like the handling. And of course, it wasn't British.

'We then had the idea of building a sleeping platform in the back. We asked around and it was suggested to us that a coachbuilder such as Williams & Pritchard, Wood & Pickett or FLM Panelcraft might do the work, but they all declined.

'The work was eventually done by a Mr Fletcher at Twyning Service Station, located near Tewkesbury.

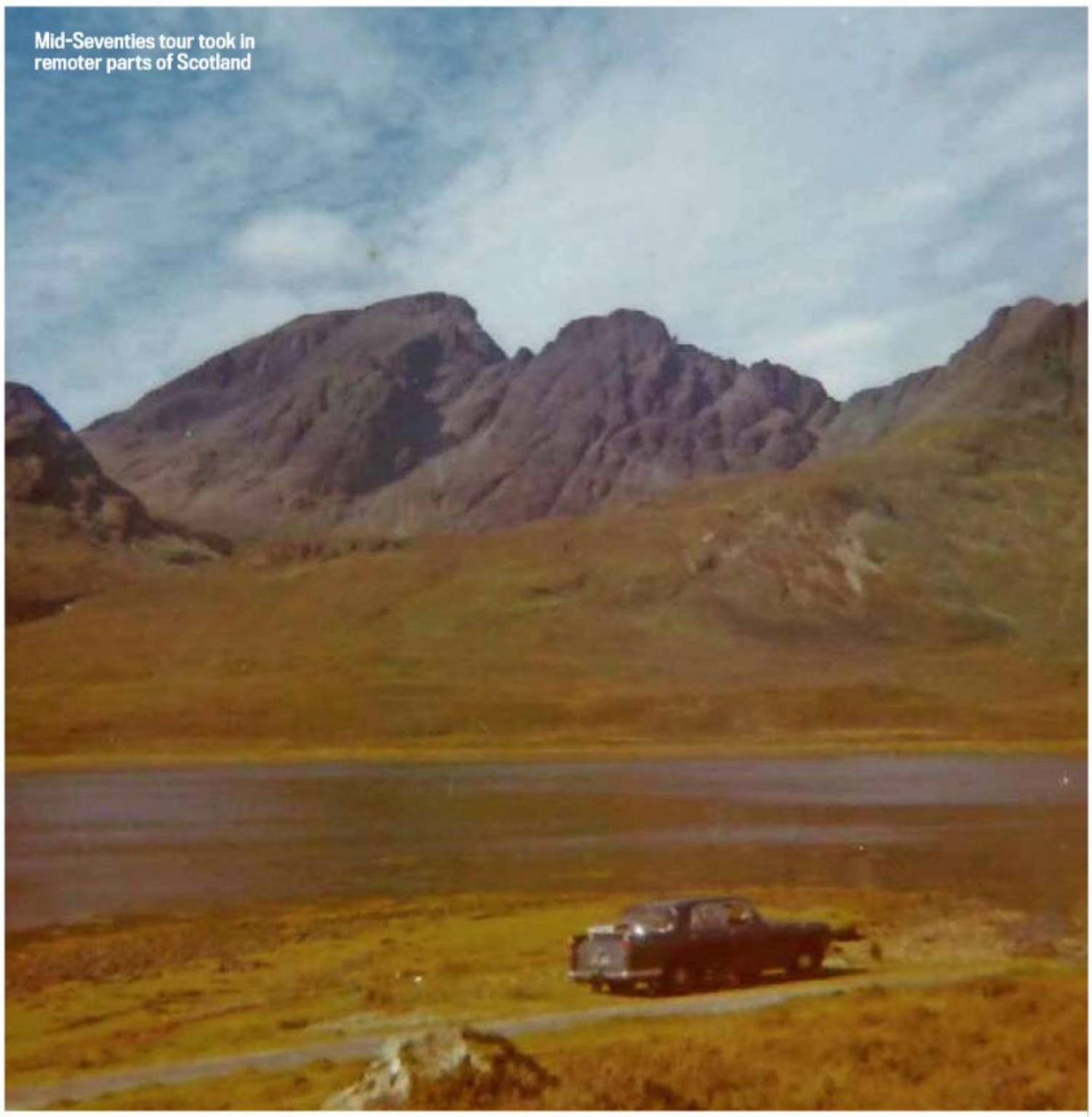
'He arranged the fabrication of a 13-gallon fuel tank to fit the floor of the boot area (which was covered by a new marine-ply floor), cut out the metalwork behind the seat back and fashioned a folding seat mechanism.

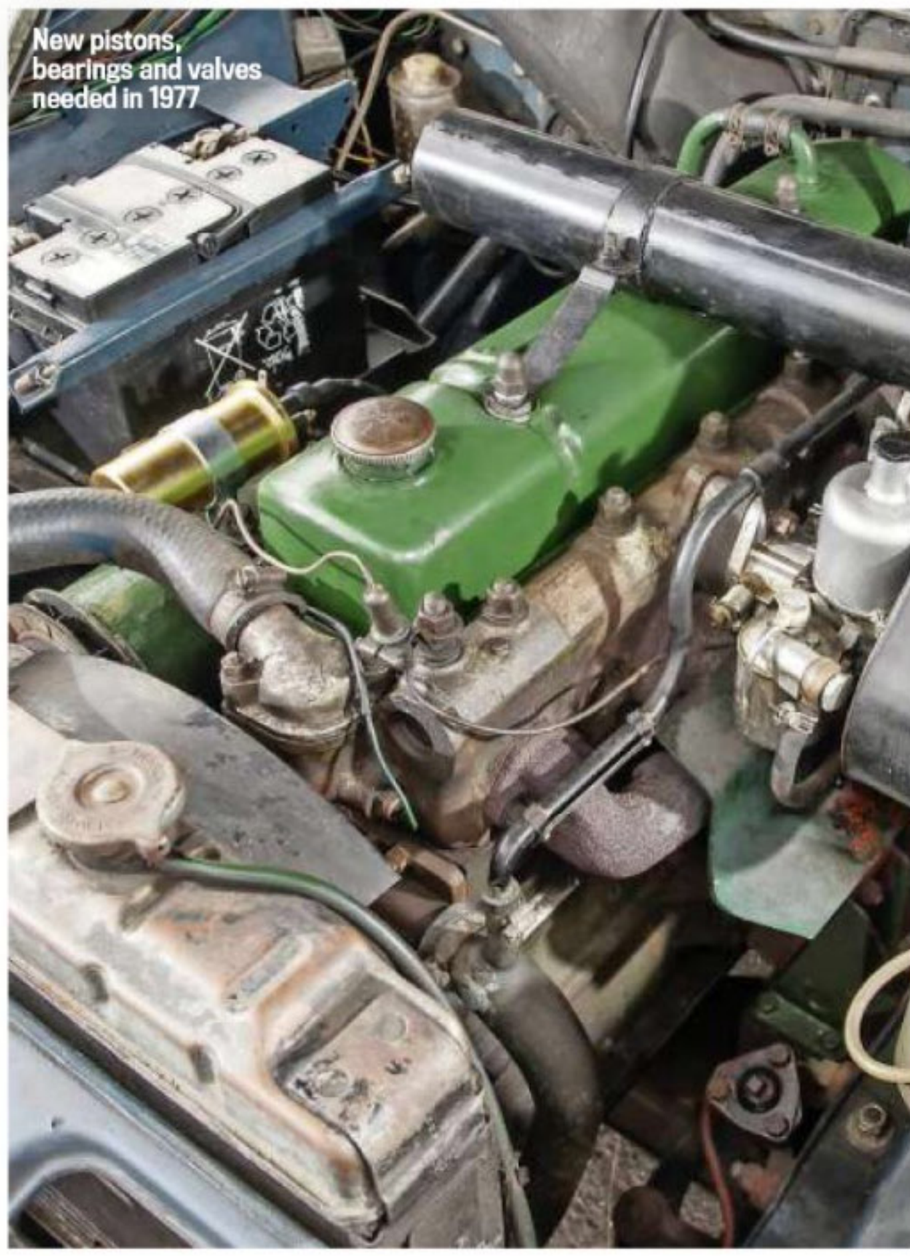
'The result was a sleeping platform over six feet long. He did a great job and charged us a total of £346. With good mattresses and no fuss about belts, the children slept well on those journeys to Gloucestershire. The car also became a better load carrier, further aided by the extra-long roof rack we'd had made for it.

Says Christopher's wife, Ann, 'That came in handy when we had to empty an aunt's house in Devon; it was piled high with furniture. It's lucky we didn't get stopped on the way back to Gloucestershire. It was such a sight that a neighbour came out and commented, "You've got everything but the kitchen sink there." To which I was able to reply, "No, we have that too"!'

By November 1977 continued hard use had taken its toll on the engine. 'I often used the Bristol when the family weren't with me, so JFH's 1977 MoT certificate shows a mileage of only 63,650. Oil consumption was increasing so we decided to investigate. I chose Barry Simpson Engineering in Newton Abbot, which had done good work on the Bristol before.'

It was worse than expected. 'We needed new pistons, bearings and valves. The results were a bill of £593.69 and a car that ran more sweetly than we had ever known. The one thing that wasn't replaced was the oil pump, which failed six months later and required another set of bearings. Then it


Mid-Seventies tour took in remoter parts of Scotland


New pistons, bearings and valves needed in 1977


'Awful' front seats replaced by VdP's 4 Litre R examples


Cows suspicious of new fence posts, July 1968


The eclectic Balfour fleet photographed circa 1995

was put back into use, clocking up 10,000 more miles by the next MoT.

'Then in 1979 I was able to take two months off work so I took JFH on a tour of France and Spain, making full use of the sleeping platform and spending most nights in laybys or woods; I also had cooking equipment in the car. I did thousands of miles and it was on this trip that I "found" Andorra, which at the time was hardly developed, and fell in love with it.

'Back in England, the roads were not as good as those in France so we decided to put the original springs back on but kept the Koni dampers. Like the original fuel tank, the heavy-duty springs have been stored away in case they are needed.

'In 1981 we returned to Andorra and decided to leave JFH there. Andorra has dry air and we think the structure benefitted from a few winters away from damp English weather. When we brought the car back three years later we pumped it full of Waxoyl.

'Then our son Max used the car for a short while in London. The starter motor packed up and I have memories of lying in the gutter changing it – the only time the car has ever needed roadside assistance in all the time we've owned it.'

In 1990 the Westminster gave up daily driving duties but it remained part of the family. 'By 1990 the mileage was at 98,887 and I finally had to accept that a car with an automatic gearbox and power steering would be an easier back up for the Bristol. That time I did renege on my loyalty to Britain when an Opel Commodore was advertised locally for £500.

'However, we decided to keep JFH. The car had been a part of our lives for so long and we felt it was an important part, warts and all, of the history of the demise of the British motor industry. So we drove the car back to Gloucestershire and put it in a well-ventilated shed. I crawled underneath at least once a year and dealt with any incipient rust and usually started it up and drove it for 15 minutes or so around the adjoining field.

'One time we even lined up our 'fleet' – JLH plus the Opel, Bristol 406 and Mercedes 190E – for a group photo.

'We did not realise then how many Westminsters were going to be destroyed in banger racing. But by 2008 their survival seemed even more important for students of industrial history who were beginning to research what had really happened to these British companies.'

However, a surprise windfall set Westie revival plans in motion. 'We received an unexpected financial bonus and decided to





'Shabby' bodywork conceals sound chassis and engine



Badge lost its 'We' some time in the past 44 years



New rear springs created 'a sort of Austin-Healey saloon'



All smiles, but the Westminster is now up for reluctant sale



take JFH to Rawles Motorsport in Hampshire. Rawles was recommended for its work on Austin-Healeys, with which the Austin Westminster shares many parts.

'I was not worried about the appearance – small holes in some exterior panels and the shabby original paintwork – but wanted it to drive as well as possible.' One small nod to improving its appearance came in the form of welding small plates to cover holes in the front bumper corners, which were then painted silver.

'The engine just needed recommissioning. All the brakes were seized but much of the work went into rebuilding the front suspension, including replacement of a coil spring that probably snapped during one of our French excursions in the early Eighties. My rustproofing efforts had been largely successful because necessary welding repairs were confined to the front outriggers, spare wheel pan and a small patch in a rear inner wing.

'All this cost rather more than we had planned with over £1100 in parts and transportation and 85 hours of work at hourly rates ten times higher than Barry Simpson had charged back in 1977. However, JFH felt (and still feels) like a new car despite its shabby appearance. This was important when I came to write the book *Bristol Cars: A Very British Story*, which was published by Haynes in 2009. I was able to confirm that the Austin was a simple, tough car sold at a very modest price which, except for that starter motor, had never let us down in 100,000 miles.

'But the fact remains that BMC never really tackled noise, vibration and harshness. It was in these areas that Bristol had done so much work with a strong chassis, careful design and insulation from road shocks. But then the Bristol did cost nearly five times as much when it was new.'

It is perhaps surprising to learn that Christopher doesn't plan to keep JFH. However, there is definite sadness in his voice when he says, 'I'm nearly 82 now. My family have gently made it clear that none of them wants it, so it's time to sell.'

And yet, for all the emotion he's invested in the Westminster he smiles mischievously when he says, 'You know, it's not been polished once since I've owned it.'

Thanks to: The Cambridge-Oxford Owners Club

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THE COLLECTORS

‘You don’t often see one in the Home Counties’

Selling his business meant George Strang could collect all the British classic cars he’d ever dreamed of. But then he got a little distracted…

Words ANDREW ROBERTS Photography ALEX TAPLEY

George Strang 's eclectic fleet comprises (R-L from far right): Mercedes 300c, Jaguar E-type S3, Jensen CV8, Riley RMF and Bentley Continental S2



At 63 years old, Strang's Riley is the joint oldest in his fleet (with the Hotchkiss)

There is an inevitable difference between anticipating a car collection that you have read about and the impact on actually encountering it in the metal. These six vehicles form part of George Strang's fleet of classic cars but he soon discovered that owning your dream car can bring with it hidden pitfalls. He says, 'When I sold my business in 2008 my collecting took off in earnest. I had wanted an Aston Martin DB5 since childhood and eventually bought a 1963 example. But prices rose to such a degree that I became afraid to use it and worried every time I left it somewhere. Once you reach that stage the car has become an automotive sculpture and you start to lose the enjoyment of it. So I ended up selling it.'

That's all changed though. Today all of George's cars are driven the way their manufacturers intended them to be.

Riley RMF 2.5

As all devotees of the marque that is as old as the industry and as modern as the hour will recognise from the pale blue radiator badge, this is a 2.5-litre model. When George was in his late teens he owned a dark blue badged 1.5-litre RMA just after he passed his driving test. He says, 'I was very young and rather mistreated that poor car. When I bought the RMF in 2003 it was partially so that I could make amends. It's my redemption car if you like.'

Jensen CV8 MkIII

Few period advertising pictures ever really conveyed the Jensen CV8's idiosyncratic good looks. Says George, 'I think it's an extremely handsome car and quite a few Jensen enthusiasts rate it as the best-looking car the company ever made.'

This last-of-the-line 1966 MkIII is distinguished by its equal-sized quad headlights, bumper overriders and larger windscreen. George bought it online in 2009 and says, 'It was in fabulous condition and is more comfortable than the DB5, especially for rear seat passengers.'

The sight of a steering column selector for the Torqueflite automatic transmission seems initially incongruous but then the Jensen was

devised as a brisk GT car. The MkIII's dual-circuit brakes also mean that it brakes with more élan than previous models and George is quick to point out detailing such as the lockable bonnet release flap and recessed door handle well. 'Jensen had advanced ideas about car safety even then,' he says.

Another fascinating CV8 detail is the centre console grille that looks like a radio speaker but is actually an air vent. This is apparently essential because the combination of a glassfibre body and large engine can make the cabin uncomfortably warm. He says, 'The interior became so hot one summer that we couldn't touch the dashboard and even the ignition key felt warm to the touch!'

Jaguar E-type roadster S3

Regardless of how many times you may have encountered a Jaguar E-type it never fails to inspire a sense of complete awe. George is refreshingly honest about his own car and says, 'Many people have their own opinion as to the definitive model. Some prefer the look of the S1 with its faired-in headlamps and more delicate rear styling but I chose the S3 because I absolutely love that V12 engine.'

He bought this 1973 Roadster in 2008. 'It was in much the same condition as it is now and had 33,000 miles under its belt. It's very much a summer car, not just because of the hood but because I don't want it to encounter salted roads.' That said it is occasionally known to venture onto local motorways and strike fear into the hearts of Audi-driving sales reps.

The E-type is another car that George had long promised himself and this Azure Blue example ticks many of his personal boxes. He says, 'Wire wheels are preferable in my view to the standard rims, even if they're more difficult to clean.

'I feel there is still some snobbery about Jaguar's paint options too. It is as though British Racing Green and Old English White are the only acceptable colours. To me this car's appearance makes it all the more special because it doesn't look like one of the more clichéd E-type colours'.

The interior is smart and original, 'I insist on that with all of my collection,' and certainly more comfortable than earlier models. But even George is happy to admit that the S3's dashboard is still brilliantly unergonomic. 'Above all, though,' he says, 'any E-type is a thing of beauty.'

Mercedes-Benz 300c Adenauer

The sole Mercedes in George's collection raises a wry smile. He says, 'My intention was always to collect only British cars but as you can see, I became a little distracted.' However, if you are going to be distracted in an automotive sense then the Mercedes-Benz 300 saloon is a rather fine way of doing so.

When it was launched in 1951 its psychological impact on West Germany was immense – just six years after the end of World War Two Daimler-Benz was again making a luxury car that was good enough to stand comparison with the likes of Cadillac and Rolls-Royce. Says George, 'This is one car I didn't encounter when I was growing up but I had often read about it in various magazines. I'd known about this particular example for more than four years before I actually took delivery of it so I was in a very good position to judge its quality and provenance.

'I love the details such as the indicators being controlled by the horn ring and the briefcases built into each door. The overall quality more than exceeds expectations.'

The Adenaur was named after the then West German Chancellor Konrad Adenauer who used them as his official transport. This one is a 300c, the first of the range to be made available with automatic transmission. George notes, 'Obviously you have to take into account that it is a pioneer system very much of its time. Sometimes it seems you almost need to send a message by telegram to politely request it to kick down.'

This is not to say that the Adenauer is at all stodgy on the road. 'Far from it,' says George. 'In many ways it is the father of the 300 SL Gullwing but slightly more practical to use on British roads.'

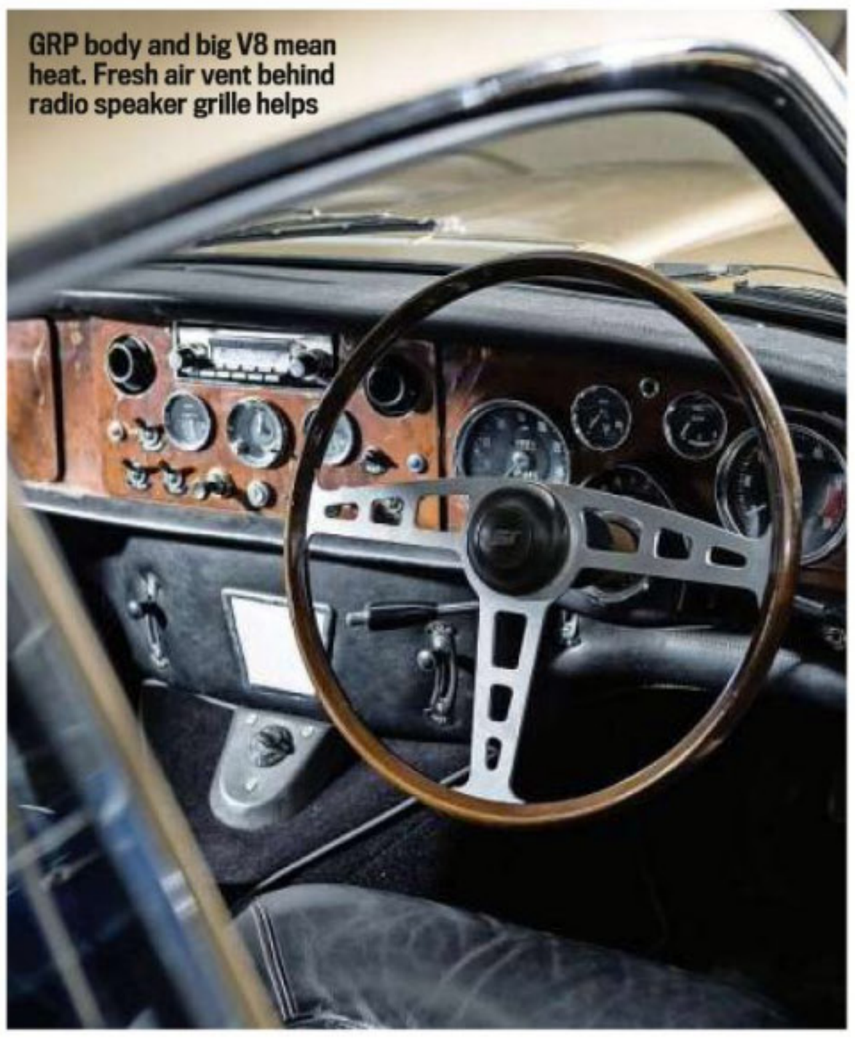
Bentley Continental S2

George has owned his imposing 1961 Bentley Continental S2 Sports Saloon, with coachwork by James Young of Bromley, since 2007. Its £8296 asking price would have made it an especially expensive proposition when the model was launched in 1959 – at a time when the standard S2 cost a comparatively piffling £5661 – but a select group of enthusiasts clearly believed that it was a price worth paying.

And the James Young treatment is slightly more subtle yet utterly imposing compared to HJ Mulliner's Flying Spur version. 'Just look at those lines,' says George. 'There isn't a single extraneous detail anywhere on this car. I believe it is far superior in aesthetic terms to the four-headlamp S3.

'One memory will always stay with me. I happened to look down on the Bentley from my office which was located near the top of a tall building and for the first time I could really see just how beautifully proportioned the chassis is and the elegant manner in which it tapers.'

Naturally George takes the Sports Saloon out for a good drive whenever the weather allows, the sun streaming through those tinted visors. He says, 'The Bentley's transmission is much more refined than it is in the Mercedes. But then it is a car that feels every bit as effortless to drive as it is timeless to look at'.



GRP body and big V8 mean heat. Fresh air vent behind radio speaker grille helps



Bumper overriders and equal-size quad headlights identify Strang's Jensen CV8 as a later MkIII

Strang bought his Riley to atone for the one he used and abused as a teenager

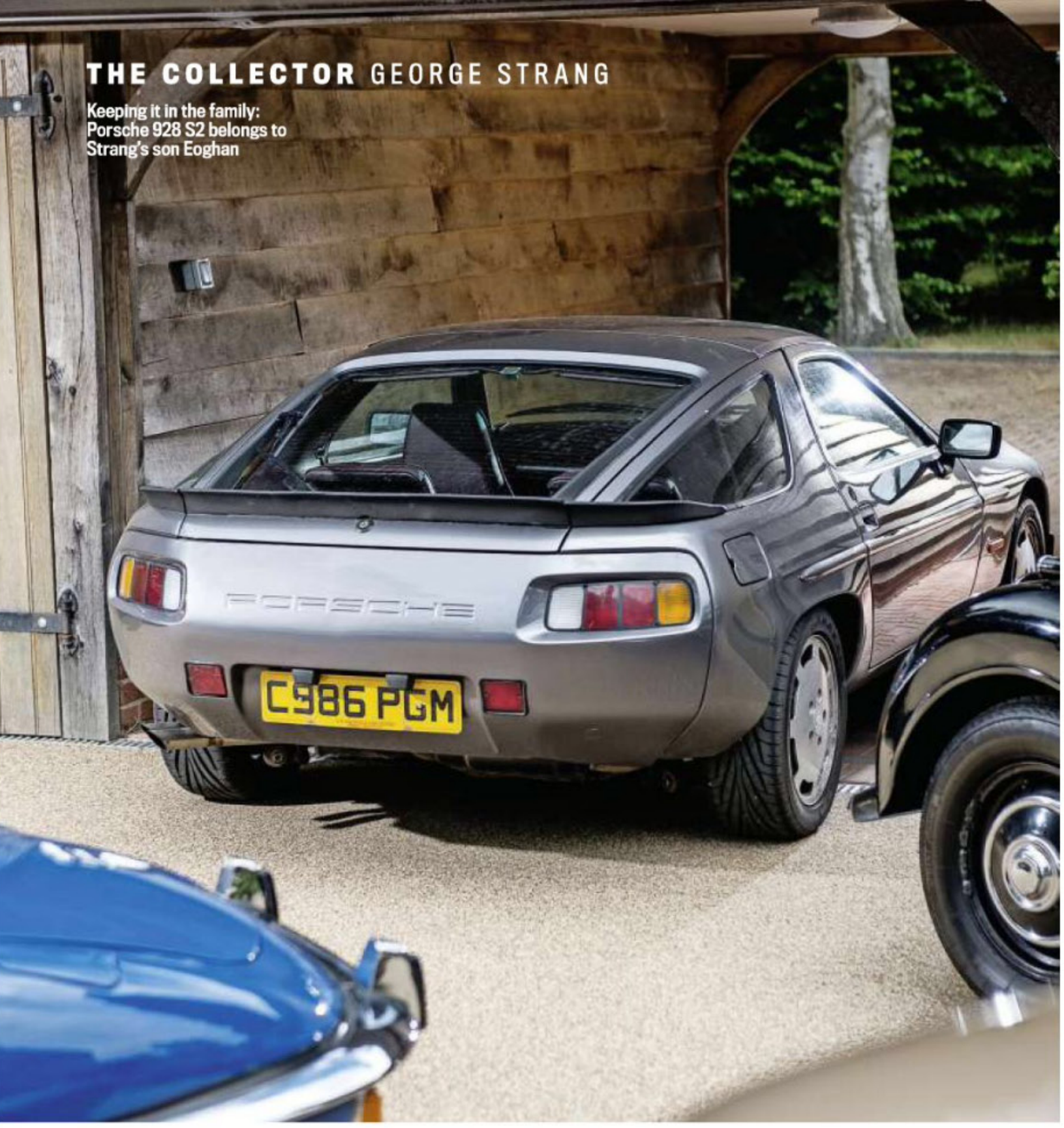
Beautifully patinated RMF 2.5 enjoys a gentler life

They were born within a few years of each other but the Bentley S2 (left) is a more satisfying drive than the Mercedes

Strang loves details like the flush-fitting door concealing Jensen CV8's bonnet release

George maintains that the Jensen CV8 is more comfortable than his old Aston Martin DB5

Strang chose his S3 for its V12 engine and less predictable Azure Blue



Keeping it in the family: Porsche 928 S2 belongs to Strang's son Eoghan

Porsche 928 S2

Not all the cars on the fleet belong to George. In fact his son Eoghan owns the Porsche 928 tucked away in a corner.

'It was dad's fault,' he muses, who in his mid-twenties is already well versed in the established art of blaming a car purchase on another member of the family. 'There were always interesting cars about when I was growing up, including Jags and a couple of Maseratis, so it was probably inevitable that I would end up buying a classic myself.'

Eoghan has owned his 928 S2 for a couple of months. He says, 'It was already in good condition when I bought it because some work had previously been carried out on the suspension bushes. I was initially quite nervous about driving my first ever classic car – I'd had a Renault Mégane for a number of years but that didn't really prepare me for driving an old Porsche for more than two hours on the way back to our home in Berkshire!

'Comfort is another Porsche plus point. I'm quite tall and well-built and the 928 is really well designed in that regard. We live near a Porsche specialist so I do occasionally see other examples, but mine does seem to create quite a stir wherever it goes.'

One particularly interesting challenge for Eoghan concerns the 928's gearbox. He says, 'This is my first experience of driving an automatic car and sometimes the transmission likes to make interesting decisions on my behalf.'

Hotchkiss Anjou

This eclectic sextet represents just one aspect of the Strang family's cars for there are modern Maseratis here and a Humber Hawk estate. George adds, 'Plus there's my 1953 Buick Special and 1987 Saab 900 convertible – further evidence of how I somehow became distracted from collecting British-only machinery.'

I suspect that it might be an Austin A40 Devon utility but lifting the sheet reveals a formal-looking radiator grille decorated with a crossed-cannon badge. It's quite a surprise because a Hotchkiss is not the sort of car you often find in the Home Counties.

ALL THE VEHICLES

1952 Riley RMF 2.5
1952 Hotchkiss Anjou
1953 Buick Special
1956 Mercedes-Benz 300c Adenauer
1961 Bentley S2 James Young Sports Saloon
1964 Humber Hawk Estate
1966 Jensen CV8 MkIII
1973 Jaguar E-type Series 3 Roadster
1986 Porsche 928 S2
1987 Saab 900 Convertible

George observes that his 1952 Anjou is neither a British nor a Commonwealth market model. He says, 'The Fifties was probably the last decade in which upmarket European manufacturers would fit their cars with right-hand steering. I came across the Hotchkiss in France and it's particularly interesting because a farmer converted it into a pick-up truck at some stage in its life'.

The British equivalent of this sort of treatment might be converting an Alvis Grey Lady into a builder's hack but there's no doubt that the new body gives the Hotchkiss a certain idiosyncratic appeal.

If the arrival of this last motoring curio feels like the end of George's journey then he isn't about to show his hand just yet. He says, 'Once I've finished the Hotchkiss I've every intention of using and enjoying it as much as any of the others – maybe even more. Certainly, it's the most practical car I currently own.'

But will that leave time for more classic acquisitions in the future? George thinks for a moment or two then just shrugs and smiles. But when I press him for an answer the smile becomes a broad grin. 'I never say never,' he says.

'But then I didn't really plan to buy the Hotchkiss either; it just kind of happened.'

NEXT MONTH

We find a collection filled with cars as diverse as a Noble M12 GTO and a Plymouth Superbird.



Hotchkiss Anjou's previous owner – a French farmer – fitted its unusual new pick-up truck rear body

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‘I managed a 170mph lap in the Jaguar XJ220 at Millbrook’

He raced and rallied in the post-war golden age, he contradicted Chapman over chassis design, he engineered the transmission for Rover’s P6… and he was the first man to write one off. These are the cars from Peter Willmer’s life

Words: NIGEL BOOTHMAN Photography: SIMON THOMPSON

Spend an hour or two with Peter Willmer and his photo albums, and you get to see the past 50 years of the car industry from the inside. He started out in his father’s Austin agency in Hitchin, Hertfordshire, in the early years of the Second World War, earning pocket money by filing the teeth on flywheel starter rings that his father had welded.

In 1994 he retired as managing director of MIRA, one of the world’s most respected automotive testing and development centres. Before that he worked within a motor industry still run by engineers rather than marketing men or accountants. During this time Peter befriended people who would become household names. He worked on some of Rover’s greatest post-war models before British Leyland – he still flinches at the words – spoiled the fun.

At 16, Peter joined K&L Steelfounders and Engineers of Letchworth. As an engineering apprentice he learned the design and manufacture of anvils, ships’ davits and 16-ton mobile cranes with 70ft jibs – while doing a degree in mechanical engineering. National Service in the RAF saw him flying Gloster Meteors with 54 Squadron, but he went back to K&L as a designer. Then he was finally able to save up for some sporting machinery.

LOTUS 6

In 1954, when Peter had been back at K&L for about two years, he bought a Lotus Mark VI kit and built it in his father’s garage. ‘I picked it up from Hornsey when Graham Hill was working in the stores,’ says Peter. ‘He handed over all the components and I remember examining some items and asking if he could find better ones, but I got it all home in the end and built it up with the 1172cc Ford sidevalve engine.

‘I held the 1172cc class record at Brands Hatch for about a fortnight, and that lap was done in the wet!’

The car’s most memorable racing adventure happened at Silverstone during the Six-Hour Relay. ‘The engine died and I realised the fibre timing gear had stripped its teeth. ‘I nipped over to the nearest Ford dealer, had a new gear pressed on to the camshaft and reassembled it all in time to get back into the race.’

Before the car departed in favour of something more comfortable, a wish to modify the little Lotus brought Peter into conflict with Colin Chapman, as he explains. ‘I wanted to fit sidescreens, which involved cutting the side-members of the chassis and welding in some vertical tubes. Chapman didn’t like this but I told him I knew what I was doing – I was a professional. He said, “If you’re so bloody clever, have a look at this,” and gave me the chassis plans for the MkXI to assess. I took them back to the office, put them up on the board and we worked through the stress loadings and so on, then I went back and suggested modifications. This flew like a lead balloon, so I left.

‘On my way out, one of his employees stopped me and said, “Never, ever prove him wrong!”’



Lotus MkVI ownership brought Peter into conflict with Colin Chapman

Peter Willmer has been an important cog in the British motor industry machine since the Fifties and has owned a huge variety of everyday and classic cars



Peter used his engineering instincts to make his Ford Anglia fly



Triumph TR2 was the perfect hospital transport for Peter's pregnant wife – sideways



Vauxhall VX 4/90 company car served as do-it-all family transport and was used for towing dinghies



Working for Renault Trucks still allowed a channel for his petrolhead instincts

FORD ANGLIA AND TRIUMPH TR2

With a wife-to-be and Lotus motoring out of his system, Peter acquired a Ford Anglia 100E in 1956. It was hardly the last word in handling or performance, but Peter's know-how meant mods came naturally.

'I gave it an Aquaplane cylinder head, two SU carburettors, a side-exit exhaust and Consul front brakes,' he says. 'That was enough to make it go quite well, and we actually won a BTRDA Silver Star when we beat Pat Moss in a "plot 'n' bash" rally.'

By this time, Peter had made his move into the motor industry. 'I was hired as chief designer by Borg-Warner, despite knowing nothing about automatic transmissions. But that was okay – nobody else did either.'

While Peter engineered BW automatics for everyone from Mercedes on down, he also helped develop Ford's Zephyr MkII automatic, the first mass-produced auto model in the UK. And outside of work he realised he missed sports cars and replaced the Ford Anglia with a Triumph TR2.

'I had it painted two-tone in black and white, which I did with all my cars in that period,' he recalls. 'I used to race it when I could, and it was fun to drive fast. Betty and I were married by then and I remember her telling me off for getting the TR sideways on the way to hospital to have our first son.'

AUSTIN WESTMINSTER

Fatherhood turned the TR2 into an Austin Westminster in 1959, but even that didn't escape some tuning. The Westminster was transformed by the addition of an overdrive, a floor-shift, and a new engine lifted directly from an Austin-Healey 3000. 'It was timed at 131mph down the main straight at MIRA, but it didn't feel stable,' says Peter. 'The chap I sold it to wrote it off on the M45 but survived and admitted he'd seen 140mph on the clock before he lost it. I'd told him it wasn't stable!'

Work at Borg-Warner included much with Westminsters ('We drilled holes in the floor to drain them after testing the transmission for water ingress') but Peter's album also reveals surprising off-road testing for the Jaguar MkVIIM automatic and much on-road testing of XK140 fixed-heads. 'We cut the transmission tunnels out of them so we could change a transmission in 40 minutes. It sped things up when we had a lot of testing to get through.'

ROVER P6

'I was at The Rover for an interview,' says Peter, careful to give the firm its definite article. 'We were in the directors' dining room when an American chap I knew from Borg-Warner walked over to the table and said, "Are you thinking of employing this guy? Then hire him! And pay him good money!" which did me no harm.'

Peter found himself working on seatbelts and power steering for the P5 when something more exciting came along. 'I was promoted to become chief engineer for transmission on the P6, which meant everything from the flywheel to the road wheels. The P6 had more weight and torque than it was meant to have, which was tough on the gearbox we designed.'

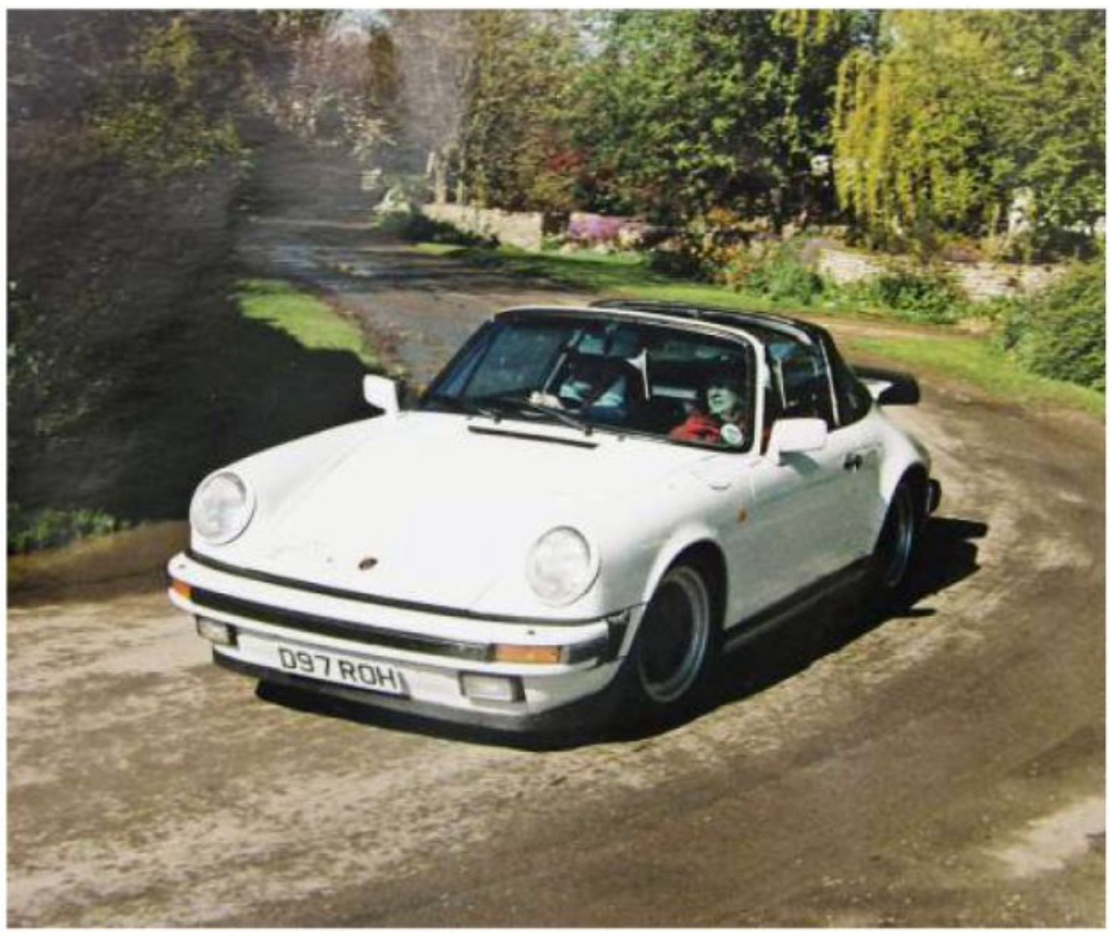
Around this time Peter and a colleague took a trip over to Aintree for the International Trophy Race in a pre-production P6. 'We were almost there when a car coming the other way, a Ford Anglia, pulled out to overtake and didn't pull back in. It clipped us, we shot across the road, clipped a truck, came back and punched a hole in a stone wall. In the Ford were three boozy Scousers on their way to



Austin Westminster took the commuting strain during the Borg-Warner days



Pre-production Rover P6 came a cropper thanks to drunken Scousers in a Ford – the cabin held up well, mind



Porsche 911 3.2 Carrera is one of many cars Peter regrets selling



This Rover P6 is the only car he worked on in a professional sense that he's bought as a classic car

the football – I reached in, took the keys and threw them into a field.'

VX 4/90, CHRYSLER 180, TALBOT TAGORA, CITROËN CX

The signs of trouble at The Rover were mounting, and Peter had departed by 1970. 'Working under British Leyland became intolerable,' says Peter. 'I saw Spen King [chief engineer at Rover] at a sailing club in Cornwall, and he was utterly exasperated with the frustrations he faced.'

Peter moved to component supplier AP (Automotive Products), eventually becoming engineering manager to all four automotive divisions – Lockheed, Thompson, Borg and Beck, and automatic transmissions. This, and his next two industry jobs – at Peugeot-Talbot Engineering UK and Renault Truck Industries – introduced the wonderful world of Seventies company cars. 'At AP in the late Sixties I had a Vauxhall VX 4/90 that we used for towing sailing dinghies on holidays. At Peugeot I had a Talbot Tagora and a Chrysler 180. The Chrysler was a great car. I had a Citroën CX in 1975 and then an Austin Princess; I broke the gearbox. Both were very nice.'

It wasn't all office duty. At Renault Truck his team went truck racing. Peter fitted a roll cage, being alert to benefits beyond safety. 'We mounted it to the chassis, keeping the flexibly mounted cab rigid,' he says. 'That made it much better to drive. We felt a bit of negative camber would help, so we bent the front beam axle. The fifth wheel coupling was cast in lead to add weight over the rear wheels, where it was badly needed. Well, we wanted to win, didn't we?'

THE CLASSICS

By the mid-Eighties, Peter was commuting from home near Solihull to Lyon, France. One day in 1988 he'd had enough. Peter retired from Renault Truck but was coaxed into a year's contract with the Motor Industry Research Association at Nuneaton, which eventually became three years. This led to his promotion to managing director, and after that, work as a consulting engineer while he chaired the Design Engineering Group, representing SMMT automotive consultancies to the government.

It also led to a change of pace. Now based at home, Peter found himself mixing tests of cutting-edge performance cars at work with gentle road rallies in a growing list of classics at home. 'I did a 170mph lap in the Jaguar XJ220 at Millbrook. Then I took it on the mountain course with Andy Wallace in the passenger seat and I broke the gearbox. Andy said, "Don't worry; anyone who tries hard breaks the gearbox".'

A Riley RME was replaced in 1989 by a Mercedes 230 SL Pagoda, then a Porsche 911 3.2 Carrera Targa, a Mercedes W107 SL and in the late Nineties a Bristol 401 that Peter restored from boxes of bits. A Lotus Elan +2S was enjoyed for a while but deemed insecure on dark, wet nights on the motorway, before a Porsche 968 cabriolet added to the considerable collection of rally plates nailed to the garage rafters.

'I regret selling all those cars,' says Peter, who admits the will to do long-distance events is fading somewhat. How nice to see that Mexico Brown P6 outside his house – it's the only model Peter worked on professionally that he's revisited as a classic. This one has been adjusted to its docile but muscular peak, and soon we're off down a B-road, Peter's right foot buried in the carpet. 'Goes well, doesn't it?' That's 86 years a petrolhead, and counting.

Mkl's inherent strength meant many died on the banger track and survivors are getting rare



6 STEPS TO BUYING THE BEST

FORD GRANADA MKI

It's time for a big, cool Ford, but choose carefully

Words MALCOLM McKAY Photography JULIAN SANDIFORD

OUR EXPERTS



Julian Peapell grew to love Granadas through 20 years of banger racing them, which also helped him gather a huge stock of used parts. He's owned Granadas for 24 years and works extensively on them for Drivers Guild members as a hobby.



Specialising in classic Fords for sale and hire, **Roger Chinery** of Affordable Classics has spent the last five years restoring a *Sweeney* replica Consul 3000GT to immaculate condition for his hire fleet.



John Kempson wears many hats within the Ford Granada Mkl & MkII Drivers Guild. He joined in 1995 after buying a Ghia Coupé Mkl.

With cars of the Seventies climbing in value so steeply, the Ford Granada MkI seems a bargain, with good examples available from £3500-5000. For that you get all the style, refinement and practicality you could wish for. Six inches shorter than the MkIV Zephyr/Zodiac it replaced, the saloons and estates sold steadily but the fastback two-door Ghia Coupé launched in July 1974 was more of a hit in Europe than in Britain. It seems rather ironic, then, that it is now the most sought-after model.

These are fundamentally strong cars and deserve to have survived in far greater numbers, but low values have taken their toll, as has their popularity among banger racers, which has claimed thousands over the years. Rust is inevitably the biggest issue and significant rot renders some cars uneconomic to restore, even with the recent significant climb in values.

The 2.0-litre cars feel underpowered compared to V6s – it's a big body to lug around – but have a certain charm and are generally cheaper to buy. There are even one or two 2.0-litre Ghia Coupés around. The enduring popularity of *The Sweeney* and the wider interest in Seventies style has meant that the Consul GT, which was the cheapest 3.0-litre model when new, is now the most sought-after saloon model. Low values for decades and wide availability of cars for breaking mean that many cars are no longer in the specification in which they left the factory – this is worth watching if originality is particularly important to you.

Club support is excellent but parts availability is patchy. Autojumbles and eBay are your friends, as are long-term fellow owners, many of whom build up stocks of hard-to-find parts knowing they will need them sooner or later.

'The two-door Ghia Coupé was more of a hit in Europe than in Britain but is now the most sought-after model'

1. Bodywork

Rot is the Granada's biggest enemy, though most key spots are easily seen. Experts advise buying the best bodyshell you can find, regardless of model. The most common (and awkward) area to have rot is the rear sill extension that runs under the car above the rear subframe. You have to remove the subframe (budget £300 for this) to repair it properly. Inner and outer sills are also complex to repair properly and are often crudely covered up with cover sills.

Condition of the front inner wings is critical. Reinforcing members in the top rear corner of the wheelarch collect mud and rot through, allowing water into the car and rotting the A-posts. Check inside the wheelarches and also under the bonnet adjacent to the hinges. Examine the outer wing's mounting flange too: repairs here will set you back by £150 per side.



Vinyl seats - and the rear bench in particular - dry out and crack. Original luxury cloth trim fitted to high-spec cars is no longer available


2.0-litre V4s are affordable but underpowered. Pricier 3.0-litre V6 is more desirable


Few MkIs retain their original spec. *Sweeney*-apeing modifications are common



New body panels can be difficult to find and therefore extremely expensive when they do turn up. New-old-stock front wings and bonnets commonly sell for £500 each and even front valances will command £150. The message from experts here is that the parts are out there – but you really have to search for them.

Other areas where rust is commonly found include the bottoms of the doors, around the heater plenum chamber on the bulkhead (repairs here can top £300), front and rear wheelarches, front and rear valances and the front leading edge of the bonnet. Rear roof pillars also rot around the vents, especially on cars fitted with a sunroof (budget £250 per side for repairs). It's wise to use a magnet viewing a car to check where steel ends and filler begins.

2. Interior

Interior trim is a challenge as the original cloth fitted to luxury models is no longer available. It is possible to find a close alternative but this usually entails retrimming the whole car (£1500). Lesser models (and all estates) had PVC trim which is generally hard-wearing but prone to drying out and cracking; the rear seat is particularly prone in this respect.

3. Engine & gearbox

Engines are very durable if well maintained with regular oil changes vital to a long life – 3.0-litre cars are capable of covering well over 200,000 miles before a rebuild is needed. The fibre timing gear fitted to both V4 and V6 engines to reduce valvetrain noise can suddenly fail if the engine is revved from cold. This means bent valves, a sump full of gear teeth and a full engine strip. Replacing the gear with a new steel or aluminium one (£151) eliminates the issue but results in a noisier valvetrain.

Look for healthy oil pressure on the gauge – it will drop low at idle when hot, but should pick up to the middle of the gauge when revved. All engines have cast iron cylinder heads so are not immune to valve seat recession; however there is no need to have unleaded heads (£150-250 each) fitted immediately as they may well last over 50,000 miles (or even longer if you routinely use a lead substitute additive) with occasional tappet adjustment before hardened seats are required.

Overheating is not uncommon because radiators and engine waterways gradually

ASK AN OWNER

'Why change it? It's the best car we've ever had'



Rod Tebble, Norfolk

'I've had a Granada MkI since I was 18, recalls Rod. 'I must have had dozens over the years.

'The car in the pictures started life as a an L. It had a very good shell, so I restored it to GT spec, putting in all the correct suspension, gearbox, engine, exterior and interior trim except for the super-rare houndstooth seats. I had to fit new wings and front valance and the sunroof had to come out to be repaired properly. Since restoration it's cost under £150 a year to run.

'I also have a 2.0-litre V4 L. I actually prefer it to the Pinto engine because it's quite torquey. I'm restoring a Coupé at the moment – which is unusual as I've always done saloons before. This one has been off the road since 1989 – and I swear it will be my last restoration!'



Dave Hockham, West Sussex

Dave is 78 and has owned his 1973 Consul 2500L from new. 'I used to change car every year, but when the time came to sell this one, my wife said, "Why change it? It's the best car we've ever had."'

'It was our daily driver back then but I've kept it as a classic for shows more recently. It had a bare metal respray five years ago but getting chromework is difficult. A fellow club member found some for me from a source in Germany.

'It's done about 50,000 miles and mechanically it's as good as new. The only thing I've done is to fit a replacement carburettor – I've built up a stock of spare parts. I do my own servicing and change the oil every year irrespective of mileage. It costs less than £100 a year to run.'



Graham Ribbans, West Sussex

'I've owned my Ghia Coupé MkI for nine years,' says Graham. 'I've replaced the original automatic gearbox with a Sierra five-speed manual and I run it on LPG. JB Racing Engines rebuilt the engine with unleaded cylinder heads and I've had new dampers and springs fitted and the interior retrimmed.

'I had it resprayed recently because it had been poorly done before. It's now back to its original Sabrina Red – a rare orangey colour.

'It's a car I always wanted to own and a friend knew of this one down in the West Country. I've got it how I want it now, though I might uprate the suspension to polyurethane bushes. I do my own servicing and it only costs £60 a year for the oil change and filters.'



Exterior trim is expensive and hard to find. Tail light lenses alone can cost up to £50 each

silt up over time. Look out for obvious signs during the test drive and under the bonnet.

Gearboxes – both manual and automatic – should be checked first for smooth up- and down-shifts. Most 3.0-litres have automatic transmission – Ford C4 at first then C3. Each is long-lived and not horrendously expensive to rebuild. A clonk from the rear end on manuals indicates worn splines in the differential; this is irritating but not terminal. Early Consuls had the Ford Type 3 but most cars had the strong Ford Type 5 four-speed gearbox.

4. Brakes

Brake discs are prone to warping and currently unobtainable, so expect a long search for replacements if you experience juddery brakes on the test drive. Calipers can be refurbished by companies such as Big Red for around £75 each.

5. Lights

Headlamp reflectors corrode, and new units easily fetch £200 on eBay. Rear light lenses fade badly and will set you back by up to £50 each – if you can find them. Repainting the inside of the lenses with model enamel is one solution but not ideal long-term.

6. Bumpers

Damaged chrome bumpers inevitably rust and are hard to find in good enough condition for rechroming (£100). Exterior trim generally is scarce, especially wheelarch trims (£50 each if you can find them). New clear or tinted windscreens are available from Pilkington priced from £276-336.

WHICH ONE?

Germany had the most engine and trim variants with 64-74bhp 1.7-litre Cologne V4s and 2.0, 2.3, 2.6 and 148bhp injected 2.8-litre Cologne V6s offered in addition to the 2.0-litre Pinto and 3.0-litre Essex. Higher spec means higher prices with 3.0 Ghia Coupés top of the tree alongside '*The Sweeney*' Consul 3000 GTs. Even a ropey base saloon will fetch £1000, with good cars selling for £3500-5000 and high-spec concours Coupés going over £10,000.

Granada

Launched in early 1972 and topped by the 3000 GXL automatic; the 2500 was £390 cheaper, but dropped in 1973 with the Ghia becoming the new flagship in early 1974. Series II from 1975 incorporated 2000, 2500, 3000S and Ghia models. A 2.0-litre Ghia was added in 1976.

Consul

The 2.0-litre V4-engined Consul 2000 was certainly the bargain of the range at just 62% of the price of the Granada GXL but the 3000 GT was sportier. A Consul 2500L followed (which was £250 cheaper than the equivalent Granada). The Pinto replaced the V4 2.0-litre in 1974 but the Consul name was discontinued a year later and all became Granadas.

Estate

Launched later in 1972, the estate was a vast load-lugger and heavier than the saloon but not much slower. It was offered in Consul 2500L or Granada 3000 forms and competitively priced with PVC trim and auto options. Ford added a Consul 2000L (Pinto engine) to the range in mid-1975 shortly before the Consul name was dropped and all became Granada Estates.

Coupé

The Ghia Coupé arrived in September 1974 and cost a whopping £500 more than the Ghia saloon and more than twice the price of the base Consul 2000. Ford added a 2.0-litre Pinto-engined Ghia Coupé in early 1976. German market cars had Coke bottle-shaped rear wings until 1973.

IMPROVING

Many parts are interchangeable between MkI and MkII Granadas – and even Sierras.

Five-speed gearbox conversions are popular; use either the Sierra unit or the five-speed from the Granada MkII. You will need to modify the bellhousing or fit one from a Granada 2.5. A good used gearbox is around £150, the bellhousing £40; you'll also need a pedal box from a manual Granada MkII, a clutch and a spigot bush (available new from Ford).

Upgrading the engine is a matter of dropping a 3.0-litre into a lesser model. This can be uprated by boring out 0.006in to 3.1 spec with high-lift cams. Burton Power can advise.

Brake upgrades are popular. Tickover offers three kits (295/300/325mm discs) along with billet aluminium four-pot calipers, braided hoses and pads. All require larger (15-17in) wheels.

Also popular are Silicone hoses, polyurethane suspension bushes and Spax Sprint adjustable dampers (£90 each front, £95 each rear).

SPECIFICATIONS

1972-77 Ford Granada Mk1
Engine 1996cc V4 or 2494/2994cc V6 overhead-valve or 1993cc four-cylinder overhead-cam, twin-choke Weber carburettor
Power and torque 82bhp @ 5000rpm to 138bhp @ 5000rpm; 106lb ft @ 3000rpm to 176lb ft @ 3000rpm
Transmission Four-speed manual or optional three-speed automatic, rear-wheel drive
Steering Rack and pinion, usually PAS on V6
Suspension Front: independent, coil springs, twin wishbones, telescopic dampers, anti-roll bar. Rear: independent, coil springs, semi-trailing arms, telescopic dampers; anti-roll bar on 3000S
Brakes Front: dual circuit servo-assisted discs. Rear: drums
Length 4.7m (15ft 5in)
Weight 1229-1455kg (2710-3203lb)
Performance Top speed: 95-112mph. 0-60mph 14.7-9.6sec. 18-27mpg.
Cost new £2031 (3.0 GXL, 1972)

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STAR LETTER

Ferrari 512BB flat-out

Following comments from Mr Gordon Dow in last month's letters, the carburettor Ferrari Boxer was definitely a sublime car. I bought and used a 512 BB in Rosso Rubino with tan interior in the early Nineties as my daily driver. It was surprisingly easy to use every day – it had so much torque.

One day I found a Porsche 911 Turbo 3.3 tramping flat-out up the M3… a few seconds later and 6250rpm in top, the Porker was disappearing in my mirrors. I was quite surprised, so I got the calculator out and confirmed that 180mph was a genuine claim on the Michelin XWX-shod baby… rumours that they would not pull maximum revs in top were dispelled.

Speedos are unreliable on any car – best to go by RPM (or satnav today) if you really need to. I still have the 512's speedo, which was changed by Maranello – they all stopped working sooner or later.
Glen Henry

Vanquished

Just wanted to say how much I enjoyed reading the article on 'affordable' Astons (5 Astons To Buy Now, September 2015). Over the years I've owned various marques including Marcos, Mercedes, Jaguar, Maserati and Alfa, plus an Aston Martin DB6, but the Vanquish is without a doubt the best ownership experience I've had. It seems to be loved by the general public and other Aston Martin Owners' Club members wherever it goes.

I bought the ex AML press car for the Sports Dynamic Pack (SDP) variant (VIN 501381, original reg BU04 EOV) in 2011. This featured in a number of articles during its eight-month ownership by AML until the S was introduced in the autumn. Just 94 interim SDP variants were built, featuring the suspension, steering and braking upgrades that later appeared on the S, plus unique nine-spoke wheels but with the standard bodywork and 460bhp engine.

My car was used by AML for development work, with features that later appeared on other models, such as the pop-up satnav in the dash and S-style grille.

The article mentions the Vanquish was available as either a manual or a paddleshift



Around 100 Aston Vanquishes were retrofitted with manual gearboxes



Ford Escort RS2000 – best enjoyed at ten tenths, according to Alan Otty

semi-auto using the same six-speed gearbox. All Vanquish variants were fitted with the paddleshift apart from about 100 that have been retrofitted by AM Works at Newport Pagnell, like the one in your feature.

You're right when you say the paddleshift isn't ideally suited to commuting in dense city traffic. But with the upgraded gearbox software and magnetic sensors fitted to most these days it works well in most driving conditions, providing you take sensible precautions such as putting it into neutral when stationary and pulling away cleanly so revs rise above 1500rpm and the clutch fully disengages. If originality or concours are your thing, a manual retrofit will cost you points.

I do agree with your comment that it is set to be a legend because of very limited numbers and being the last Aston handbuilt at Newport Pagnell, not to mention its looks, performance and the noise it makes.
Frank Hopping

Transporter racing

I picked up an old copy of *Classic Cars* in my doctor's waiting room and found a reference to Dennis Poore's Alfa Romeo and the Dodge transporter. I worked for Connaught Engineering in the Fifties and was in business with Poore's mechanic Tammy Aberg.

In 1952 Bill Lawes and Tammy arrived at Connaught Engineering and loaded up an A-series engine. With me driving a Perkins-engined Ford, also with an A-series on board, we decided to race the transporters to Turnberry in Ayrshire.

As the Dodge only did eight miles to the gallon and the Ford about 20, I thought I had the edge but Tammy used in-flight refuelling – clinging to the roof of the Dodge and standing on the rubbing strake, he put a hose into the filler and pumped fuel from jerry cans in the van.

The race was finally called off on the empty roads of the Borders when the older and more responsible Bill Lawes realised we were both heading for a bridge only wide enough for one of us. We called it a draw.
Valentine Gardner

RS2000 is for driving, hard

Reading your article about the Ford Escort RS2000 MkII brought back some great memories. Having owned two in the early Eighties when they were relatively new, I had the pleasure of driving them hard and fast – which is when they really come to life. Driving them on country lanes in the early mornings is one of life's great pleasures.

The first RS I owned was a black 1980 model in standard spec. That came with steel wheels, but still had the fishnet Recaros and the only thing I did to it was fit a set of Alleycat alloys. I sold it after a couple of years but I never forgot what a great driver's car it was, so a few years later I was on the hunt again and this time I bought a Nordic Blue custom model. It had uprated suspension, an anti-dive kit and a fast-road camshaft, plus a free-flowing exhaust and manifold, which really improved the car and again I drove it without having to worry about using it.

I am so glad I owned these cars in period and drove them as I believe they should be driven. I understand current owners want to cherish their cars, but giving them a proper work-out every now and then is the only way to appreciate their true nature.
Alan Otty

MGB, MGC & MGR V8 VALUES

In Quentin Willson's Smart Buys he has promoted the MGB and MGC for their appeal and as good speculative purchases, but he seems to overlook the MG RV8.

I have difficulty in understanding why anyone would prefer to pay £30k for an MGC, a car that is dynamically not a competitor to the RV8 – in fact, it's well known for its terrible handling. An RV8 is available at a fraction of the cost.
Tony Broadbent

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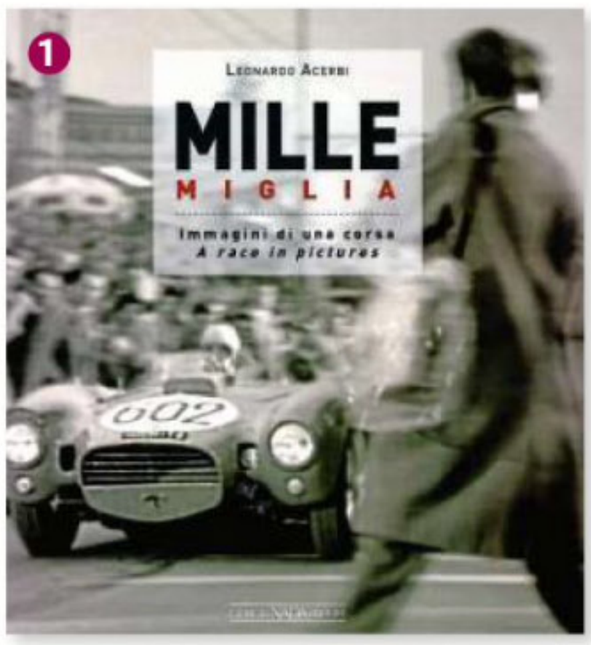
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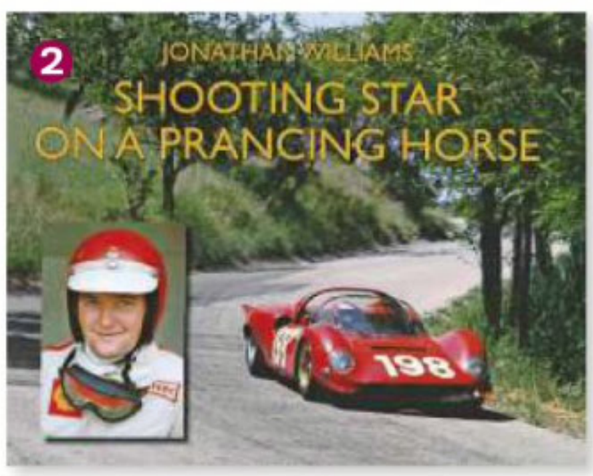


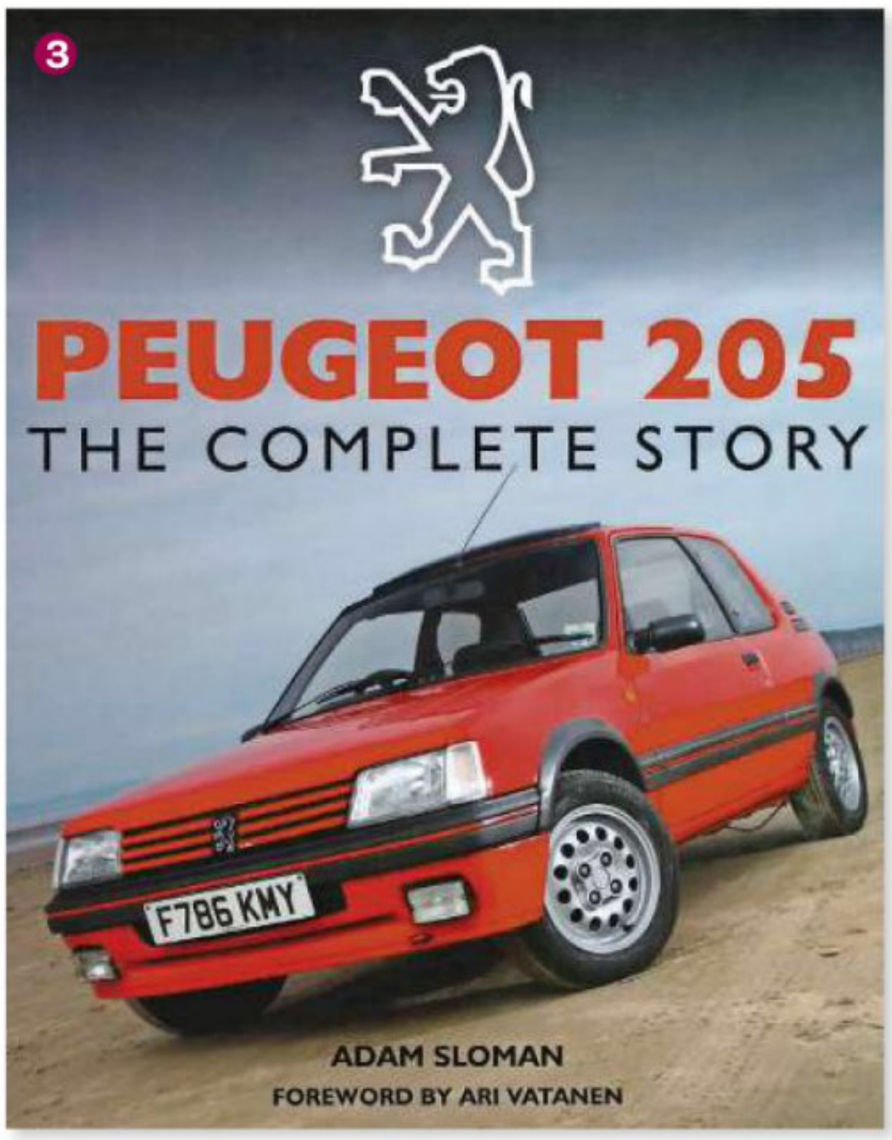
BOOKS & MODELS

Sam Dawson rates the best releases of the month

GREAT STORIES







1. Mille Miglia – A Race In Pictures

By Leonardo Acerbi, £60, giorgionadaeditore.it, ISBN 978 88 7911 618 3

For a book with such a grand subject, Acerbi's 340-page large-scale study of the Mille Miglia is impressively understated and its author self-deprecating. It promises to be a photo album charting the highlights of the great race, but instead serves as a fairly comprehensive history with an unusual slant.

Acerbi establishes the premise of each year's race in informative prefaces, then allows a huge selection of often previously unpublished pics to tell the rest of the story. As a result, this account of 'not the Italian Grand Prix, but Italy's Grand Prix' is presented as it should be – not in glossy staged photos, but in battered cars, heroism and bravery, alarming accidents and a sense of elated relief when the chequered flag finally falls.

There are other, more conventionally thorough histories of the Mille Miglia available, but few are quite so engrossing as Acerbi's.

2. Shooting Star on a Prancing Horse

By Jonathan Williams, £32.99, autosportsltd.com, ISBN 978 0 692 41595 5

You may never have heard of Jonathan Williams, which is somewhat unfair as his life is a terrific story; in effect, a gamble that didn't pay off in the way he'd imagined but came so close it's unlikely he was unhappy with the outcome – a life spent racing Italian specials and embracing life in Rome and Modena. It was capped by a brief career racing sports cars for Ferrari followed by a disastrous F1 test – in which he crashed in front of Enzo himself.

Williams remains chipper and candid throughout. Characters such as Alejandro de Tomaso, Frank Williams and various Ferrari family members drift in and out, and danger is never far away. Williams was lucky to survive it all, which makes the final chapter – his own diary from 2007 in which he secretly charts the progression of an ultimately fatal cancer – all the more gut-wrenching. An illuminating account of motor racing in the Sixties.

3. Peugeot 205 – The Complete Story

By Adam Sloman, £25, crowood.com, 978 1 84797 867 7

You might expect Adam Sloman to dwell excessively on the GTi and the rallying exploits of the T16 when telling the story of the 205; and while its sporting exploits make up the book's central chunk, it's the car's origins that make for the most interesting read. Sloman is unequivocal and convincing – the 205 saved Peugeot.

Sloman recalls a confused car firm in crisis, struggling with a range of outdated hand-me-downs. With contributions from designer Gerard Welter, rally driver Ari Vatanen and even John Evans, the man responsible for handling the launch and marketing of the car to journalists, the book is comprehensive and you come away realising just how groundbreaking even the most basic 205 was. Sloman doesn't overlook the 205's contribution to aftermarket car culture, as an interview with Vicki Butler-Henderson about the early days of *Max Power* attests. A surprising read about a modest game-changer.

ALSO OUT NOW

Drivers In The 1980s

By Chris Dorley-Brown, £12.95, hoxtonminipress.com

A fun skip through the gridlocked streets of London with a camera, on the day of Rolls-Royce's privatisation.

Mille Miglia: 1000 Miles of Passion

£59.99, teneues.com

Not a patch on Acerbi's book – there's little in the way of history, just glossy photos of the revival event.

Le Mans 1990-1999

10-DVD set, £79.99, dukevideo.com

Relive the transition from Group C to GT1 prototypes; highlights from a turbulent decade for the 24 Hours.

Porsche 911 3.2 Carrera – The last of the evolution

By Tony Corlett, £37.50, veloce.co.uk

This in-depth volume has everything you'd ever need to know, from development history to buying advice.

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

MODELS



1:18-scale Alfa Romeo 8C

£239.99, minichamps.de

Stunning, as you might expect at the price, and refreshing to see a new large-scale diecast in a world of often-underwhelming resins. Downscaling of the features is superb, avoiding 'heaviness' by using fine mesh for the grille, thick carpets and metal hinges. But some panel gaps are too wide, the bonnet is flimsy plastic and the wheels could've come off an Eighties Bburago.



1:43-scale Jaguar XJ6 Ladbroke-Avon Estate

£74.99, matrixscalemodels.com

Somehow, miniaturising Avon's infamously awkward Jaguar estate makes it look more elegant than the real thing. Maybe it's a side-effect of the lightweight resin construction? The jewel-like headlights, tiny Kent alloys and excellent interior are highlights. Pity, then, about the wonky chrome badges and textureless vinyl roof.



1:43-scale Frua CD

£74.99, matrixscalemodels.com

This is a model of the concept car that Erich Bitter bought and made his own after Opel rejected the idea. The detailing on this resin model is impressively light-touch, especially around the tail with its tiny light strips and charming 'Automatic' and 'Diplomat 5.4' badges hinting at its origins. A brilliant subject, especially if you have a collection of similarly shaped Sixties Italian cars.



1:43-scale Datsun 240Z

£24.99, oxforddiecast.couk

The Minilites may be non-standard and the taillight clusters a tad oversimplified, but this model represents superb value. Panel gaps stand close comparison with models twice the price, badges are legible and the plasticky interior with its hooded gauges is nicely proportioned. The diecast weight of the model adds appeal too. Superb, and makes rivals look grossly overpriced.

Mercedes 300 SL
We put one lucky reader in one



Jaguar S-type
The easy way to buying the best

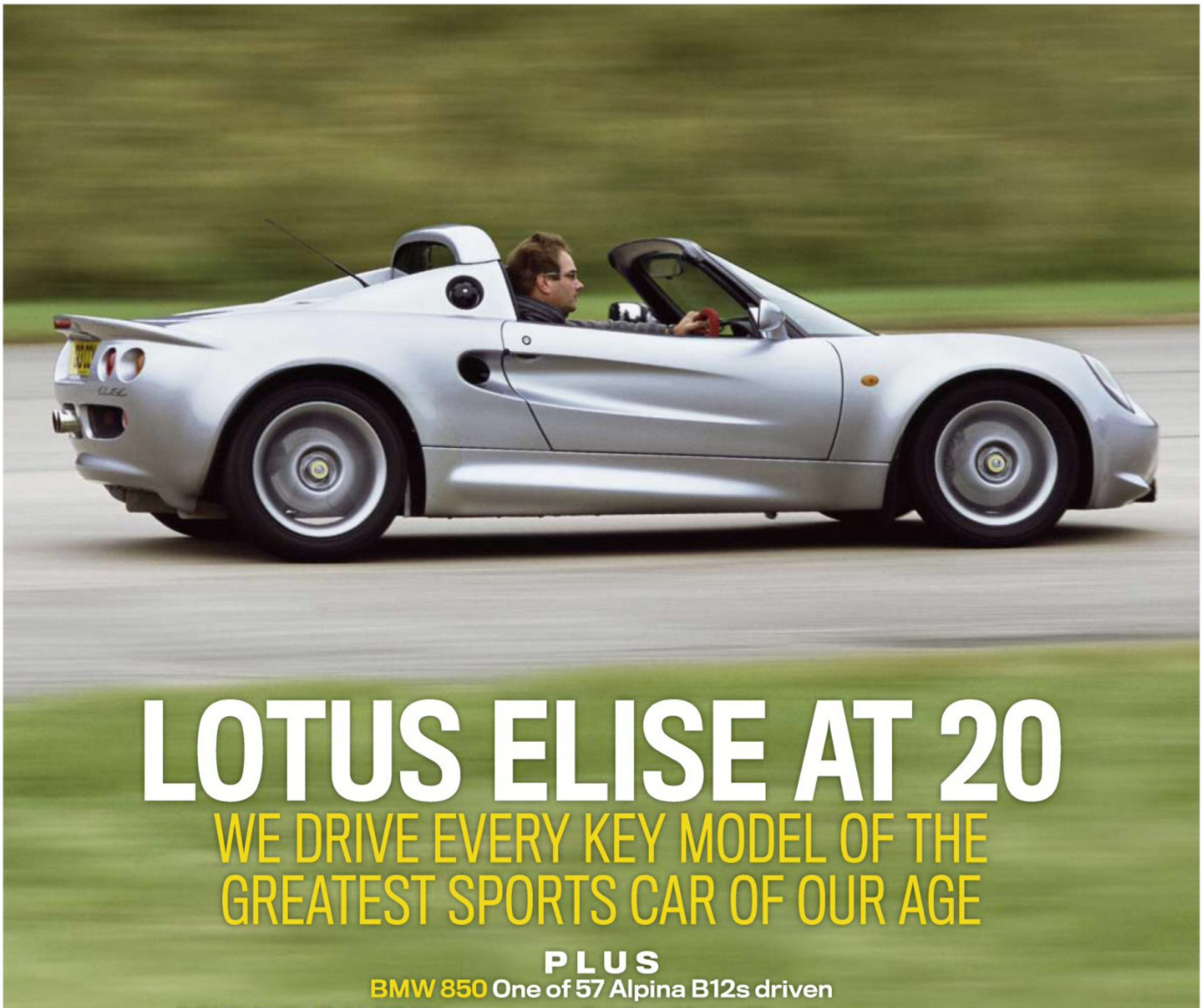


Lamborghini 350-400GT
Every model driven



NEXT MONTH

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



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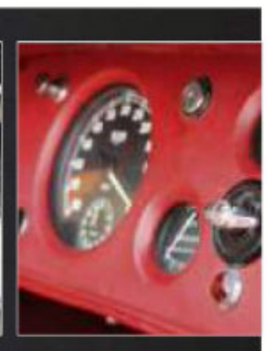
PEUGEOT 504 One car, 30 countries, five decades

contents may change

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OUR CARS

What we've been up to with our classic cars this month...



Despite limited facilities the new exhaust proved easy to fit

Alfa ownership proves exhausting

THE STORY SO FAR

1972 Alfa Romeo Spider 2000



Owned by Russ Smith
too_plus_two@yahoo.co.uk
Time owned 4.5 years
Miles this month 15 **Costs** £252
Previously Cylinder head removed

I left off last month with the cylinder head on the bench and a list of jobs that would be much easier to do while it was out of the way. The first of these was to fit new engine mounts, because the old ones were cracking. That was straightforward enough once I'd re-cut a cross-threaded securing stud or two.

I was also now able to remove the large and awkwardly-shaped throttle pedal/linkage assembly. I'd tried before, because the metalastic bush where it connects to the carburettor linkage was badly perished, but it wouldn't come out of the bulkhead past the carburettors. With it extracted I could use a vice and assorted sockets to press the old bush out and a new one in. I repainted it all satin black too, and did the same for the slightly shabby air filter housing.

My regular parts supplier, Classic Alfa, got another email. I'd already bought the half of the two-piece exhaust manifold that does cylinders one and four because mine had cracked – as they frequently do. Sadly the two to three section was also broken – at the flange where it joins the exhaust system. With less demand for them, this part isn't available new, but Classic Alfa sold me a good secondhand one for £50.

Heat had burned the paint off the front crossmember on the exhaust side, so I repainted that with something more heat-resistant that was a close enough match to the body colour. And with all that done I could at last heave the cleaned-up head back into place and torque it down to 62lb ft.

With all this new stuff and the refreshed appearance of the engine bay, I'd worked my way up to quite excited by the time I fitted the exhaust manifolds. It didn't last – the manifold exit flanges, which should sit neatly side-by-side, were miles apart.

Another email to Classic Alfa, with an attached photo. Turns out the new one-to-four section they'd sent was for a Series 4, which is different. To their credit, they got the right part to me by the end of the week and arranged collection of the wrong bit.

I could now fit the new exhaust, which was quite a bargain at £202. Even working on my own with just a pair of axle stands to raise the back of the car, this proved to be not only easy, but everything lined up.

With a charged battery the engine fired up OK, and I was pleased to note that the exhaust rectifications hadn't quietened it down much. Once cooled, the head was retorqued, then it was off to classic-friendly Greetham Garage for an MoT, which had expired while the car was in bits. Success! For once without even an advisory.


Knackered throttle arm bush was hard to press out, even with a vice



This part of the exhaust manifold isn't known for breaking

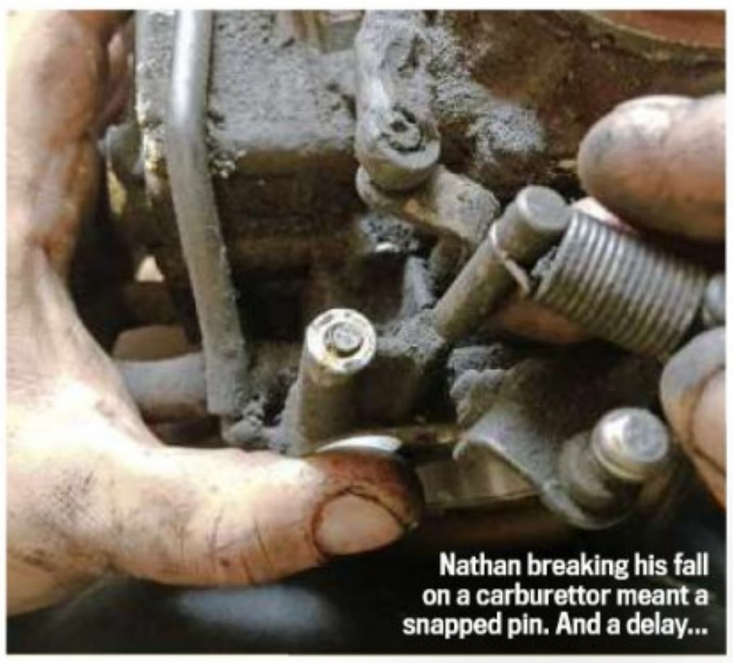


Mercedes glows with pride following its heart transplant and new MoT


The world's happiest fuel pump is alive and well in the Merc's innards



Bob takes one final look before departing to Southend


Nathan breaking his fall on a carburettor meant a snapped pin. And a delay...

Cometh the hour, cometh the Merc

THE STORY SO FAR



1977 Mercedes-Benz 230 C
Owned by Nathan Chadwick
Nathan.chadwick@bauermedia.co.uk
Time owned 10 months
Miles this month 35 **Costs** £435
Previously Lack of forward planning means engine swap is done incrementally. Snapped banjo stops play.

In film and photography there is what's called the magic hour, a time shortly after sunrise or before sunset during which direct light is less intense and indirect light more evident. Celebrated film director Terrence Malick shot *Days of Heaven* almost entirely during this period.

And as the beautiful low sun glinted off the three-pointed star, barely registering the new, smooth-running engine immediately behind it, all was right in my world. For the first time in half a year my W123 was not only moving under its own steam, but fully ticketed and ready for adventures.

My last entry in these pages detailed the stop-start nature of the engine swap and how progress had been halted by a snapped coolant banjo bolt. Once sorted, my friend Bob and I set about the new engine's installation, which was surprisingly trouble-free save for yet more snags that required repeated trips to Halfords, Machine Mart and Millfield Autos of Peterborough.

But then there was a lengthier pause – and it was down to my own stupidity. I'd been saying for months that I should move the upturned shelves sitting in the middle of the garage floor because the sharp metal brackets could cause someone a mischief. And they did – and that someone was me.

Tumbling over the first bracket, nearly castrating myself with the second and narrowly avoiding blindness with the third, I broke my fall with the carburettor, snapping a linkage pin. The hunt for a replacement delayed progress for a lot longer than intended, not least as Bob had to exit the story and move to Southend.

So it was my dad's mate who came to the rescue. Terry is a Mercedes specialist and worked for a main dealer in Germany during the Eighties. And as befits such a guru, the project started approaching its denouement after just five evenings' work.

Armed with a new radiator and hoses from W123World, plus a handy installation photo from proprietor Mark Cosovich, it all started to take shape. I'd have been lost without Terry – and though I've said this to him (and Bob) many times – once again, my deepest thanks. All that remained was final fettling and for C & V Cars in Swavesey, Cambs, to give it an MoT. It passed, though some welding was required to the bulkhead.

And it felt like the car itself was warming to me during the brief drive home. The speakers crackled gradually into life, the dashboard lights glowed brighter the further I drove and manhandling the vast steering wheel became intuitive. It was coming back to me, reborn.

Welcome home, YYB 350S.



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VINTAGE TYRES



With the engine done, getting the Peugeot 205 back to near-standard is Adam's priority now

New shoes (and, er, feet?) for the Pug

THE STORY SO FAR



1988 Peugeot 205 GTi
Owned by Adam Towler
classiccars@bauermedia.co.uk
Time Owned 18 months
Miles this month 20 **Costs** £278
Previously Engine work done, but any doubts about getting the work done was removed after one drive

'Name the best alloy wheel designs of all time' is one of those staple pub conversations that never seems to get old, particularly as the evening progresses. On my own list, and frankly on most right-minded people's lists, is the 15in Speedline (later slightly heavier SMR) wheel that was standard equipment on the 205 GTI 1.9. All you have to say is '1.9 alloys' and most people into cars of some form or other will know what you mean – they've found their way onto all sorts of cars over the years, and, back in the day, had a habit of going walkabout in the night, too.

The '1.9' wheel is actually a very simple design, but the car doesn't look right on anything else. Having got the mechanicals to where I wanted them with specialists Pug1Off, I needed the wheel and tyre combination to be right.

When I bought the car it was on 195/50 R15 Yokohamas, when it would have originally been on 185/55R15s. The slightly wider tyre is much easier to buy, but looks wrong on the wheels to my eyes, and I wanted the car to be as close to original as I could possibly make it.



Professional refurb restored the original finish

I also didn't fancy fitting new tyres on the scabby old wheels; moreover, I had three Speedlines and one SMR wheel on the car, with a grubby Speedline as the spare. Again, this didn't seem ideal.

After some research I settled on a company called Pristine (pristinealloywheels.co.uk, 01908 282628) based in Milton Keynes to deal with the wheels. From conversations with them it quickly became obvious that this would be a lot more than just a roadside rubdown and repaint, but having never had a set of wheels refurbished before I didn't really know what to expect.

As the car was still on the ramp in the Pug1Off workshop, I simply got the wheels shipped over to Pristine by courier. Once there they were inspected, I had the dirt and paint removed with a non-corrosive chemical stripping process.

After blasting to remove the final layers of corrosion they were welded and repaired when necessary, then turned on a computer lathe before being finished by hand.

A chemical pre-treatment helped prepare the surface and remove any moisture, and then they were coated in powder paint and baked in the oven before final hand spraying with paint and then lacquer.

I genuinely couldn't believe my eyes at the finished result. Not only did they sparkle, even on a gloomy Northamptonshire morning, but also all the kerbing damage had vanished. They really are like new and conveniently distract the eye from the fact that the car's bodywork is anything but.

The final job was to get a set of Falken ZE914s fitted, which I found in the correct size and had been recommended from various sources as a good alternative to the originals, so their characteristics should suit the 30-year-old 205 well.

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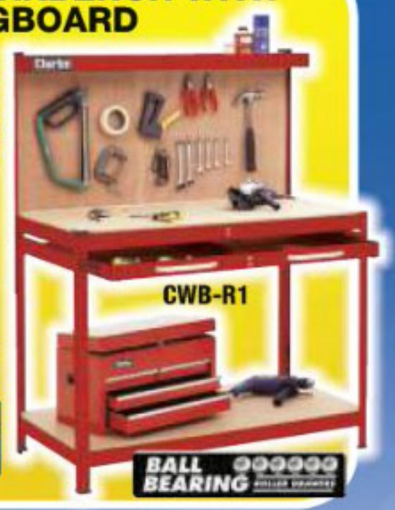
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CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
② CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.99
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
PROFESSIONAL RANGE				
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④ CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
⑤ CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
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① CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
② CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
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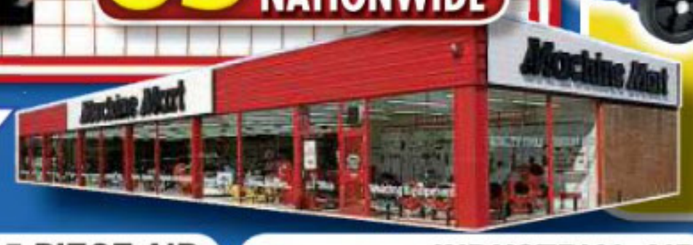
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MODEL	EXC.VAT	INC.VAT
1.25 tonne	£84.99	£101.99
2 tonne	£149.98	£179.98
2.5 tonne*	£139.98	£167.98

LOW ENTRY ONLY 85MM

Clarke RACING

airmaster TURBO AIR COMPRESSORS



8/250 Superb range ideal for DIY, hobby & semi-professional use

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

BIG 2HP 7.5CFM

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
Tiger 8/250	2Hp	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2Hp	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5Hp	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2Hp	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5Hp	9.5	50ltr	£149.98	£179.98

Clarke 2 TONNE TROLLEY JACKS



FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

CTJ2001G

MODEL	TYPE	EXC.VAT	INC.VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY	£24.99	£29.99
CTJ2250LP *	Low Profile	£39.98	£47.98
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ2GLC	Pro Long High Lift	£169.98	£203.98

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke 3 TONNE JACKS



FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

QUICK LIFT

JACKS ALSO IN STOCK UP TO 5 TONNE

CTJ3000G

MODEL	TYPE	SADDLE HEIGHT MIN-MAX MM	EXC. VAT	INC. VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ3QLG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	145-520	£84.99	£101.99

Clarke 5 PIECE AIR TOOL KIT



KIT1100

- Gravity Fed Spray Gun
- Air Wash Gun
- Tyre Inflator
- Air Blow Gun
- 5 Metre Air Recoil Hose

£19.98 EX.VAT £23.98 INC.VAT

Also available 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun Only £14.99 EX VAT £17.99 INC VAT

Clarke INDUSTRIAL AIR COMPRESSORS

FROM ONLY £369.98 EX.VAT £443.98 INC.VAT

Offers the durability & reliability demanded by professionals.

- Cast iron pumps on SEV11C, SE16 and SE19
- Twin cylinder pumps (except SE11)
- Motor overload protection
- Petrol models available



UK BUILT H/DUTY

MODEL	CFM	MOTOR (HP)	RCVR (LTR)	EXC.VAT	INC.VAT
SEV11C*	9	2	100	£369.98	£443.98
SE16C100*	14	3	100	£399.00	£478.80
SE16C150÷	14	3	150	*£429.00	£514.80
SE16C200÷	14	3	200	‡£499.00	£598.80
SE18‡	18	4	200	^£549.00	£658.80
SE26^	23	5.5	200	▲£679.00	£814.80
SE29+◊†	28	2x3	270	£969.00	£1162.80
SE36^•	30	7.5	270	£979.00	£1174.80
SE37+◊†	36	2x4	270	£1099.00	£1318.80
SE46#^	40	10	270	▼£1449.00	£1738.80

*230V Supply +Run From 30 Amp Supply ‡Run From 40 Amp Supply ^400V 3 Phase •Supplied With Direct On-Line Starter ◊Supplied With Sequential Direct On-Line Starter †V-Twin #Supplied With Pre-Wired Star Delta Starter

*was £526.80 inc.VAT ‡was £622.80 inc.VAT ^was £682.80 inc.VAT ▲was £826.80 inc.VAT ▼was £1798.80 inc.VAT

Clarke JET9000 JETSTAR PRESSURE WASHERS



- JET8000 & 9000 include hose reel • Detergent applicator for extra cleaning power

FROM ONLY £54.99 EX.VAT £65.99 INC.VAT

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1750	1600w	1522psi	£54.99	£65.99
JS1900	2000w	1957psi	£79.98	£95.98
Jet8000	2400w	2610psi	£139.98	£167.98
Jet9000	2600w	2900psi	£159.98	£191.98

Clarke AXLE STANDS



- Ratchet action for quick height adjustment
- Sold in pairs

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

3 TON & 6 TON MODELS

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke HYDRAULIC BOTTLE JACKS



FROM ONLY £7.99 EX.VAT £9.59 INC.VAT

‡ NEW Telescopic Range

MODEL	EXC.VAT	INC.VAT	MODEL	EXC.VAT	INC.VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	10 tonne‡	£69.98	£83.98
5 tonne‡	£49.98	£59.98	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke CAR RAMPS



- Lift cars safely and quickly • Tough angled steel construction

FROM ONLY £26.99 EX.VAT £32.39 INC.VAT PER PAIR

UK MADE

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000KG	£26.99	£32.39
CRW25	2500KG	£36.99	£44.39

Clarke HIGH FREQUENCY BATTERY CHARGERS

HFBC12/24



- Energy efficient inverter, protects battery from high current damage
- Microprocessor provides appropriate charging rate
- Variable current output for quick, medium or trickle charge

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

NEW RANGE

MODEL	MAX CHARGE	MAX BATTERY	EXC.VAT	INC.VAT
HFBC12	6 Amps	100Ah	£39.98	£47.98
HFBC12/24	20 Amps	200Ah	£69.98	£83.98

Clarke HYDRAULIC PRESSES



PROFESSIONAL QUALITY Built for tough daily use in automotive/industrial workshops

- All models include gauge

MODEL	EXC.VAT	INC.VAT
4 ton bench‡	£129.98	£155.98
10 ton bench*	£189.98	£227.98
12 ton floor*	£239.98	£287.98
20 ton floor*	£399.00	£478.80
50 ton floor‡#	£1598.00	£1917.60

was £1978.80 inc.VAT

* Available with/without 7 pce pin, bracket & pressing plate ‡Without kit

FROM ONLY £129.98 EX.VAT £155.98 INC.VAT

Clarke AUTOMOTIVE WHEEL DOLLY SET



AWD1

BIG 3" CASTORS

£44.99 EX.VAT £53.99 INC.VAT PER PAIR

- Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke BC520N BATTERY CHARGERS/ENGINE STARTERS



- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

FROM ONLY £47.99 EX.VAT £57.59 INC.VAT

MODEL	MAX AMPS CHARGE/BOOST	EXC.VAT	INC.VAT
BC100N	15/100	£47.99	£57.59
BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E*	35/400	£119.98	£143.98
BC205N NEW	30/200	£169.98	£203.98
BC520N‡	50/510	£179.98	£215.98
BC430N NEW	60/400	£369.00	£442.80

*was £155.98 inc.VAT ‡was £227.98 inc.VAT

Clarke 3HP V TWIN AIR COMPRESSORS



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

- Suitable for powering all common air tools & spray equipment

TIGER 16/510

MODEL	AIR RECEIVER	AIR DISPLACEMENT	EXC. VAT	INC. VAT
Tiger 16/510	50 litre	14.5 cfm	£219.98	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.98	£323.98

Clarke X-PRO AIR TOOLS CAT131 CAT127



HUGE CHOICE IN-STORE/ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.59
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3"Cut Off Tool & 1/4" Die Grinder	£47.99	£57.59
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke ARC ACTIVATED HEADSHIELDS



CWH6 £39.98 EX.VAT £47.98 INC.VAT

CWH7

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

£44.99 EX.VAT £53.99 INC.VAT

CWH8 £44.99 EX.VAT £53.99 INC.VAT

NEW

Clarke NO GAS/GAS MIG WELDERS



- Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled
- Easy conversion to gas with optional accessories

FROM ONLY £109.98 EX.VAT £131.98 INC.VAT *no gas only

MIG145

‡ was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152‡	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke PRO 7" SANDER/ POLISHER



CP185

- Pro sander polisher, Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

£69.98 EX.VAT £83.98 INC.VAT

Clarke DIGITAL VERNIER CALIPERS



- Dual scale calibration in 0.01mm & 0.0005" units • Locking screw feature for batch measurements • Supplied in a case

Also in-stock CM265 300mm Digital Calliper only £36.99 EXC.VAT £44.39 INC.VAT

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

CM145

Clarke 3-IN-1 SHEET METAL MACHINES



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

- Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

MODEL	BED WIDTH	EX VAT	INC VAT
SBR305	305mm	£179.98	£215.98
SBR610	610mm	£359.00	£430.80

Clarke NO GAS/GAS MIG WELDERS



- Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY £169.98 EX.VAT £203.98 INC.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke ANTI FATIGUE FOAM FLOORING



- 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling
- Each tile is 610x610mm & includes detachable, yellow borders

£19.98 EX.VAT £23.98 INC.VAT FOR 6 TILES

Clarke LOAD LEVELLER

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

£29.98 EX.VAT £35.98 INC.VAT

CLL500



INCLUDES CHAINS AND HOOKS

Clarke ARC WELDERS



FROM ONLY £49.98 EX.VAT £59.98 INC.VAT

For home user, automotive and industrial applications.

SEE THE FULL RANGE ONLINE & IN-STORE

#Turbo fan cooled

‡ was £107.98 inc.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£49.98	£59.98
EA165	65-160	£64.99	£77.99
115N	30-110	£64.99	£77.99
EA200‡	60-200	£87.99	£105.59
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

Clarke ANGLE GRINDERS



FROM ONLY £22.99 EX.VAT £27.99 INC.VAT

CAG800B

NEW

INC. DISC & HANDLE

MODEL	DISC (MM)	MOTOR	EXC.VAT	INC.VAT
CAG800B NEW	115	800w	£22.99	£27.99
CON1050B NEW	115	1050w	£27.99	£33.59
B&D CD115	115	710w	£29.98	£35.98
CAG2350C NEW	230	2350w	£49.98	£51.59

Clarke MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories



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

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo‡	30-170	£399.00	£478.80
205TE Turbo#	30-185	£429.00	£514.80

‡ was £490.80 inc.VAT # was £539.98 inc.VAT

Clarke 24V CORDLESS IMPACT WRENCH



CIR220 ONLY £89.98 EX.VAT £107.98 INC.VAT

CIR220

- Inc. 17, 19, 21 & 23mm chrome vanadium sockets
- 2x 24v Ni-Cd Batteries & 1 hour fast charger

HEAVY DUTY

OTHERMODEL	MAX TORQUE	EXC.VAT	INC.VAT
Corded CEW1000	450Nm	£56.99	£68.39
Cordless CIR450C NEW	450Nm	£119.98	£143.98

Clarke ENGINE CRANES



BEST SELLER

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

MODEL	DESC.	EXC.VAT	INC.VAT
CFC500F	1/2 ton folding	£149.98	£179.98
CFC100	1 ton folding	£154.99	£185.99
CFC1000LR	1 ton long reach	£199.98	£239.98

Fully tested to proof load

Folding and fixed frames available

Robust, rugged construction • Overload safety valve

CFC100

Clarke TOOL CHEST AND TOOLS

PACKAGE DEAL

CHT624

SAVE OVER £61 OFF OUR NORMAL PRICE

ALL THIS ONLY £259.98 EX.VAT £311.98 INC.VAT

329 HAND TOOLS



- This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet
- Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

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



£849.00 EX.VAT £1018.80 INC.VAT

FULL RANGE OF ACCESSORIES IN STOCK

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

ALSO AVAILABLE:

CL430 - As above but without the Mill/Drill head £699.00 exc.VAT £838.80 inc.VAT

24008LH

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance
- Integral work light
- 910 includes air compressor
- Long life battery

FROM ONLY £52.99 EX.VAT £63.59 INC.VAT



MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£52.99	£63.59
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£114.99	£137.99
12/24	1000A@12v 500A@24v	2000A@12v 1000A@24v	£129.98	£155.98

EXTRA LONG 1m LEADS

HEAVY DUTY 17KG



FOR OVER 15,000 PRODUCTS INCLUDING NEW Xtra

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Over 1100 PRICE CUTS & NEW PRODUCTS



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Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

- Ideal for use as a garage/workshop
- Extra tough triple layer weatherproof fabric
- Heavy duty powder coated steel tubing
- Ratchet tight tensioning



ZIP CLOSE DOOR

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

FROM ONLY £219.00 EX.VAT £262.80 INC.VAT

IDEAL ALL-WEATHER PROTECTION

LENGTH UP TO 24'

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT



PRO12C

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
PRO12C/ 14C/18C	1.2mm, 1.4mm, 1.8mm	£19.98	£23.98
PGF14‡	Pro, Gravity	£24.99	£29.99
SP14/18C	1.4mm/ 1.8mm	£27.99	£33.59
HVLP	AP15, 2.2mm	£27.99	£33.59

‡ was £32.39 inc.VAT

Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195

FROM ONLY £199.00 EX.VAT £238.80 INC.VAT



GREAT FOR REMOTE LOCATIONS CAN DRAW THEIR OWN WATER

Honda & Diesel engine models available

NEW RANGE

MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£199.00	£238.80
Tiger2600	170/2465	4	£259.98	£311.98
Tiger3000	200/2900	6.5	£329.98	£395.98
PLS195	186/2698	6.5	£399.00	£478.80
PLS265	260/3770	13	£599.00	£718.80

Clarke PARTS WASHERS

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

PARTS WASHER FLUID FROM £4.99 EX.VAT £5.99 INC .VAT



MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£144.99	£173.99
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke ENGINE DIAGNOSTICS

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT



MODEL	EXC.VAT	INC.VAT
EOBD Fault Code Reader	£39.98	£47.98
Engine EOBD/OBD2 Fault code reader	£54.99	£65.99
Engine Diagnostic & EOBD/OBD 2 Fault Code Reader	£99.98	£119.98

Clarke INVERTER GENERATORS



IG1000

£229.98 EX.VAT £275.98 INC.VAT

£389.98 EX.VAT £467.98 INC.VAT

IG2200

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

Clarke TAP & DIE SETS



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

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

TYPE	EXC.VAT	INC.VAT
16pce Metric	£14.99	£17.99
24pce UNC/UNF/NPT	£19.98	£23.98
28pce# Metric	£23.99	£28.79
33pce# Metric/UNF/BSP	£31.99	£38.39
32pce Metric	£41.99	£50.39

#28pce Best Budget Buy, 33pce Recommended: practical CLASSICS

Clarke MECHANICS MOBILE SEAT

- Strong steel frame
- 4 strong rubber wheeled castors with easy swivel ball bearings
- Oil resistant padded vinyl seat.
- Integral storage tray

£15.99 EX.VAT £19.19 INC.VAT



CMS1

Clarke PRESSURISED SANDBLASTERS

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

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

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



CPSB100

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

Clarke GARAGE MATTING

PRICE CUT £24.99 EX.VAT £29.99 INC.VAT WAS £35.98 inc.VAT

- Premium garage flooring
- Hard wearing poly vinyl - reduces impact and vibration damage
- Simply rolls out onto floor
- Chequer plate design
- Easy clean
- Dimensions (WxH): 2400x1200mm (8'x4')



NEW

CSDPGM-S

Clarke ENGINEER'S DRILL PRESS

- Tables tilt 0-45° left & right
- Depth gauge
- Chuck guards



FROM ONLY £59.98 EX.VAT £71.98 INC.VAT

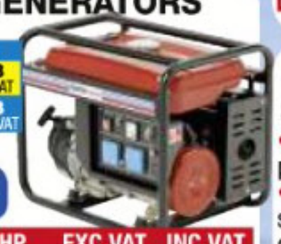
MODEL	WATTS/ SPEEDS	EXC. VAT	INC. VAT
CDP5EB	350/5	£59.98	£71.98
CDP101B	245/5	£79.98	£95.98
CDP151B	300/5	£109.98	£131.98
CDP10B	370/12	£169.98	£203.98
CDP301B	510/12	£199.98	£239.98
CDP451F	510/16	£239.98	£287.98
CDP501F	980/12	£429.00	£514.80

B=Bench mounted
F=Floor standing

Clarke GENERATORS

Honda engine models available

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



CHECK FRAME TYPE WHEN ORDERING

MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	-	£89.98	£107.98
G1200	1.1	-	£149.98	£179.98
FG2500	2.4	6.5	£189.98	£227.98
FG3005	2.8	7	£239.98	£287.98
FG3050	3	8	£369.00	£442.80
FG4050ES	4.5	11	£479.00	£574.80
FG5100ES	5.5	13	£569.00	£682.80

Clarke STRUT SPRING COMPRESSOR

- Foot operated hydraulic powered
- Adjustable for springs up to 350mm dia. & 254mm in length
- Yoke travel: 340mm
- Weight 31.5kg

1000 KG

SSC1000

£99.98 EX.VAT £119.98 INC.VAT



Clarke BENCH GRINDERS & STANDS

- Stands come complete with bolt mountings and feet
- anchor holes

6" & 8" AVAILABLE WITH LIGHT

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

FROM ONLY £29.98 EX.VAT £35.98 INC.VAT



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

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£29.98	£35.98
CBG6RZ	PRO	150mm	£39.98	£47.98
CBG6RSC	HD	150mm	£49.98	£59.98
CBG6SB#	PRO	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£54.99	£65.99
CBG8W (wet)	HD	150/200mm	£55.99	£67.19

Clarke POLISHING KITS

- Kit Inc: Tapered spindle, Coloured mop for initial cleaning, pure cotton mop for high polish finish & polishing compound

4" £19.98 Ex VAT £23.98 Inc VAT
6" £24.99 Ex VAT £29.99 Inc VAT
8" £29.98 Ex VAT £35.98 Inc VAT



FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

Clarke ELECTRIC POWER HOISTS

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

- Includes remote control
- 230v motor

INCLUDES REMOTE CONTROL



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Fine carpets and seat leather. Modifications include attractive Moto-Lita steering wheel



Clean and shiny engine bay scores highly – electrical tape repair to heater ducting apart

1956 Austin-Healey 100 M-spec £75,000

This Healey completed the Mille Miglia – and was driven to Bicester from Spain. Paul Hardiman takes a closer look

THIS BN2 WAS BUILT on June 1 1956 and shipped to Texas. Specified options were heater, laminated windscreen, wire wheels and mph speedo, all of which it retains. Originally red, it was metallic blue by 1987, and a photograph from that time shows it with the bonnet louvres.

It was the subject of a meticulous, back-to-chassis restoration in the US in the early Nineties, then returned to Europe, moving from Germany to Spain in 2010. The owner bought it specifically for the Mille Miglia, which it completed in 2011, and recently it was driven from Spain to Bicester.

It's still in very nice order, with a straight body and very good door fit. There are a couple of cracks and stone chips in the paint, but its overall appearance is excellent. Chassis rails are straight, with one ding near the rear of the left leg, and signs of jacking under the rear crossmember. It's a bit oily underneath (good rustproofing) but no drips showed on the floor where it had been standing. Wheels are newish wires, shod in 2008-dated Kenetica M&Ss with lots of tread, and a Michelin XZX on a painted wire as spare. As well as a Bilstein telescopic rear damper conversion there are extra lights and a towing eye, plus a faired driver's head restraint (not fitted in the pictures).

Inside, the carpets and seat leather are in fine condition. The rear area is correctly trimmed in Hardura. The instruments look refurbished, the odometer reads 2397 miles and there's a wood-rimmed Moto-Lita wheel. The hood is new and the sidescreens are tatty enough to be originals.

The engine is well presented. It still has a dynamo and the original-type canister filter, and wears the correct 'M' cold-air box and distributor (there's a bill for a new one from its time in Spain) plus 20-louvre steel bonnet with leather strap. Coolant is full and green, engine oil clean. The electrical tape repair to the heater ducting is the only letdown.

It fires readily, with a gruff bark from the side exhaust. This may get a bit wearing on long journeys, which are feasible thanks to the long gearing in overdrive top, but it sounds great. The steering is direct with little play on the move, the chassis tracks straight and the brakes are firm. The gearchange is fine, though synchros are a bit lazy. Overdrive clicks in and out promptly on third and top. Oil pressure warm is 40psi at tickover and 50psi-plus at any revs; coolant temperature steadies at 170 deg F.

It can be UK-registered and is sold with Heritage Certificate, FIVA identity form, repro handbook and workshop manual, original rear dampers and mounting bolts. It might look all the money but it's a restored and fully sorted car with no needs – and that Mille Miglia provenance.

CHOOSE YOUR HEALEY 100

- Austin-Healey 100 goes into production in 1953 after the Healey Hundred prototype was shown at 1952 London Motor Show. It uses mostly Austin A90 running gear and twin-carburettor 90bhp version of the 2660cc four-cylinder engine. BN1s have three speeds plus overdrive. Around 10,000 built.
- BN2 of August 1955 has slightly larger front wheelarches and four-speed plus overdrive gearbox. Only 4604 BN2s made. Of those, something like 1159 are factory- or dealer-modified to 100M 'Le Mans' spec. The latter adds 10bhp to the stock engine's 90bhp, while factory Ms have high-compression pistons that take power to 110bhp. Stiffer dampers and anti-roll bar, and usually a louvred bonnet and two-tone paint.
- All change in 1956 as the 100/6 appears, with 6cyl 2639cc and 2in-longer wheelbase to accommodate it. Grille changed from diamond to oval, air scoop on bonnet, fixed windscreen. Overdrive now optional. BN4 2+2 available from 1958.
- 100/6 replaced by Austin-Healey 3000 in 1959.

SPECIFICATION

1956 Austin-Healey to 100M spec
Price £75,000
Contact Pendine, Bicester Heritage (pendine.co, 07770 762751)
Engine 2660cc inline four-cylinder, twin SU carburettors
Power 100bhp @ 4500rpm
Torque 150lb ft @ 2500rpm
Performance Top speed: 109mph; 0-60mph: 11.0sec
Fuel consumption 22mpg
Length 3848mm
Width 1537mm

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Cabin is in good shape overall apart from a worn driver's bolster and other minor niggles



All that's visible of the mid-mounted V8, but it performed with gusto once warmed through

1998 Lotus Esprit V8 GT £23,695

Plenty has been spent on this supercar – all it needs now is an enthusiastic new owner to enjoy it, says Richard Gunn

HAVING JUST HAD A comprehensive service, plus new tyres and its clutch, cambelt, turbochargers changed, together with the brakes overhauled (at a cost of around £9000 according to the history file), this Esprit looks enjoyable straight away.

With 34,700 paperwork-confirmed miles from new, this example hasn't seen a huge amount of use in its 17 years and that's reflected in its condition. Panel gaps are all straight and even, and blemishes such as stonechips on the sloping nose are only noticeable up close.

Stonechips are also apparent in the rear wheelarches and there's a little scuffing on the door edges. The bumpers also have the odd scuff, but there's no glassfibre stress-cracking or starring.

The alloys – shod in almost new Michelin Pilot Sport 285/35 ZR18s – have a little abrasion on the rims, especially the nearside rear, which has been neatly painted over.

The luggage compartments are tidy, and the carpet in the rear boot is a little frayed at the edges and engine heat has loosened some adhesive. As for the engine, very little of it is visible apart from its red top (which has some paint missing). But the fluids can be checked, and they're all of a healthy colour and level. There are no signs of leaks.

The cabin has obviously been looked after. The leather has only light wear, save for the driver's bolster, which is rubbed and slightly discoloured. There's a nick in the gearlever surround and another in the passenger door speaker plastic, plus some touch-up paint on the green trim of the same door. But other than these niggles, the interior is in good condition, right down to the neat stitching around the instrument binnacle. Aside from the aircon not working fully, everything in the cabin functions.

The V8 is characteristically a little slow to whirr into life on the starter, bit it started first time from stone cold. There was a slightly rough idle while it warmed up, but once at a normal operating temperature it settled down into a smooth and consistent throb. The hard ride is accompanied by a few rattles in the cabin, but nasty noises from underneath are absent. The Esprit's performance is electric – the twin turbos are perfectly on song and the engine shows no signs of hesitation as it fires the car forward.

Handling matches the performance – it's pleasingly surefooted, with no twitchiness or vagueness – it simply goes where you point it. The brakes bite hard, pulling the car up straight. A new clutch has recently been fitted, and we did notice judder when changing gears, but we're told this will go as the clutch beds in.

This is a car where a lot of work has been done, adding to a bulging paperwork file with a full service history and stacks of invoices. Now it just needs to be enjoyed.

CHOOSE YOUR ESPRIT

- After 12 years of the original wedge-shaped Esprit, penned by Giorgetto Giugiaro, a Peter Stevens redesign in 1987 follows broadly the same lines but makes them more rounded. The 2.2-litre mid-mounted four-cylinder twin cam engine is retained, in 172bhp normally aspirated and 215bhp turbocharged forms. Fuel injection is added for 1989, boosting power for the SE Esprit to 264bhp.
- There's another subtle redesign by Julian Thompson for 1993, dubbed the S4. Main changes are a smaller rear spoiler halfway up the rear window, plus new bumpers and body skirts.
- The 1995 S4S gets improved handling and 300bhp.
- In 1996 Lotus puts its new and very potent 350bhp twin-turbo 3.5-litre V8 engine into the Esprit.
- During 1998, the V8 model spec is split into GT and luxury SE versions.
- After the V8 Sport 350 of 1999 – only 50 built, with engine, chassis and brake upgrades over the GT and SE, plus a carbon fibre rear wing – the Esprit is largely unchanged until production ends in 2004.

SPECIFICATION

1998 Lotus Esprit V8 GT
Price £23,695
Contact KGF Classic Cars, Peterborough, PE1 5TA (kgfclassiccars.co.uk, 01733 425140)
Engine 3506cc V8, DOHC
Power 350bhp @ 6500rpm
Torque 295lb ft @ 4250rpm
Performance Top speed: 170mph; 0-60mph: 4.8sec
Fuel consumption: 21mpg
Length: 4469mm
Width: 1883mm

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Interior has a few minor niggles but it presents well and the gauges all work



Standard-based 3485cc straight-six starts easily and pulls strongly

Jaguar MkV 3½-litre DHC £90,000

This rare three-position convertible isn't the old tugboat it looks, reports a pleasantly surprised Paul Hardiman

THIS CAR WAS RESTORED from a wreck in 1991 (though there's no supporting documentation) and has been with the same family for the past 39 years. It's now just settling in and fading back a little, so that it's nicely usable without being too preciously concours. And, after a bit of to-ing and fro-ing with the DVLA, it retains its original registration number.

The body is straight and the older paint is holding up well, with just a couple of small chips at the back of the passenger's door. The chrome is all fairly good though the left door trim has a couple of small dings and the radiator shell is slightly wavy under the rechrome, with a few tiny speckles. There's a slight scrape at the bottom of the driver's door shut, and the chrome finisher has been rubbed leaving it slightly rusty. Both doors are massive and heavy but shut and fit well.

The leather in the front is lightly creased, but it looks unused in the rear. The front passenger seat was a little loose on its mounting. The three-position folding hood was new at restoration and for such a substantial structure is surprisingly easy to drop and erect. The covering and inner are still good, the lining just slightly worn where it's been put up and down over the cross-rails and taped up at the front corners where it's come loose; not hard to fix.

Inside, the timber is good, but with a couple of scratches on the left door capping. The instruments all work, with 45,099 miles showing, and the carpets are in decent condition, but the passenger door handle is broken. All these niggles would be easily put right with a little patience.

The chassis is massive, and the main rails are straight and rot-free. Some of the front suspension rubbers look a little perished, but there's lots of grease around the balljoints – the MkV was the first to use this design. The tyres are ancient Dunlop RS5s with plenty of tread but lots of small cracks in the sidewalls.

The sump is damp and there are a couple of drips of oil underneath, but the motor starts easily and is mechanically quiet. Oil pressure is 60psi on a cold tickover, 50psi when warm, and the ammeter shows it charges well. The temperature gauge shows 80°C when warmed up. It pulls strongly, the gearshift is easy, and it tracks and brakes straight. For a big car it's easy to manage and not as ponderous as it looks – you can feel the DNA that went into the XK. The adjustable steering column still works, but there's a slight knock on right lock when stationary, probably a balljoint. The semaphore indicators work and the bootlid tool tray retains most of its ironware.

Though there are a few detail odds and ends to improve, this elegant coachbuilt cruiser is fundamentally good with all the major expense behind it.

CHOOSE YOUR MKV

- Jaguar launches the MkV at the 1948 London Motor Show to replace 1½-, 2½- and 3½-litre saloons (retrospectively termed MkIV), sharing a stand with – and rather overshadowed by – the new twin-cam XK120 sports car. Engines are 102bhp 2664cc and 125bhp 3485cc straight-sixes, both Standard-based pushrod units carried over from the MkIV with twin SU carburettors, seven-bearing crankshafts and automatic chokes. The chassis has hydraulic brakes, a Jaguar first, and torsion-bar independent front suspension using balljoints, a novel feature at the time.
- A drophead coupé is added to the range in very late 1949 – only 1005 are built, of which 28 are 2½-litre and 977 are 3½-litre. Low numbers mean the bodies are made in the traditional style of aluminium panels over a wooden frame. Most of them are sold in California.
- The MkV is succeeded by the MkVII (because Bentley is already using the MkVI tag) in 1951 after 10,466 MkVs have been built.

SPECIFICATION

1951 Jaguar MkV 3½-litre drophead coupé
Price £90,000
Contact Vehicle Solutions, Garstang, Lancs (vslnw.com, 01995 601500)
Engine 3485cc six-cylinder, ohv
Power 125bhp @ 4500rpm
Torque 180lb ft @ 2300rpm
Performance Top speed: 90mph; 0-60mph: 21sec
Fuel consumption 18mpg
Length 4762mm
Width 1765mm

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Beautiful cabin a strong point on this example. Dash is perfect, and vinyl seats look new



Four-barrel carburettor sits atop upgraded V8, which offers almost terrifying torque

1963 Corvette Sting Ray 327 Convertible

£49,995

This small-block Corvette benefits from a fresh engine and some racy chassis modifications, finds Ross Alkureishi

REGISTERED HERE IN MARCH 2015, this Sting Ray is a '63 base with later upgrades: a '67 'Stinger' bonnet, wider wheels, four-wheel disc brakes, high-performance engine and a reinforced chassis. As such, it's not for purists – but from a driving perspective it provides a lot more bang for your buck.

The history file details the work done to the car's 1964 engine, including aluminium cylinder heads, Lunati hydraulic camshaft, roller rockers and flat-top pistons. It should provide a significant power hike but hasn't been tested on a rolling road yet. A note also states that prior to coming to the UK it had just 300 miles on it, so is still being run in. The clutch was replaced at the same time and the brakes refreshed.

Under the bonnet it's clear that the chassis has been modified, with engine mountings triangulated for more strength and bracing on the suspension pick-up points. This tightening of what is a relatively twisty old chassis may not be felt on the road but would on the track, so it may have seen some racing action in the past.

Visually, it's dominated by that red – 1967-only – Stinger bonnet. It provides a stunning contrast to the black bodywork. There are a couple of small cracks in the glassfibre body – front wing and offside pop-up light – and some minor pressure marks under the paintwork on the doors, but generally it's very good, with excellent panel fit and a healthy lustre. There's also a hardtop for added versatility.

The bumpers have the odd scuff but the chrome is free from tarnish bar a bit of mild pitting on the door handles. Inside, it's of a similar standard with fresh carpets and a mark-free dashboard. The vinyl seats are as-new and offer good support. Tyres sit on wider '67 wheels – 6in, instead of 5.5in. All have plenty of tread left but are mismatched so a new owner may want to rectify that.

On the move it's an absolute blast, with an almost terrifying amount of torque. The engine upgrades make it accelerate more like a big-block V8, and it sounds very healthy. The Hurst gearshifter needs some manhandling to get it into first, but once you get used to it the four-speed manual is a brutish joy. Polyurethane bushes mean it rides more harshly over imperfections, but lend it a tighter cornering feel.

Engine temperature and oil pressure were healthy throughout but we did suffer some minor hot-starting issues. The Claremont mechanics reckon they know the cause and were already on the case when I left.

CHOOSE YOUR STING RAY

- Second-generation Corvette launched in 1963 and introduced the 'Sting Ray' name. Styled by Larry Shinoda it was inspired by the mako shark and is the first Corvette available as Convertible and Coupe. It features independent rear suspension and its 5.4-litre small-block V8 produces 300-360bhp, with three-speed manual, Borg-Warner four-speed manual and Powerglide auto transmission options.
- Coupe's split rear windscreen is dropped in 1964, as are the purely aesthetic hood vents. Top power output now 375bhp.
- Disc brakes on all four wheels arrive the following year, as well as the big-block 425bhp 6.5-litre V8 engine. Rochester fuel injection offered as an option on both engines, but quickly dropped. Side-exit exhaust pipes also available.
- Big-block capacity increases to 7.0 litres in 1966.
- Contrasting 'Stinger' hood scoop on all '67 'big block' cars and Holley triple two-barrel carburettors (Tri-Power) and 435bhp now available.
- Replaced by the 'Coke bottle'-styled C3 in 1968.

SPECIFICATION

1963 Corvette Sting Ray Convertible
Price £49,995
Contact Claremont Corvette, Snodland, Kent (claremont.corvette.co.uk, 01634 244444)
Engine 5359cc V8 ohv, four-barrel Edelbrock carburettor
Power 380bhp @ 5800rpm (est)
Torque 350lb ft @ 4000rpm (est)
Performance Top speed: 138mph; 0-60mph 5.9sec (est)
Fuel consumption 16mpg
Length 4453mm
Width 1768mm

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1970 Aston Martin DB6 MkII Vantage finished in Rhodium Silver with contrasting Black hide interior and Wilton carpet throughout. This is a stunning example with 5 speed manual transmission and chrome wire wheels. It has the added advantage of having had a complete engine rebuild less than 2 years ago with little use since. **Please enquire.**



1981 Ferrari 308 GTSi (LHD) finished in black with contrasting burgundy hide interior. The car is in perfect condition having had just 3 owners from new, the last being the President of the Ferrari Owners Club of Houston. It has a warranted recorded mileage of just 16,107 which is backed up by the service history. With Ferrari prices currently still climbing, this car will make a very safe investment in the long term. **Please enquire**



1997 Aston Martin V8 Coupe with 5 speed manual transmission. Of the 101 cars that were built, none were supplied as a manual but this car was converted by Goldsmith and Young some time ago. Finished in Buckingham Green with contrasting pale grey hide interior and Wilton carpet throughout. It has covered just 51,000 miles and comes with a considerable service history. Currently undergoing a full service in readiness for the next owner. Sensibly priced at **£49,950**



1966 Jaguar 3.8 MkII. Finished in opalescent dark blue with contrasting burgundy hide interior with red carpets. The specification includes manual transmission with overdrive, engine upgraded to Coombes specification with 2" carbs and stainless exhaust manifolds. Also fitted with cross latticed chrome wire wheels and Coombes style rear spats. It has just been the subject of a bare metal repaint and is in stunning condition throughout. **£69,950**



1963 Jaguar 3.8 MkII LHD automatic finished in Old English White with contrasting red hide interior. This is an original black plate California supplied car that was the subject of a full restoration some 10 years ago and has remained in very nice order. It is fitted with power steering and chrome wire wheels and is a delight to drive. Sensibly priced at **£48,950**



1965 Jaguar MkII 3.8 finished in Jaguar Midnight blue with grey hide interior from Suffolk & Turley. Completely restored by Scott-Moncrieff 20 years ago and still in perfect condition throughout. Sitting on Chrome wire wheels, the car has slimmer Coombes style rear arches and Coombes specification upgrades to the engine. Both bodywork and interior are quite exceptional and the car is a joy to drive. Sensible priced at **£59,950**



1950 Allard J2 finished in period British Racing Green with full leather trim. Fitted with correct type Cadillac 331cubic inch OHV engine producing circa 280 BHP coupled to a completely overhauled period Moss 4 speed gearbox. The car will come with fresh FIA papers and is Mille Miglia eligible. On the circuit these cars a very competitive with Jaguar "C" types and "D" types at a fraction of the cost. Please enquire for further details. **£345,000**



1955 Austin Healey 100/4 BN2 finished in opalescent Silver Blue with contrasting dark blue hide interior. One of only 1100 RHD cars produced and the property of Jaguar Cars for 17 years. Built at Longbridge and over recent years has been the subject of a total restoration. Just Stunning to the eye and huge fun to drive. **£75,000**



1938 Triumph Dolomite Straight Six beautifully built by Rob Green of Gloria Motor Works in Oxfordshire. Rob is the World's leading expert in Pre-war Triumph Motor Cars and here he has created a beautiful example from original drawings to mirror the silhouette of the original competition Straight Eights of which only 3 were ever produced. Using an original 1938 Triumph Dolomite chassis and a Dolomite straight six engine coupled all pre-war running gear, this car is really superb. Please enquire for more details. **£125,000**



1957 Aston Martin DB2/4 MkII FHC (Notchback) nearing the completion of a full restoration including an engine rebuild to "Fast Road" spec. Nothing has been left undone and every area has been thoroughly addressed and photographic evidence is available. This is one of only 37 cars of this type built by Aston Martin and hence is extremely rare, especially in this condition. **£250,000**



2001 Aston Martin DB7 Vantage Coupe. Finished in Skye Silver with contrasting black hide interior. This is a beautiful 3 owner car that has covered only 53,000 miles and comes with a full and continuous service history. Fitted with Touchtronic transmission and sports exhausts together with most other available options, this is a superb example with perfect paintwork and ready to be enjoyed. **£29,995**



1957 Aston Martin DB2/4 MkII FHC (Notchback) nearing the completion of a full restoration including an engine rebuild to "Fast Road" spec. Nothing has been left undone and every area has been thoroughly addressed and photographic evidence is available. This is one of only 37 cars of this type built by Aston Martin and hence is extremely rare, especially in this condition. **£250,000**



1959 Jensen 541 R finished in deep ocean blue with black interior and fully prepared by R.W.Racing for Historic Racing or Rallies with FIA/HTP Papers and a very competitive car in its class. It has Goodwood racing History and is eligible for Pre-1963 GT racing as well as HRDC, VSCC and HSCC events. A fraction of the price of the equivalent Aston at **£79,950**



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**



1991 Porsche 928 S4 finished in Graphite Grey with charcoal hide interior. Previously the property of Pink Floyd drummer and petrol head Nick Mason since 2004 and kept in beautiful condition throughout. Predicted by the motoring press to be a serious investment for the future, the front engine Porsches have already begun to significantly increase in value. This car has been regularly serviced with no expence spared and is a joy to drive. Very sensibly priced for one in this condition at **£25,950.**



1963 Chevrolet Corvette Stingray finished in Deep Ocean Blue with contrasting red leather interior. This is a very quick example that has a high output fresh motor and has in recent times been used as a competition car in British and European events. With the car there is a useful spares package that includes a modern race competition race seat, a triangulated roll cage and a spare set of competition alloy wheels and tyres. **More details on request**



1975 Rolls Royce Silver Shadow finished in Nutmeg with contrasting sand beige hide interior with walnut dash and door cappings. It was sold by us to the last owner and has covered only 79,000 miles from new. The car is in beautiful condition and is only for sale due to bereavement. Realistically priced at **£14,950**



2003 Mercedes SL500 finished in Dark metallic blue with contrasting beige hide interior. Used and enjoyed by my wife all summer, this is a very nice example with just 54,000 recorded miles and a complete service history. Sensibly priced at **£10,995**

We are desperately short of the type of motor car that we like to handle so if you have something to sell please contact Martin Brewer on 07836 222 111

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Corvette 1958 Roadster finished in signat red (orange) with white side coves,matching interior,white soft top,4 speed manual,dual quad 283/270 H.P.this very rare 58 Corvette is probably the finest in the world,having covered only 10 miles since full professional restoration every nut and bolt,it boasts every original part with matching numbers even down to the wipers.If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed.This car is just breath taking..... £145,750



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new £250,000



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



Jaguar V12 E type Roadster 1974/5 Finished in Gleaming Old English White with Cherry Red hide interior, headrests, auto, power, stereo system, overmats, sparkling chrome wire wheels, virtually one owner, only 22,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb £165,500



London Taxi TX1 1998 finished in gleaming black with contrasting interior occasional seats, glass divider, CD system, walnut veneer dashboard, automatic,power steering,wheel chair access,always garaged. excellent value. drives superb,choice of 10 ..... From £2,850



Mercedes 250SL Pagoda sports 1968, Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops,with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old mot's and history invoices, handbook, looks very similar to new.Drives Superb, Garaged, This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one £139,500



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue,with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example £59,750



BENTLEY 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overrugs to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 1988 560SL sports left hand drive,finished in smoke silver,with brazil hide interior,headrests,hard and soft tops,centre armrest,overmats,first aid kit,light up vanity mirrors,CD stereo system,air bag,air cond,power mirror,cruise control,ABS,power windows,SRS,outside tempriture gauge,tinted glass,auto,power,expensive mercedes wheels,only 38,000 miles,service history,drives like new,just magnificent.... £39,750



Mercedes Sports 560SL 1989, left drive, finished in nautic blue with mushroom hide interior, headrests, hard top and dark blue soft top, overmats, centre armrest, light up vanity mirrors, power windows, cruise control, original stereo system, air bag, air conditioning, outside temperature gauge, alloys, tinted glass, first aid kit, complete with all tools. Automatic and power steering, history, 42,000 miles garaged from new £39,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs,has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Rolls Royce Phantom 11 Sedanca de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concourse wins in its time. Winning the Rolls Royce Owners Club concourse touring P 2 trophy. Also the Dudley trophy in1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophys, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment £275,500



Jaguar S Type 3.4 1968 finished in the smartest colour combination of gleaming midnight blue with as new parchment hide interior, overmats, stereo, sundym glass, manual transmission with overdrive, power steering, new sparkling chrome wire wheels and tyres, spare unused, complete with all tools, only 500 miles since total renovation, 3 owners from new last owner 22 years, original handbook,many old mot's lots of bills and history, entered in many shows concours winner,well known car garaged from new,there cannot be better just magnificent and a fine investment £36,750



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overugs, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whiteside tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value. ... £69,750



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MoTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found..... £89,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear,with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect,one of the last of this handsome model,only two previous owners, fabulous history,original handbook, fantastic to drive you can hardly here this car running and could be driven anywhere in the world,it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day..... £86,750



Mercedes 230SL Sports Pagoda,1966 finished in the most striking original colour of brilliant brunswick green with complimented as new deep red carpets and seats, rear seat, new matching soft top, and hard top, radio and cassette, very rare four speed transmission, only used on high days and holidays, hence only 42,000 miles from new and only two owners, garaged from new, lots of history and handbook complete with all tools, thousands spent over the years to keep this car in superb condition, personal registration number to go with car. Just stunning £87,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition, This car is just remarkable..... £165,500



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website. .£129,500



Aston Martin 2002 DB 7. Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, CD, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history, this car is just remarkable, never seen rain..... £49,750



Corvette stingray coupe 1965 finished in Nassau blue,with complimented blue and white interior,and blue dash and carpets,knock off wheels,and radial tyres, independent rear suspension,disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HP,L79 V8. A super looking and breath taking Corvette..... £118,750



Jaguar E Type 4.2 1970 Fixed Head Coupe. Finished in gleaming Signal Red with Tan hide interior, headrests, sparkling chrome wire wheels with new white band tyres, spare wheel unused, stereo system, well known car in the Jaguar world, this E Type is in impeccable condition, totally rebuilt every nut and bolt by a well known club member, only covered 2,000 miles since restoration, lots of bills, hand book and original leather wallet. In our opinion it would be almost impossible to find better. Just breathtaking.... £87,500

NUMBER PLATES FOR SALE: 777 BUT - £2,750. F1 HUE - £2000. LOX 11 - £4,500



Jaguar E Type 3.8 series 1 1963 LHD roadster,Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul,CD stereo system,Brand new sparkling chrome wire wheels and tyres, spare wheel unused,complete with all tools and hood cover,the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world.And has only covered a few hundred miles since.Comes complete with handbook also the amazing history file of the restoration.A chance to own properly the finest of E Types and a superb investment.....£157,500



Rolls Royce 20/25 1934.Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments,side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years.This very elegant car runs and drives silent as one would expect of this superb example.....£57,750



Jaguar E type 1975 Roadster V 12 finished in the rare factory colour of unmarked heather with as new beige hide interior, headrests, stereo, CD, manual transmission, power steering, as new chrome wire wheels, white band tyres, spare wheel unused, complete with all tools, low miles, excellent history file, complete with many old mot's, heritage certificate, pampered from new, garaged from new, totally stunning and in mint condition, a joy to drive while growing in value £135,500







Jaguar E Type V12 1972 2+2 finished in the most beautiful rare colour of ascot fawn with cherry red hide interior, headrests, overmats, stereo system, power steering, manual transmission, original factory wheels, tinted glass, air conditioning, magnificent history, original handbook, heritage certificate, low miles, two owners, this car is in fantastic condition and drives superb, garaged from new..... £67,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.....£145,750



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP.only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb £119,500



Rolls Royce Ghost 2011 black with brushed silver alloy bonnet driver assistance, two, panorama sun roof, adaptive headlights, comfort entry, camera system rear theatre, picnic tables, RR monograms, 20 inch alloy wheels, extended leather, piano black veneer, television tuner, chrome visible exhausts, interior black carpets. Only 6000 miles one owner FSH £155,750



Jaguar E Type 1970 Fixed Head Coupe. Finished in brilliant gleaming signal red with soft black hide interior, headrests, stereo system, overmats, sparkling chrome wire wheels, Whiteband tyres, only two owners with 22,000 miles, extensively restored to the highest of standards, invoices, handbook, tools, representing one of the finest E Types we have seen. Carefully maintained and garaged. Absolutely stunning. £87,750



Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model. Finished in Ivory with matching tan hide interior, matching power convertible top, lambs wool overugs, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example £49,750

Mercedes 560 SL Sports.Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS,alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning.....£38,500





Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged £39,750



Bentley Azure 1997. Left Hand Drive. Finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, very expensive stereo system, chrome wheels, sundym glass, adjustable front headrests, airbags, anti theft device, burr walnut throughout, 32,000 miles, always garaged £55,500



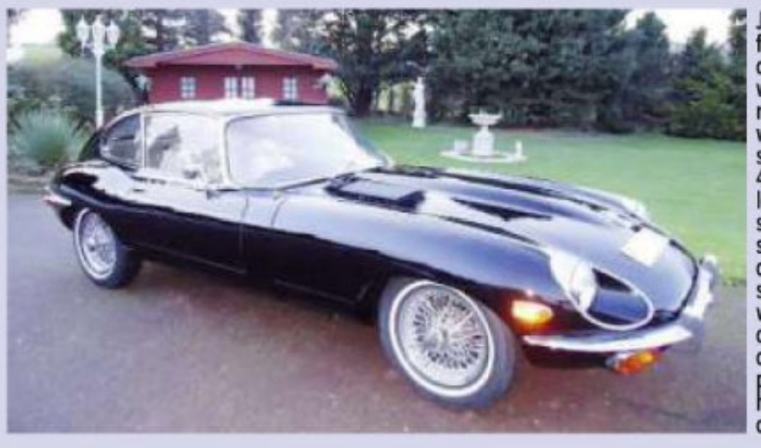
Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MoTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing £135,750



London Taxi TX 1 diesel 1998, finished in night fire red (maroon) with superb interior, Glass divider, rear fold down seats, Stereo, air conditioning,wheel chair access,automatic,power steering, drives superb ..£3,950



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mots, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types.....£125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking,also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website. £125,750

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1969 Aston Martin DB6 manual £POA

Finished in Silver birch with black trim restored in 2002 with just two keepers and 49000 miles indicated, 4.2 litre rebuilt lead free engine, with detailed engine bay, handling kit.

1964 Aston Martin DB5 to vantage spec. £POA

Restored with body and panel by 'Spraytec' Oselli 4.2 litre engine. Finished in Aston racing green with new beige trim.
Air conditioning. Large history file.





1969 Aston Martin DB6 Volante. £POA

Finished in silver birch with black trim, 68,000 miles from new with three previous owners and large history file. A very original car Unmolested!

1980 Aston Martin V8 to vantage spec. £POA

Original manual gearbox car, finished in Royal blue with parchment trim. Large history file. Large bore air box and exhaust, handling kit etc



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1965 FERRARI 275 GTB ALLOY 6C



1972 FERRARI 365 GTC/4 SPYDER



1962 FERRARI 500 SUPERFAST

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1956 AUSTIN HEALEY 100/4 BN2 M SPEC.

Reno Red with Black Hide. Fitted with an original Alloy Westlake Head, 4 Wheel Disc Brakes, Uprated Anti Roll Bar, 72 Spoke Chrome Wire Wheels, Brake Servo, 100 'S' 140 MPH Speedo, Derrington Steering Wheel, Louvered Bonnet with Strap, Uprated Overdrive with Gear Lever Switch, Badge Bar and Spot Lamps, High Ratio Steering Box, 3:9 Diff, Derrington Manifold Works High Capacity Sump. Spin On Oil Filter Conversion, Twin Overtaking Mirrors, Tonneau Cover Etc. Etc. Restored by Marque Specialist for his own collection to a standard seldom achieved. In my opinion the ultimate Healey

RHD - £84,995



1970 LOTUS ELAN TYPE 45 DHC.

Lotus Yellow with Black Trim. Ground Up Restoration and Upgrade carried out. Less than 6,000 Miles since. New Chassis, Solid Drive Shafts, Adjustable Suspension, Kenlow Fan, Free Flow Exhaust, 117 BHP, Etc Etc. Equipped with Centre Lock wheels, Electric Windows, Period Radio, Tonneau Cover, Etc. I have just driven 30 miles in it and what fun ! An exceptional example, sensibly priced.

RHD - £34,995



2006 CHAMONIX PORSCHE 550 SPYDER G CLUB SPECIAL EDITION - CHASSIS No 3.

Silver with Tan Trim, Hood and Side Screens, Factory Built with 2.0 Fi Engine, Adjustable Suspension, Electric Door Locks, Big Bore Exhaust with Catalytic Converters, Twin roll Hoops, Full Harnesses Etc. Impeccable Condition. Cost new £51,000. Original documents and service history – only 4,000 miles from build. Cherished number NKZ 550 3 is included. Sensational to drive and outstanding value.

RHD - £29,995



1966 AC COBRA – HAWK 289 FIA SERIES.

Black with Black Hide. 351 CU Inch – 400 BHP. Alloy Heads, MSD Ignition, Top Loader Gearbox, Oil Cooler, Peg Drive Halibrand Wheels, Side Pipes, Roll Hoop.Harness's, Fire Extinguisher, Race Mirrors, Tripod Headlights, Full Mohair Weather Equipment inc. Tonneau Cover & Side Screens. Built and set up by the renowned James Baxter, Race Engineer and Driver. Only 6,000 Miles since completion. Bills on file total in excess of £55,000. Simply Stunning with Blistering Performance.

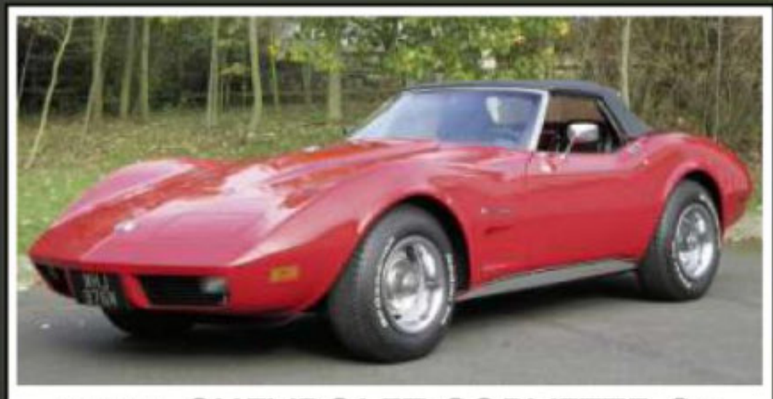
RHD - £42,995



1980 AUSTIN MINI VAN 95L – 1000cc.

Sand Glow with Dark Brown Trim. A Low Ownership, Low recorded 50K Miles. The very best original shell I have ever seen. No new panels, No corrosion, No damage. Re painted only once. Mildly uprated engine, Cooper S wheels, Sports Exhaust Etc. It would be hard to find a better example and they are rapidly appreciating.

RHD - £9,995



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.

RHD - £29,995



1979 MGB 1.8 ROADSTER.

Nightfire Red with Black Hide and Maroon Mohair Hood. Equipped with Overdrive, Minilite Style Alloy wheels, Music system with CD and Electric Ariel, Gas Flowed Unleaded Head, Big Bore Stainless Steel Exhaust, Colour Coded Bumpers, Walnut dash, Motalita Steering Wheel Etc. Professionally restored to an extremely high standard. Excellent Value.

RHD - £8,995



1998 PORSCHE 996 CARRERA 2 S TIPTRONIC

Forest Green with Full Black Hide. 64,000 Miles with Total Dealer History, Last serviced at 64K. Equipped with Air Con, Electric Sunroof, Seats & Mirrors, Cruise Control, On Board Computer, Sony Sound System, Alarm & Central Locking, GT3 Alloys Etc. A totally unblemished example and presently, in my opinion, very, very under rated. One to keep.
Rarely in such outstanding condition.

RHD - £14,995



1959 AUSTIN HEALEY FROG EYE SPRITE

Cherry Red with Black Trim and Black Mohair Hood. Professionally Restored and seriously upgraded for a very well known BRDC racing driver, to his own exacting standards. 1275 Stage 2 Engine, CR Gearbox, 3.7 Diff, Disc Brakes, Uprated Suspension, Front Anti Roll Bar, Long Centre Branch Manifold, Etc. etc. Less than 3000 Miles since.Properly set up. Will sit at 85 MPH all day long and in outstanding order.

RHD - £21,995



1928 ALVIS 12/75 SUPERCHARGED FD – FRONT WHEEL DRIVE – TT BODIED .(SWB)

French Blue with Tan Hide. One of the most advanced cars ever produced by Alvis. Lightweight Chassis, Single Overhead Cam with Roots Supercharger, Front Wheel Drive, Inboard Brakes and Independent Suspension, Large Bore Stainless Fish Tail Exhaust, Weighing under 18 cwt and over 75 BHP makes for a remarkably quick and agile performance car. Chassis 7190, Matching Numbers and One of only 39. Cross and Ellis TT Bodied. Was used in competition both in period and latterly. Has VSCC Buff Form and is eligible for just about every event. Just prepared, overhauled, upgraded and detailed in our workshops at a cost of £20,000.

RHD - WAS £89,995 NOW £79,995



1971 MINI 1275 SPECIAL.

Speedwell Blue with White Cap. Restored and Upgraded to an exacting standard by Ex Leyland Engineer. Stage 3 Engine, Adjustable Suspension, Removeable Front Clip, Minilite Style Wheels, Bucket Seat, Group 4 Arches, Twil Filters, Oil Cooler, Air Horns, Heated Rear Window, Front screen Heater, Kenlow Fan, Mota Lita Steering Wheel, Battery Cut Off, fire Extinguisher, Works Type Dash Etc. Etc. Bills on file in excess of £7,000 in parts alone. A unique example.

RHD - £14,995



2007 – 07 MAZDA MX-5 2.0i ROADSTER COUPE.

Finished in Sunlight Silver with Full Black Hide. 30,000 Miles with Total Service History. Outstanding Spec. includes ; 6 Speed Manual Gearbox, Air Conditioning, PAS, Heated Seats, Electric Windows, Locking & Mirrors, Multi Function Audio System inc I Pod Connection and one of the fastest power roofs available.
Outstanding condition throughout.

RHD - £7,995

If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.

DANIEL DONOVAN

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1983 Countach 5000S ONLY 523miles RHD



1991 Isdera Imperator Gullwing LHD



2002 Ferrari Enzo LHD



1963 Aston Martin DB4 S5 SS Vantage RHD



1996 Ferrari 512M LHD



1987 Aston Martin V8 Zagato RHD



1992 Porsche 964 RS Touring LHD



2008 Ferrari 612 Scaglietti LHD



1973 Ferrari 365 GTB4 Daytona LHD



1976 Jensen Interceptor III Convertible LHD



1997 Hummer H1 Station Wagon LHD



1978 Panther J72 4.2 Litre Roadster LHD

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1961 JAGUAR MKII
Sold by John Coombs Garages to its 1 owner in 1961. remarkable history and £40k of restoration including power steering. Unique. £24,995



1959 JAGUAR XK150 3.8S DHC.
The rarest of all the XK breed. This lovely car comes from long term ownership. See website for detail. £POA



1952 JAGUAR XK120
Original RHD. This black original RHD stunning car and a Bronze further uprated car. Both on the button with warranty £125k



1969 TRIUMPH TR6
Beautifully restored and on the button car upgrades by Revington
£25,000



1959 JAGUAR XK150
Reg 15OX. English RHD body off chassis restoration with sumptuous red leather and mahogany trim. Superb 3.8 engine. £POA



1956 TRIUMPH TR3
Ex Works Car. Prepared for Mille Miglia or other endurance competition events. On the button. £47,995



1959 JAGUAR XK140 FHC
Original RHD magnificent restoration with sensible upgrades and on the button. Old English White, red leather and beautiful wood trim. Perfect. £79,995



JAGUAR V12 RACE CAR
ex Malcolm Hamilton. Probably the fastest E Type on the planet. A huge history file for this most famous car. Simply amazing. £POA



1954 KIEFT 1500
Ex Le Mans, Sebring, Goodwood racer. A highly significant eligible for anything sports racer. Fully race prepared and on the button. £POA



1953 TRIUMPH TR3A
Under restoration can be left or right hand drive. It's going to be superb
£POA



1950 JAGUAR XK120 ROADSTER BROADSPORT 36
Chassis number 660089 is a very very early original right hand drive car being completed to your Broadsport specification. £POA



1954 AUSTIN HEALEY 100/6 BN4
Original RHD matching numbers car in fine order and ready to enjoy
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JAGUAR E-TYPE S2 ROADSTER

1969 finished in British racing green with tan interior, black mohair hood, chrome wire wheels, very good condition and a well detailed example.
£6,995



JAGUAR E-TYPE S2 ROADSTER

1969 Finished in primrose yellow with black interior, black mohair hood, chrome wire wheels, original U.K R.H.D model with matching numbers, old logbooks and handbooks e.t.c, very good example. **£6,995**



JAGUAR E-TYPE S2 ROADSTER LHD

1969 inished in regency red with black interior, U.K registered, chrome wire wheels, outstanding condition.
£54,995



JAGUAR MK VII SALOON MANUAL

1954 Finished in British racing green with red leather interior, 59,000 miles from new with a superb history file including all old M.O.Ts, old style logbook, handbook e.t.c, outstanding condition. **£29,995**



MGA 1600 COUPLE

1960, Finished in old English white with black leather interior, original U.K R.H.D model, walnut dashboard, very good usable example of this model that is becoming very collectable. **£14,995**



JAGUAR MKV 3.5 LTR SALOON

1949 Finished in black over burgundy with grey leather interior, large history file, original buff logbook and handbook, heritage certificate, superb condition.
£29,995



AJS MODEL 14 250 cc

1963 Finished in blue and chrome, this machine has been in the same family ownership since 1967 and retains its original transferable registration number, having been in storage since the 80's a full restoration is now required. Please call for further details. **£1,395**



JAGUAR XK 150 D.H.C.

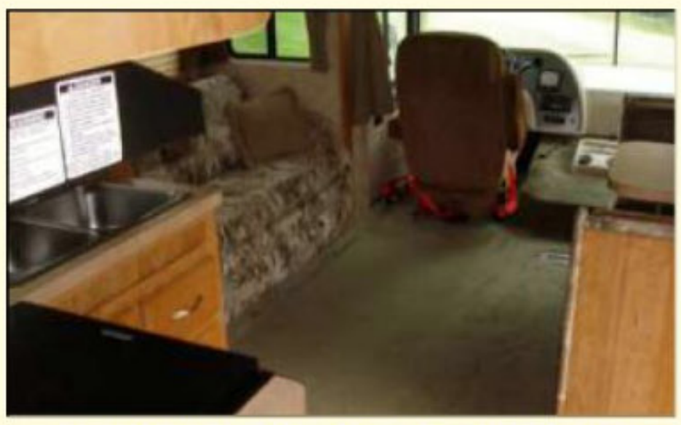
1959 Original U.K R.H.D model for total restoration. Please call for further details.
£34,995



GREEVES SPORTS 24 DB 250 cc

1960 Finished in two tone blue, excellent correct matching numbers machine, rare example.
£2,995







GEORGIE BOY PURSUIT V10 TRITON

2006/56, Finished in white with beige interior, one owner with 12,000 miles from new, twin slides, six berth, separate shower, external shower, 240V mains hook up, Onan generator, central heating, air conditioning, leveling jacks, awning, please call for full details, outstanding example. Please note that the price is inclusive of VAT and that the vehicle is VAT qualifying. Please visit our website for more pictures. **£34,995**

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We are situated in Fleet, Hampshire close to J4A M3 only 25 mins from Heathrow.
Please contact Grahame or Alan Bull for an appointment to view.

Always wanted prestige or classic cars and motorcycles

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STOCKLIST

PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 MILES
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History

2010 - 911 (997 GEN II) TURBO S PDK (BASALT BLACK) - 25,000 MILES
PDK, Black Leather Int, PSM/PASM/PCM (GEN II)-Touch Screen Sat Nav, Telephone, Sports Exhaust, Cruise Control, Chrono Pack, White Dials, Heated/Memory/Fully Electrical & Sports Seats, BOSE-CD Changer/USB/IPOD Connection, Xenons, Porsche Crest on Headrest, Alcantara Headlining, Climate Control, Rear park Assist, 19" Turbo Alloys Wheels, Full main Dealer Service History.

2009 - 997 GEN I C2S PDK CABRIOLET (GT SILVER) - 53,000 MILES
PDK, Black Leather Intr, PSM/PASM/PCM (GEN II)-Touch Screen Sat Nav-Telephone, Sports Exhaust, White Dials, Heated & Part Electrical Seats, BOSE-CD Changer, USB/IPOD Connection, Xenons, Rear park Assist, 19" Sports Design Wheels, Full main Dealer Service History.

2006 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 56,000 MILES
Black Leather Intr, PSM/PASM/PCM-Sat Nav, Telephone, Chrono Pack, Sports Exhaust, BOSE, CD Changer, White Dials, Heated/Memory Seats, Fully Electric Seats, Alcantara Headlining, Sunroof, Porsche Crest Embossed on the Headrest, Red Seat Belt, Rear wiper, Rear parking Assist, Xenons, 19" Turbo Alloy wheels, Full Service History (Just Been Serviced).

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 MILES
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear wiper, Rear parking Assist Xenons, 19" Turbo Alloy wheels, Full Porsche Service History.

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.

2007 - 997 C2S COUPE MANUAL(BASALT BLACK) 20,000 MILES
Black leather Interior, PSM/PCM-Sat Nav/ Telephone/BOSE, CD Changer, Sports Exhaust, Sports/ Heated Seats, Sunroof, Rear Wiper, 3 Spoke M/F/S wheel, R/Parking Assist,Top tinted windscreen Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.

2006 - 997 C4S CABRIOLET (ARCTIC SILVER) MANUAL 37,000 MILES.
Black Leather Interior, PSM/PASM/PCM-Sat Nav, Cruise Control, Sports Exhaust, Heated Seats, Memory Seats, Fully Electric Seats, Telephone, BOSE-CD Changer, Porsche Crest on Headrest, White Dials, Rear Park Assist, 19" Sport Design Alloy wheels, Full Main Dealer Service History.

2006 - 997 C4S CABRIOLET MANUAL (BLACK METALLIC) - 62,000 MILES
Black Dark Olive Metallic, Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, Sports Exhausts, Chrono Pack, White Dials, Heated Seats, BOSE-CD Changer, Part Electric Seats, Porsche Crest on Headrest, Rear Park Assist, Climate Control, 19" Alloy wheels, Full Main Dealer Service History.

2005 - 997 C2 COUPE TIPTRONIC (SLATE GREY METALLIC) – 56,000 MILES
Black Leather Intr, PSM/PCM-Sat Nav/Telephone, CD Changer, Memory & Fully Electric Seats, Sunroof, Alcantara Headlining, Rear Wiper, 19" Carrera S Alloy wheels, Fully documented Service History.

2005 - 997 C2 COUPE TIPTRONIC (ARCTIC SILVER) 62,000 MILES
Black Leather Interior, PSM/PCM-Sat Nav/Telephone-BOSE /CD Changer, Heated Seats, M/F/S wheel, Alcantara Headlining, Rear wiper, Climate Control, 19" Carrera Alloy wheels. Full Service History.

PORSCHE 996 GT2 & TURBO

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 MILES
ONE OWNER ONLY, Full Porsche Main Dealer Service History with a recent service, GT2 Club Sport Model, White Dials, PCCB Brakes, Radio and CD player, Climate Control, Central Locking, Electric Mirrors & Windows, Porsche Crested Sports Seats, Correct carbon fibre interior

2002 - 996 GT2 CLUBSPORT (ARCTIC SILVER) 37,000 MILES
Black Leather Intr, PSM, Cruise Control, Porsche Radio & CD Player, Alcantara Headlining Fire Extinguisher, 18" GT2 Turbo Alloy wheels, Full Main Dealer and Specialist Service History2004 PORSCHE 996 TURBO COUPE TIPTRONIC (BLACK) 50,000 Miles. Black Leather Intr, PSM/PCM- Sat Nav/ Telephone, Cruise Control, Heated Seats, Fully Electric & Memory Seats, BOSE, CD Changer, Sunroof, Rear Park Assist, Rear Wiper, Alcantara Headlining, Climate Control, 19" GEN II Turbo Alloys, Full Main Dealer Service History.

2002 - 996 TURBOCOUPE TIPTRONIC S (LAPIS BLUE) 86,000 MILES.
Lapis Blue Metallic, Grey Leather Int, PSM/PCM-Sat Nav, Telephone, BOSE, Sports/Memory/Electric Seats, Sunroof, White Dials, Red Seat Belts, Rear Park Assist, Rear Wiper, Alcantara Headlining, 18" Turbo Alloys, Full Service History

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 – 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 MILES.
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers., 18" Turbo S Alloy Wheels, full Service History.

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 MILES.
Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alphine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, Full Service History.

1996 - 993 C4S COUPE MANUAL (MIDNIGHT BLUE) 64,000 MILES.
Marble Grey Lther Interior, SONY CD players, Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, rear wiper,18" Turbo Alloys, Full Porsche Service History

1996 - 993 TARGA MANUAL (ZENITH BLUE METALLIC) 11,000 MILES.
Grey Leather Interior, Sony CD Player, Sports Seats, Part Electric Seats, Rear wiper, Electric windows, Electric Mirrors, Climate Control, Tracker System, 17" Targa Alloy wheels, Full Main dealer Service History, One Former Keeper only.

1994 - 993 C2 COUPE TIPTRONIC (BLACK METALLIC) 84,000 MILES.
Black Metallic Coachwork, Grey Leather Interior, Alpine Radio & CD Changer, Sunroof, Climate Control, Telephone Module, Rear wiper, 17" Alloy Wheels, Fully Documented Service History.

1994 - 993 C2 COUPE MANUAL (FOREST GREEN) 104,000 MILES.
RHD, Marble Grey Leather Interior, Sunroof, Alpine Radio Player, Part Electric Seats, Rear Wiper, Climate Control, Electric Windows, Electric Mirrors, 17" Alloy wheels, Full Service History.

1994 - 993 C2 CABRIOLET (CARRERA WHITE) 103,000 MILES.
ONE LADY OWNER ONLY, Metropole Blue Leather Interior, Manual, Part-Electrical Seats Climate Control, Blue Hood, 17" Alloys, Full Service History.

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 94,000 MILES.
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17 " Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced.)

1987 - 993 CARRERA 3.2 CABRIOLET (G50 GEARBOX). 126.000 MILES,
Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic 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.

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.

1992 - 964 C4 CABRIOLET MANUAL (BLACK) 94,000 MILES.
Marble Grey Leather Interior, Semi Electric Seats, Kenwood CD Player & Radio, Electric Window, Electric Mirror, 17" Alloys, Full Service History, Tonev Cover available.

1992 - 964 CARRERA COUPE (POLAR SILVER) LHD – 138,000 MILES
Tiptronic Gearbox, Black Leather Interior, Sunroof, SONY CD & radio Player, Fully Electric Seats, Rear Wiper, Climate Control, Electric Windows & Mirrors, 17" Alloy wheels, Full Service History.

1989 PORSCHE 911 SUPER SPORTT CABRIOLET (WHITE)76,000 MILES
Carrera White Coachwork, Dark Blue Leather Interior, Sports Seats, Climate Control, Blue Dial, Semi Electric Seats, SONY Radio & MP3 player, 16" Fuch Alloy wheel, Full Documented Service History, Original Service book and manuals available.

1987 - PORSCHE 911 SUPER SPORT TARGA (G50 GEARBOX) – 86,000 MILES
Carrera White Coachworks, Black Leather Interior with white piping, Rear Wiper, Fully Electric Windows & Mirrors, Full Service History (Just Been Serviced). This Porsche is a genuine M491 SuperSport one of only 37 RHD Targas and obviously has the desirable G50 Gearbox (Swepco Oil too). It drives and sounds amazing with the Dansk twin exhausts and has had the usual troublesome work such as replacing the butterfly valves done. A top end engine rebuild was done 10,000 miles ago (2007) and the Targa roof has also been refurbish by Southbounds. Whilst the car isn't concourse it's as near as you would want for a car that you can enjoy using and yet still be very proud to own. Paperwork wise the file is extensive and the original service book, in its original folder has 27 stamps. The latest service was 700 miles ago. The car flew through its MOT last week with no advisories. We welcome any inspection as we are more than confident that it will stand up to any scrutiny.

1979 PORSCHE 911 SC COUPE - LHD (SLATE GREY) 271,000 KILOMETERS
Left Hand Drive, Slate Grey Coachwork, Marble Grey Interior, Manual, 271,000 Kilometers Pioneer Radio & CD Player, 16" Alloy wheels, Five Former Keepers Only

FERRARI - MODELS FROM 1967 +

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 13,000 MILES
Full Nero Black Ither 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.

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.

FERRARI 330 GTC COUPE – GRIGIO SILVER
Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles
Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures.

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

AC COBRA 289 CONTINUATION MODEL (BLACK) - 1996
Very rare, built on the lightweight MK II 289, shortnose chassis, one of approximately four only manufactured. 14,000 miles, black coach work with middle white stripe hand crafted black leather seats with red piping matching leather head rests, leather trimmed aluminium lightweight dash with "smith" original style instruments. interior is finished with high grade wilson black carpets piped in black leather. EFI injection engine V8, normally aspirated 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

AC COBRA MK IV BUILT ON LIGHTWEIGHT SHORTNOSE CHASSIS BY AC CARS (ROLLS ROYCE EBONY BLACK), 11,000 MILES,
Lightweight, large brakes flat dash, smith instrumentation, telesconic 5mph impact bumpers front and rear, rear petrol tank behind seats/racing filler triangular chrome rollbar, full lether connolly hide in silver grey with pipe black, High performance fuel injection 5.0 Litre FORD V8 engine. Very rare and limited production of the best that AC could offer, with the best features of the Lightweight production run.

1972 PORSCHE 911 2.7 RS TOURING 72,000 MILES
7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices

1977 – PORSCHE 911 CARRERA 3.0 LTR COUPE (METALLIC ICE GREEN) 120,000 MILES
5 Speed Manual, Ice Green Metallic, Black Leatherette, Sparco Race Seats, Chrome Trim Rear Spoiler, Electric Sunroof, Rear Wiper, Very rare UK RHD, extensive service history. Fundamentally every invoice on every expenditure Over the past years. Porsche Authenticity certificate confirm matching numbers engine/chassis/interior and Colour. Bodywork is in excellent 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) 16,000 MILES.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels. Recent Restoration To Virtually Concours Standard

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.

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1978 ASTON MARTIN V8 VANTAGE — £POA

Superb V8 Vantage with factory upgrades. Owned for over 20 years by one of the most successful singer and composers of the 20th century, Sir Elton John. Factory up-grades carried out in 1988 include:- 'Engine rebuilt to '580X' specification 410 bhp, post '87 wheel arch profile, 16' Ronal wheels, late model air con and tilt steering column, bare metal repaint and retrim plus many more '88 model features, all recorded on Aston Martin Works Service invoices. A total of 16,800 miles covered since restoration, with just 48,000 miles covered from new. A unique opportunity to acquire a superb late spec / low mileage Vantage, with extensive and interesting history in excellent condition. Fully prepared, serviced and MoT'd.



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1956 JAGUAR MK1. Finished in factory black with its original Red Leather. Bought new by Mr John Hobbs of Kettering shoe makers and kept by them until his death in 1970. It was then passed to Mr Ray White of Kettering, in total only 3 owners all from Kettering. The car has now only covered 48,000 miles with an extensive history including a recent engine rebuild by Selby Race Engine Specialist in Northampton. Very special car and investment.....**£21,995**



1977 ROLLS ROYCE SILVER SHADOW 2 Finished in Caribbean blue over silver chalice with light blue/grey Connelly hide, dark blue carpets and over rugs. Superb original door cappings and dash, ONLY 64000 miles and Registration number 4 EBP is included in the sale. This is an exceptional, original car, not a restored one and very very hard to find like this. Been part of a small private collection since 1996. DONT MISS THIS ONE.... **£16,995**



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**



JAGUAR S TYPE 3.0 SPORT. Auto, finished in metallic green with black leather 87000 miles service history These cars are excellent value for money and this is a very good example **£4,695**



1973 VANDEN PLAS 1300 PRINCESS AUTO. Finished in its original teal blue with tan Connelly hide and Wilton carpets. Only 14000 miles from new and in time warp original condition. From the same small collection as the Rolls Royce since 1981 when it was last driven on the road. Now recommissioned and ready to SHOW **£12,495**



1971 MGB ROADSTER. New Heritage body shell and fully rebuilt 1500 miles only since rebuild. HUGE SAVING ON REBUILD COST **£15,495**



JAGUAR XJR. 93,000 miles very good service history . Finished in British racing green with black leather Very good example Value for money at.....**£4,495**



1968 SINGER CHAMOIS MK2 One lady owner and only 23000 miles been in storage since last on the road in 1986 has all its MOTs until it was taken of the road. Comes with all its original hand books service book ect supplied with the car from new. Very rare find and very good value compared to a MINI of the same era.....**£8,995**



1982 MERCEDES 200 ESTATE AUTO. Family owned from new and only 68000 miles. Finished in ivory pearl with tan trim, factory sunroof. This is without doubt one of the best examples on the market today. Very sought after and sound investment.... **£10,995**



1964 MERCEDES 190 FINTAIL. Owned by a Embassy for its first 6months then by a London gentleman for 47yrs and only used for holidays and family outings. The car was passed on to his grandson the third and last owner of the car. It was then entered by the grandson into the Salaam to cape town rally which it completed with no problems. The car has a extensive history file and must be one of the most original unmolested examples in existence today. You would find it very hard to find a better and more original example **£17,995**



1975 MERCEDES 230/4. Auto with power steering. Finished in its original immaculate pale yellow with black MB tex trim, this one family owned Mercedes was purchased from Robinsons Mercedes Benz in Norwich and serviced by them + one other specialist from new and now only covered 64000 miles. Very rare find, totally original, unmolested, one family owned car. ..**£13,995**



2001 Mercedes CL500. Finished in immaculate brilliant silver with unmarked light grey leather, only 67000 miles, full service history. Very high spec car including elec sun roof, heated seats, sat nav and lingtronic. Comes with all the boos instuctions and information to operate the sat nav and lingtronic. SUPERB VALUE SUPER CAR...**£9,495**



1967 SUNBEAM ALPINE SERIES 5 1725CC. Fully Restored 10 yrs ago and not used since, now been re-commissioned and ready for the summer ahead. Comes with hard and soft tops **£10,995**

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1982 V8 VANTAGE VOLANTE, FULLY RESTORED TO PRINCE OF WALES SPECIFICATION • **£240,000**



1956 JAGUAR XK140 ROADSTER (OTS), VERY RARE ORIGINAL RHD, FULLY RESTORED• **£195,000**



1986 V8 VOLANTE AUTO, 3 PRIVATE OWNERS WITH SUPERB HISTORY • **£135,000**



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Left Hand Drive



Aston Martin V8 Vantage Volante 1989
X Pack 6.3 Left Hand Drive Manual



Aston Martin DB2/4 MKIII
Left Hand Drive



Alvis Barson Special straight Eight
1937



Jaguar XJ220
Left Hand Drive



De Tomaso Mangusta



Aston Martin DB6
Right Hand Drive Manual



Aston Martin DB2/4 MKI
Left Hand Drive



E Type Jaguar 3.8 series I
Left Hand Drive Coupe



Triumph TR2
Left Hand Drive Long Door 1955



Jaguar MK VI
Left Hand Drive Manual



Aston Martin V8 Volante
Automatic

- **Aston Martin DB6 MKII** auto RHD
- **Aston Martin V8 Volante** auto left hand drive
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A wonderful classic Ferrari; just 34600 miles; increasingly hard to find in such good condition; superb original Crema interior.



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Series II. Finished in red with black trim. **£29,995**



1938 MG VA 4 SEATER TOURER deep black with burgundy hide trim, tan roof and s/screens, factory w/wheels, g/up resto. **£34,995**



2004 MGTF. Finished in Tahiti blue with black leather trim, one owner from new and 50000 miles from new . **£5,995**



1934 SEVEN ULSTER SPECIAL
finished in red with black trim and mudguards, black wire wheels **£12,995**



1973 Jaguar E Type Series 3 V12 2+2
Finished in blue, complete resto 2000 in ex condition. **£49,995**



1986 FORD RS200 GROUP B RALLY CAR
white with red trim, 1 owner 1000miles, as new. **£POA**



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3 position drophead by Tickford, finished in black with black hood **£22,995**



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diesel Top of the range model, Finished in white 13,000 miles only **£21,995**



1963 GOGGOMOBILE
Finished in red and cream with red trim – prettiest micro car we've seen. **£20,995**



1956 MORRIS COWLEY SALOON
green with original green leather, 15000 miles, needs tlc hence **£4,995**



2002 FORD THUNDERBIRD CONV turq/turq and black leather, hard+soft tops, 10,000 miles, lhd, stunning **£24,995**



1953 FORD ZEPHYR Mk 1 Convertible,
rare model, full resto with images, 1 of 20 in UK. **£28,995**



1937 BSA SCOUT, Sports 2 seater conv, BRG with black soft top, complete refurb, 5 keepers. **£18,995**



1971 NORTON TRITON 'RED DEVIL' 850CC MOTORBIKE, fully rebuilt, 1 test mile only since rebuild **£13,995**



1968 MORRIS TRAVELLER, in nato green and wood detailing, ex army. **£6,995**



1930 AUSTIN SEVEN GORDON ENGLAND STADIUM 2 Seater Conv Finished in off white with black trim **£22,995**



1952 JAGUAR XK120 ROADSTER LHD
ex actor Clarke Gable, full resto 1993, only 7,000 miles. **£129,995**



1980 AUSTIN HEALEY SEBRING SERIES III MKII red with white hardtop, black hide trim, 12000 miles from new, lovely show car with a selection of trophies. **£26,995**



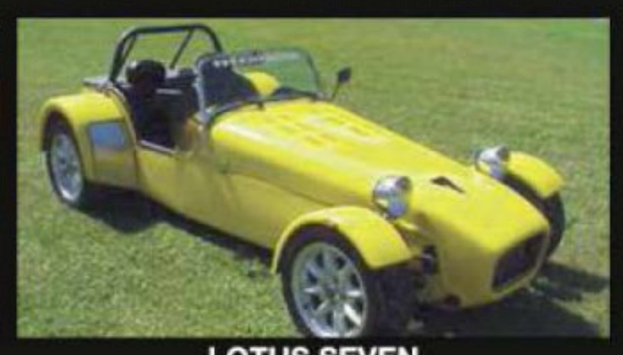
1999 RENAULT SPORT SPIDER,
Finished in silver, very rare and supremely stylish 7000 miles **£26,995**



1952 TEMPO MATADOR PICK UP TRUCK
Finished in light and dark blue, with dark blue tilt, fully restored. **£18,995**



1975 MGB ROADSTER red, black hide, man o/drive, chrome bumper, ground up restoration, mint cond. **£11,495**



LOTUS SEVEN
finished in yellow, very good condition **£12,995**



1962 MGB ROADSTER red, black leather trim, man with o/drive, ch/bumper. G/up resto, mint condition **£15,995**



1991 MINI RACG FLAME CHECKMATE,
4 keepers fnished in red, 200 miles since full resto, superb condition. **£7,995**



1972 BMW 3.0 CSi SPORTS COUPE (E9)
Superb car finished in white with rally colours £80k+ rebuild. **£79,995**



1951 HEALEY SILVERSTONE REPLICA,
built from an original Silverstone chassis, engine gearbox and axles. **£38,995**

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1970 JAGUAR E-TYPE SERIES 2 FHC £85,000

This is the most original and beautifully detailed fixed head coupe that we have seen in a very long time.

Finished in Ascot Fawn with Biscuit interior, it gives a classic 1970's colour combination. The car has been fastidiously maintained for the last 45 years by just five careful owners.

This is a jump-in-and-drive car capable of being driven across Europe on the longest tours with ease and, as with all FHC, the luggage space will take the largest suitcases.

Come and test drive it, you will not be disappointed!



1964 Semi Lightweight E Type £125,000

Built on a 1964 Series 1 Roadster tub with outer panels in aluminium, dry sump engine, Jaguar synchromesh gearbox and peg drive wheels. Fantastic fast road and race car.



1958 XK150 Roadster £118,000

In superb condition and with the great combination of black exterior with red interior. This car runs and drives beautifully.



1967 E-Type Series 1 4.2 £145,000

Fastidiously maintained throughout its life. This original right hand drive matching numbers E-Type runs and drives perfectly and will give any new owner great enjoyment.



1950 MKV 3.5 Convertible £88,000

Every aspect of this elegant Jaguar has been restored and it has had minimal use since the restoration. This is a real piece of Jaguar history ready to be driven and enjoyed.



1961 Jaguar 3.4 Mk2 £39,000

A very original manual overdrive car in excellent condition with only three owners from new and a recorded mileage of 41,000.

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fully rebuilt.
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JAGUAR E TYPE SERIES II
2+2 original RHD. Very sound restoration project. Some parts missing **£11,999**



JAGUAR E TYPE.
Many upgrades inc. Weber carbs.
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FORD MUSTANG CONVERTIBLE 1966
Super nice condition, very desirable model **£26,999**



E TYPE SERIES II 2+2, LHD,
Superbly finished in Black, Maroon interior, Manual,
£'Thousands spent. **£37,999**



JAGUAR XK140 ROADSTER.
Currently being rebuilt, brand new bodyshell
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JAGUAR E TYPE SERIES II FHC. LHD.
C1969. Superb car to restore, requires relatively minor repair to sill and floor, can be running.
£27,999



JAGUAR E TYPE SII FHC PROJECT, FHC 2DR Manual, for restoration. Comes with fully rebuilt 4.2 engine and 5 speed gearbox**. £17,999**



JAGUAR XK150 FHC,
Original RHD, Complete new interior, £'Thousands spent on mechanical restoration, Repainted **£60,000**



JAGUAR 420
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Nice Condition
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1954 ROLLS-ROYCE SILVER WRAITH AUTOMATIC LIMOUSINE WITH COACHWORK BY JAMES YOUNG. Being the cleanest body one could find having been restored in 2013 consisting of a bare metal re-spray, all re-chromed and all new Cream leather interior. Extensive history seeming to verify the recorded mileage of only 39,480. Previously owned by Ann and David Croft the writer of various well known BBC TV series'. Being believed that many famous stars such as Mick Jagger, the Beatles and Dusty Springfield, have been chauffeured around London in this car. Also being the car exhibited at the 1954 London Motor show. Finished in Old English White with electric division, cocktail cabinet, coffee tables and foot stools. What an investment for.

★ £56,500 ★



1935 ROLLS-ROYCE 20/25 with coachwork by Lancefield probably one of, if not the best, I have ever had the pleasure of owning in my 50 years dealing in the Marque. Having just undergone a total engine refurbishment through our workshops in order to bring her mechanically up to the rest of her exquisite condition. Beautiful unblemished coachwork with unmarked fluted Grey leather interior, wonderful detailed Walnut woodwork. full length sunroof, le Marr hubcaps. The first person to see this car will have to own her.

★ £26,950 ★



1970 FORD MUSTANG FASTBACK COUPE. This fantastic piece of kit has the 351 5.7 litre V8 engine with automatic transmission. Being totally restored in 1996 with the 1850 Holly Carburettor and the Edelbrock performer intake. Mallory dual point distributor. Stainless steel exhaust system chrome wheels new tyres and MOT. Finished in Shelby Green with contrasting Black interior. Not to be missed.

★ £27,500 ★



1951 DAIMLER SPECIAL SPORTS DROPHEAD. With coachwork by Barker. This lovely usable open tourer is in lovely all round condition and comes with an extensive history file and she still retains her continental touring kit as supplied by Daimler from new. Production ceased in 1953 and only 500 had been completed, therefore being very rare. Two door, three seater. Automatically lubricated steel chassis, with built in mechanical jacking system. 6 cylinder engine Four speed pre-selector gearbox, with direct third and overdrive fourth. Quite unrepeatable.

★ £26,500 ★



1935 TALBOT AX65. Bodied by Darracq. Commonly and previously known as the Talbot 14/45. This fantastic, powerful, spacious, 4 door family saloon, being a local car to us and known by us has a superb body and mechanics and a beautiful totally original tan leather interior. With its highly advanced pre select gearbox is finished in Masons Black and Ivory. Full size sunroof. All original period fittings.

★ £49,950 ★



A GENTLEMANS EXPRESS 1975 Bristol 411. As a Bristol enthusiast for over 40 years being well known for specialising in the marque throughout the 70's and 80's. I can clearly state this is probably one of the nicest 411's I have had the pleasure of owning. In 1991 she underwent a total body off restoration including a total engine re-build, all bills and photographic evidence available her history file being very extensive. She has also fitted the very expensive Avon safety wheels enabling a blow out at 140 MPH leaving the driver in total control. Also is powered by the larger 6556cc Chrysler V8 engine, with her limited slip diff and self leveling suspension makes her a very modern car to drive, yet still being a very sort after classic...

★ £32,500 ★



1960 TR3A. Being the actual car featured in the TR2/3/3a book on TR's by Bill Pickett. Totally restored in 1992 and having only covered 26,000 miles since her rebuild. She has overdrive and chrome wire wheels and is now fitted with rack and pinion steering, enabling far better handling. Finished in BRG with Red leather interior and matching carpets. Full weather equipment consisting of hood, tonneau cover and side screens. Absolutely stunning.

★ £24,950★



1928 CHRYSLER 62. Four door, 4 seat open tourer. Right Hand Drive. A lovely large sensibly priced family period car with lots of room and ideal for the whole family to enjoy. With Chrysler being the first manufacturer to produce hydraulic brakes on all 4 wheels. Makes her a very drivable, usable car, in stunning condition. Totally reliable and drives like a dream with full weather equipment.

★ £194,500 ★



1924 ROLLS-ROYCE SILVER GHOST. THREE POSITION ALL WEATHER OPEN TOURER with original coachwork by Barker, with all matching numbers and 4 wheel brakes. This very rare example, being able to be fully closed, Sedanca-de-Ville or full open tourer, is in magnificent condition throughout. Having recently undergone a major and total refurbishment, both cosmetically and mechanically with full photographic evidence available. Finished in Sage Green & Black with Beige West of England cloth to the rear, Green leather to the chauffeur's compartment. Fully lined Beige Double duck hood. Full set of original chassis sheets and now is ready to drive around the world definitely a one off and a sheer investment.

★ £64,500 ★



1934 ROLLS-ROYCE PHANTOM II. Six Light Limousine with Division and coachwork by Barker. Delivered new to Lord Leverhulme the founder of Lever Brothers. The Great Gatsby Era all over again. Being Finished in Coffee and Cream with White wall tyres. Beautiful lush Maroon West of England cloth to the rear with occasional seats and cocktail cabinet. Red leather interior to the chauffeurs' compartment. Having twin side mounts with wheel mounted mirrors, a rear luggage rack, P100 headlamps, twin fog lamps and horns, a very imposing car indeed. Just undergone a major mechanical overhaul including a complete new exhaust system. Lovely sound body, perfect chrome, a very eye catching example and sensibly priced.

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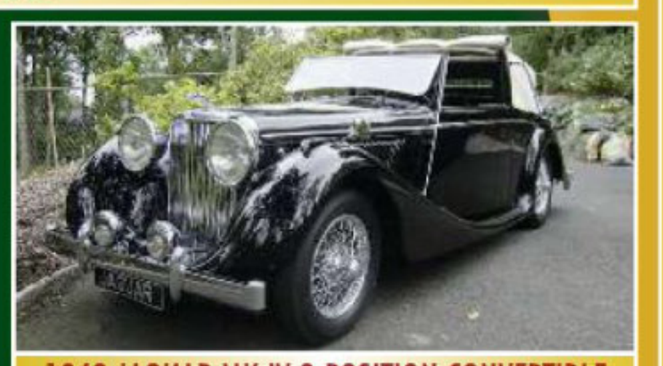
1934 MG-PA ROADSTER

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. $47,000



1937 BENTLEY 4-1/4 CLOSE-COUPLED, RAZOR-EDGE SALOON

The 1937 Earl's Court Bentley show car w/fabulous razor-edge styling, polished aluminium facia, etc. Just had $70,000 mechanical overhaul. $195,000.



1948 JAGUAR MK IV 3-POSITION CONVERTIBLE

This rare 3.5-litre, U.S. delivery version sold new to its owner of 42 years, then sold to its last owner of 23 years—and with only 16,306 original miles—was restored to show standards. Complete with documents, records, manuals, tools amd Heritage Certificate TOTAL MILEAGE: 19,257. $175,000



1955 MERCEDES-BENZ 190SL ROADSTER

One local owner for the past 41 years and 20,000 miles. Beautifully restored in black with tan leather (original 300SL-style early seats), matching cloth top and fully rebuilt original engine. 77,684 miles. $138,000.



1963 CORVETTE FACTORY FUEL-INJECTED 2-TOP ROADSTER

An amazingly correct and original car following 30+ museum years and then completely sorted upon departure. Ermine White, excellent all original red interior, 4-speed, power windows, etc. 26,317 miles. $95,000.



1970 JAGUAR XKE 2-SEATER COUPE

A California one owner car which we sold 6 years ago and just received back in trade. Beautiful in original Regency Red with flawless black leather. Factory a/c, power steering, original AM-FM, 4-speed trans., chrome wire wheels. Heritage Certificate! $73,000.



1965 PORSCHE 356 C COUPE

A beautiful rust-free car with 1 owner for 25 years. A Stoddard restoration in original Signal Red, black leatherette interior and chrome wheels with a new correct, date coded engine. Porsche Certificate of Authenticity. $78,000.



1962 AUSTIN HEALEY 3000 MK II ROADSTER

For one year, Austin Healey upgraded horsepower on the 3000 roadster with a 3-carburetor set-up. We have a very correct example of one of those, a California "black plate" car. Colorado Red with red leather. A very correct, beautifully restored, rust-free car which drives fabulously well. $59,000.



1961 ROLLS-ROYCE JAMES YOUNG "SCT-100" LONG WHEELBASE SILVER CLOUD II SALOON

LCB-69. Just 27 of these were built. Ours has full history since being ordered and built for Mrs. J.K. Lilly of Indiana. Factory sunroof to the front, factory air conditioning to the rear. Mason's Black over Cobalt Blue, blue-grey leather. RHD. Exquisite! 72,239 miles. $125,000.

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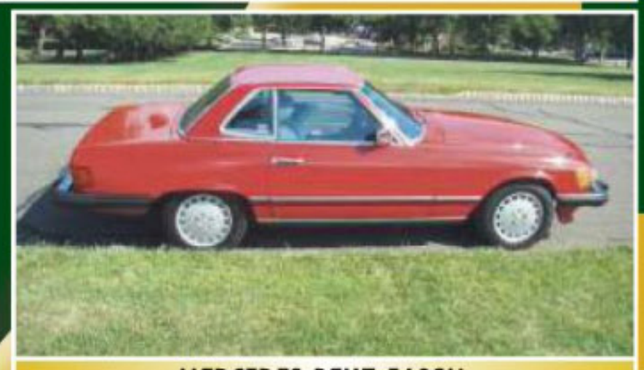
1962 STUDEBAKER GRAN TURISMO HAWK

Brooks Stevens redesigned the long-running Raymond Lowey-designed Hawks with a fabulous car, the "GT." These cars were rare with the 289 cu.in. "V-8" engine with a 4-barrell carburetor , twin exhaust and a 4-speed floor shift, but we have a rust-free example. Striking white with beautiful original blue interior, full complement of gauges, rear antenna, etc. $29,500.



1939 CHEVROLET MASTER 85 COUPE

A magnificent restoration in burgundy with tan interior. Original 6-cylinder engine/3-speed manual transmission. Very correct and as-original throughout $29,500



MERCEDES-BENZ 560SL's

(3) in stock. 1986 Garnet/Palomino leather; 1987 Red/light grey leather; 1987 Anthracite/Palomino leather. All excellent rust-free cars with both tops and full provenance.



1951 FORD COUNTRY SQUIRE WOODIE WAGON

Fully restored in correct Culver Blue with Buckskin three-seat interior and Birds Eye Maple woodwork by Rick Mack. Multiple show winner with mild period performance upgrades. 3-speed +O.D. transmission. $95,000.



1962 CORVETTE FUEL-INJECTED TWO-TOP CONVERTIBLE

A beautifully-preserved California and Florida car with correct date-coded engine, original fuel-injection and 4-speed. White body and hard top, black interior and convertible top. 60,827 miles. $89,500.



1949 MG-YT TOURER

The "YT" offers room for four in a classically-designed MG convertible. One of just 904 ever built, our car came to us in a group of four very interesting cars from a estate collection. It is correctly restored in white with tan interior, top and boot and features a factory fold-down windscreen, vintage MG "double scuttle" facia, banjo steering wheel and instantly recognizable MG grill. $42,500.

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RESTORATION • SALES • BROKERAGE

- 1961 Jaguar E-Type Series 1 3.8 FHC LHD
  Opalescent Bronze with Red Interior
  Quote Ref: NFCC 11 CC
- 1962 Jaguar E-Type Series 1 3.8 FHC LHD
  Opalescent Silver with Red Interior
  Quote Ref: NFCC 61 CC
- 1962 Jaguar E-Type Series 1 3.8 FHC LHD
  Opalescent Dark Blue with Light Blue Interior
  Quote Ref: NFCC 95 CC
- 1962 Jaguar E-Type Series 1 3.8 FHC RHD
  Red with Black Interior
  Quote Ref: NFCC 59 CC
- 1962 Jaguar E-Type Series 1 3.8 FHC RHD
  Opalescent Gunmetal with Red Interior
  Quote Ref: NFCC 60 CC
- 1964 Jaguar E-Type Series 1 3.8 FHC RHD
  Opalescent Dark Blue with Dark Blue Interior
  Quote Ref: NFCC 2 CC
- 1964 Jaguar E-Type Series 1 3.8 Roadster LHD
  Old English White with Red Interior
  Quote Ref: NFCC 48 CC
- 1967 Jaguar E-Type Series 1.5 4.2 FHC RHD
  Dark Blue with Red Interior
  Quote Ref: NFCC 34 CC







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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**



1965 ROLLS ROYCE SILVER CLOUD III. Midnight Blue with beige hide interior. Fully restored by ex-Rolls Royce mechanics to the highest possible standard. Two owners from new with just 67000 miles. A scarce opportunity to acquire RR's most celebrated model in totally 'as new' condition. This is the best Silver Cloud III on the market today..... **£89,950**



1982 Rolls Royce Corniche Convertible in Royal Blue. 85000 miles. 1st class condition throughout. Light tan interior with dark Blue carpets. Stunning example and has to be one of the finest on the market today.....**£58,950**



1947 Rolls Royce Silver Wraith Finished in Grey over Black with Grey hide interior. Covered just 59692 miles with a very interesting history. A very pretty Wraith in excellent condition.....**£44,950**



1993 ROLLS ROYCE SILVER SPIRIT III Racing Green with Parchment hide interior piped Green with Green carpets and Over rugs. Fully stamped service record. 46600 miles, presented in first class condition throughout.....**£18,450**



1957 ROLLS ROYCE SILVER CLOUD I finished in Two Tone Blue with dark Tan hide with Blue piping. Covered just 88600 miles with an extensive history file. Featuring electric windows all round. Registration 12 HYU include.... **£39,950**



1964 ROLLS ROYCE SILVER CLOUD III. Shell Grey with Grey hide interior Air Conditioning. 88000 miles. 2 owners from new. Comprehensive history file. This Silver Cloud III is presented in stunning condition throughout. One of the very finest examples on the market today. Concourse condition.... **£95,000**



1985 ROLLS ROYCE SILVER SPIRIT. Ice Green with Green hide interior and oatmeal cloth headlining. 85480 miles with service history. A tidy and original example..... **£9,995**



1987 ROLLS ROYCE SILVER SPIRIT Forest Green. Magnolia hide piped in Green with Green Wilton carpets and matching Lamb's wool over rugs including the boot. This is one of the very last carburettor Silver Spirits made. 34,000 miles with full service history.. **£15,800**



1935 BENTLEY 3.5 LITRE PARK WARD in finished in Maroon with Black hide interior and new Black Wilton carpets. Comes with history file to include many past MOT certificates, invoices for works carried out by Bentley specialists as well as copies of the original build sheets. The car has benefited from new cylinder head, stainless steel exhaust and new spring gators. All the tyres are in very good order, the chrome remains in perfect condition and car retains original tools as well as very smart Black wire wheels. This car runs and drives very well and is presented in excellent original condition inside and out.....**£59950.00**



1978 ROLLS ROYCE CORNICHE CONVERTIBLE LHD finished in Porcelain White with Blue roof. Dark Blue hide interior with Dark Blue carpets and Lamb's Wool over rugs. Covered 94000 miles with comprehensive history file and Build Sheets. A very attractive Left hand drive example in excellent condition **£44,950**



1949 BENTLEY MK6 Midnight Blue over Cream Beige hide is piped Blue with Dark Blue carpet. Perfect two tone coachwork and unmarked interior. Received an £80,000 restoration. This stunning example is undoubtedly one of the very finest . **£48,000**



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**



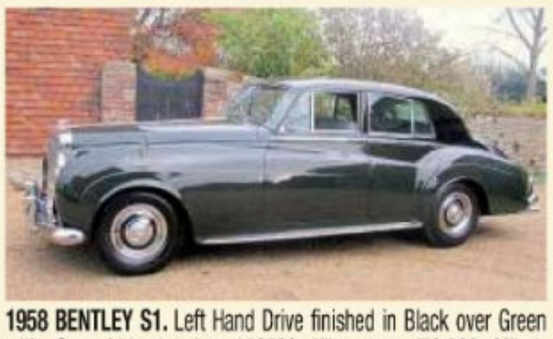
1996 BENTLEY BROOKLANDS SWB LPT. Black Garnet with Magnolia hide interior piped in Red with Red carpets. 70,000 miles with full service history, known to us for over 5 years Replacement of Cylinder head gaskets. 3,000 miles ago. Extremely smart example is presented in 1st class condition throughout and offered with full service history.....**£15,750**



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concourse condition throughout, this is surly the finest Dawn on the market today.....**£67,500**



1963 SILVER CLOUD III, Sand over Sable, 66,119 miles, Beige Hide interior. Recently serviced with some history and new MOT. Beautifully restored example with air conditioning **£69,000**



1958 BENTLEY S1. Left Hand Drive finished in Black over Green with Grey hide interior. 113500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out.....**£62,500**



1956 BENTLEY S1 MULLINER. Six Light Saloon finished in Cardinal Red with Tan hide interior. Befits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout.....**£97,500**



1960 BENTLEY S2. Shell Grey over Tudor Grey with light Grey interior and Dark Blue carpets and lamb's wool over rugs. 99000 miles with only 2 registered keepers from new. many invoices for works carried out. Presented in excellent and very original condition throughout **£37,500**



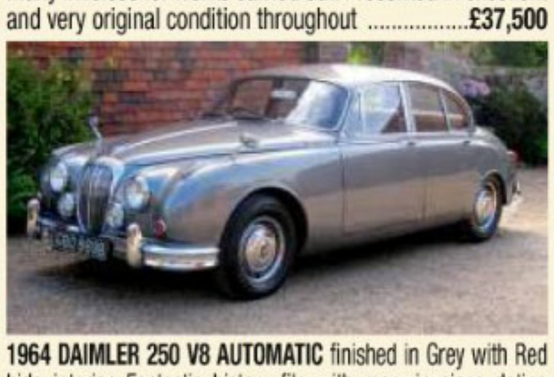
1978 ROLLS ROYCE SILVER SHADOW II scarce factory white car with dark blue hide having covered just 66,195 miles with full service history. A fine example in exceptional condition **£21,950**



1963 FORD GALAXIE V500 390 Finished in Gold with Cream hood. The interior, trimmed in Cream and Gold is in perfect order. Covered just 92674 miles. Many invoices for works carried out. An excellent and very eye catching example in extremely fine condition..... **£23,950**



1963 ROLLS ROYCE SILVER CLOUD III Sand over sable, 66,119 miles, beige hide interior. recently serviced with some history and new mot. beautifully restored example with air conditioning.....**£69,000**



1964 DAIMLER 250 V8 AUTOMATIC finished in Grey with Red hide interior. Fantastic history file with many invoices dating back to the 1970's. A stunning example with comprehensive history file. 1st class inside and outs impeccably **£22,000**



1988 Bentley Eight. Ocean Blue with Parchment hide piped Light Blue. 105,000 miles. Full service history from Specialists and Jack Barclay. Known to us since 1999 and have carried out 6 services on her. This excellent example is presented in fine condition throughout and is offered as a very useable classic Bentley. **£11,250**

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Special by Padgett's



1997 Porsche 993 Cabriolet
Manual gears & immaculate



1974 Bristol 411 series IV
Completely rebuilt by Bristol
Cars Ltd



2008 Ferrari 612 F1 LHD
42.000 kms & FFSH



1965 Bentley S3 Continental DHC
Nut & bolt restoration
completed



1955 Bentley 'R' Type
Continental
Manual gears & immaculate



1958 Jaguar XK150 3.4
roadster. 3.000 miles since
body off restoration



2001 Range Rover
Vogue HSE
Holland & Holland



1956 Bentley S1 Continental
Fastback
Immaculate

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2012/62 Bentley Mulsanne. Finished in unmarked Beluga Black with Fine Ivory coachline. 21 inch, 15 spoke alloys, Linen interior, secondary hide in Beluga with Piano Black veneers. Embossed B's to waist rails, picnic tables. Rear blinds to doors and rear screen, vanity mirrors. Only 27,250 miles, Full History. Outstanding value at only **£133,750**



2011/12 Model Bentley Flying Spur Speed Mulliner. Finished in Pacific Blue with Imperial Blue Mulliner interior with contrasting embossed flying B's. Electric rear seats and massage seats front and rear, and electric sunroof. Only 32,000 miles with Full Service History, One Owner. Totally immaculate throughout. **£69,750**



2007/07 Bentley Continental GT Mulliner. Finished in Beluga Black with Magnolia interior with Beluga stitching and embossed flying B's. Only 54,000 miles with Full Service History. Unmarked condition throughout must be seen, first to see will buy **£46,950**



2006/56 Bentley Arnage R Diamond Series. One of only 60 Celebration models ever built to celebrate 60 years of Bentley. Finished in Sand with Cotswold interior and Walnut veneers including door inlays. Electric sunroof, electric rear seats, Flying B mascot, picnic tables and vanity mirrors. Only 37,000 miles with FSH. Immaculate condition throughout **£56,950**



2006/06 Bentley Arnage T Mulliner. Finished in Diamond Black with Beluga interior with Beluga stitching and embedded B's. Only 49,000 miles. FSH. Totally immaculate condition throughout. Outstanding value at only **£45,950**



2005/05 Bentley Arnage T Mulliner ESR. Finished in Tungsten with Beluga interior with embossed flying B's in Portland and Beluga carpets. With an electric sunroof, bright aluminium inserts to Fascia and Waist rails, electrical adjustable rear seats. Only 45,000 miles. Full Service History, totally immaculate throughout. Outstanding value at only. **£43,250**



2005/05 Bentley Continental GT. Finished in Diamond Black with Saffron interior. 19 inch split rims. Stunning condition throughout. Full Service History. Unrepeatable value at only **£30,950**



2005 mdl/54 Bentley Continental GT. Finished in Cypress Green with contrasting interior and Walnut veneers. Only 38,000 miles, FSH. Known to ourselves for last 4 years. 19 inch Split Rim Alloys Immaculate condition throughout. Outstanding value only **£32,950**



2004/04 Bentley Arnage T Mulliner. Finished in Beluga with Beluga interior with contrasting stitching and embossed Flying B's. Only 23,000 miles with Full Service History. Immaculate condition throughout. **£37,950**



2004/54 Bentley Continental GT. Finished in Silver Tempest with Beluga interior with Walnut veneers and door inlays. 19 inch split rim alloys. Only 44,000 miles with FSH. Known to ourselves. Totally immaculate and unmarked throughout. Outstanding value at only. **£34,750**



2003/03 Bentley Arnage T Mulliner. Finished in Moroccan Blue. Silverstone interior with embossed flying B's in French Navy. DVD screens in rear of front headrests. We have known this car for the last 3 years, only 66,000 miles with FSH. Immaculate condition throughout **£31,450**



2003/03 Bentley Arnage R. Finished in Masons Black with Limited Edition 18 inch Arnage Le Mans wheels with Soft Black interior, with Black carpets and Black secondary hide. Only 44,000 miles with Full Service History. A really beautiful example and must be seen **£31,950**



2001 Y Bentley Azure LHD. Finished in Masons Black with Tangier interior with Autumn piping, embroidered emblems to headrests, Burr Oak Veneer and Autumn carpets. 17 inch chrome wheels, audible reversing aid. Only 32,000 miles and in absolutely outstanding condition throughout **£66,750**



2001 Y Bentley Arnage Red Label. Finished in Silver Pearl with Beluga interior piped in White and Mulberry carpets. Fitted with electric rear seats, front and rear parking sensors, electric folding mirrors and SatNav. Known to ourselves since 2008. Only 77,000 miles with FSH and in immaculate condition throughout. **£26,995**



2000 V Rolls Royce Silver Seraph. Finished in Meteor Blue with Cotswold Rouched interior piped with French Navy. Fitted with picnic tables and vanity mirrors. Electric rear seats with lumber and heated. Full Service History, immaculate condition throughout. Must be seen **£38,750**



1997 P Bentley Turbo RL. Finished in Masons Black with Parchment interior with Black piping and Black carpets with Parchment piping. Only 65,500 miles, FSH, known to ourselves for last 10 years. Immaculate condition throughout. **£18,450**



1997 P Bentley Brooklands Turbo. Finished in Black Sapphire with Cotswold interior and lightly tinted Privacy Glass. French Navy carpets with Cotswold piping. Only 79,000 miles with FSH. Known to us for 5 years. Fitted with matrix grille with a Flying B and 17 inch Turbo R alloys. Totally immaculate throughout **£18,950**



1996 N Bentley Brooklands. Finished in Brooklands Green with Magnolia interior piped in Spruce Green. Fitted with Matrix radiator grille and badge bar. Fitted with rear screens. Only 55,000 miles, known to ourselves since 1999, FSH. Unmarked throughout and must be seen. **£16,950**



1994 M Rolls Royce Silver Spirit Mk III. Finished in Royal Blue with Silverstone interior piped in French Navy with French Navy carpets. Only 37,000 miles. Full Service History with extensive documentation. A really stunning car and only **£19,950**



1994 M Silver Spur MK III. Finished in Ming Blue with a Light Tan interior. A very classic colour scheme. Known to ourselves for many years and is in outstanding condition throughout. Full Service History. Outstanding value at. **£14,750**



1992 K Rolls Royce Silver Spirit MKII Active Ride. Finished in Balmoral Green with Georgian Silver coach lines with Spruce Green interior piped in St James. Only 44,000 miles with Full Service History. A real Gem, cars in this condition are so rarely found, not to be missed at only **£16,750**



1991 J Rolls Royce Silver Spirit Mk II Active Ride. Finished in Brooklands Green with Parchment interior piped in Spruce Green with Spruce Green carpets piped in Magnolia. Known to ourselves for last 10 years. Only 67,000 miles with FSH. Immaculate condition throughout **£17,250**



1982 X Corniche Convertible Series II LHD. Finished in unmarked Larkspur Blue with stunning Magnolia interior, piped in French Navy and French Navy carpets. High level brake light and a new Mohair hood just fitted. Low mileage, Beautiful condition throughout and an ideal car for your Villa **£67,950**



1978 S Rolls Royce Silver Shadow II. Finished in Walnut over Silver Sand with Cream interior piped in Walnut. Picnic tables and a rare extra of electric door mirrors. Only 47,000 miles with FSH. Known to ourselves for last 13 years and serviced to the highest standard. Recent hydraulic brake overhaul. **£25,950**

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JAGUAR MK11 3.4Ltr 1964: Opalescent Silver Blue with red hide interior. Chromium wire wheels. All-synchromesh manual/overdrive gearbox. Two owners. 78,000 miles only from new. Comprehensive history from new. Coopercraft front brakes. Original registration number **£36,995**



ROVER P4 110 1963: Charcoal Grey over Steel Blue with red hide interior. Correct '110' style hub caps. Manual / Overdrive. Four owners. 60,000 miles only from new. Original Log Book. Correct period radio panel. **£13,995**



JAGUAR XJ12L 1974: British Racing Green with Olive Green hide interior. Three owners. 26,000 miles only from new. Full history. Air conditioning and other usual refinements. A well known show car back in the 1980's, little used since..... **£19,995**



MERCEDES-BENZ E 320 AVANTGARDE 1999: Blue-black with black hide interior. Alloy wheels. One owner until April 2015. 19,000 miles only from new. Climate control. Electric glass sunshine roof. Front and rear Park-tronic. Twin electric memory seats, which are also air cushioned. Cruise control etc. Superb value **£6,995**



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 ... **£36,995**



MERCEDES-BENZ 280SL 1970: Classic White with Black hide interior. Black hard-top and wheels trims. Manual gearbox. This is an original RHD Pagoda, exceptionally rare and desirable as a manual. It has been extensively renovated and is a beauty to behold **£95,000**

ALVIS TE 21 DROPHEAD COUPE 1964: Opalescent Dark Blue with Grey hide interior. Navy Blue mohair soft-top and hood bag. Chromium wire wheels. Automatic/P.A.S. Correct wood-rimed steering wheel. Fully restored many years ago by Red Triangle Auto Services. One of only 95 examples of this classic British four-seater open tourer built..... **£89,995**

ALVIS TF 21 COUPE 1966: Opalescent Maroon with Beige hide interior. Silver wire wheels. 5-speed ZF gearbox/P.A.S. An unusual opportunity to acquire an example of the legendary triple-carb. TF 21, the last Alvis production model. Previously supplied by ourselves..... **£39,995**

BENTLEY CONTINENTAL FLYING SPUR 2007: Diamond black with Beluga hide, Birds Eye Maple. 20" seven spoke alloy wheels. One owner. 17,000 miles only from new. Jack Barclay supplied and serviced with a long list of optional features, detailed on our web-site. **£44,995**

JAGUAR XJ8 3.2 Ltr EXECUTIVE 2001: Platinum with Oatmeal Classic hide interior. Starburst alloy wheels. One owner. 35,000 miles only from new. Full service history. Climate controlled Air conditioning and other usual refinements. Reg. no. DRT 860 available if required at nominal cost..... **£8,995**

LANCHESTER LIGHT SIX DELUX SALOON 1935: Black with Maroon hide interior. Black wire wheels. Mulliner bodywork. Straight 6 1.4 Ltr engine with pre-select gearbox. Sliding sunroof. Red radiator grill veins and pin-striping. Lovely throughout..... **£16,995**

MERCEDES-BENZ 500SL 1985: Diamond Blue with blue check interior. Nordic blue hard-top. Alloy wheels. A very nicely presented example, previously supplied by the SL Shop, recently taken in p/x and very competitively priced..... **£POA**

ROARING FORTIES RF40 2008: This is a stunning Australian representation of Ford's all time classic GT40. Metallic blue with black hide interior. This is not for the faint hearted. It has a 5.8Ltr Roush build Ford Thunderbird engine generating 463 HP, mated to a six speed Audi A8 Manual gearbox. It is, thankfully, air conditioned. The build has been given much consideration and is well documented, 2,000 have been covered since construction. Please call for further details..... £74,995

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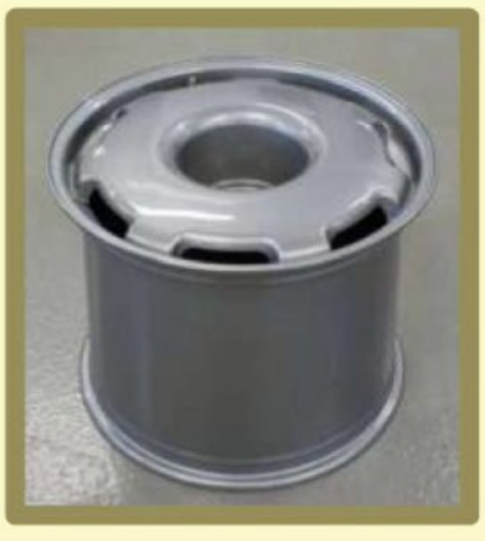
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1937 MG SA DHC BY TICKFORD £85,000

Restored between 1991 and 1993 by the marques leading restorer Peter Ratcliffe at a cost then of some £56,000. Over twenty years and 6000 miles later it is a real testament to the quality of the restoration that it is still has superb paint, the chrome is sparkling and the trim work is still gorgeous. Finished in Coffee and Cream with oatmeal leather and dark Chocolate-brown mohair hood. A rare chance to acquire one of MG's finest.



1964 PEUGEOT 404 CABRIOLET £45,000

This very rare Pininfarina bodied 404 with the fuel injected engine came to the UK from Sweden. Finished in Glacier white with black interior and black cloth hood. This fabulous four seat Grand Tourer is no slouch on the open roads and is a true delight to drive. Not only rare but beautiful.



1962 MGA MKII ROADSTER £27,500

This is an older restoration that we sold to the current owner 10 years ago. During his ownership the gearbox has been rebuilt and a new stainless steel exhaust system has been fitted. Finished in Chariot red with red leather interior and fitted with chrome wire wheels and luggage rack.



1965 MERCEDES 220SE CABRIOLET £59,500

The 220SE was only built between 1961-1965 making it one of the smallest productions of the W111 series. This particular car is even rarer in that it is an original RHD manual version. Finished in Garnet red with black leather upholstery and black soft top. Ideal for long distance cruising and carrying 4 people in absolute comfort and luxury.



1958 MGA 1500 ROADSTER £39,995

This is an outstanding example of one of our favourite sportscars. The quality of the restoration is one of the highest we have ever seen whilst the engine bay is a testament to the care and attention and of course man hours that has been put into achieving such a stunning car. Finished in Glacier Blue with grey leather interior and fitted with enamel wire wheels.



1953 MG TD £35,995

The subject of a full restoration by Indy Car champion and restorer Vel Parnelli Jones. Finished in Wimbledon White with Burgundy Connolly hide interior. When you consider that the car was restored 30 years ago it is a true testament to the quality of the restoration that it is in the condition you see today.



1958 MGA 1500 ROADSTER £39,995

This is an outstanding example of one of our favourite sportscars. The quality of the restoration is one of the highest we have ever seen with the car displaying excellent panel fit and door gaps, whilst the engine bay is a testament to the care and attention and of course man hours that has been put into achieving such a stunning car. Finished in Glacier Blue with grey leather interior and fitted with enamel wire wheels.



1973 TRIUMPH SPITFIRE MKIV £17,500

The attention to detail on this car reflects the quality of the restoration and the huge amount of money that has been spent. Finished in Sapphire blue with contrasting light blue interior, fitted with wire wheels and overdrive. Truly stunning example of this affordable classic.



1958 MGA ROADSTER MODIFIED TO 1950cc £28,500

A body off chassis up restoration was carried out in the 1990's, in 2009 the owner had Octarine build him a 1950cc fast road engine with many upgraded ancillaries mated to a 5 speed gearbox with high first gear. The suspension, brakes, radiator have all been upgraded along with the fitment of 72 spoke wire wheels fitted with Michelin XAS tyres. Finished in its Orient red with black leather interior.

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DW Supercars and Classics are delighted to offer to market this unique Porsche 911 GT3 Comfort. Manufactured in the year of 2000 the car has covered a negligible 6,500 miles from new. Finished in Arctic silver with full black leather, this outstanding example is in as new condition. The car has recently had a major service and been totally re-commissioned by the Porsche Centre in Hatfield. This is a perfect opportunity to own a very special car in the iconic history of the Porsche 911 series.....POA



1994 Ferrari 456M GT Manual. Finished in Rosso Monza with grigio medio leather. This fine example has covered just 21,000 miles from new and has a full Ferrari service history. One of only 1,548 Ferrari 456 GT's ever produced. This is a chance to purchase one of the last manual V12 Ferrari's – certainly with great investment potential.....POA



1999 Ferrari 456M GT Manual. Finished in Argento Nurburging with Nero leather. This fine example has covered just 13,000 miles from new. The car will be sold with major service and belts carried out by Ferrari main dealers HR Owen. One of only 688 456M GT's ever produced. This is a perfect chance to purchase an extremely rare low mileage manual V12 Ferrari, one of the last ever produced, with great investment potential



We highly recommend viewing of these rare and important collectable cars, viewing is by appointment – please call 01707 642 448 or 07779 993 996.

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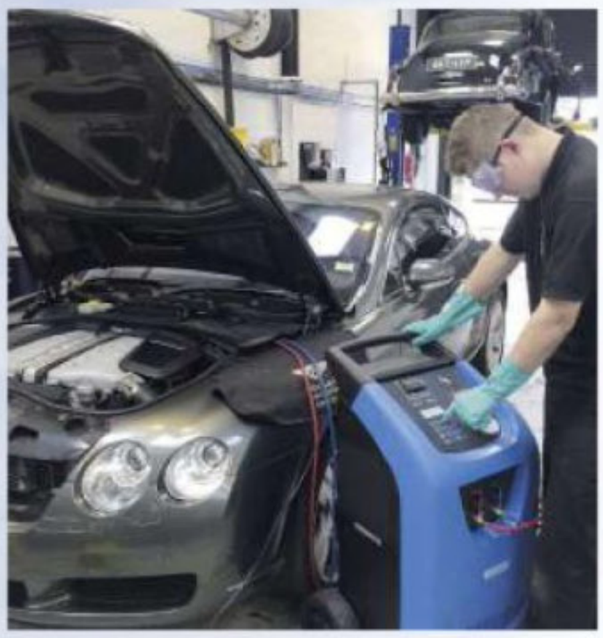
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GIULIA 1.6 S. S. - A.S.I.


1961 ALFA ROMEO
2000 SPRINT - A.S.I.


1929 ALFA ROMEO
1750 6C TORPEDO - A.S.I.


1966 AUSTIN HEALEY
3000 MK 3 Bj8 - A.S.I.


1956 AUSTIN HEALEY
100/4M Bn2 - CSAI


1977 AUTOBIANCHI
A 112 ABARTH SERIE 3


1961 CHEVROLET
C 1 SERIE II - A.S.I.


1982 FERRARI
308 GTSI - ASI


1988 FERRARI
TESTAROSSA F 110 AB E


1985 FERRARI
MONDIAL 3.0 4V CABRIOLET



1982 FERRARI
208 GTB TURBO


1965 FORD MUSTANG
289 CABRIOLET


1974 FIAT
124 SPORT SERIE I


1957 JAGUAR
XK 150 DHC


1964 JAGUAR 3.8
Mk2 OVERDRIVE (manual)


1962 JAGUAR MK II
3.8 OVERDRIVE - A.S.I.


1955 JAGUAR
XK 140 FHC SE - A.S.I.


1959 LANCIA
APPIA ZAGATO GTE


1972 LANCIA
FULVIA SZ 1300


1942 LANCIA
ARDEA SERIE I - RHD


1973 LANCIA
FULVIA ZAGATO 1300 S


1955 MERCEDES
190 SL SERIE I°


1963 MERCEDES
220 SEB CABRIOLET


1953 MG
TD MK II RHD - A.S.I.


1954 MG
TF - OMOL. ASI


1962 MG
A 1600 MK II


1980 MORGAN
4/4 1600 - 4 SEATER - ASI


1955 PIAGGIO
AB 3T CALESSINO


1963 PORSCHE
356 Bt6 S COUPE'


1980 PORSCHE
911 3.0 SC TARGA


1964 MERCEDES
230 SL PAGODA


1962 TRIUMPH
Tr3 B - ASI


1960 TRIUMPH
Tr3 A



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1982(X) BMW E21 320 Coupe Automatic. Metallic Polaris Silver with Blue Cloth. Stunning time-warp survivor with a genuine 30,260 miles from new. PAS, original factory alloys. Impeccably maintained.Fully stamped service book & all its original books & papers. UK and Southern Ireland registration. Genuinely showroom condition and one for the BMW collector. **£13,795**



1968 Mercedes W114 250 SE 4 Door Saloon. Arriving October/November. Original Data sheet, dead straight bodywork with undamaged brown paint, Interior all there and correct. Just being recommissioned after coming out of storage, so fresh fluids, tyres, exhaust, battery etc etc and Mot. 5 owners in all, last 2 over 18 years, 41000 miles showing & believable due to condition and time periods in storage Offers on **£10,000**

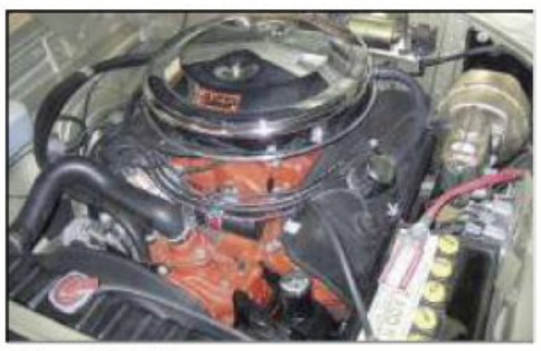


2006(06) Mercedes CL500 Coupe. Cubanite Silver with Anthracite leather. Incredibly low mileage of 21000 from new with full history. All usual extras including dual zone climate control, PAS, ABS, cruise-control, electric and heated memory seats, alloys, glass e-sunroof, parking sensors, navigation system etc. Fantastic condition.**£13,995**



2000 Mercedes SL320. Arriving September. 2 owners, 28,000 miles. Silver. History all the way from conformity/Pre-delivery etc.Tan leather heated seats, A/C, Tilt steering, Cruise are just some of the list on the page and half of build sheet, Just been serviced so ready to go and perfect **£14,795**





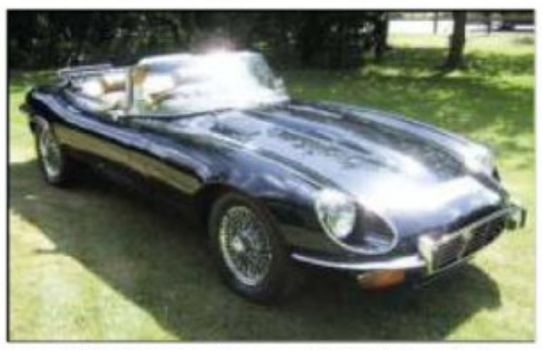
1967 Plymouth 426 Hemi Satellite.
Genuine Hemi car from new. Original colour Citron Gold Metallic. PAS, power brakes. Extremely rare and a show winner. Huge investment potential, watch the value double in the next few years. **£76,995**



1995(M) Bentley Turbo R.
Black with Magnolia leather piped Dark Green. Usual Bentley options inc. ABS, A/C, cruise, heated and electric seats, e-w, 117,000 miles with FSH. VGC and a lot of car for the money. **£8,995**



2007(57) Mercedes CLS 320 CDi Saloon.
Brilliant Silver with Black leather. My Father's own car since 2011 with only 2 previous owners. Low mileage of 52,000 with FSH. Extremely economical, returning 45 mpg at motorway speeds from the 7-speed auto. Ice-cold A/C, cruise-control, e-seats, e-w, PAS, ABS, Factory standard alloys etc. Always well maintained and pristine throughout. **£12,795**



1972(L) Jaguar E-Type S3 V12 Roadster.
Black with Beige leather. Manual, PAS, chrome wire wheels, showing 53000 miles. Imported 1992 and converted to RHD. Original matching numbers engine. Plenty of history. Very nice. **£67,995**

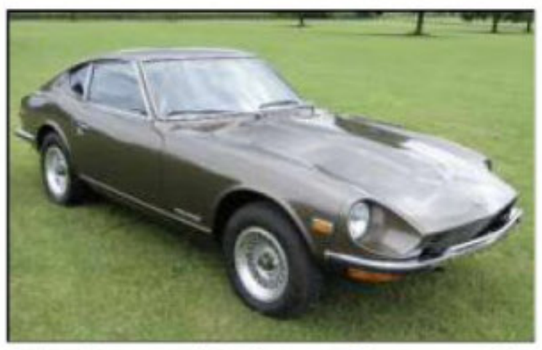




2003 'R' Dax Tojeiro V12 Cobra.
Dark Metallic Green with Tan leather. Rare V12 model fitted with manual O/D plus PAS. Only 2,400 miles, 1 private owner. Replica Halibrands, side exhausts, soft top and frame. Immaculate. **£27,995**



2003(03) Bentley Arnage T. Top of the range 450 bhp Mulliner model.
Meteor Blue with Cotswold quilted leather, dual zone climate control, parking sensors, Alpine sat nav and CD stereo, tracker. Only 73,500 miles with FSH. **£24,995**



1974 Datsun 260Z Coupe 2-Seater model.
Metallic Coco with correct Black interior. Genuine California with only 3 owners and showing 50,000 miles. No corrosion. Manual, factory A/C. Good investment. **£17,995**



1988(E) Mercedes 560SL.
LHD. Midnight Blue with Navy Blue leather. California car from new. Auto, PAS, ABS, A/C, e-w, cruise control, original alloys. Recent import from America showing 33,000 miles but with no history. **£14,995**



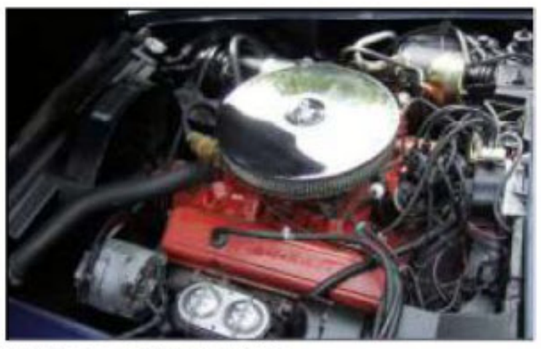
2008(57) BMW 330d M Sport Convertible.
Metallic Silver with Black leather. Rare 6-speed manual, ABS, PAS, electric retractable hard top, 1 owner, only 51000 miles, climate control, cruise control, etc. Superb car. **£12,995**

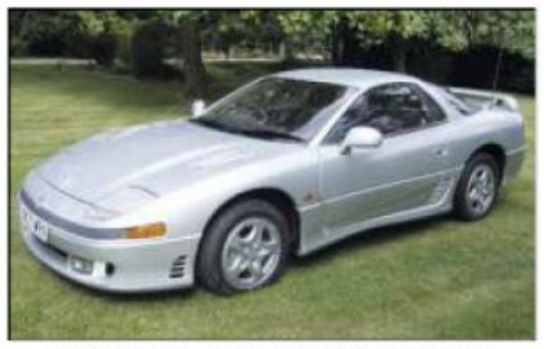


1995(M) Chevrolet Corvette C4.
Black with Black leather. 5.7 litre V8. Glass targa roof, A/C, cruise, PAS, ABS, e-seats, e-w, one family owned in America and only 2 owners since import in 2006. Genuine 64,000 miles with every bill. Mint. **UNDER OFFER**



1972(K) Chevrolet Corvette Stingray Convertible.
Original colour Targa Blue. 350 cu.in 5.7 litre V8 with matching engine numbers. Factory hard top, auto, factory A/C, PAS, power brakes.Substantial history folder. **£34,995**





1992(J) Mitsubishi 3000 GTO 3.0 V6 24v Coupe with 4wd.
Silver with Grey trim. Auto, PAS, e-w, A/C, alloys etc. Only 55000 miles recorded with extensive history. Unmodified standard car. Immaculate modern classic. **UNDER OFFER**



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1961 Jaguar MKIX 3.8 Automatic. A true time warp. 49000 miles and history from new. The car has spent almost its whole life in East Yorks and is presented in beautiful original order. Desirable reclining front seats, rebuilt power steering and lovely bodywork and paint..... **£32,995**



1964 Morris Minor Traveller. Finished in Rose Taupe with Beige/Red upholstery. Show prepared example in excellent condition throughout. Beautifully restored, exceptional engine bay and first class to drive **£12,995**



1969 Rolls Royce Mulliner Park Ward Coupe finished in Rolls Royce Midnight Blue with lovely original Black leather upholstery. Recently treated to cosmetic re-furbishment work costing in excess of £12,000. Stunning motor car..... **£34,995**



1967 MGB Roadster. First class show standard rebuild in 1990. 12k miles since and stunning throughout with Tartan red paint and Black trim, chrome wires, lovely engine bay and overdrive..... **£15,995**



1949 Bentley MKIV Standard Steel Saloon. Supplied by Ripon Bros, Huddersfield and still with original number, original 4.25 engine and manual transmission. A lovely usable example with original leather, new headlining and working sunroof. **£24,995**



1960 Mercedes Benz 190 Ponton. A very honest, usable car that has never needed a full rebuild. Rare original UK RHD car, not many left like this..... **£15,995**



1991 Jaguar XJS V12 Convertible. 47k miles and stunning condition throughout. Recently re-commissioned costing several thousand pounds. First class body and paint, lovely original trim. **£19,995**



1974 Jaguar E-Type V12 Roadster. UK car, genuine 58k miles and finished in BRG with Biscuit trim and chrome wire wheels. Outstanding bodywork, paint, interior and hood, superb mechanically. Top class car **£99,995**



1968 Jaguar E-Type Series 2 4.2 Roadster. Old English White with Red leather upholstery. Matching numbers cars, recently subject of major body rebuild and VSE rebuilt original engine. New hood, excellent chrome wires, first class throughout..... **£79.995**



1958 Jaguar MKI 2.4 Manual with Overdrive. Stunning example subject of extensive body and engine rebuild. BRG with lovely original Tan leather. Driven to us from Jersey **£29,995**



1995 Shamrock Cobra with Ford 351ci V8 engine and manual gearbox. Excellent spec and just two owners and 7,000 miles from new. South Africa build and brought to the UK by most recent owner in 1999 ..... **£24,995**



1958 Jaguar XK150 3.4 Roadster in Indigo Blue with Grey leather trim, Dark Blue hood and CWW. Subject of two year rebuild costing £125,000. Matching engine and chassis numbers, 5 speed gearbox and running in miles since. **£149,995**



1948 Jaguar MKIV 3.5 DHC. Very rare motor car, not many surviving examples in the UK. This is an unbelievable find in totally original condition having never been restored or dismantled. Lots of patina, perfectly useable and a true time warp ..... **£Under Evaluation**



1968 Triumph TR5 Pi. Stunning paintwork, recently re-upholstered and fitted with a new hood and Minilight wheels. A superb driving car and one of only 1,161 UK cars built. A fantastic driving TR5 presented in stunning condition.... **£39,995**



1933 Sunbeam 25 Pillarless Coupe. Rare, desirable, wonderful to drive and in lovely usable condition. Original number, extensive history, recent major engine work and stunning older paint and beautifully aged leather. Only 2 other known worldwide with this body..... **£46,995**



1954 MG TF 1250 Finished in O.E.W with Black leather and chrome wire wheels. Genuine UK car with 5 speed manual gearbox. Ideal long distance tourer, lovely aged paintwork and driving superbly..... **£26,995**



1952 MG TD. Stunning example worthy of winning local shows. Gleaming Red paint, superb Black leather, excellent chrome and beautifully detailed engine bay. Restored to a high standard..... **£32,995**



1957 MGA 1500 Roadster. South African car that spent many years on display in a museum. Subject of show standard rebuild and low mileage since with just two UK owners. **£29,995**



1980 Ford Escort RS2000 Custom. In Black with original Brown upholstery. Off the road for 25 years, 69000 miles and totally original trim. Mechanically overhauled and engine recently rebuilt, now back on the road and..... **£21,995**



1980 Ford Escort RS2000 Custom. In Terracotta with Beige upholstery. Subject of major restoration in 2007 – 2008 and offered onto the market in excellent usable condition. Driven to us from South Yorkshire, superb car..... **£21,995**

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Ferrari 550 Maranello 1997



DeSoto Custom
1947



Lancia Astura
1933



BMW 2000 CS
1967



Ferrari 208 GTB
1980



Corvette C1
1954



Unic U6C
1937



Porsche 904 GTS
Beck 1973



Porsche 911-993
Turbo 1995



Austin Healey
100/6 Jamaican 1959



Salmson S461
1949



Porsche 928
1979



Porsche 911-993
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1952 Bristol 401

Finished in mediterranean blue with blue hide trim. Restored by time served Bristol Employee some years ago and has been in a private collection ever since. Would sell outright or listen to interesting part exchanges, cash either way.



1958 Bentley SI

1958 Bentley S1 Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file. Please call for information.



1966 Jaguar S Type 3.8

Manual with overdrive benefiting from an LPG conversion. Finished in Sherwood Green with red leather interior. Fully restored over 18 years by Jaguar enthusiast and has had little use since due to ill health.



1983 BMW 628 Manual

This extremely rare and desirable manual 628 was one of a limited edition. Having been enjoyed by the last owner for almost 30 years. Sunroof and all extras. Please call for more information





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.



Cherry Picker

2 person elevated work platform. 24V built by UpRight. Always in private hands and sparingly used. Would part exchange for interesting classic car cash either way or sell for reasonable cash offer.



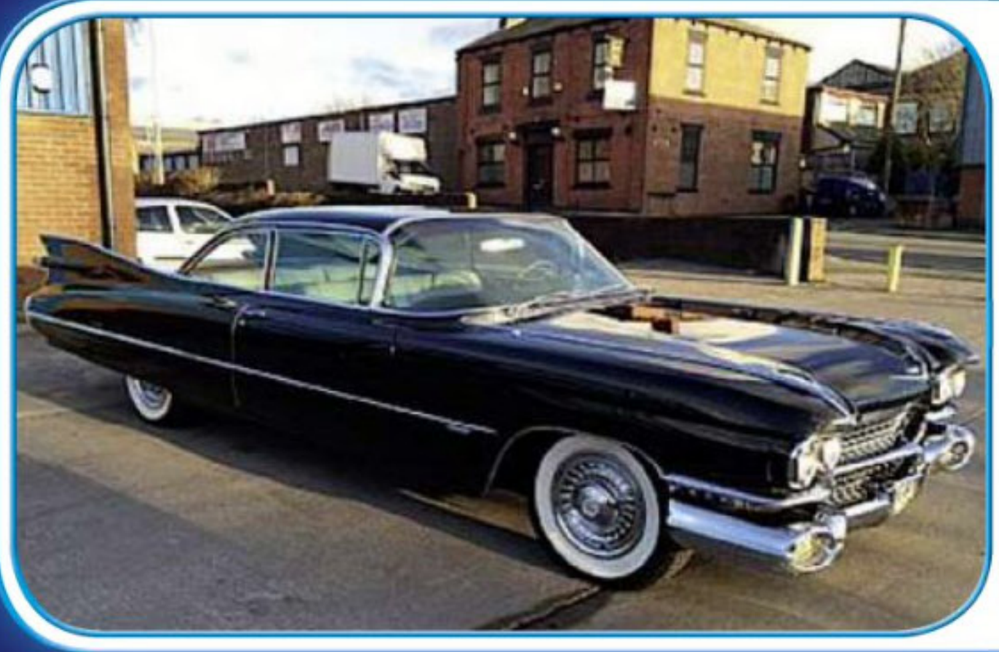
1952 Bentley Mk VI 4.5 Big Bore Engine with Manual Transmission

Wonderfully patinated and original having been in the same family ownership for almost half a century. Has been enjoyed extensively on European trips. Possibly irreplaceable with this outstanding pedigree. Comprehensive history with highly respected RR/B Specialist. Competitively priced at £49,950. One of two available

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1959 CADILLAC COUPE DE VILLE £55,950

Unmarked black original coachwork. Grey leather & fabric original interior, automatic gearbox, PAS and electric windows & seats, tinted glass, original wheel trims and original radio with hydraulic aerial. The '59 Caddy had the iconic rear horizontal lights in the fins, which were only available for this one year. Possibly the best available in Europe, this stunning Caddy has covered only 28,000 miles from new with an interesting history. This car cannot be over-described, its wonderful, and drives as smoothly as when it was delivered. Definitely a superb investment.

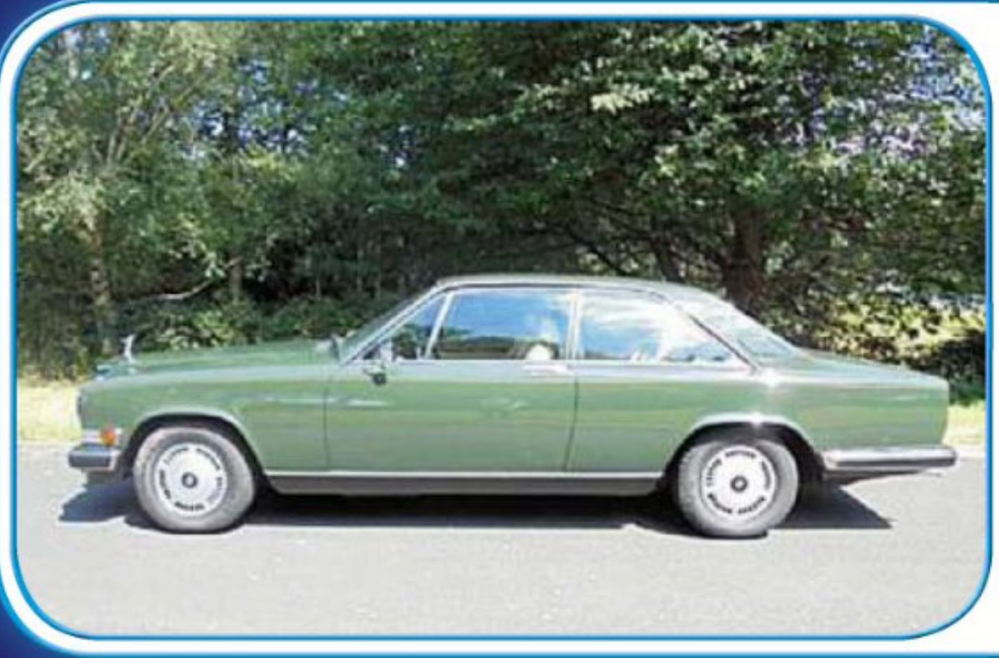
1984 DAIMLER DS 420 VANDEN PLAS LIMOUSINE- £35,000.00

Ex diplomatic car, just taken off diplomatic plates. Chrome bumper model. Dark metallic grey coachwork - unmarked, chrome - unmarked, light grey leather - unmarked, walnut trim - unmarked, grey carpets throughout with fitted lamb's wool rugs in the rear - unmarked, grey headlining - unmarked, face forward occassional seats& sliding division. 4.2 litre twin overhead cam Jaguar engine, automatic, PAS, air conditioning, electric windows, teloscopic steering wheel, central locking, front and rear period radios, tinted glass, fitted phone in rear arm rest, original tool roll, spare tyre - unused. This car has covered under 10,000 miles from new and is the nearest thing you could purchase to buying a brand new 1984 Daimler DS. Original sales invoice provided with the car showing the Prince of Qatar's and Qatar embassy's original ownership. There is not a rattle, bump or squeck when driving the car. When did you last see one for sale.

Chassis Number: SADDWATL3AC200549











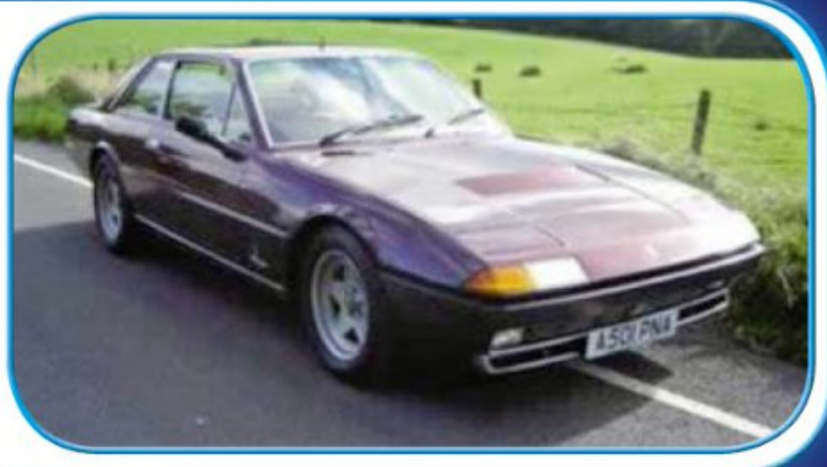
1984 ROLLS ROYCE CAMARGUE 5000 SERIES BY PINNINFARINA - £65,000.00

2 door coupe designed by Pinninfarina. Right hand drive. Finished in Goodwood Green with gold coachlines, magnolia leather piped in green, beige carpets piped in green with green lambswool overrugs, pleated leather headlining, green carpets in boot and green sundim glass. Of the 615 built it has been reported that 70% were left hand drives, making this one of the few right hand drives built. All the refinements you would expect; automatic, PAS, electric windows, seats, mirrors and aerial, central locking etc. Turbo wheels, Rolls Royce suspension sports pack, Rolls Royce badges on rear quarter panels and original Blaupunkt radio/cassette player. The car has the original handbook and service books and a complete small & large tool kit. This wonderful car has covered 43,000 miles, has spent a number of years in Monaco and has a comprehensive service history. This is one of the best examples we have ever seen and these cars seem to have disappeared, presumably kept in private collections.

1984 FERRARI 400I BY PININFARINA - FANTASTIC CAR, GOOD 4 SEATER V12 FERRARI'S ARE VERY UNDER VALUED - £29,995.00

Finished in Damson metallic and almost completely original with stone trim. Automatic gearbox, PAS, electric windows, dual AC and still has the original Bluakpunt radio with graphic equaliser. Also has stainless steel exhaust and alloy wheels. Holds 85lbs oil pressure at 3,000 RPM when hot& does not overheat even in heavy traffic This car has covered only 36,500 miles with history and a road test featured in Classic and Sports Car magazine. We have known this car for the last 19 years and have in fact sold it twice during this time. Good 400i's are very, very undervalued – a fantastic front engined V12 4 seater Ferrari.Definitely a superb investment.







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In our 55 years of trading we have owned 4 other Cronun Rolls Royce watches, but this is the only one with a diamond bezel. Wind up movement in original green leather case with walnut fittings and plaque. Blue chip investment. £3,995



GENTS WATCH - VINTAGE BUECHE-GIROD
8 ct strap on watch - approx. 20 years old. Black face with gold fingers, very distinctive and dressy. Gold strap, linear design. Quartz movement. £2,500



GENTS WATCH - VINTAGE VACHERON CONSTANTINE
Approx. 25 years old, diamond bezel, 18ct yellow gold strap. Two rows of diamonds around the bezel, black face with diamonds at the quarter hours. Very distinctive without being over flashy - real quality! Number S37279. Wind up movement. £4,900

WANTED - Citroen Traction preferably Big Six, Lght Fifteen, Convertible or Cabriolet - must be RHD and the very best available. I want it for myself as I passed my test in one in 1958!

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1988 Ferrari Testarossa
in Rosso Corsa
LHD - 44,101 km
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£114,995



2003 / 02 Ferrari 575M Maranello
Rosso Corsa or Nero Daytona
LHD or RHD
Choice of Two!
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1971 Lamborghini Miura P400
in Blu Notte
RHD - 28,731 km
Presented with File from Restoration
£999,000



1999 Lamborghini Diablo
VT Roadster in Yellow
RHD - 12,478 miles
Choice of Two (VT & SV)
£269,995



2006 Lamborghini Murcielago
in Verde Drako
RHD - 20,284 miles
Great Example
£159,995



1995 DAX Cobra 427 Styling
in Dax Red
RHD - 416 miles
£29,995



2013 / 11 Ferrari 599 GTO
Tour De France Blue / Rosso
Both Left Hand Drive
Choice of Two!
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2006 (07) BENTLEY ARNAGE T. Moroccan Blue with Magnolia Diamond Quilted Hide. 47,000 miles. Electric tilt sunroof, DVD screens, Burr walnut veneer, GPS Satellite Navigation System. F.S.H. Absolutely stunning. **£49,950**



2004 BENTLEY CONTINENTAL GT Moonbeam Silver with Portland main hide. 36,000 miles. Burr walnut veneer. Satellite Navigation, Front & rear parking aid. F.S.H. Immaculate condition throughout. **£32,950**



2004 BENTLEY CONTINENTAL GT Moonbeam Silver with Beluga interior. 42,000 miles. Piano black veneer. Satellite Navigation, Parking sensor. F.S.H. Just serviced and MOT. Immaculate throughout. **£29,950**



2000 (W) BENTLEY ARNAGE RED LABEL Dark blue with Barley interior. 57,000 miles. Satellite Navigation, Power folding mirrors, Electric rear seats, Bentley emblems on all four headrests. F.S.H. Outstanding condition. **£22,500**



1999 BENTLEY ARNAGE RED LABEL LOOK ALIKE. Dark Amethyst Blue with Barley Hide. 57,000 miles. Full service history. All usual Arnage refinements. Immaculate condition throughout. Just been serviced and MOT. **£21,500**



1979 BENTLEY TII Walnut Brown with Beige leather interior. 124,000 miles. Front/rear headrests, Flying B mascot, alloy wheels, halogen headlamps. We have known vehicle for 22 years. Lots of history, excellent condition. **£19,950**



1995 BENTLEY TURBO S. No. 39 of only 75 produced. Brooklands Green with Parchment hide. Bentley B motifs on all four door cappings, Bentley badges on rear 1/4 panels. **£17,950**



1984 ROLLS-ROYCE CORNICHE Graphite Grey with Tan leather interior and Black mohair hood. Extensive work carried out over last 16 months totalling over £60,000. Outstanding condition, must be seen. **£67,500**



999 (T) ROLLS-ROYCE SILVER SERAPH Royal Blue with Cotswold hide interior piped in French Navy. 30,000 miles. Sunroof, rear picnic tables, vanity mirrors, electric rear seats. F.S.H. **£42,500**



1980 ROLLS-ROYCE CAMARGUE
Mistletoe with Mushroom interior. One of only 500 produced on the Spirit spec. Immaculate condition. **£39,950**



1999 ROLLS-ROYCE SILVER SERAPH. Silver Tempest with Oatmeal interior, Top Roll in Slate Grey with matching carpeting and Lambs Wool Over Rugs. 79,000 miles. **£36,500**



1979 (T) ROLLS-ROYCE SILVER SHADOW II Oxford blue with French Navy interior. 62,000 miles. Rear RR badges, Rear foot rests, Whitewall tyres. Excellent service history. Outstanding condition throughout. **£22,500**

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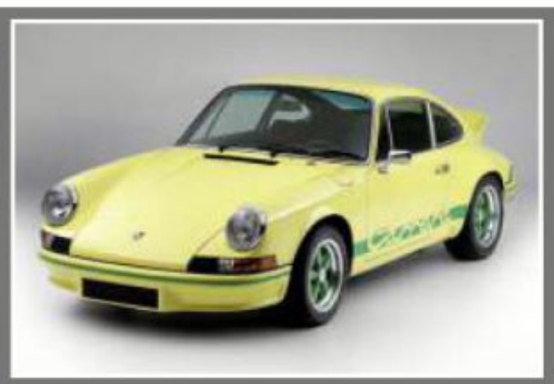
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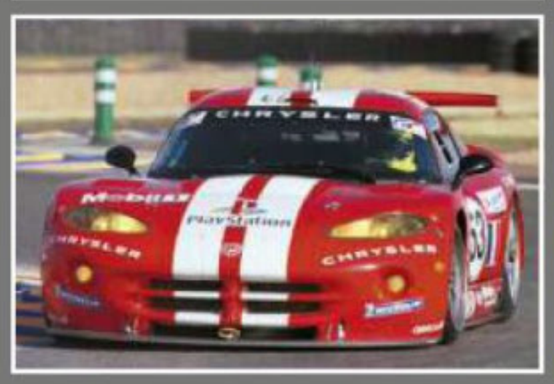
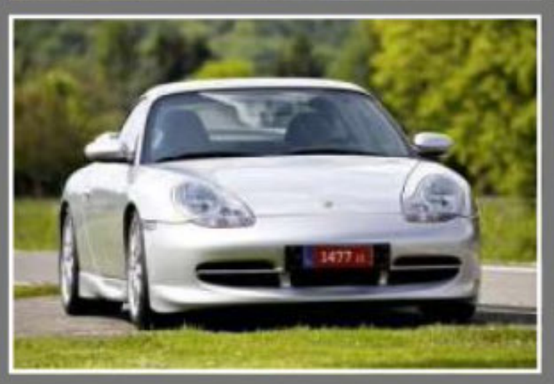
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- **Ferrari Maranello** : 54000km, red with beige interior, FFSH, original paint, amazing car
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- **Porsche 996 RS** : 2001 British GTO champion, the only 996 sponsored by Porsche, restored and ready to race
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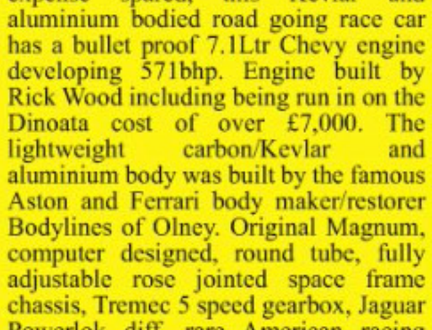
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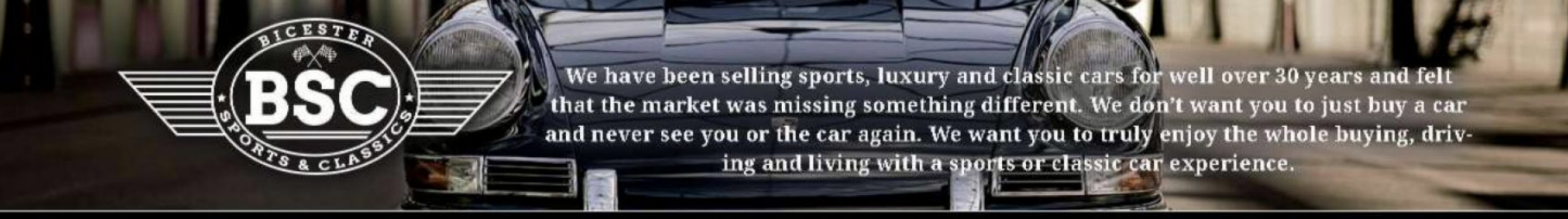


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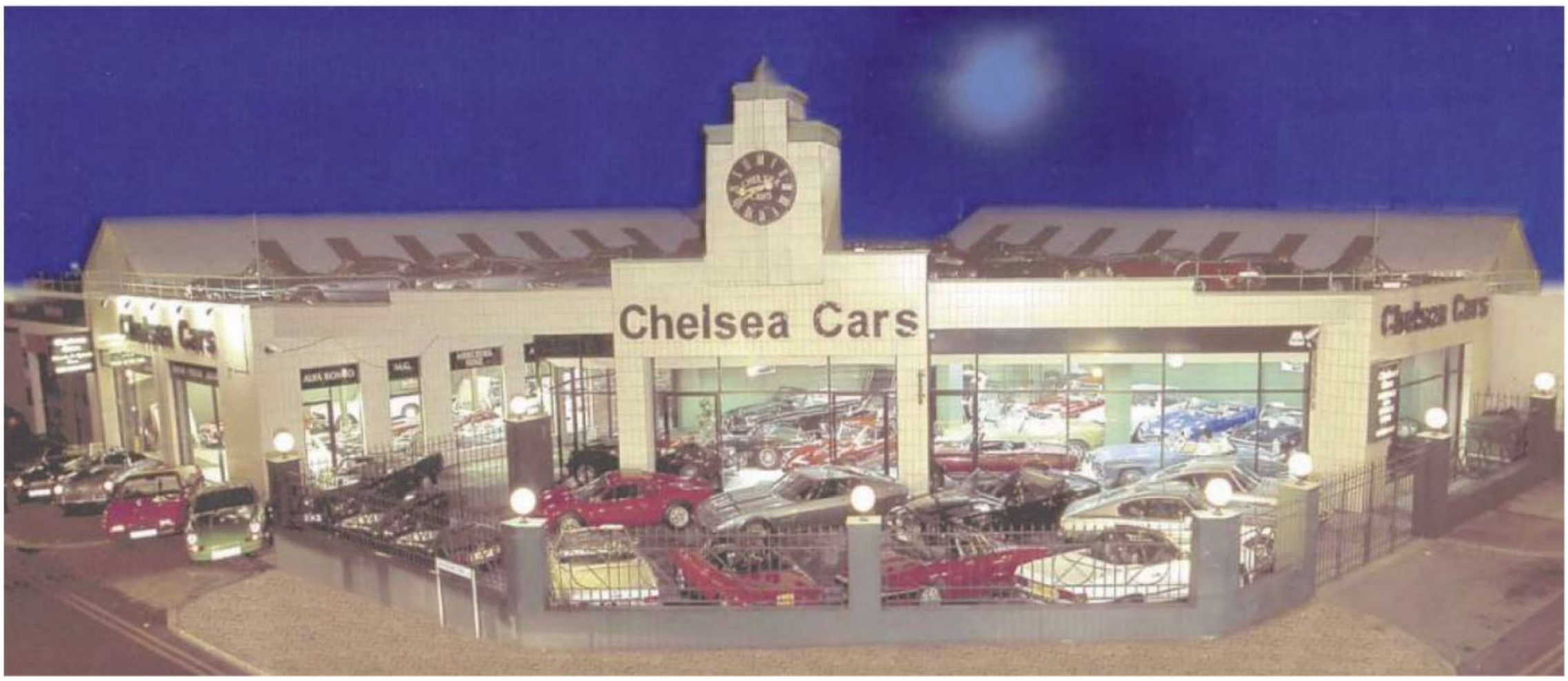


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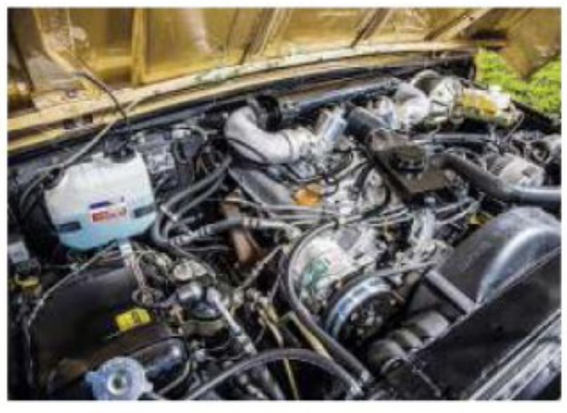
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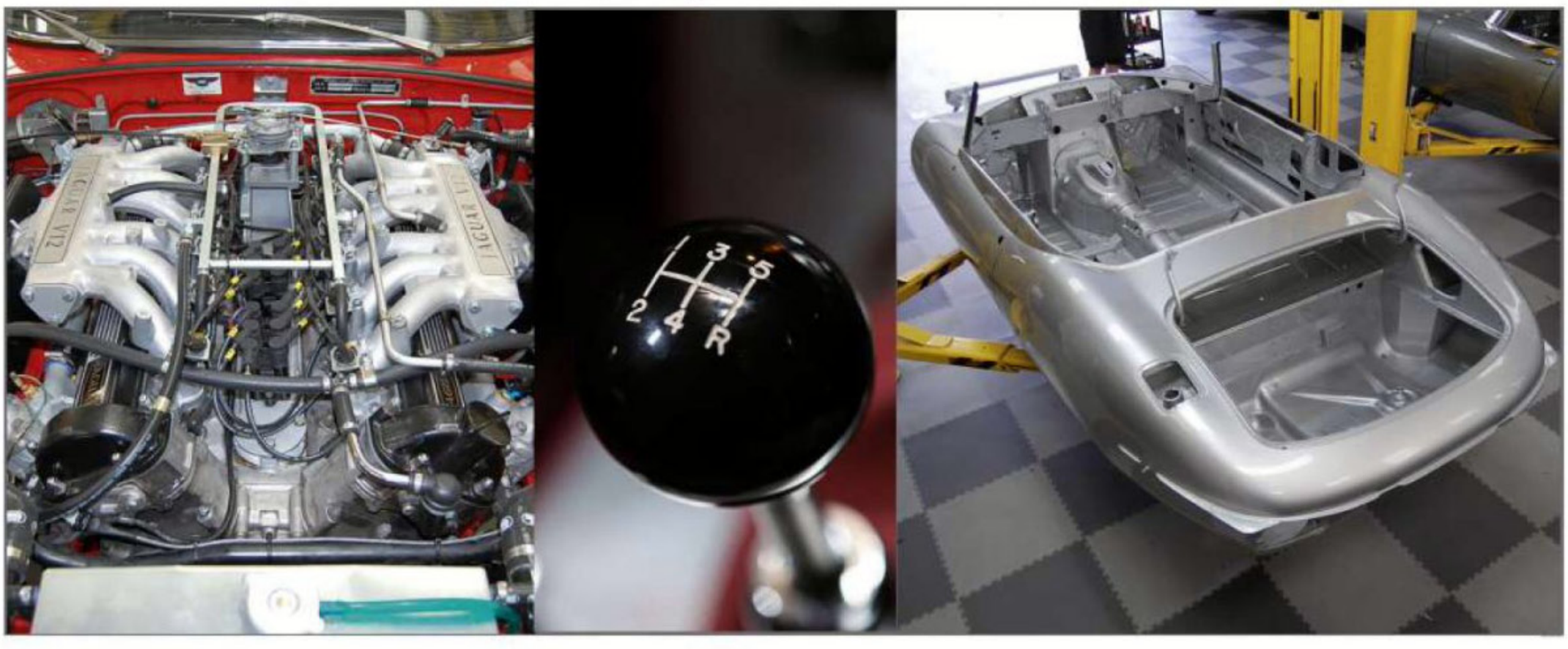


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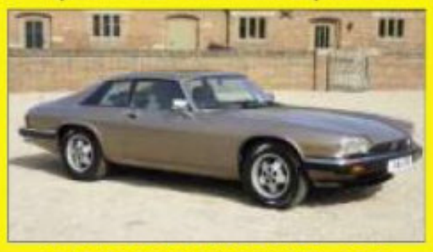
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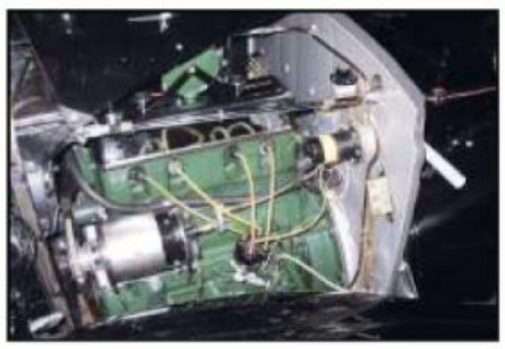
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ARMSTRONG SIDDLEY HURRICANE DROPHEAD 4 SEATER CONVERTIBLE 1946 Truly stunning and most elegant motorcar, engineered in the very best of high class traditions and incorporated leather upholstery, walnut dashboard, and the best quality carpets. Car has been the subject of a £60,000 restoration completed 2007 please refer to the website www.westendclassics.co.uk for full set of photos and description..... **£P.O.A**



TRIUMPH ROADSTER 2000 1949 Finished in midnight blue with oatmeal leather upholstery. A lot of restoration work was done by the previous owner back in the early 80s. More recent the family had all new upholstery fitted, runs and drives really well. Better suited to someone just wanting a car to enjoy opposed to winning prizes. see website www.westendclassics.co.uk..... **£P.O.A**



FORD MODEL T 2 door Sedan 1922 Car has been the subject of a no expense spared ground up restoration a few years ago. Comes with over 20 Trophies won at shows and events. Stunning car see website for more details and photos.



CITROEN 'LIGHT 15' TRACTION 1952 Right hand drive. Lovely well cared for example of this 50s classic icon that has been with the same family for many years. Recent service work and brake overhaul, metal sliding sunroof, old style buff log book. Black with superb red upholstery..... **£P.O.A**

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ALFA ROMEO GTV 1996, Black, clean interior. New MoT, lots of history and all old MoT's. www.arunholdings.co.uk. £1975 TEL: 01420 511375 HAMPSHIRE (T)



AUSTIN 16 1948, taxed, insured. Mechanics, electrics OK. Front wing, boot floor need welding. Tyres good, new exhaust. Rear seat needs attention. £3950 TEL: 01239 654079 M. WALES



AUSTIN MINI CONVERTIBLE 1985, Metallic blue, alloy wheels, wooden dash, very good undamaged soft top. Very smart interior trim and carpets. Recent exhaust fitted, MoT April 2016. £2800 ONO TEL: 07857 702521 S. YORKS



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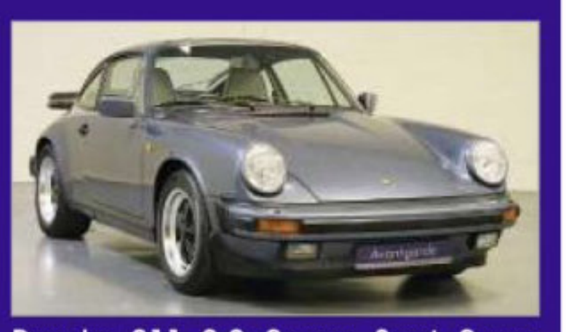
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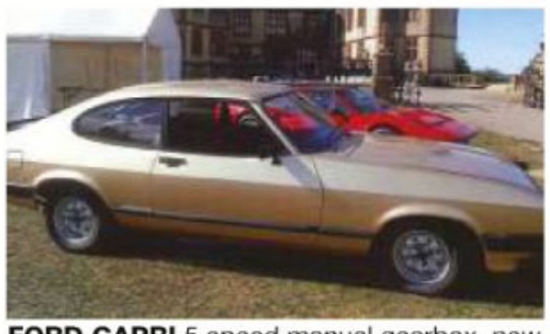
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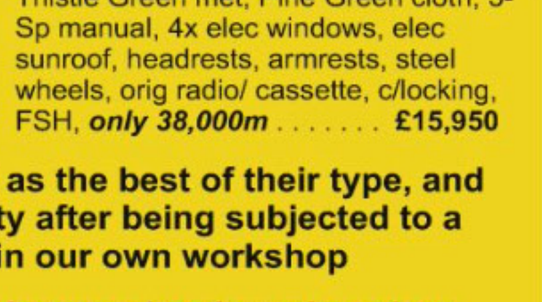
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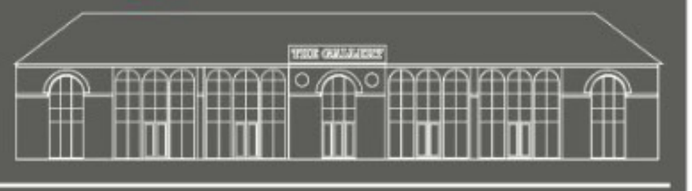


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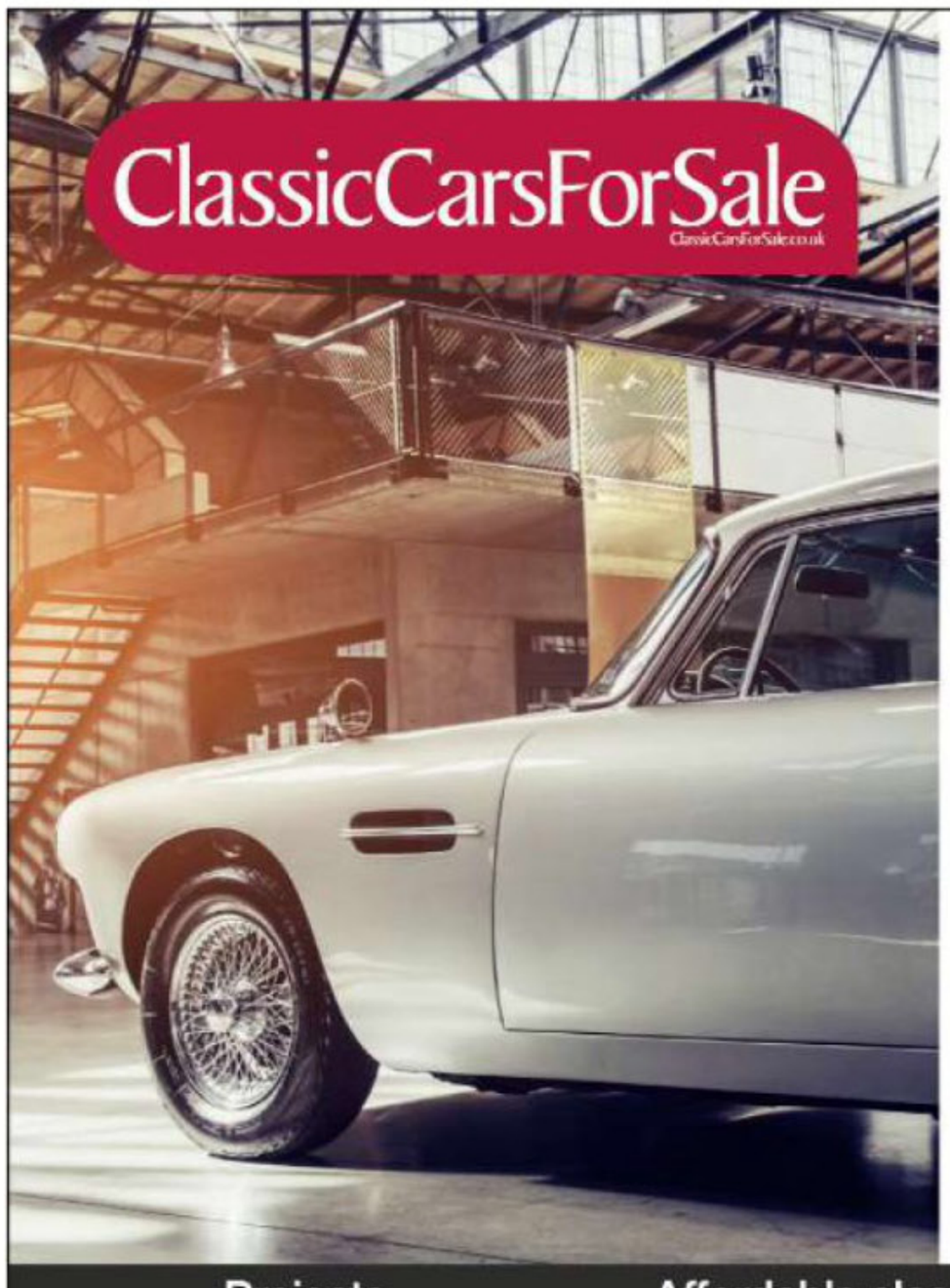


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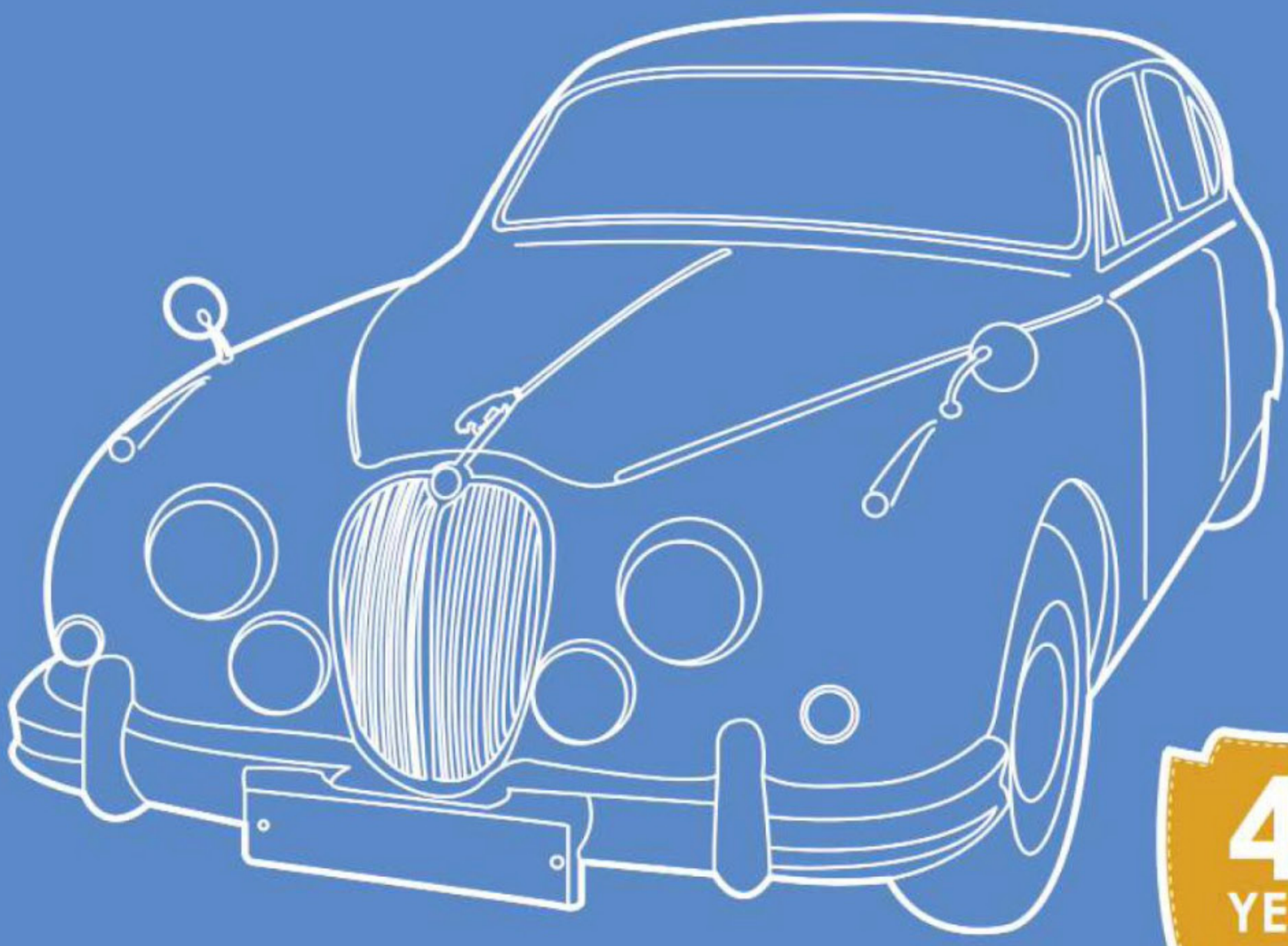
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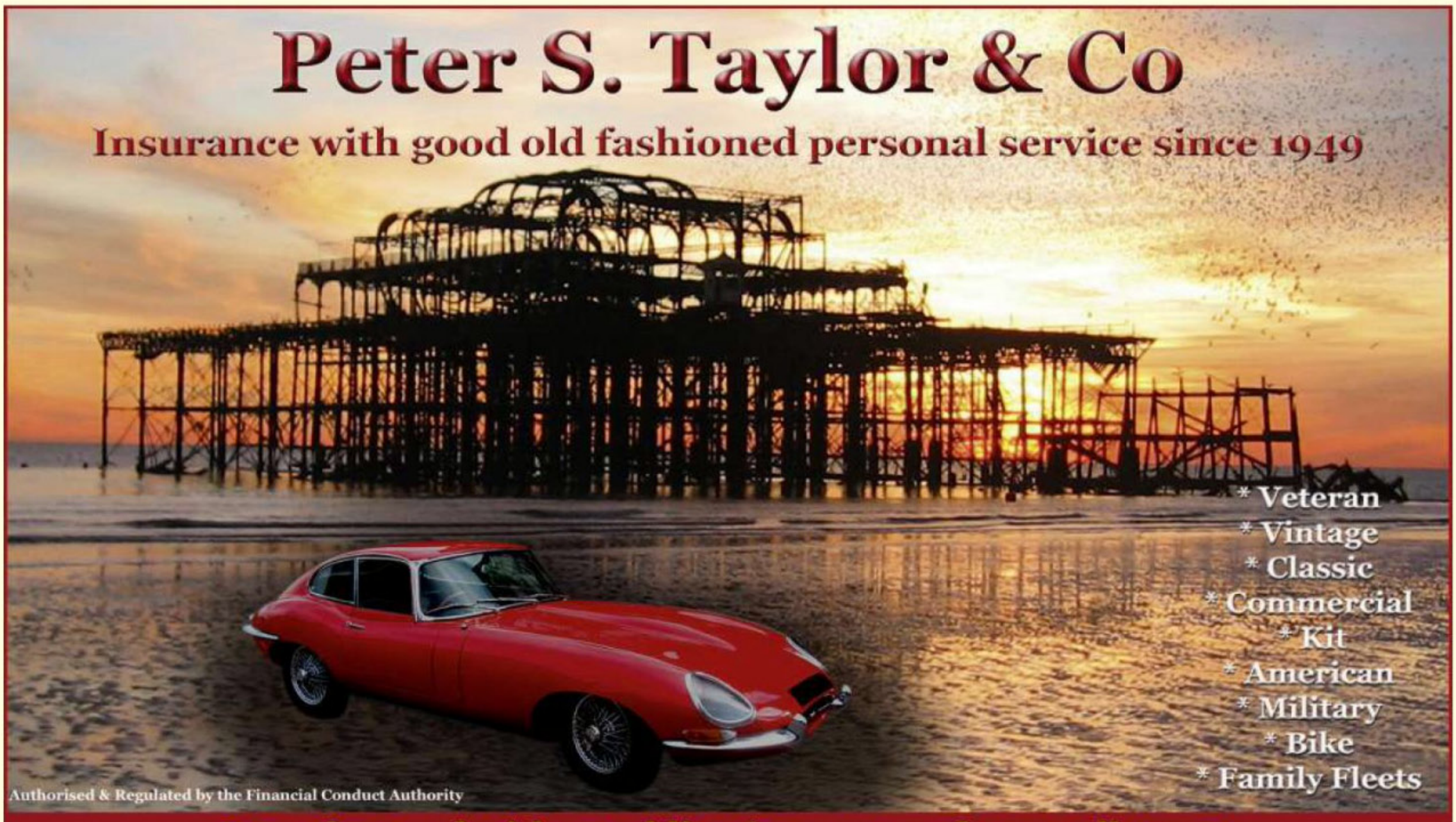
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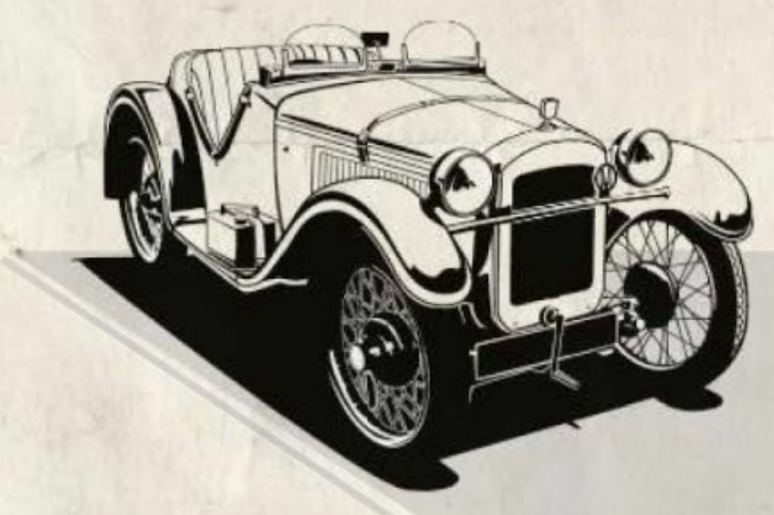
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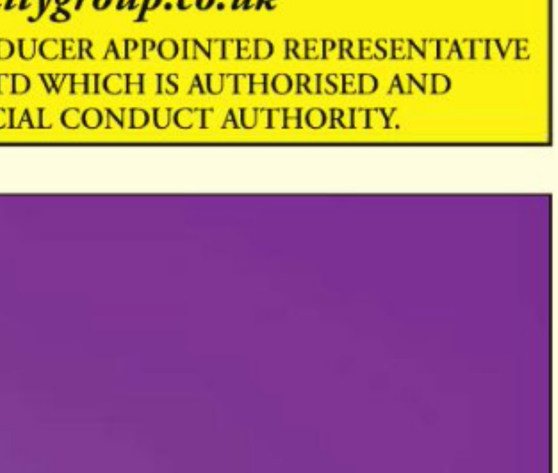
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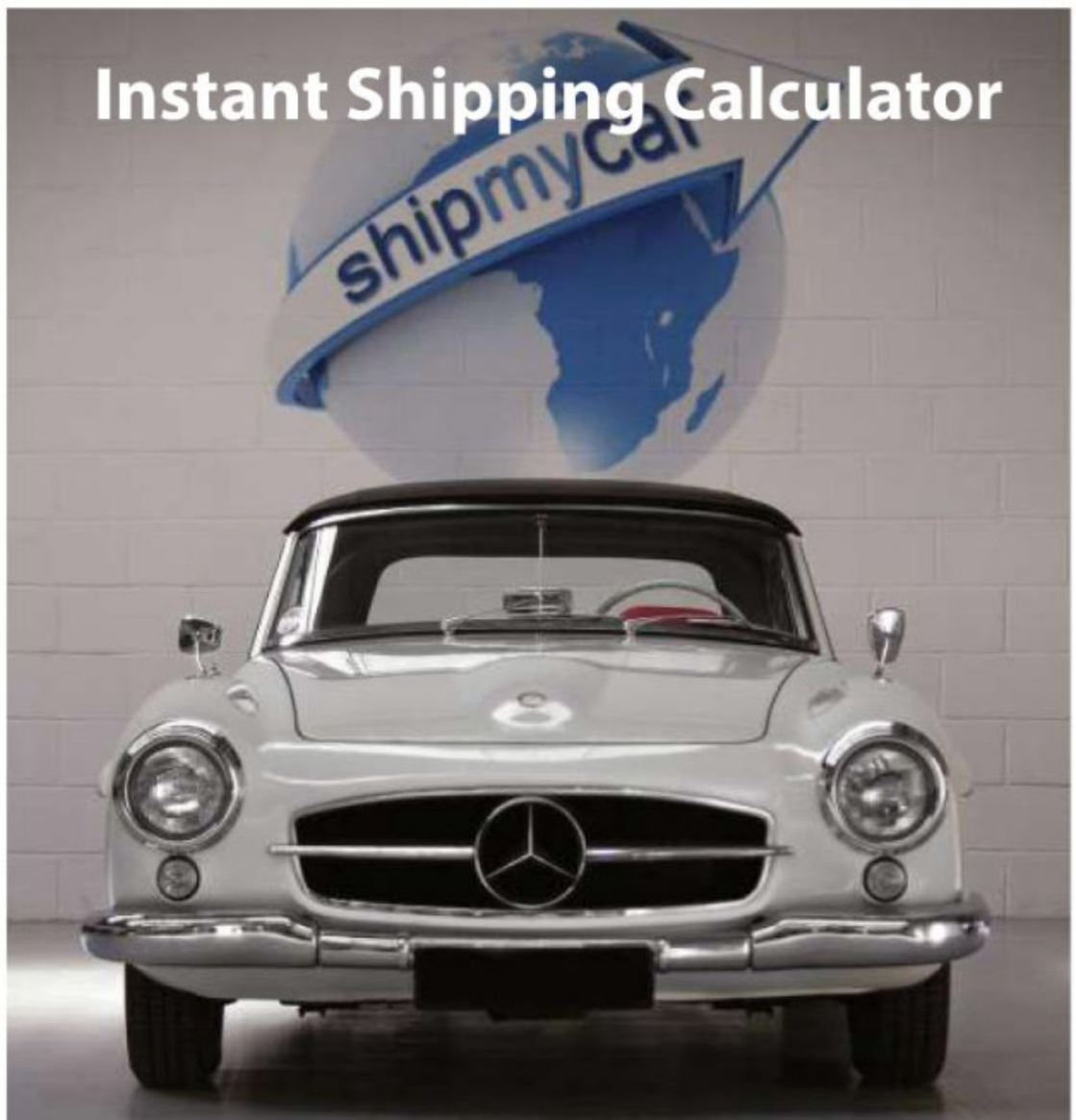
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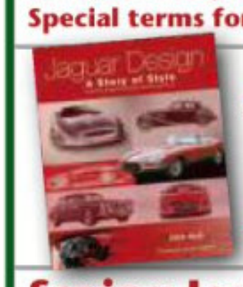
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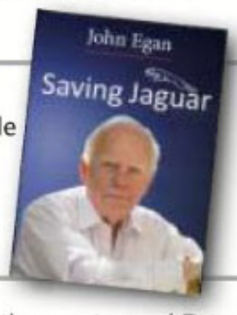
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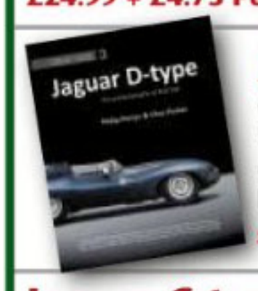
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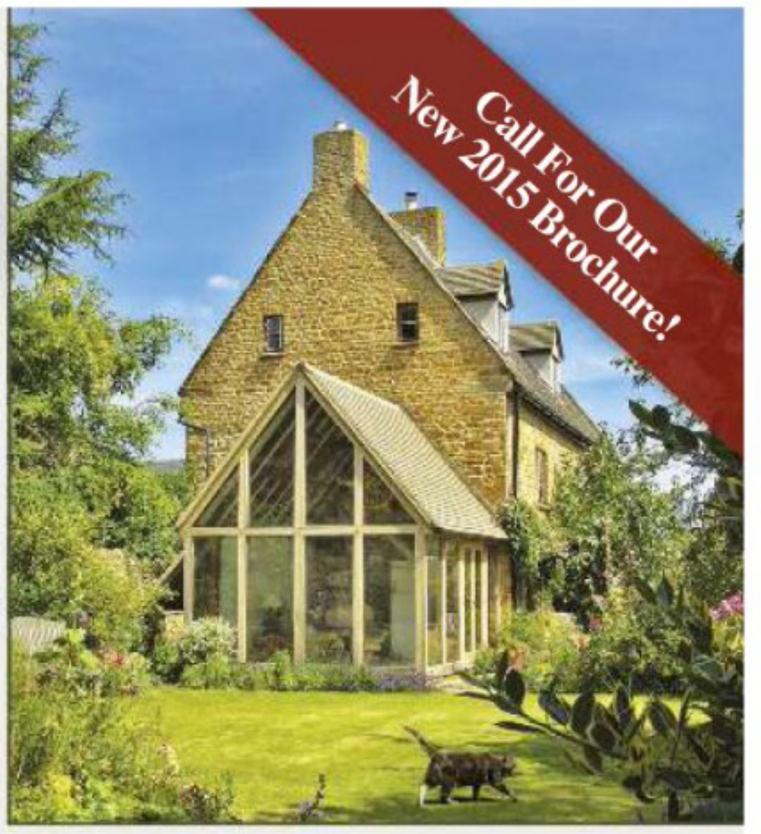
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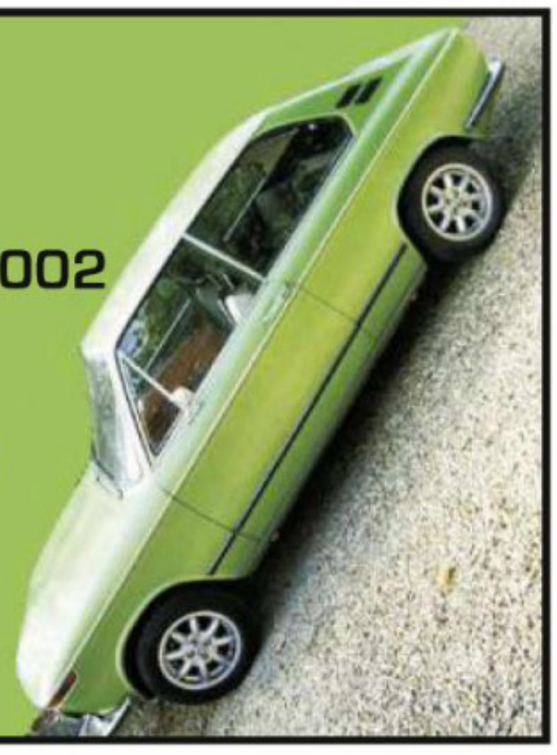
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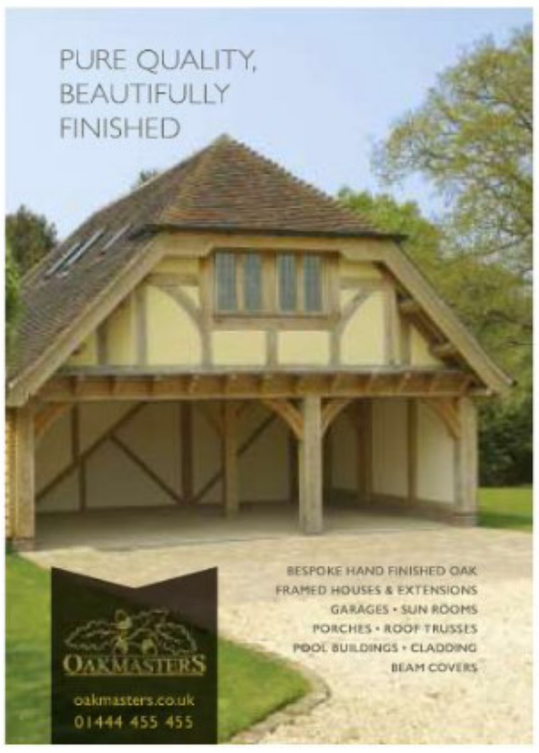
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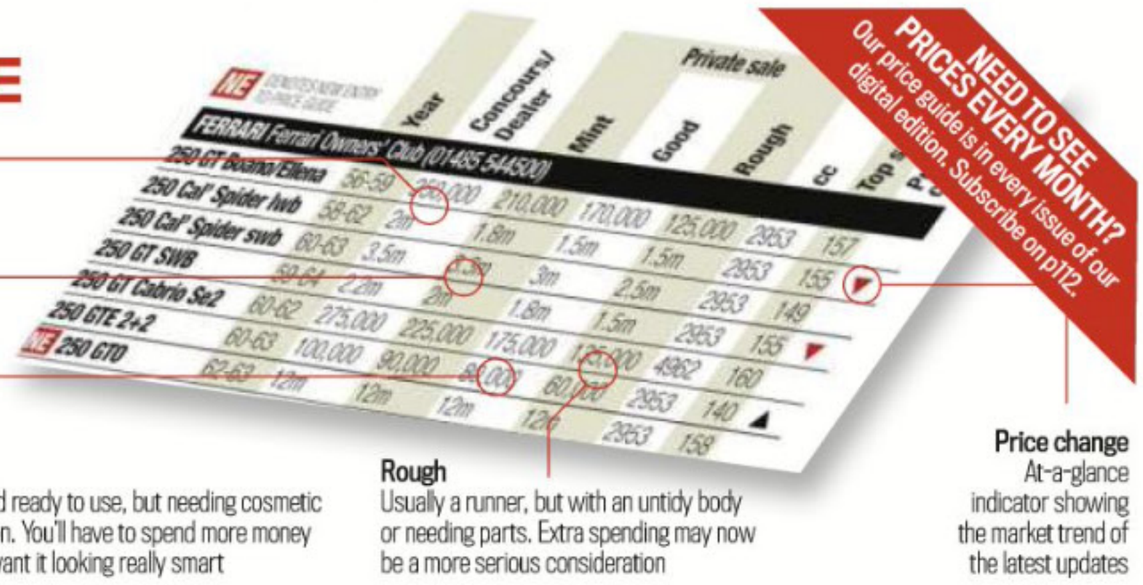
PRICE GUIDE

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

NEED TO SEE PRICES EVERY MONTH?
Our price guide is in every issue of our digital edition. Subscribe on p112.

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
ABARTH					Abarth Club GB (01869 340289)			
Zagato 750	57-61	90,000	72,500	55,000	40,000	747	95	▼
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80	
AC					AC Owners' Club (01904 793563)			
2-litre	47-56	14,000	10,500	6000	3250	1991	83	
2-litre dhc/Buckland	49-56	27,500	22,000	14,000	9000	1991	83	
Ace (AC engine)	54-63	175,000	135,000	95,000	70,000	1991	102	
Ace-Bristol	56-63	200,000	160,000	120,000	80,000	1971	118	
Ace-Ford	61-63	220,000	180,000	140,000	85,000	2553	120	
Aceca-AC	54-63	90,000	70,000	47,500	35,000	1991	104	
Aceca-Bristol	56-63	100,000	80,000	57,500	40,000	1971	128	
Greyhound	59-63	54,000	40,000	25,000	16,500	1971	107	
Cobra MkI/MkII/289	62-69	750,000	600,000	475,000	400,000	4727	138	
Cobra 427	65-67	850,000	625,000	500,000	425,000	6998	145	
428	67-73	125,000	85,000	62,500	42,500	7014	143	
428 con	67-73	145,000	105,000	80,000	52,500	7014	143	
3000 ME	79-84	14,000	11,000	7500	5000	2994	125	▲
Cobra MkIV	83-89	100,000	80,000	60,000	42,500	4942	134	
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140	
ALFA ROMEO					Alfa Romeo Owners' Club (01787 249285)			
6C 1750 GS Zagato	30-33	1.6m	1.5m	950,000	750,000	1754	95	
1900C Super Sprint	55-58	220,000	165,000	110,000	85,000	1975	112	▲
Giulietta berlina	55-62	15,000	11,000	5000	2500	1290	90	
Giulietta ti	57-64	22,500	16,000	7500	3750	1290	103	
Giulietta/Giulia Sprint	55-64	46,000	37,000	22,500	15,000	1290	110	
Giulietta/Giulia Spider	55-65	60,000	44,000	26,500	17,500	1570	108	
Giulietta, Giulia SS	57-66	99,000	74,000	48,000	30,000	1570	120	▲
2000 Spider	58-62	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	275,000	240,000	200,000	160,000	1290	120	▼
TZ-1	63-65	675,000	590,000	465,000	375,000	1570	124	▼
Giulia Ti/Super	62-74	15,000	10,000	5000	2250	1570	105	
1750/2000 Berlina	68-76	10,000	6500	3000	1200	1962	115	
Giulia Sprint GT/Veloce	63-68	40,000	30,000	15,000	7500	1570	112	
Giulia GTA 1300/1600	65-71	160,000	130,000	90,000	70,000	1570	115	
GT Junior	66-77	22,000	16,500	8500	4500	1570	115	▲
1750/2000 GTV	67-77	29,500	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	30,000	22,500	11,000	6000	1290	110	
Spider Duetto	66-67	26,500	20,000	11,500	6000	1570	113	
1750 Spider Veloce	68-70	27,500	20,000	11,000	5000	1779	115	
Spider 2000 S2	70-82	15,000	12,000	6000	2500	1962	119	
Spider 2000 S3	82-89	8950	6250	3000	1650	1962	114	
Spider 2000 S4	89-93	10,000	7200	4000	2000	1962	114	
Montreal	70-77	60,000	40,000	25,000	15,000	2593	132	▼
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	
Alfasud Sprint	76-90	4500	3200	1350	500	1490	104	
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	
GTV 2000	76-87	8500	5750	2950	1200	1962	118	
GTV6	81-87	12,000	8250	4000	1750	2492	130	
75 sal	86-92	3250	2250	900	500	2959	135	
SZ	89-93	35,000	25,000	18,000	14,000	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	

	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	70,000	55,000	35,000	26,000	1565	115	▲
A310 1600	74-77	20,000	15,000	9000	5250	1605	130	
A310 V6	77-86	25,000	18,500	11,000	6500	2664	137	
GTA	85-91	8500	7000	3750	2250	2849	139	
GTA Turbo	85-91	9900	8000	4650	2750	2458	149	
ALVIS					Alvis Owner Club (01892 832118); Alvis Register (01483 810308)			
Speed 20 Tourer	32-36	115,000	95,000	72,000	52,000	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	▼
TA14	46-50	15,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	19,500	15,000	8500	4000	2993	100	
TA21/TC21/100 con	50-55	47,500	35,000	20,000	10,000	2993	95	
TD21	56-63	29,500	21,000	12,000	6000	2993	104	
TD21 convertible	56-63	63,500	49,000	32,000	18,500	2993	102	▼
TE/TF21	63-67	34,000	25,000	14,000	7500	2993	110	
TE/TF convertible	63-67	80,000	60,000	37,500	22,500	2993	107	
ARMSTRONG SIDDELEY					Armstrong Siddeley Owners' Club (0121 459 0742)			
Lancaster	46-52	12,000	9000	5000	2750	1991	70	
Hurricane dhc	46-53	19,500	15,000	7500	4000	1991	70	
Typhoon coupé	46-50	13,500	10,500	6000	3250	1991	70	
Whitley	50-53	11,500	8500	4250	2500	2309	85	
Sapphire 346	53-59	12,500	9500	4750	1750	3435	100	
Sapphire 234/236	56-58	11,500	8500	4000	1600	2309	97	
Star Sapphire	58-60	14,000	11,000	5500	2500	3990	104	
ASTON MARTIN					Aston Martin Owners' Club (01865 400400)			
DB2	50-53	180,000	140,000	92,500	70,000	2580	110	▲
DB2 con	51-53	285,000	225,000	180,000	140,000	2580	109	
DB2/4 MkI/II	53-57	175,000	137,500	90,000	67,500	2580	120	▲
DB2/4 con	53-57	275,000	225,000	175,000	135,000	2580	120	▲
DB MkIII	57-59	200,000	160,000	110,000	82,500	2922	120	▲
DB MkIII con	57-59	550,000	450,000	350,000	250,000	2922	120	▲
DB4	58-63	450,000	375,000	300,000	225,000	3670	141	
DB4 con	61-63	900,000	800,000	600,000	475,000	3670	140	▲
DB4 GT	60-63	1.8m	1.5m	1.2m	950,000	3670	155	
DB4 GT Zagato	60-63	6.5m	6m	5.5m	5m	3670	154	▲
DB5	63-65	550,000	450,000	350,000	250,000	3995	143	
DB5 con	63-66	950,000	850,000	650,000	500,000	3995	141	
DB6	65-70	275,000	220,000	160,000	120,000	3995	140	▲
DB6 Vantage	66-69	320,000	250,000	175,000	140,000	3995	148	▲
DB6 Volante	66-70	600,000	475,000	375,000	300,000	3995	145	
DBS 6	67-72	100,000	70,000	45,000	32,000	3995	138	
DBS 6 Vantage	67-73	120,000	80,000	52,500	40,000	3995	141	
DBS V8	69-73	110,000	75,000	50,000	35,000	5340	162	
V8	72-90	80,000	57,500	35,000	24,000	5340	147	▲
V8 Vantage	77-89	150,000	110,000	75,000	40,000	5340	168	
V8 Volante	78-90	105,000	80,000	50,000	32,500	5340	130	▼
V8 Vantage Volante	86-89	175,000	130,000	85,000	55,000	5340	162	▲
Zagato	86-87	120,000	100,000	88,000	75,000	5340	180	
Virage	89-96	30,000	23,500	16,000	11,000	5340	158	
Virage Volante	92-96	35,000	27,500	22,000	19,000	5340	157	
V8 Vantage	93-99	120,000	85,000	60,000	40,000	5340	186	
V8 Coupé	96-99	42,500	35,000	29,000	24,000	5340	155	
DB7	94-99	22,500	20,000	16,000	11,500	3239	157	
DB7 Volante	96-99	27,500	23,500	18,500	13,500	3239	155	
DB7 Vantage	99-03	29,500	25,000	20,500	16,000	5935	185	
DB7 Vantage Volante	99-03	34,000	28,000	25,000	22,000	5935	165	▼

	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
AUDI					Audi Owners' Club (07788 588449)			
100S Coupé	69-76	7750	5250	2500	1000	1871	112	
Quattro turbo	80-89	15,000	11,000	5500	2750	2144	135	
Quattro 20V	89-91	22,500	15,000	9000	5000	2226	142	
AUSTIN Seven					OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173)			
Seven saloon	30-34	12,000	9000	5250	2750	747	50	
Seven Chummy	31-34	17,500	13,500	8000	5000	747	50	
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60	
Seven Ruby saloon	34-39	10,000	7500	4000	2000	747	53	
A125/A135	47-57	9000	7250	3750	1750	3995	89	
A40 Devon/Dorset	47-52	4850	3600	1750	700	1200	76	
A70 Hamps/Heref	48-54	5600	4400	2250	950	2199	83	
A90 Atlantic con	49-50	24,000	18,500	9500	5000	2660	92	▲
A90 Atlantic coupé	50-52	20,000	15,000	8500	3500	2660	92	▲
A40 Sports	50-53	12,000	9000	4500	2750	1200	80	
A40 Somerset	52-54	4500	3000	1400	600	1200	72	▲
A40 Somerset con	52-54	7000	6000	3250	1600	1200	72	
Metropolitan cpé	54-61	12,500	9000	4500	2200	1489	78	
Metropolitan con	54-60	15,000	10,000	5000	2500	1489	78	
A30/A35	51-59	5500	4000	2000	800	948	75	▲
A40, A50, A55	53-59	4250	2900	1200	550	1200	70	
A55/A60 Cambridge	59-69	4000	2750	1100	500	1622	78	
A90, A95, A105	54-59	8500	6750	3000	1200	2639	91	▲
A40 Farina	58-67	5000	3250	1500	650	1098	82	
A99/A110	59-68	6250	5000	2000	750	2912	102	
1100/1300	63-74	2750	1850	825	425	1098	85	
1300GT	69-74	8000	5500	2500	1200	1275	96	
3-litre	68-71	5250	3500	2000	800	2912	106	
1800/2200	64-75	3250	2000	800	350	1798	96	
Allegro 1750/Sport TC	73-75	2250	1500	650	350	1748	104	
Seven/Mini MkI	59	22,500	17,500	11,500	8000	848	71	
Mini MkI	60-67	11,000	8000	4000	2750	848	71	▲
Mini MkII	67-69	5500	4000	1500	750	998	79	
Mini MkIII-V	70-90	4000	3000	1250	650	998	82	
Mini Cooper 997/998	61-69	19,500	16,000	9000	6000	998	90	▲
Mini Cooper 1071S	63-64	32,500	27,500	17,500	12,500	1071	95	▲
Mini Cooper 970S	64-65	30,000	25,000	16,500	12,000	970	82	▲
Mini Cooper 1275S	64-67	35,000	30,000	20,000	13,500	1275	96	▲
Mini C'r 1275S MkI/III	67-71	25,000	20,000	12,500	9000	1275	96	▲
Mini Moke	64-85	15,000	11,000	5500	3000	998	70	
Mini 1275GT	69-80	6500	4500	2000	1000	1275	89	
Mini Clubman	70-80	3750	2600	1000	400	1098	82	
AUSTIN-HEALEY					Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND			
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	135,000	100,000	70,000	50,000	2660	109	▼
100S	55	625,000	510,000	440,000	380,000	2660	119	▲
100/6 BN4/6	56-59	46,000	32,500	22,000	12,500	2639	105	▲
3000 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	18,500	13,000	6500	4000	948	82	▲
Sprite MkII	61-64	10,000	7000	3250	1600	1098	90	
Sprite MkIII-IV	64-71	7500	5500	2850	1250	1275	96	
BENTLEY					Bentley Drivers' Club (01295 738886)			
3 Litre Tourer	22-25	325,000	225,000	150,000	100,000	2996		
4.5 Litre Tourer	27-31	925,000	675,000	500,000	350,000	4398	92	

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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
6.5 Litre Speed Six	28-30	1.3m	1m	700,000	500,000	6597	86	
4.5 Litre 'Blower'	29-31	2.5m	2m	1.6m	1.25m	4398	98	
8 Litre	29-31	1.5m	1.25m	900,000	450,000	7982	101	
Derby 3.5 Park Ward	33-37	100,000	75,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	250,000	180,000	110,000	50,000	3669	91	
Derby 4.25 PW	36-39	120,000	80,000	52,500	32,000	4257	96	
Derby 4.25 coachbuilt	36-39	325,000	250,000	150,000	60,000	4257	96	
MkVI 4.3/4.6-litre	46-52	35,000	26,000	14,000	7250	4566	100	▲
MkVI con	51-52	100,000	75,000	40,000	27,500	4566	100	
R-type saloon	52-55	37,500	27,500	15,000	8000	4566	106	▲
Coachbuilt saloons	52-55	55,000	37,500	18,500	12,000	4566	106	
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106	
R-type Continental	52-55	875,000	725,000	550,000	475,000	4566	115	
S1/S2 saloon	55-62	40,000	30,000	17,000	8250	4887	101	
S1 Continental Mulliner	55-59	350,000	275,000	185,000	140,000	4887	115	
S1 Cont P Ward con	55-59	300,000	250,000	175,000	125,000	4887	114	
S2 Cont Mulliner	59-62	240,000	180,000	125,000	80,000	6230	115	▼
S2 Park Ward con	59-62	205,000	165,000	105,000	65,000	6230	115	
S2 Flying Spur	59-62	120,000	90,000	56,000	36,000	6230	120	
S3 saloon	62-65	42,500	32,000	18,500	8500	6230	116	
S3 MPW 2dr coupé	62-65	120,000	87,500	56,000	39,000	6230	120	▼
S3 MPW con	62-65	190,000	150,000	100,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	150,000	120,000	75,000	50,000	6230	118	
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120	▲
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120	
MPW/Corniche coupé	66-80	45,000	35,000	22,500	10,000	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	35,000	24,000	19,000	6750	151	▼
Continental T	96-02	62,000	50,000	40,000	30,000	6750	175	
Brooklands	92-98	17,000	14,000	10,500	7000	6750	140	

BERKELEY								Berkeley Enthusiasts' Club (01483 475330)
Sports SA322/SE328	56-58	6750	5000	2500	1400	328	65	
Sports SE492	58-59	7250	5500	2750	1600	492	80	
B95/B105	59-61	7750	6000	3000	1750	692	90	
T60 3-wheeler	59-61	6750	5000	2400	1250	328	60	

BIZZARRINI								(isobizclub.com)
5300 GT Strada	65-69	475,000	400,000	325,000	250,000	5354	165	

BMW								BMW Car Club (01225 709009)
328	36-39	640,000	525,000	400,000	300,000	1971	100	
501 V8/502/2.6/3.2	55-63	45,000	32,000	15,000	8000	2580	100	
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115	
507	56-59	1.2m	1m	825,000	650,000	3168	135	
Isetta 250/300	55-65	26,500	20,000	14,000	8000	298	60	
600	58-59	30,000	24,000	16,000	9500	585	65	
1500/1800	62-72	6000	4500	2000	1100	1766	100	
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105	
1600/1602/1502	66-77	5000	3500	1650	650	1573	100	
2002/Touring	68-75	10,000	7000	3500	1600	1990	112	▲
2002 cabrio/targa	71-74	13,500	10,000	5250	2400	1990	110	
2002tii	71-75	13,000	9500	5000	2500	1990	120	
2002 turbo	73-74	50,000	40,000	27,500	18,500	1990	130	
2800CS/CSA	69-71	16,500	12,000	6500	3500	2788	120	▲
2500/2800/3.0/3.3	69-77	7500	5250	2500	1400	2494	110	
3.0CS/CSi	71-75	20,000	15,000	8500	5000	2985	130	
3.0CSL	72-75	75,000	55,000	32,000	22,000	3003	134	▲
3.0CSL 'Batmobile'	72-75	125,000	110,000	90,000	65,000	3153	138	
633/628 CSi	76-87	8500	6000	2750	1200	3210	132	
635 CSi	78-89	11,000	8000	4000	1850	3453	140	▲
M635 CSi	85-89	22,000	17,500	10,000	5000	3453	158	▲
M1	79-80	220,000	165,000	110,000	85,000	3453	162	▲
323i (E21)	77-82	6500	5000	2500	1300	2315	126	
320/325 Baur cabrio	81-85	6250	4250	2000	650	2495	135	
M535i	80-87	5500	3500	1600	600	3453	136	
M5 (E28)	85-88	22,000	16,500	8250	5500	3420	152	
M5 (E34)	88-95	15,000	11,000	5500	3000	3535	155	
M3 (E30)	86-90	37,500	29,000	20,000	12,500	2302	143	▲
M3 Evo II (E30)	88	50,000	40,000	26,000	16,500	2302	143	▲
Z1	86-91	26.000	21,000	13,500	8500	2494	140	▲
840/850 coupé	90-99	12,000	9000	4500	2200	4941	155	
Z3M Coupe	98-02	26,500	20,000	12,500	8250	3201	159	▲
Z8	00-03	130,000	110,000	85,000	65,000	4941	155	▲

BOND								Bond Owners' Club (0121 784 4626)
Minicar MkA-G	48-65	5000	3600	1750	750	250	55	
GT2+2/GT4S	63-70	4250	2850	1500	600	1296	90	
Equipe GT	67-70	4750	3000	1500	600	1998	100	
Bug	70-74	7950	5250	2500	1500	701	75	

BORGWARD								Borgward Drivers' Club (01536 510771)
Isabella TS	54-61	8500	6500	3000	1400	1493	93	
Isabella coupé	55-61	24,000	16,500	9000	4000	1493	98	

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BRISTOL		Bristol Owners' Club (01403 784028); Owners & Drivers Assn (bristoloda.com)						
400	47-50	60,000	40,000	22,500	16,000	1971	92	
401, 403	49-55	50,000	32,500	18,000	12,000	1971	94	
Arnolt-Bristol	54-61	250,000	200,000	150,000	90,000	1971	109	
404	54-55	75,000	55,000	35,000	22,000	1971	110	
405 saloon	54-56	37,500	27,500	15,000	9000	1971	94	
405 con	55	100,000	80,000	45,000	30,000	1971	100	
406	58-61	35,000	25,000	13,500	8000	2216	104	
407, 408, 409	62-69	32,500	22,500	12,500	7000	5130	122	
410, 411	69-76	37,500	27,500	14,000	8000	5900	140	
412, Beaufighter	76-93	35,000	20,000	12,000	6500	5900	150	
603,Britannia,Brigand	76-94	32,000	22,000	12,000	7500	5900	150	

BUGATTI								Bugatti Owners' Club (01242 662914)
Type 57 Galibier sal	34-39	275,000	210,000	160,000	115,000	3257	95	
Type 57 Ventoux 2dr	34-39	425,000	350,000	275,000	175,000	3257	95	
Type 57 Stelvio con	34-39	650,000	550,000	400,000	250,000	3257	96	
Type 57 Atalante cpe	35-38	1.25m	1m	750,000	550,000	3257	100	
Type 57S Atalante cpe	36-38	5.5m	4.75m	4m	3.2m	3257	115	▲
EB110	92-95	285,000	240,000	180,000	130,000	3499	209	▲

CATERHAM								Lotus Seven Club (01483 277171)
Seven (solid axle)	73-89	15,000	10,500	7000	4500	1599	108	
Seven (de Dion)	87-91	16,000	11,500	7750	5250	1715	112	

CHEVROLET								Classic Chevrolet Club (01376 552478); Corvette Club (01702 200881)
Corvette	53-54	125,000	100,000	65,000	36,000	3800	107	
Corvette	55-57	65,000	47,500	30,000	20,000	4343	119	
Corvette	58-62	75,000	55,000	32,500	22,000	4639	132	
Corvette Sting Ray	63-67	70,000	52,000	25,000	17,500	5359	142	▲
Camaro	67-69	22,000	17,500	9500	5000	5735	130	
Camaro conv.	67-69	25,000	20,000	14,000	8000	5735	130	
Corvette Stingray	68-72	25,000	21,000	14,000	5500	6997	151	
Corvette Stingray	73-77	21,000	15,000	10,000	5000	5737	125	
Corvette	77-82	15,000	11,000	6500	3500	5733	125	
Corvette C4	84-96	11,000	9000	4500	2000	5733	145	
Corvette ZR1	90-95	17,500	14,500	11,000	7500	5727	180	

CISITALIA								(cisitalia.net)
202 coupe	47-54	260,000	210,000	160,000	125,000	1089	105	

CITROËN								Citroën Car Club (07 000 248258)
Light 15/Big 15	35-55	20,000	14,000	7250	4000	1911	72	
2CV	48-60	7500	5000	2400	1200	425	49	
2CV	60-90	5850	4250	1650	500	602	71	
DS19/ID19	56-68	16,000	12,000	5000	2000	1911	88	
Safari estate	59-75	17,500	13,000	6000	2500	1911	88	
DS décapotable	63-78	140,000	110,000	80,000	52,500	2175	100	
DS20/21/23/Pallas	68-75	30,000	20,000	8000	3500	2347	120	
SM V6	70-75	60,000	37,500	22,000	10,000	2670	135	▲
GS/GSA	70-85	3750	2500	1000	450	1220	100	
CX GTi/GTi turbo	77-89	6000	4500	2000	900	2347	137	

CLAN								Clan Owners' Club (01656 744741)
Crusader coupé	71-74	5000	3750	1650	700	875	102	

DAF								DAF Owners' Club, 56 Ridgedale Rd, Bolsover, Chesterfield, Derbys S44 6TX
55 Marathon coupé	68-72	3500	2200	800	350	1108	83	

DAIMLER								Daimler & Lanchester Owners' Club (01253 352076)
DB18/Consort	39-53	8500	6250	2750	850	2522	76	
DB18 con	39-50	30,000	22,500	12,500	6500	2522	76	
DB18 Sports Special	49-53	32,000	24,000	14,000	8000	2522	80	
Regency	52-56	9000	6000	3000	1250	3468	85	
Conquest/Century	53-58	8250	6000	2500	1000	2433	90	
Century drophead	54-55	12,500	9000	6000	2500	2433	90	
Conquest Rdster/DHC	54-57	29,000	22,500	11,000	6000	2433	100	
104/Majestic	56-62	8000	6000	3000	900	3794	100	
Majestic Major	60-68	10,000	7750	3750	1500	4561	119	
SP250 sports	59-64	45,000	32,500	17,500	12,500	2548	123	
2½-litre/V8 250	62-69	17,500	12,000	5750	2500	2548	112	
Sovereign (420)	66-69	14,000	11,000	5000	2000	4235	117	
Sovereign (XJ6) SI/II	69-79	9750	6500	2500	950	4235	120	▲
Double-Six SI/II	72-79	10,000	7000	3000	1000	5343	140	
4.2 coupé	75-78	12,500	9000	3750	1250	4235	120	▲
Double-Six Coupé	75-77	14,250	10,000	4500	1500	5343	140	▲
Sovereign SIII	79-86	6000	4250	1850	650	4235	126	▲
Double-Six SIII	79-86	8000	5500	2250	1000	5343	150	▲

DATSUN								Datsun Owners' Club (01342 321000); Z Club (01782 873374)
240Z	69-74	15,000	11,000	5750	3500	2393	125	
260Z	74-79	12,500	9000	4500	2650	2565	127	
280ZX/2+2	78-83	6500	4500	2000	950	2753	111	▲

DELAHAYE								The Delahaye Club (clubdelahaye.com)
135M/MS Coupe	35-39	500,000	350,000	200,000	100,000	3557	n/a	
135M/MS Cabriolet	35-39	625,000	450,000	295,000	125,000	3557	n/a	
135M/MS Coupe	46-53	165,000	120,000	80,000	50,000	3557	n/a	

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135M/MS Cabriolet	46-53	295,000	180,000	120,000	90,000	3557	n/a	
235 Chapron coupe	51-54	100,000	75,000	45,000	20,000	3557	120	

DELLOW								Dellow Register, 4 Roumelia Lane, Bournemouth, Dorset BH5 1ET
Mark I-V sport-trials	49-57	12,500	9250	4500	2500	1172	65	▲

DELOREAN								DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)
DMC-12 coupé	81-82	30,000	22,500	15,000	10,000	2849	109	

DE TOMASO								De Tomaso Drivers' Club (01226 321686)
Mangusta	67-72	200,000	150,000	100,000	65,000	4727	150	
Pantera	72-89	65,000	42,500	25,000	16,000	5763	160	▲
Deauville	70-88	27,500	20,000	10,000	4500	5763	150	
Longchamp	72-89	28,500	21,000	11,000	5500	5763	150	

DKW								DKW Owners' Club (01224 743429)
Sonderklasse/3=6	53-59	15,000	12,000	7000	4000	896	76	
1000SP/A Union sp	58-65	17,500	12,500	6500	3500	980	82	
1000/1000S sal/cpé	58-63	9000	6000	3250	1950	980	80	▲
F102 saloon	64-66	3000	1850	900	525	1175	84	▲

DODGE								
Viper RT 10/GTS	92-02	40,000	27,500	20,000	15,000	7974	165	▲

ELVA								Elva Owners' Club (01903 823710)
Courier sports/cpé	58-61	11,250	8250	5000	2500	1498	100	
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	175,000	125,000	80,000	60,000	5801	125	▼
HK500	59-61	180,000	130,000	85,000	60,000	6286	130	
Facel II	62-64	300,000	250,000	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	4.25m	3.25m	2.4m	2m	1995	125	
166 Inter	48-51	800,000	625,000	500,000	360,000	1995	115	
212 Inter	51-52	1.1m	900,000	750,000	625,000	2562	120	
340 America open	51	2.25m	1.9m	1.5m	1.1m	4101	135	
340 America closed	51	1.9m	1.7m	1.3m	1m	4101	136	▲
250 Europa SI/SII	53-55	1.4m	1.1m	900,000	700,000	2963	126	
410 Superamerica	56-59	2.5m	2.1m	1.8m	1.55m	4962	165	▲
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157	
250 GT Berlinetta TdF	57-59	4.9m	4.5m	4.1m	3.6m	2953	143	
250 GT PF coupé	58-60	450,000	360,000	265,000	175,000	2953	145	▲
250 Cal' Spider lwb	58-62	6.25m	5.75m	5m	4.25m	2953	155	
250 Cal' Spider swb	60-63	10m	9m	8.5m	7.25m	2953	149	▲
250 GT SWB (steel)	60-63	5.5m	5.25m	5m	4.4m	2953	150	
250 GT SWB (alloy)	59-62	6.5m	6m	5.5m	4.75m	2953	155	
250 GT Cabrio Se2	60-62	1.1m	950,000	700,000	550,000	2953	160	
250 GTE 2+2	60-63	300,000	225,000	150,000	100,000	2953	140	▲
250 GTO	63-64	29m	26m	n/a	n/a	2953	158	▼
250 LM	64-66	9.5m	8.5m	7.5m	n/a	2953	159	
250 GT Lusso	62-64	1.45m	1.25m	1m	800,000	2953	150	
400 Superamerica cpé	60-64	2.25m	1.8m	1.5m	1.3m	3967	162	
500 Superfast	64-67	1.5m	1.3m	1.1m	875,000	4962	170	▲
275 GTB (steel)	64-66	1.6m	1.35m	1.2m	900,000	3286	150	▲
275 GTB (alloy)	64-66	2m	1.75m	1.5m	1.2m	3286	150	▲
275 GTS	64-66	1.2m	1m	850,000	750,000	3286	150	▲
275 GTB/4 (4-cam)	66-68	2m	1.75m	1.5m	1.25m	3286	165	▲
330 GT 2+2	64-67	250,000	195,000	140,000	80,000	3967	150	
330 GTC	66-68	575,000	475,000	390,000	300,000	3967	150	▼
330 GTS	66-68	1.8m	1.6m	1.3m	1m	3967	150	
Dino 206 GT	68-69	395,000	320,000	220,000	160,000	1987	145	▲
Dino 246 GT	69-73	250,000	185,000	125,000	85,000	2418	150	
Dino 246 GTS	72-74	300,000	240,000	150,000	100,000	2418	150	
365 GT 2+2	67-71	200,000	150,000	85,000	52,000	4390	152	▲
365 GTC	68-70	625,000	525,000	440,000	350,000	4390	155	▼
365 GTB/4 Daytona	68-74	525,000	425,000	325,000	225,000	4390	173	▲
365 GTS/4 Spider	72-73	1.9m	1.4m	1.2m	1m	4390	170	▲
365 GTC/4 2+2	70-72	275,000	220,000	150,000	100,000	4390	152	▲
365 GT4 2+2	72-76	60,000	45,000	27,500	18,500	4390	150	
365 BB	75-76	265,000	215,000	160,000	120,000	4390	163	▲
512 BB, BBi	76-85	210,000	165,000	110,000	80,000	4942	188	▲
308 GT4 2+2	73-80	42,500	30,000	20,000	12,500	2926	156	▲
308 GTB (grp)	75-77	125,000	105,000	70,000	47,500	2926	154	▲
308 GTB/GTS	77-80	85,000	65,000	42,500	30,000	2926	155	▲
308 GTBi/GTSi	80-82	60,000	47,500	30,000	20,000	2926	155	▲
308 GTB qv/GTS qv	82-85	70,000	52,500	33,000	22,500	2926	155	▲
328 GTB/GTS	85-88	75,000	60,000	38,500	26,000	3195	163	▲
400/400i/412i manual	76-89	32,500	26,000	14,000	8750	4823	158	
400/400i/412i auto	76-89	25,000	20,000	11,500	7750	4942	158	
Mondial	81-94	26,000	20,000	12,500	7500	2926	143	▲
Mondial cabrio	84-94	32,500	26,500	17,500	10,000	2926	146	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
348/Spider	89-94	32,500	26,500	22,000	18,000	3405	170	
F355/GTS	94-99	55,000	45,000	32,500	25,000	3496	185	▲
F355 Spider	95-99	56,500	47,500	35,000	26,500	3946	183	▲
Testarossa	84-90	100,000	75,000	52,000	37,000	4942	181	▲
512 TR	91-94	130,000	100,000	65,000	50,000	4943	193	▲
F512 M	94-96	160,000	120,000	80,000	62,000	4943	194	▲
456 GT	92-98	33,000	27,500	22,500	17,500	5474	186	
288 GTO	84-87	1.5m	1.25m	1.1m	900,000	2855	190	
F40	88-92	750,000	650,000	575,000	475,000	2936	201	
F50	95-97	900,000	800,000	700,000	600,000	4698	202	
550 Maranello	96-01	62,000	52,000	42,000	35,000	5474	199	
FIAT					Fiat Motor Club (0208 372 4028)			
500 Topolino	48-55	12,000	8000	4000	2000	569	60	
600/600D	55-70	9500	7000	3000	1250	633	66	
600 Multipla (MPV)	55-60	25,000	17,500	9000	5000	767	59	▲
500/D/F/L/R	57-75	11,000	7500	3500	1650	499	61	
1500S/1600S Osca sp	59-66	42,500	30,000	16,000	10,000	1568	105	▲
2300S	61-68	26,500	18,500	12,500	7500	2280	120	▲
850 Coupé	65-73	6500	5000	2400	850	903	96	
850 Spider	65-73	12,000	9000	4250	2000	903	96	
124/Special 1.2/1.4	66-73	2500	1600	750	300	1438	100	
124 Coupé	66-75	6750	4750	2000	800	1756	115	
124 Spider 1.4/1.6	66-72	14,000	10,000	4500	2000	1608	112	
124 Spider 1.7/2.0	72-81	10,000	7000	3000	1500	1756	108	
124 Spider Abarth	72-75	25,000	18,500	12,000	6500	1756	118	
Pininfarina Spider	82-85	12,000	8000	3750	1650	1995	104	
Dino Spider 2.0/2.4	67-73	107,500	80,000	52,500	32,500	2418	130	▲
Dino Coupé 2.0/2.4	67-73	35,000	26,000	16,500	10,000	1987	122	▲
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	
130 Coupé	72-76	16,000	12,000	6500	3250	3235	114	▲
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	
128 3P coupé	75-78	6000	4500	2000	1000	1301	102	
X1/9	77-89	4000	3000	1400	650	1290	100	
Barchetta	95-02	5000	3750	2250	1000	1747	118	
FORD		AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)						
Prefect	40-53	5000	3850	1750	950	1172	68	
Pilot V8	47-51	12,000	9500	6000	3000	3622	82	▲
Anglia/Popular 103E	46-59	6000	4250	2000	1100	1172	61	
Anglia 100E/Popular	53-62	4500	3000	1250	625	1172	71	
Prefect 107E	59-61	5000	3500	1600	700	997	73	
Anglia 105E	59-68	5000	4000	1750	750	997	74	
Anglia 123E	62-68	5500	4250	2000	950	1197	82	
Consul MkI	50-56	6750	5000	2500	1250	1508	73	▲
Zephyr Six MkI	50-56	10,000	7000	3500	1750	2262	82	▲
Zephyr Zodiac	53-56	12,500	9500	4750	2250	2262	84	▲
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	▲
Zephyr MkI con	52-56	25,000	20,000	12,000	6500	2262	82	▲
Consul MkII	56-62	8500	5000	2500	1250	1703	79	▲
Zephyr MkII	56-62	12,000	8000	3500	1600	2553	88	▲
Zodiac MkII	56-62	13,000	9000	4000	1800	2553	88	▲
Consul MkII con	56-62	12,000	8500	4750	2500	1703	78	▲
Zephyr MkII con	56-62	20,000	15,000	9000	5500	2553	88	▲
Zodiac MkII con	56-62	22,500	16,500	10,000	6000	2553	88	▲
Zephyr MkIII	62-66	6750	4850	2000	750	2553	95	▲
Zodiac MkIII	62-66	7500	5500	2600	1250	2553	100	▲
Zephyr 4/6 MkIV	66-72	4250	2850	1250	625	2994	100	▲
Zodiac MkIV/Exec	66-72	5250	3500	1500	750	2994	100	▲
Consul Classic	61-63	5600	4000	1750	800	1498	79	
Consul Capri/GT	61-64	8500	6000	3000	1200	1340	80	
Corsair/V4	64-70	4750	3200	1500	700	1663	90	
Corsair GT	64-67	5250	3500	1750	800	1996	100	
Corsair 2000E V4	67-70	6500	4500	2000	1000	1996	100	
GT40	64-68	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	5000	3500	1750	800	1599	87	▲
Cortina MkII GT	66-70	8500	6000	2650	1300	1599	98	
Cortina 1600E	67-70	10,000	7000	3250	1500	1599	98	
Cortina MkIII	70-76	4500	3200	1500	700	1993	104	▲
Cortina 2000E	73-76	6500	4500	2200	1150	1993	105	▲
Cortina 2.3 Ghia	76-79	3250	2200	875	425	2293	110	
Escort MkI 1.1/1.3	68-75	5000	3250	1600	800	1298	83	
Escort Twin Cam	68-71	39,500	32,500	24,000	17,500	1558	113	
Escort GT/Sport	68-73	8000	5750	3000	1500	1298	96	
Escort 1300E	73-75	7500	5500	2750	1400	1298	94	
Escort Mexico	70-75	20,000	14,000	7500	4000	1599	99	
Escort RS1600	70-75	47,500	40,000	29,500	21,000	1601	113	
Escort RS2000	73-74	25,000	19,000	12,500	8000	1993	108	
Escort MkII Ghia	75-80	4500	3250	1500	650	1599	97	
Escort MkII Sport	75-80	8000	6500	3500	1500	1599	101	
Escort MkII Mexico	76-78	14,000	11,000	6000	3500	1593	105	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Escort MkII RS1800	75-77	35,000	30,000	22,500	15,000	1835	112	
Escort MkII RS2000	75-80	14,000	11,000	6000	3500	1993	109	
Escort XR3/XR3i	81-86	4500	3000	1500	400	1597	116	
Escort RS1600i	83-84	6000	4000	2000	1100	1597	117	
Escort XR3i cabrio	84-90	2750	1950	950	400	1597	107	
Escort RS Turbo	84-90	8000	6000	3000	1250	1597	122	
Capri MkI 1.3/1.6	69-74	7500	5250	2500	1300	1599	95	
Capri GT 1.6/2.0	69-74	9000	6500	3250	1750	1996	107	
Capri 3000GT	70-74	12,500	9250	4500	2500	2994	113	
Capri 3000E/GXL	70-74	13,500	10,000	5000	2750	2994	113	
Capri RS3100	73-74	26,500	21,000	12,500	7500	3091	125	
Capri II/III 1.6/2.0	74-82	6750	4500	2000	1000	1993	110	▲
Capri II/III 3.0	74-82	12,500	8750	4000	1750	2994	116	▲
Capri III 2.8i	81-87	11,000	7500	3500	1400	2792	129	
Capri 280 Brooklands	87-88	12,500	9000	4500	3000	2792	129	
Consul/Granada 3.0	72-77	6750	5000	2250	1000	2994	113	
Granada 3.0 Coupé	74-77	11,000	7500	3250	1500	2994	111	
RS200	85-86	110,000	90,000	75,000	60,000	1803	140	
Sierra RS Cosworth	85-87	25,000	18,500	11,000	7000	1993	145	▲
Sierra RS500	87	45,000	36,000	24,000	16,000	1993	149	▲
Escort RS Cosworth	92-96	20,000	15,000	10,000	7250	1993	144	
FRAZER NASH					VSCC Frazer Nash section (01285 720483)			
Le Mans Replica	48-52	650,000	500,000	275,000	220,000	1971	115	
GILBERN					Gilbern Owners' Club (01926 512136)			
GT MkI 950-1800	59-67	12,500	9000	5000	3000	1588	111	▲
Genie	66-70	9500	6750	3500	1600	2994	120	▲
Invader I/II/III	71-74	11,000	8500	4000	1750	2994	120	▲
GINETTA					Ginetta Owners' Club (01724 352801, email: membership@ginetta.org)			
G4 1.0/1.5	61-68	20,000	16,750	12,000	8000	1498	115	
G15 875/998	68-74	8500	6750	3500	1500	998	108	
G21 1800/1800S	71-78	9000	6500	3250	1500	1725	120	
G33	91-93	12,000	9000	6500	4750	3946	137	
GORDON-KEEBLE					Gordon-Keeble Owners' Club (01280 701009)			
GK1/IT	64-67	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	7750	5250	2400	950	1494	80	
Minx SV-VI	63-67	3500	2000	850	375	1725	81	
Husky II/III estate	58-66	4250	3000	1500	950	1390	74	
Super Minx SI-IV	61-66	3750	2250	950	450	1725	86	
Super Minx con	62-64	6000	4000	1850	750	1592	84	
Imp	63-70	4250	2650	1100	500	875	81	▲
Hunter GT	70-75	6000	4000	1400	650	1725	96	
Hunter GLS	72-76	7500	5250	2000	1000	1725	110	
Avenger Tiger	72-73	10,000	7500	4000	2500	1599	100	
HONDA					Honda S800 Sports Car Club (0121 444 2988)			
S800 coupé	66-70	14,000	10,000	5000	3000	791	96	
S800 sports	66-70	17,500	12,500	6500	3750	791	96	
Z600 coupé	70-75	6000	4500	2200	1100	598	78	
NSX 3.0	90-97	30,000	22,500	16,500	12,000	2977	158	
HRG								
1100/1500	38-56	52,000	42,000	30,000	17,500	1496	81	▲
HUMBER					Post-Vintage Humber Car Club (01604 404363)			
Hawk MkI-III	49-50	6750	5500	2500	1000	2267	80	
Hawk MkIV-VI	50-57	5500	4000	1900	700	2267	80	
Hawk SI-IV	57-68	5000	3500	1600	600	2267	86	
Snipe	45-48	9000	7500	3000	1250	2731	72	
Snipe/P'man MkI-IV	45-56	9750	7000	3250	1500	4139	91	
Super Snipe 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	72,500	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	250,000	200,000	160,000	120,000	2663	94	
SS100 3½-litre	38-39	340,000	265,000	210,000	160,000	3485	104	
1½-litre	45-49	27,500	20,000	12,000	6500	1776	70	
2½-litre	46-51	30,000	22,500	14,000	7500	2663	87	
3½-litre	46-51	38,500	30,000	16,000	8500	3485	92	
MkV 2½-litre con	49-51	50,000	35,000	16,500	8500	2663	87	
MkV 3½-litre con	49-51	70,000	50,000	25,000	12,500	3485	92	
XK120 lightweight	49-50	225,000	175,000	125,000	90,000	3442	132	▲
XK120 roadster	50-54	100,000	75,000	50,000	30,000	3442	122	▲
XK120 dhc	50-54	95,000	74,000	50,000	29,500	3442	122	▲
XK120 fhc	51-54	72,000	55,000	37,500	25,000	3442	121	▲
XK140 roadster	54-57	105,000	80,000	50,000	30,000	3442	126	▲
XK140 fhc	54-57	85,000	65,000	45,000	26,500	3442	125	
XK140 dhc	54-57	120,000	95,000	57,500	35,000	3442	125	▼
XK150 roadster	58-60	80,000	60,000	36,000	26,000	3781	130	▲
XK150 fhc	57-61	72,500	52,500	32,500	22,500	3781	128	▲
XK150 dhc	57-61	85,000	62,500	38,500	26,500	3781	127	▲
XK150S 3.4 roadster	58-60	170,000	130,000	80,000	52,500	3442	130	▼
XK150S 3.4 fhc	58-60	110,000	90,000	60,000	40,000	3442	129	▲
XK150S 3.4 dhc	58-60	160,000	125,000	80,000	50,000	3442	130	
XK150S 3.8 roadster	59-60	195,000	150,000	95,000	57,500	3781	136	
XK150S 3.8 fhc	59-60	145,000	110,000	70,000	50,000	3781	132	
XK150S 3.8 dhc	59-60	200,000	160,000	100,000	60,000	3781	130	
XK150SE 3.8 dhc	58-61	130,000	100,000	75,000	50,000	3781	141	
Mk VII-MkIX	51-61	37,500	26,000	13,000	6000	3442	105	
MkX/420G	61-70	11,250	8500	4000	1750	4235	120	
Mk1 2.4/Mk2 2.4	55-67	20,000	13,500	7000	3250	2483	96	
Mk1 3.4	57-59	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	150,000	120,000	67,500	45,000	3781	145	▲
E-type 3.8 coupé	61-64	115,000	82,500	52,500	35,000	3781	145	▲
E-type 4.2 S1 rdstr	64-67	125,000	100,000	57,500	37,500	4235	145	▲
E-type 4.2 S1 coupé	64-67	90,000	67,500	42,500	29,000	4235	145	▲
E-type S1 2+2	66-67	42,000	32,000	17,500	10,000	4235	136	▲
E-type S1½/S2 rdstr	67-70	85,000	62,000	36,000	23,000	4235	145	▲
E-type S1½/S2 fhc	67-70	52,500	39,500	23,500	16,000	4235	145	▲
E-type S1½/S2 2+2	67-70	36,500	27,500	15,000	9000	4235	136	▲
E-type V12 roadster	71-75	70,000	47,500	28,500	14,000	5343	150	
E-type V12 fhc 2+2	71-74	45,000	30,000	17,500	9500	5343	150	▲
XJ6 2.8 Series 1	68-73	6500	4200	2000	850	2791	117	▲
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1000	4235	124	
XJ12 Series 1-3	72-93	8000	5000	2400	1000	5343	146	▲
XJ6 Series 2	73-79	5500	3750	1650	600	3442	117	▲
XJ6 Series 3	79-86	6000	4250	1800	650	4235	125	▲
XJ6 Coupé	75-78	12,500	9000	3750	1250	4235	120	▲
XJ12 Coupé	75-78	14,000	10,000	4500	1400	5343	143	▲
XJR 3.6/4.0	88-94	5000	3500	1600	600	3980	142	
XJ-S manual	75-80	8000	6000	3200	1600	5343	154	▲
XJ-S auto	75-81	5500	4250	2000	750	5343	143	
XJ-S V12 HE	81-89	6500	4500	2250	700	5343	150	▲
XJ-S 3.6	83-89	5750	4000	2000	600	3590	141	▲
XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134	▲
XJ-SC V12 cabrio	85-88	8000	5000	2750	1250	5343	150	▲
XJ-S V12 con	88-91	11,500	8500	5000	2250	5343	150	
XJR-S	88-93	8250	6250	3500	1750	5993	158	
XJS 4.0	91-96	7500	5750	3000	1500	3980	138	
XJS 4.0 conv	92-96	13,500	10,000	6500	3750	3980	138	
XJ220	89-92	180,000	155,000	120,000	92,500	3498	212	
XJR	94-97	5850	3850	2200	1000	3980	142	
JENSEN					Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)			
541/R/S	54-63	42,500	32,000	16,000	9000	3993	123	
C-V8	62-65	40,000	30,000	16,000	8500	6276	143	
Interceptor	67-75	40,000	27,500	13,500	6000	6276	140	▲
FF	67-71	47,500	35,000	18,500	9000	7212	141	▲
Interceptor SP	71-73	42,500	30,000	15,000	6500	7212	144	▲
Interceptor con	74-76	52,500	37,500	19,000	9000	7212	140	
Jensen-Healey/GT	72-76	8500	6500	3250	1000	1973	120	
JOWETT					Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)			
Javelin	47-54	9000	6250	3250	1600	1486	77	▲
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85	
LAGONDA					Lagonda Club (01252 845451)			
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100	
2.6/2.9 con	49-57	80,000	57,500	28,500	18,500	2922	100	
Rapide	61-64	140,000	100,000	50,000	30,000	3995	135	
Saloon	76-85	50,000	32,500	20,000	15,000	5340	140	

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LAMBORGHINI			Lamborghini Owners' Club UK (lamborghiniclubuk.com)					
350 GT/400 GT Inter	64-67	500,000	400,000	300,000	225,000	3497	147	▲
400 GT	67-68	425,000	350,000	265,000	190,000	3929	150	
Miura P400	66-69	550,000	450,000	350,000	250,000	3929	170	
Miura 400S	69-71	700,000	600,000	475,000	365,000	3929	172	▲
Miura SV	71-75	1.2m	1.1m	900,000	700,000	3929	175	
Islero	68-70	175,000	140,000	90,000	60,000	3929	160	
Jarama	70-78	75,000	56,000	35,000	20,000	3929	162	
Espada I/II/III	68-78	80,000	55,000	35,000	20,000	3929	154	
P250 Urraco	73-74	29,000	22,500	14,000	9000	2463	148	
P300 Urraco	75-76	32,500	26,000	18,000	11,000	2997	158	
Silhouette	76-77	39,000	29,000	18,000	11,000	2997	160	
Jalpa	82-86	60,000	45,000	30,000	17,500	3485	153	
C'tach LP400 Periscopo	74-76	850,000	750,000	500,000	350,000	3929	192	
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192	
C'tach LP400S	78-82	340,000	280,000	180,000	120,000	3929	164	▲
C'tach LP5000S	82-84	190,000	155,000	115,000	80,000	4754	165	▲
Countach 5000qv	85-90	225,000	200,000	150,000	100,000	5167	179	
Diablo	91-99	125,000	95,000	75,000	60,000	5700	202	
LANCHESTER			Daimler & Lanchester Owners' Club (07000 356285)					
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69	
Fourteen	51-54	6500	4750	3000	1750	1968	75	
LANCIA			Lancia Motor Club (lanciamotorclub.co.uk)					
Aprilia	37-49	30,000	22,000	12,000	6500	1486	80	
Appia saloon	53-63	10,000	7000	4000	2000	1089	80	
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6500	1754	90	
Aurelia B20 GT	53-58	145,000	115,000	75,000	50,000	2451	113	▲
Aurelia B24 Spider	55-56	950,000	800,000	650,000	525,000	2451	115	▲
Aurelia B24 conv	57-58	325,000	250,000	200,000	150,000	2451	108	
Flaminia saloon	57-70	9000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	48,000	35,000	20,000	14,000	2775	112	
Flaminia GT/GTL/3C	59-67	70,000	50,000	32,000	22,000	2775	115	
Flaminia convertible	59-67	110,000	90,000	57,500	37,500	2775	110	▲
Flaminia Sport Zag	59-67	325,000	250,000	160,000	100,000	2775	130	▲
Flavia saloon	61-70	5500	4000	2000	850	1488	105	
Flavia coupé 1.5/1.8	62-68	15,000	11,000	5500	2500	1800	112	
Flavia Sport Zagato	63-67	55,000	40,000	25,000	15,000	1800	120	
Flavia 2000 saloon	70-74	5500	4250	2000	850	1991	110	
Flavia 2000 coupé	69-73	12,500	9000	4250	2200	1991	115	
Fulvia Berlina	63-73	5000	3750	1600	500	1216	100	
Fulvia coupé	65-76	12,500	10,000	4500	2200	1298	96	▲
Fulvia Sport Zagato	68-72	27,500	20,000	12,500	7500	1298	109	▼
Fulvia HF SI/SII	68-72	30,000	22,500	15,000	10,000	1584	115	
Stratos	72-74	320,000	265,000	210,000	175,000	2418	130	▲
Beta Coupé 1.6/2.0	73-84	4500	3000	1250	600	1995	114	
Beta Coupé Volumex	83-84	5250	3750	1750	850	1995	126	
Beta Spider 1.6/2.0	75-82	6500	4000	1750	850	1995	114	
Beta HPE	75-85	4500	3200	1350	650	1995	116	
Montecarlo	75-84	10,000	7500	3500	1600	1995	120	
Gamma	76-84	4000	2750	1250	500	2484	121	
Gamma Coupé	76-84	6000	4500	2000	750	2484	121	
Rally 037 Stradale	82-83	240,000	200,000	150,000	120,000	1995	128	
HF Turbo	84-90	5250	3500	1500	850	1585	121	
HF Integrale	87-91	15,000	10,000	5000	3000	1995	134	▲
Integrale Evo 1	91-93	26,500	19,500	12,000	7500	1995	135	
Integrale Evo 2	93-95	30,000	22,500	15,000	10,000	1995	136	
Thema 8.32	88-90	10,000	7500	3500	2000	2927	140	
LAND ROVER			Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN					
Series I	48-53	30,000	20,000	7500	4000	1595	60	
Series I	53-58	15,000	10,000	5000	2250	1997	60	
SII/IIA 2.2/2.6	58-71	12,500	8000	4000	1750	2625	70	
SIII 2.2/2.6/3.5	71-85	8000	5500	2000	750	3528	86	
Range Rover 2dr	70-72	30,000	18,500	10,000	5500	3528	96	▲
Range Rover	73-89	17,500	10,000	5000	1250	3528	96	▲
LEA-FRANCIS			Lea-Francis Owners' Club (01865 407515)					
14hp/14/70 saloon	46-54	10,000	7750	4000	2750	1767	75	▼
14hp/2½-litre Sports	50-53	50,000	40,000	25,000	15,000	2496	100	▲
LOTUS			Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)					
Six	53-56	35,000	26,500	17,500	13,000	1172	93	
Elite	57-63	72,000	56,000	37,500	25,000	1216	113	
Seven SII	60-68	25,000	19,000	12,500	8000	1098	92	
Super Seven 1.3-1.6	61-69	30,000	24,000	16,000	10,000	1498	103	▲
Seven SIII 1.3/1.6	68-70	26,000	20,000	12,500	8000	1599	108	
Seven S4	69-73	15,000	11,000	6000	3250	1599	108	
Lotus Cortina Mkl	63-64	49,000	39,000	26,000	17,500	1558	103	▲
Lotus Cortina Mkl	64-66	44,000	34,000	24,000	16,000	1558	103	▲
Cortina II Lotus	67-70	21,000	16,000	10,500	6500	1558	102	
Elan S1 dhc	62-64	32,500	26,500	17,500	11,000	1558	119	▲
Elan S2-3 dhc	64-68	27,500	22,000	13,500	8000	1558	119	▲
Elan S4 dhc	68-71	26,000	20,000	12,500	7500	1558	120	▲
Elan S3/S4 cpé	66-71	24,000	18,000	11,000	6500	1558	123	▲
Elan Sprint con	71-73	40,000	32,000	20,000	13,500	1558	121	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Elan Sprint Coupé	71-73	34,000	27,000	16,500	11,000	1558	121	▲
Elan Plus 2	67-74	17,500	12,500	6750	4250	1558	121	▲
Europa S2	67-71	18,000	12,000	6500	3750	1470	110	
Europa TC/Special	71-75	22,500	16,000	8500	5000	1558	123	
Elite, Eclat	74-82	5500	4000	2000	800	2174	129	
Esprit S1	76-78	22,500	16,500	10,000	7000	1973	124	
Esprit S2	78-81	15,000	12,000	7500	5000	1973	130	
Esprit Turbo	80-87	16,500	13,000	8500	5500	2174	148	
Esprit S3	82-87	13,500	10,500	7000	4500	2174	134	
Excel	82-88	7250	5000	2600	1000	2174	130	
Esprit X180	87-90	12,000	9500	6750	5000	2174	135	
Esprit Turbo/SE	87-92	14,500	12,000	8000	6500	2174	156	
Esprit S4 Turbo	93-96	19,000	15,500	12,000	8500	2174	161	
Carlton/Omega	90-92	18,000	14,000	10,000	7000	3615	177	
Elan SE turbo	89-92	8000	6500	4250	1750	1588	137	
Elan S2	94-95	9000	7500	5500	3500	1588	137	
Elise S1	95-00	12,000	10,000	7500	6000	1796	126	
Esprit V8	96-04	22,500	18,500	14,000	11,000	3506	175	
340R	00-02	25,000	21,000	16,000	13,500	1796	133	
Exige S1	00-02	22,500	18,000	15,000	13,000	1796	136	
MARCOS			Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)					
GT 1800	64-66	20,000	15,000	8000	4750	1780	115	
1500/1600	66-68	15,000	11,000	6000	3500	1598	117	
3-litre	69-72	20,000	15,000	7500	4000	2978	120	
Mini-Marcos	65-74	8250	6000	3250	1600	1275	100	
Coupé	81-87	11,000	8000	4750	2750	2792	130	
Mantula	84-87	11,500	9,000	6000	3500	3528	150	
Mantara	93-97	16,000	13,000	10,500	8000	3946	158	
Mantis	97-98	26,000	23,000	18,500	15,000	4601	170	
MASERATI			Maserati Club (01494 717701)					
A6G/2000 Zagato cpé	54-57	1.2m	1.05m	900,000	750,000	1986	131	
A6G/2000 coupé	54-57	500,000	450,000	400,000	350,000	1986	131	
3500 GT coupé	58-64	200,000	150,000	100,000	65,000	3485	142	
3500 GT Spider	58-64	600,000	475,000	400,000	275,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	175,000	135,000	80,000	55,000	3485	138	
Mistral coupé	63-70	110,000	85,000	50,000	35,000	3692	147	
Mistral Spyder	64-70	350,000	280,000	200,000	150,000	3692	147	
Quattroporte 4.1/4.7	63-71	47,500	35,000	22,000	11,000	4136	130	
Quattroporte III	79-90	13,000	10,000	5000	2750	4930	122	
Mexico	65-72	75,000	55,000	32,000	24,000	4719	150	▲
Indy	66-74	57,500	42,500	27,500	20,000	4719	156	▲
Ghibli 4.7	67-70	150,000	110,000	75,000	50,000	4719	155	▲
Ghibli Spyder	69-71	475,000	420,000	320,000	250,000	4719	154	▲
Ghibli 4.9 SS	70-73	175,000	135,000	90,000	62,500	4930	172	▲
Ghibli SS Spyder	71-72	600,000	500,000	400,000	300,000	4930	170	▲
Bora 4.7/4.9	71-79	110,000	90,000	50,000	32,000	4719	160	▲
Merak	72-75	37,500	25,000	15,000	8000	2965	135	▲
Merak SS	76-83	47,500	32,500	18,000	9500	2965	147	▲
Khamsin	74-82	80,000	65,000	42,500	27,500	4930	151	▲
Kyalami 4.1/4.9	76-83	35,000	25,000	15,000	9000	4930	150	
Biturbo 220-425	81-88	6500	4500	2200	1000	2491	138	
Biturbo Spyder	84-91	9000	7000	4000	2000	2491	138	
Ghibli II	94-97	13,500	10,000	5500	3000	2790	155	
3200GT	98-01	14,000	11,000	8250	5500	3217	180	
MATRA			Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	5500	3600	2000	850	1442	102	
Murena	80-83	5750	4250	2500	1000	2155	121	
MAZDA			mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)					
RX7	78-86	4000	3000	1600	600	2292	119	
RX7 S2	86-91	4400	3250	1750	500	2254	140	
MX-5	90-97	5000	3500	1800	500	1597	121	
McLAREN								
F1	93-98	6.5m	5.5m	4.9m	4m	6064	240	
MERCEDES-BENZ			M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	1.3m	1.05m	800,000	500,000	5016	102	
500K Tourer	34-36	1.2m	1m	750,000	475,000	5016	102	
500K Sports/Roadster	34-36	3m	2.4m	2m	1.5m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A/B/C	36-39	2m	1.6m	1.1m	650,000	5401	100	
540K Special Roadster	36-39	6m	5m	3m	1.8m	5401	106	
180/190 Ponton sal	53-62	12,000	9000	4500	2500	1897	87	
219/220S Ponton sal	56-59	15,000	12,000	6000	3500	2195	101	
220S/SE cabrio	56-60	120,000	95,000	60,000	45,000	2195	101	
220S/SE coupé	57-60	45,000	35,000	22,000	15,000	2195	101	
300A/B/C/D saloon	51-62	55,000	37,500	20,000	12,500	2996	101	
300 cabrio D	57-62	200,000	160,000	90,000	50,000	2996	100	
300S cab/rdster	52-55	360,000	285,000	200,000	125,000	2996	112	
300Sc cab/rdstr	55-58	575,000	495,000	375,000	250,000	2996	112	
300SL Gullwing	54-57	925,000	825,000	675,000	550,000	2996	145	
300SL roadster	57-63	900,000	775,000	625,000	500,000	2996	130	
190SL roadster	55-63	130,000	95,000	55,000	37,500	1897	109	▼

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
190/200 Fintail sal	61-68	12,000	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	14,000	10,000	5000	2250	2281	100	
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109	
220SEb coupé	61-65	35,000	25,000	16,500	9000	2195	107	
220SEb cabrio	61-65	70,000	50,000	27,500	17,500	2195	107	
300SE coupé	62-67	38,500	28,500	18,500	10,000	2996	110	
300SE cabrio	62-67	80,000	60,000	32,500	20,000	2996	109	
230SL sports	63-67	75,000	52,500	30,000	19,250	2496	121	▲
250SL sports	67-68	82,000	60,000	35,000	22,000	2496	121	▲
280SL sports	67-71	90,000	65,000	37,500	25,000	2778	121	▲
600 saloon	64-81	120,000	80,000	45,000	30,000	6330	120	▲
250/280S/SE saloon	65-72	9000	6000	2750	1250	2778	116	▲
250SEC/280SEC cpé	65-69	32,500	24,000	12,500	7500	2778	116	
250/280SE cab	65-69	70,000	50,000	25,000	15,000	2778	116	
280SE coupe (low grille)	70-72	40,000	30,000	15,000	9000	2778	116	
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	50,000	25,000	3499	127	▲
280SE 3.5 cabrio	69-71	200,000	160,000	100,000	70,000	3499	127	▲
300SE/SEL saloon	65-69	9000	6750	3500	1400	2996	115	
300SEL 6.3 saloon	67-72	42,500	30,000	16,000	9500	6329	132	
200/220/230.4 sal	67-76	6750	4250	2000	700	2197	105	▲
230.6/250/280 sal	67-76	7250	4750	2250	800	2746	125	▲
250CE/280CE coupé	68-76	10,500	8000	4000	1900	2746	125	▲
280/300 SE/SEL 3.5	69-72	14,000	10,000	5000	2750	3499	128	
280/350/380/420SL	71-89	13,500	10,000	5000	2000	4196	130	
500/560SL sports	82-89	16,750	12,750	6750	2750	5547	142	▲
300SL (R107)	85-89	16,500	12,500	6500	2500	2962	124	
350/380/450SLC cpé	71-81	11,000	7500	3400	1250	4520	137	
280S/SE sal	72-80	6750	5500	2600	900	2746	118	
350/450SE/SEL sal	72-80	6900	5000	2500	750	4520	130	
200/230 saloon	75-84	5000	3200	1500	600	2299	114	▲
250/280E saloon	75-84	5500	3600	1650	650	2746	124	▲
230/280CE coupé	77-85	6500	4500	2000	750	2746	125	
450SEL 6.9 saloon	76-80	27,500	20,000	10,000	5000	6834	140	▲
300SL/SL300 (R129)	89-95	10,500	8000	3500	1500	2960	142	
500SL/SL500 (R129)	89-95	12,000	8500	4250	2000	4973	155	
600SL/SL600 (R129)	89-95	13,000	9250	6000	3750	5987	155	
380/420/500SEC	81-91	11,000	8000	3000	750	4973	138	
560SEC	86-91	12,000	9500	3750	850	5547	151	
500/560SEL saloon	86-91	5000	3750	1750	650	5547	156	▲
190E 2.5-16	85-93	20,000	15,000	9000	5000	2299	143	▲
230/300CE	87-93	5000	3250	1250	375	2962	139	
E220, E320 Cabrio	91-97	12,750	9250	4500	2500	3199	142	
500E saloon	92-94	20,000	15,000	8500	5500	4973	155	
SLK 230 Komp'	97-04	5500	3400	1500	775	2295	140	
MESSERSCHMITT			Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	27,500	20,000	12,000	7000	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75	▲
MG			Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80	
SA tourer/dhc	36-39	65,000	45,000	32,500	20,000	2322	80	
VA saloon	37-39	30,000	24,000	16,250	10,000	1548	80	
VA tourer/dhc	37-39	42,500	31,000	20,000	13,500	1548	81	▼
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91	
TA/TB/TC	36-49	32,500	24,000	16,000	10,000	1250	78	
TD	49-53	26,500	17,500	11,500	7000	1250	80	
TF 1250/1500	53-55	35,000	26,000	15,000	9000	1466	85	
YA/YB	47-53	15,000	10,000	5000	2750	1250	71	
YT con	48-51	30,000	20,000	10,000	5500	1250	71	
Magnette ZA/ZB	53-59	12,500	9000	4000	1750	1489	82	
MGA Roadster	55-62	31,000	22,500	13,000	8500	1489	98	
MGA Coupé	56-62	20,000	15,000	10,000	6250	1489	98	
MGA Twin Cam Rdstr	58-60	42,000	32,500	20,000	13,000	1588	115	
MGA Twin Cam Cpé	58-60	32,000	25,000	15,000	9500	1588	115	
Magnette III/IV	59-68	4500	3500	1500	750	1622	87	
1100/1300	62-71	4250	2750	1250	650	1275	97	▲
MGB roadster	62-67	15,000	12,000	5000	2500	1798	103	
MGB GT	65-67	10,500	7250	3500	1500	1798	103	
MGB MkII roadster	67-71	12,000	8750	4250	1750	1798	103	
MGB MkII GT	67-71	9500	6500	2850	1200	1798	103	
MGB MkIII roadster	71-74	10,500	8250	4000	1600	1798	100	
MGB MkIII GT	71-74	8000	5500	2250	900	1798	96	
MGB roadster	75-80	7500	5500	2750	1000	1798	96	
MGB GT	75-80	5000	3250	1300	500	1798	104	
MGC roadster	67-69	22,000	16,000	8000	4000	2912	120	▲
MGC GT	67-69	15,000	11,000	5000	2250	2912	120	
MGB GT V8 chrome	73-74	12,000	9250	5000	2750	3528	125	
MGB GT V8 rubber	74-76	10,000	8000	4250	2500	3528	125	
Midget Mkl	61-64	10,000	7000	3250	1600	1098	96	
Midget MkII-III	64-74	8000	5750	2750	1300	1275	96	
Midget 1500	74-79	5000	3500	1500	500	1498	101	
Metro 6R4	85-86	75,000	60,000	45,000	35,000	2991	120	
RV8	93-96	15,000	12,500	9500	6000	3946	136	
MGF	95-01	3750	2500	800	350	1796	126	
MORGAN			Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)					
4/4 Series I	36-50	26,500	21,000	15,000	10,000	1267	70	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Plus 4 (Vanguard)	50-53	32,500	25,000	16,500	10,500	2088	85	
Plus 4 (TR)	54-69	30,000	22,500	15,000	10,000	1991	96	
Plus 4 SS	61-69	65,000	50,000	32,500	20,000	2138	120	
4/4 SII/III/IV/V	54-68	21,000	16,500	12,000	8500	1498	85	
4/4 1600/CVH	68-88	19,500	15,000	10,500	7000	1597	105	
Plus 4	85-87	20,000	16,000	11,000	8000	1994	109	
Plus 8	68-72	34,000	28,500	20,000	12,500	3528	125	
Plus 8	73-86	26,500	22,000	15,000	9000	3528	125	
Plus 8 injection	84-04	32,000	26,500	16,000	9000	3528	125	
MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)							
Minor MM lowlamp	48-51	7500	5500	3000	1500	918	64	
Minor MM L-L Tourer	48-51	11,500	8250	4500	2850	918	64	▲
Oxford MO	48-54	5250	4000	1750	850	1476	72	
Six	49-54	6500	5000	2400	1000	2215	86	
Minor MM/SII	50-56	5250	3750	1750	650	803	63	
Minor MM/SII conv.	50-56	8000	6000	3000	1600	803	63	▲
Minor SII Traveller	53-56	8000	5750	2750	750	803	63	
Minor 1000	56-70	5500	4000	1850	625	1098	77	
Minor 1000 conv.	56-69	12,000	8000	4000	2000	1098	77	▲
Minor 1000 Traveller	56-71	11,000	8000	3500	1000	1098	76	
Cowley 1200/1500	54-57	3000	2000	1000	500	1489	74	
Isis	55-58	6000	4500	2000	900	2639	90	
Oxford II-III	54-60	4750	3600	1600	850	1489	78	
Oxford V-VI	59-71	4000	2750	1100	500	1622	80	
NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)							
Prinz	58-72	5250	3500	1500	750	598	71	▲
Sport Prinz coupé	59-67	7000	4750	2500	1400	598	76	▲
Wankel spider	64-67	16,500	12,500	7000	4000	497	95	
1000	64-72	4000	2500	1000	500	996	80	▲
1200TT	67-72	17,500	12,500	7500	4500	1177	110	
Ro80	67-76	7500	5500	2250	550	995	108	
OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)							
GT	68-73	12,500	8500	4000	2000	1897	111	▲
Manta A coupé	70-75	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	
PANHARD	Panhard et Levassor Club GB (0161 483 8262)							
PL17 saloon	59-64	5500	4000	2000	1000	845	75	
24CT coupé	64-67	6500	5000	2650	1400	845	100	
PANTHER	Panther Car Club Ltd (0116 237 5284); Enthusiasts' Club (01252 540217)							
J72 3.8/4.2/5.3	72-81	25,000	20,000	15,000	10,000	4235	115	
De Ville 4.2/5.3	74-85	40,000	32,000	22,500	15,000	5343	135	
Lima/Kallista	76-90	8500	6500	3500	2000	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	9750	7500	5000	2750	2933	112	
PEERLESS/WARWICK	TR Register (01235 818866)							
GT	57-62	25,000	18,000	12,000	7000	1991	105	
PEUGEOT	Club Peugeot UK (020 8888 8772)							
203 saloon	48-60	9000	6500	3000	1250	1290	70	
403 saloon	55-66	4900	3750	1750	700	1468	81	
403 cabrio	57-61	12,000	9000	6000	2000	1468	81	
204/304 saloon	65-74	3000	2000	850	300	1288	90	
204/304 coupé	67-75	4200	3000	1750	700	1288	90	
204/304 cabrio	67-75	5250	4250	2000	1000	1288	88	
404 saloon	60-75	4850	3850	1850	550	1618	90	
504 saloon	68-83	3000	2200	800	300	1971	104	
504 cabrio	69-83	18,500	13,500	7500	3500	1971	105	
504 coupé	69-83	7500	5500	3000	1200	1971	107	
504 V6 cabrio	74-83	25,000	19,000	10,000	4250	2664	117	
205 T16	83-85	140,000	115,000	80,000	60,000	1774	130	
205 GTi 1.6	84-90	6000	4500	2000	750	1580	122	▲
205 CTI cabrio	86-92	4750	3000	1500	500	1580	120	▲
205 GTi 1.9	87-94	8000	5750	2500	1000	1905	126	▲
PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk							
GTT/P2 1.6	68-74	30,000	24,000	16,000	10,000	1599	115	
PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)							
356 pre-A	49-55	150,000	115,000	80,000	60,000	1488	90	
356 cabrio 1.3/1.5	51-55	200,000	155,000	110,000	75,000	1488	90	
356 Speedster	54-58	250,000	200,000	150,000	100,000	1488	92	
356 Convertible D	58-59	125,000	105,000	75,000	50,000	1488	92	
356A	55-59	84,000	60,000	38,000	24,000	1582	113	
356B/C	60-65	75,000	55,000	33,000	22,000	1582	113	
356A cabrio	55-59	110,000	82,500	55,000	40,000	1582	113	
356B/C cabrio	60-65	100,000	75,000	50,000	37,500	1582	113	
356 A/B Carrera	55-62	250,000	200,000	160,000	120,000	1582	113	
Carrera 2	63-65	400,000	350,000	300,000	250,000	1966	125	▲
911 2.0	64-65	150,000	120,000	80,000	60,000	1991	131	▲
911 2.0	66-67	85,000	65,000	40,000	32,000	1991	131	▲
911S 2.0	66-69	155,000	120,000	80,000	60,000	1991	140	▲
912	65-69	35,000	27,500	17,000	11,000	1582	112	
911L/T	67-73	62,500	45,000	27,500	18,500	2195	131	▲
911E	68-73	76,000	56,000	35,000	25,000	2341	138	▲
911S 2.2	69-71	140,000	110,000	72,000	52,000	2195	144	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
914-4	69-75	16,000	12,000	6000	3500	1795	112	▲
914-6	69-72	60,000	48,000	30,000	20,000	1991	125	
911S 2.4	71-73	150,000	120,000	80,000	60,000	2341	144	
Carrera RSL	72-73	620,000	525,000	425,000	360,000	2687	149	▲
Carrera RST	72-73	500,000	400,000	325,000	265,000	2687	149	▲
911 2.7	73-77	30,000	22,000	12,500	7500	2687	135	
911S 2.7	73-77	42,500	32,500	22,000	15,000	2687	140	
Carrera 2.7	73-77	125,000	100,000	75,000	50,000	2687	148	
911 Turbo (930) 3.0	75-77	100,000	80,000	55,000	40,000	2995	156	▲
Carrera 3.0	76-77	45,000	35,000	22,500	15,000	2994	146	
924	76-85	3000	2250	1000	400	1984	126	
924 Turbo	78-83	5250	4000	1800	850	1984	144	
924 Carrera GT	80-81	50,000	36,000	22,000	16,000	1984	150	▲
924S/Le Mans	85-88	5000	3000	1500	500	2479	136	
928/S/S2	77-87	10,000	7750	4000	1750	4664	155	
928 S4	86-95	12,500	9500	5500	2250	4957	161	▲
928 GT	89-92	15,000	12,000	8500	5000	4957	168	
928 GTS	91-95	17,500	14,000	10,000	7000	5396	171	
911 Turbo (930) 3.3	77-90	75,000	55,000	35,000	25,000	3299	160	▲
911SC	77-83	30,000	24,000	16,500	11,000	2994	149	
911SC cabrio	82-83	32,000	26,500	18,500	12,500	2994	145	
Carrera 3.2	83-89	29,500	22,500	15,000	10,000	3164	158	
Carrera cabrio	83-89	32,000	25,000	17,500	12,000	3164	155	
Carrera 3.2 Supersport	84-89	45,000	35,000	22,500	15,000	3164	158	
911 Speedster	88-89	125,000	100,000	70,000	50,000	3164	158	
959	87-88	600,000	525,000	450,000	375,000	2994	190	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	5000	3900	2100	650	2479	134	
944 Turbo	85-91	12,000	8500	4500	2250	2479	157	
944S	86-88	5750	4500	2650	1300	2479	140	
944 S2	88-92	7000	5000	3000	1450	2990	149	
944 S2 Cabrio	89-92	8500	6500	4000	2300	2990	149	▲
944 Turbo Cabrio	'91	12,500	10,000	7500	6000	2479	150	
911 (964)	89-94	25,000	18,500	12,000	7500	3600	158	
911 Turbo (964)	90-94	60,000	45,000	30,000	22,000	3299	167	▲
968	92-95	12,500	10,500	7500	3900	2990	150	
968 Club Sport	93-95	20,000	15,000	11,000	7000	2990	154	
911 Carrera (993)	94-97	45,000	32,000	21,000	14,000	3600	160	▲
911 Turbo 4 (993)	95-98	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	6750	5750	3600	2100	2480	149	▼
Boxster 2.7	99-04	9900	7900	4900	2850	2687	156	▼
Boxster 3.2S	99-04	12,000	9750	5600	3500	3179	164	▼
RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	10,000	8000	5500	2500	2553	110	
Scimitar SE4/a/b	64-70	7000	5750	2850	1500	2994	121	
Scimitar GTE SE5-6/6a	68-80	6000	4000	1500	600	2994	123	
Scimitar GTC	80-85	9000	7500	3500	1500	2792	119	
Scimitar GTE SE6b	80-86	5500	4500	1800	650	2792	122	
RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	7000	4750	2500	1250	747	65	
Dauphine	54-63	6000	4250	2000	1000	845	70	
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83	
Floride coupé	59-62	6500	4500	2250	1100	845	83	
Floride convertible	59-62	8250	6000	3000	1600	845	83	▲
Caravelle coupé	62-68	7000	5000	2500	1400	1108	90	
Caravelle convertible	62-68	8750	6500	3250	1750	1108	90	▲
R4	62-80	4000	2500	1000	400	1108	72	
R8/R10	62-71	3500	2500	1200	500	1108	84	
R8S	68-71	5250	4250	2000	750	1255	90	
R8 Gordini	67-70	35,000	30,000	20,000	12,500	1255	108	
16 GL/DL/TS/TX	65-79	4500	3000	1400	650	1565	105	▲
17TS/Gordini	72-78	4750	3400	1650	750	1565	110	▲
5 Gordini/Turbo	76-84	6500	4500	2250	1000	1397	116	
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397	124	▲
5 GT Turbo	86-91	5500	4000	2000	1000	1397	123	▲
Clio Williams	94-95	5500	4000	1650	750	1998	134	
Sport Spider	95-97	18,500	15,000	12,000	9500	1988	134	
RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2500	1496	81	▲
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	4250	2443	91	▲
Roadster RMC	48-50	32,500	25,000	16,000	8500	2443	100	
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91	
2.6/Pathfinder	53-59	8000	5000	2250	900	2443	101	
One Point Five	57-65	4850	3850	1750	750	1489	85	
4/68, 4/72	59-69	4500	3400	1400	400	1622	88	
Elf Mkl/II 848/998	61-69	6500	4750	2250	900	998	75	
Kestrel 1100/1300	65-69	3600	2400	1200	650	1098	87	
ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	6500	5000	3000	1250	1172	85	
Olympic	60-73	8000	6750	4250	2750	1489	105	
ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	1.75m	1.4m	1.1m	900,000	7428	75	
Silver Ghost	18-25	300,000	250,000	175,000	125,000	7428	78	

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Phantom I	25-29	350,000	225,000	110,000	45,000	7668	80	
Phantom II	29-35	290,000	180,000	85,000	42,500	7668	88	
Phantom III	36-39	220,000	140,000	70,000	35,000	7340	92	
Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9500	4257	92	
Silver Dawn sal	49-55	37,500	26,500	15,000	8500	4566	98	
Silver Dawn PW con	51-55	75,000	60,000	40,000	25,000	4566	98	
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101	
SCI Mulliner con	55-59	250,000	200,000	150,000	100,000	4887	101	
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115	
SCII Mulliner con	59-62	225,000	165,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	84,000	65,000	37,500	22,500	6230	107	
Silver Cloud III sal	62-66	42,500	32,000	18,500	9000	6230	116	
SCIII MPW con	62-66	250,000	195,000	125,000	80,000	6230	116	
Phantom VI limo	68-77	100,000	75,000	42,500	25,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120	
MPW/Corniche coupé	66-80	37,500	28,500	17,500	9000	6750	119	
MPW/Corniche con	67-90	50,000	40,000	26,000	14,000	6750	119	
Camargue	75-86	45,000	34,000	21,000	14,000	6750	115	
Silver Spirit/Spur	80-89	12,750	10,000	4500	1850	6750	119	
Corniche II/III	87-94	60,000	52,500	37,500	20,000	6750	119	
ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60	48-49	8250	7000	3500	1500	1595	75	
P3 75	48-49	9500	8000	4250	1750	2103	85	
P4 75 'Cyclops'	50-52	12,000	9000	4500	2000	2103	84	
P4 60/75/80	52-62	6500	4500	2000	700	2286	85	
P4 90	54-59	7000	5000	2200	800	2638	90	
P4 105R	57-58	6250	4250	1750	700	2638	91	
P4 105S	57-59	9000	6750	3000	1100	2638	96	
P4 95/100/110	60-64	8500	6000	2400	850	2625	100	
P5 3-litre	58-67	8000	6000	2750	1000	2995	113	
P5 Coupé	63-67	10,000	7500	3400	1250	2995	113	
P5B 3½-litre	67-73	10,500	8000	3500	1200	3528	113	
P5B 3½-litre Coupé	67-73	15,000	9500	4500	1750	3528	113	
P6 2000/2200/TC	63-77	3750	2750	1250	500	2205	112	
P6 3500	68-76	4750	3000	1400	600	3528	117	
P6 3500S	71-76	7000	4750	2000	850	3528	126	
SD1 3500	76-86	4000	3000	1100	400	3528	116	
SD1 VdP	80-86	4250	3400	1250	500	3528	126	
SD1 Vitesse	82-86	5250	4000	1750	850	3528	133	
SD1 Vitesse TP	85-86	6500	5000	2500	1250	3528	135	
SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	7000	5000	3000	1400	841	80	
96 Longnose	65-68	6000	4500	2750	1250	841	79	
Sport/Monte Carlo	62-66	10,000	7000	3750	2000	841	88	
96/95 V4	67-79	4750	3500	1650	700	1498	93	
Sonett	67-74	16,000	12,000	5500	2750	1498	100	
99	68-84	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	8250	5750	2750	1250	1497	77	
Vogue I-IV 1.6/1.7	61-66	4500	2750	1100	600	1725	91	
Chamois	64-70	4500	2850	1200	550	875	81	
New Gazelle/Vogue	66-70	2400	1750	750	300	1725	94	
SKODA	Skoda Owners' Club of GB (01279 815183)							
Octavia 1.1/1.2	59-64	4000	3000	1500	650	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2200	850	300	988	80	
S110R coupé	70-80	4750	3750	1500	500	1107	90	
STANDARD	Standard Motor Club (01676 522181)							
Vanguard I	48-52	6500	4500	2200	1000	2088	79	
Vanguard II/III	53-58	4500	3200	1500	700	2088	79	
Vanguard Sportsman	56-58	5500	4000	1750	750	2088	83	
Vignale	58-61	4250	3000	1500	700	2088	81	
Luxury Six	61-63	5000	3500	1500	650	1998	87	
Eight	53-59	3500	2250	1000	400	803	61	
Ten/Pennant	54-59	4000	2500	1200	550	948	69	
Ensign	57-61	2750	1850	950	400	1670	78	
Ensign de luxe	62-63	3200	2250	1100	450	2138	85	
SUBARU	The Subaru Impreza Drivers' Club (sidc.co.uk)							
Impreza Turbo	93-01	7000	5000	2250	750	1994	144	
SVX	91-97	3750	3000	1850	900	3300	143	

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
SUNBEAM			Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)					
Talbot 80	48-50	6000	4500	2500	1400	1185	72	
Talbot 80 Coupé	48-50	10,000	8000	4500	2500	1185	72	
Talbot 90 (all Mks)	48-57	8000	6000	3000	16600	1944	90	
Talbot 90 Coupés	49-57	12,500	10,000	6000	4000	1944	90	
Alpine convertible	53-55	32,000	21,000	12,000	7250	2267	95	
Alpine I/II sports	59-63	11,500	8000	3750	1600	1592	101	
Alpine III sports	63-64	12,000	8250	4000	1650	1592	100	
Alpine IV sports	64-65	11,000	7250	3400	1400	1592	92	
Alpine V sports	65-68	11,500	8000	3750	1500	1725	100	
Harrington GT	61-63	15,000	11,000	5500	3000	1592	105	
Tiger I	64-66	48,500	35,000	22,000	14,000	4261	120	▲
Tiger II	67-68	62,500	47,500	30,000	20,000	4727	125	▲
Rapier I-V	55-67	7500	5000	2500	1100	1725	95	▲
Rapier II-IIIA con	58-63	12,000	9000	4500	2250	1592	87	▲
Rapier/Alpine	67-76	5000	3500	1500	700	1725	102	
Rapier H120	68-76	6500	4500	2000	1000	1725	106	
Imp Sport	66-76	4500	2850	1300	650	875	90	
Stiletto	67-72	5000	3250	1600	750	875	90	
SUZUKI			SC100 EC (suzuki-sc100.demon.co.uk); SCORE (suzuki-cappuccino.com)					
SC100	79-82	2850	2000	900	450	970	87	▲
Cappuccino	92-96	3750	2750	1750	750	657	83	
SWALLOW			TR Register (01235 818866)					
Doretti	54-55	30,000	22,500	16,000	8500	1991	102	
TALBOT			Sunbeam Lotus Owners' Club (01423 734624)					
Sunbeam-Lotus	79-81	18,500	13,500	7500	4500	2174	120	
TOYOTA			Toyota Enthusiasts' Club (020 8898 0740)					
2000GT	67-70	750,000	600,000	500,000	400,000	1988	128	
Celica ST 1.6/2.0	70-77	7500	5500	2500	1250	1588	105	
Celica GT 1.6/2.0	74-77	10,000	7500	3250	1600	1968	111	
Celica Supra 2.8i	82-85	5000	3250	1500	700	2795	126	▲
MR2	84-90	4250	3000	1250	500	1587	124	
Supra Turbo	88-92	3750	2850	1300	550	2954	142	
TRIDENT			Trident Car Club (020 8644 9029)					
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140	
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120	
TRIUMPH			Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)					
Roadster 1800/2000	46-49	30,000	22,500	13,500	7000	2088	77	
1800/2000/Renown	46-54	7500	6000	2750	1200	2088	74	
Mayflower	50-53	4500	3000	1400	700	1247	65	
TR2	53-55	33,500	25,000	14,500	8250	1991	107	
TR3/3A 2.0/2.2	55-61	30,000	22,500	13,500	7500	1991	106	
TR4	61-65	26,500	19,000	10,500	6000	2138	109	▲
TR4A	64-67	27,500	20,000	11,000	6250	2138	110	▲
TR5 PI	67-68	40,000	31,000	22,000	15,000	2498	121	
TR6 'CP'	69-73	19,250	14,000	8000	3500	2498	119	
TR6 'CR'	73-76	16,500	11,500	6500	2500	2498	116	
TR7	75-81	3000	2100	1000	450	1998	110	
TR7 convertible	80-81	4250	3250	1650	500	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,000	9500	5500	2500	3528	130	
Herald saloon	59-70	3500	2300	1050	500	1147	76	▲
Herald coupé/conv	59-67	6500	4000	1750	800	948	80	
Herald 12/50, 13/60	63-71	4000	2750	1250	600	1296	84	▲
Herald 13/60 conv	67-71	6250	4000	1950	800	1296	85	
Vitesse 1600	62-66	4850	3200	1400	750	1596	88	
Vitesse 1600 conv	62-66	7000	5000	2500	1200	1596	91	
Vitesse 2-litre Mkl	66-68	5000	3250	1500	750	1998	95	
Vitesse Mkl conv	66-68	7500	5500	2650	1300	1998	95	
Vitesse MkII	68-71	5500	3650	1750	850	1998	102	
Vitesse MkII conv	68-71	8250	5950	2850	1500	1998	100	
Spitfire 4	62-65	10,000	7000	3000	1500	1147	94	
Spitfire Mk2	65-67	9000	6000	2750	1350	1147	94	
Spitfire Mk3	67-70	7500	5250	2650	1250	1296	100	
Spitfire MkIV	70-74	6000	4200	2000	800	1296	92	
Spitfire 1500	74-78	6500	4500	2000	750	1493	101	
GT6 Mkl	66-70	10,500	7500	3250	1100	1998	109	▲
GT6 MkI/III	70-74	11,000	8000	3500	1250	1998	112	▲
2000/2500 Mkl/II	63-77	4500	3000	1250	450	1998	98	
2.5PI/2500TC	68-77	5000	3300	1500	550	2498	107	
2500S	75-77	5500	3750	1750	700	2498	108	
Stag	70-77	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	1.05m	950,000	850,000	n/a	5474	120	
TURNER			Turner Register (01895 256799)					
803/950 Sports	55-59	12,000	9000	5500	2000	948	90	
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	15,000	12,000	7500	3500	1498	100	
TVR			TVR Car Club (01952 822126)					
Grantura I-1800S	57-67	35,000	27,500	15,000	9000	VAR	107	
Griffith 200/400	63-65	55,000	45,000	32,500	22,000	4727	155	
Tuscan V6	69-71	15,000	12,000	6000	3500	2994	125	
Vixen S1-4	67-73	14,000	11,000	5500	3000	1599	107	
1600M	72-77	9500	7500	3750	2100	1599	105	
2500M	72-77	8750	7000	3500	2000	2498	109	
3000M/Taimar	72-79	10,000	8000	4000	2250	2994	121	
3000S convertible	78-79	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	12,000	9000	6500	4500	3943	150	▲
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	19,500	16,500	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	12,500	10,000	7000	4250	3950	152	▲
Cerbera 4.2	96-00	14,000	11,500	9000	6750	4280	180	
Chimaera 450/500	96-03	15,000	12,000	9000	7000	4988	162	▼
VANDEN PLAS			VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS					
4-litre Princess	57-68	12,500	9500	4250	2000	3995	89	
3-litre I/II	59-64	6000	5000	2200	1000	2912	105	
4-litre R	64-68	7500	6000	2750	1200	3909	110	
Princess 1100/1300	63-74	4500	2850	1300	500	1275	87	
1500/1.5/1.7	74-80	2250	1500	700	300	1748	90	
VAUXHALL			Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)					
Velox/Cresta E	51-57	7750	5250	2400	1000	2262	82	
Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94	▲
Victor F	57-61	6000	4500	2100	1000	1507	74	▲
Victor FB	61-64	3650	2650	1200	450	1594	77	
VX4/90 FB	61-64	4200	3000	1400	600	1507	88	
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94	
Victor 101 FC	64-67	3200	2200	850	400	1594	83	
VX4/90 FC	64-67	3500	2500	1000	500	1594	89	
Cresta PC/Viscount	65-72	3600	2600	1250	650	3293	99	
Victor FD 1.6/2.0	67-72	2500	1750	750	325	1975	95	
VX4/90 FD	69-72	3500	2100	900	400	1975	98	
Victor FE 1.8/2.3	72-78	2400	1600	700	350	2279	100	
VX4/90 FE	73-76	2800	1900	850	400	2279	104	
Ventora FD/FE	68-76	4250	2400	800	400	3294	106	
Viva HA	63-66	3200	2100	1000	600	1057	76	
Viva HB/HC	66-79	2250	1500	600	250	1256	79	
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90	
Viva GT	68-70	5750	4250	1850	750	1975	101	
Firenza/Magnum	72-78	4000	2600	1000	400	VAR	100	
Firenza Droopsnoot	74-75	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	00-05	10,500	8500	6750	5000	2198	137	▲
VX220 Turbo	03-05	15,000	12,500	10,000	8500	1998	151	▲
VOLKSWAGEN			VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB					
Beetle (split)	46-53	20,000	15,000	9500	5500	1131	66	
Cabrio	49-53	22,500	17,500	11,000	6750	1131	66	
Beetle (oval)	53-57	14,000	10,500	6000	4000	1192	69	
Cabrio	54-58	17,500	13,000	7500	5000	1192	66	
Beetle 1200/1300	57-68	10,000	7000	3500	1650	1192	72	
Cabrio	58-67	11,500	8250	4200	2400	1192	72	
Beetle 12/13/1500	68-78	7500	5000	2000	800	1493	81	▲
Cabrio	67-70	10,500	7500	4200	2200	1493	81	▲
Beetle 1302/1303	70-75	6000	4000	1650	600	1584	84	▲
Cabrio 1302S/1303S	70-80	12,000	8000	4500	2500	1584	82	▲
Karmann-Ghia cpé	55-74	12,000	9000	5000	2750	1584	92	
Karmann-Ghia con	58-74	15,000	12,000	6500	3750	1493	87	
Karmann-Ghia T-34	62-69	12,500	9500	5000	2500	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	5500	4250	2200	1100	1584	87	▲
411L/E, 412 1.7/1.8	68-74	4850	3600	2000	1000	1795	90	▲
Scirocco Mkl	74-81	3500	2750	1250	450	1470	106	
Golf GTI Mkl	75-84	9500	6500	3000	1250	1781	116	
Golf GTI MkII	84-91	4750	3500	1650	500	1781	123	
Golf GLi convertible	80-93	4750	3500	1500	450	1781	116	▲
Corrado G60	89-92	4750	3500	1500	450	1781	140	
Corrado VR6	92-95	5000	3750	1650	500	2861	146	
VOLVO			Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)					
PV544 1.6/1.8	59-65	12,000	8500	4250	2250	1778	95	
121/122 4dr sal	55-67	10,000	6000	2250	800	1583	88	
122S B18 4dr sal	62-67	11,000	7000	2500	850	1778	95	
131/132 2dr sal	61-70	11,500	7500	3000	1100	1778	96	
123GT 2dr sal	67-68	12,500	8500	4000	2000	1778	108	
P1800	61-72	22,000	15,000	7250	4000	1778	105	
P1800ES	71-73	17,500	12,000	6000	3250	1986	111	
144/164 sal/est	67-74	4000	2850	1100	500	2979	115	
244/264 sal/est	74-79	2650	1750	750	350	2127	106	▲
262C coupé	78-81	6500	4750	2250	1200	2849	109	
T-5R/850R	95-97	5000	3650	1600	650	2319	155	
WOLSELEY			Wolseley Register (0161 368 2388, wolseleyworld.com)					
4/50	48-53	4400	3250	1500	700	1476	78	
6/80	48-55	5750	4500	2000	1000	2215	81	
4/44 & 15/50	52-58	6000	4500	2250	1200	1489	78	
6/90 SI-III	54-59	5250	3750	1750	850	2639	96	
1500	57-65	4000	3100	1500	600	1489	77	
15/60, 16/60	59-71	4200	3200	1400	600	1622	78	
6/99, 6/110 SI/II	59-68	6500	5250	2250	850	2912	98	
Hornet SI-III	61-69	6000	4500	2000	850	998	77	
1100/1300	65-73	3200	2200	1100	550	1098	84	
18/85, Six	67-75	4500	3000	1000	400	2227	104	

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CLASSIC PUNTS

Your tales of classic cars bought and sold on a whim


Simon toasts his Alvis going round the clock in 1972

‘I never bought another car’



When I got my first job in 1968 I wanted a car. To a raw recruit, £1000 a year as an assistant editor sounded handsome. My mind went to Allard, Alvis, Armstrong Siddeley, Aston Martin, Austin-Healey, Bristol, Daimler, MG, Morgan, Riley, Rover… something British with plenty of leather and wood, smooth and fast, that would last a lifetime.

I had yet to encounter tax, National Insurance, Sainsbury’s bills and student debt repayments (we had debts then too). With high hopes, I answered an advertisement for an Alvis TA 21, ‘as seen on television’, and the seller took us for a spin.

My wife and I sat in the back, enjoying the deep leather seats and retractable arm rest. How many designers thought seriously about the back-seat driving experience? Mulliner the coachbuilder had. From where we sat, we could see straight along the bonnet which ended 30 feet ahead, or so it seemed, in an immense chrome radiator cap. It was getting dark, and the dials glowing in the walnut dash promised pedigree performance.

Alvis had been famous for its racing cars, said our salesman, swinging the car into a four-wheel slide to emphasise his point.

I was hooked. Was it the bonnet? Was it the dashboard? Was it the power? Any or all of those, though hardly the practicality. The car became mine for £125. And so began a relationship that continues to this day. I never bought another car.

We all know that a car is essentially dirty, oily and greasy, emits noxious gases, and is an assembly of parts held together with thousands of nuts, bolts and screws. But it is more than the sum of its parts, and this is especially true of a coachbuilt car. The palpable sense of quality, the aroma of leather and wood, the torque of a big straight-six creates a living, breathing being. And like an old house, a car that remains in the family for a lifetime acquires character from accumulated memories.

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Was this romantic folly or affordable motoring? I had bought a car that cost £1945 when new for £125, equivalent today to buying a £50,000 car for £2000. Over the first 20 years I spent £17,000 on improvements. Counting this as capital expenditure and converting it to present-day prices, I calculated the total cost of the car at £26,000. Allocating the rest of the figures, and comparing them to the AA’s running costs, I found that from 1968 to 1989 standing charges and running costs spread over our average 10,000 miles a year came out at 54p a mile – the same as a Ford Focus or Vauxhall Astra.

The car has just been re-restored after being laid up from 1990 to 2010, so the calculations have to start all over again. But if you can spread the cost over 20 years, how expensive is it going to be?

Simon Rigge

SEND US YOUR STORIES of cars bought on impulse or regrettably sold (along with some pictures) to classic.cars@bauermedia.co.uk

Classic Cars

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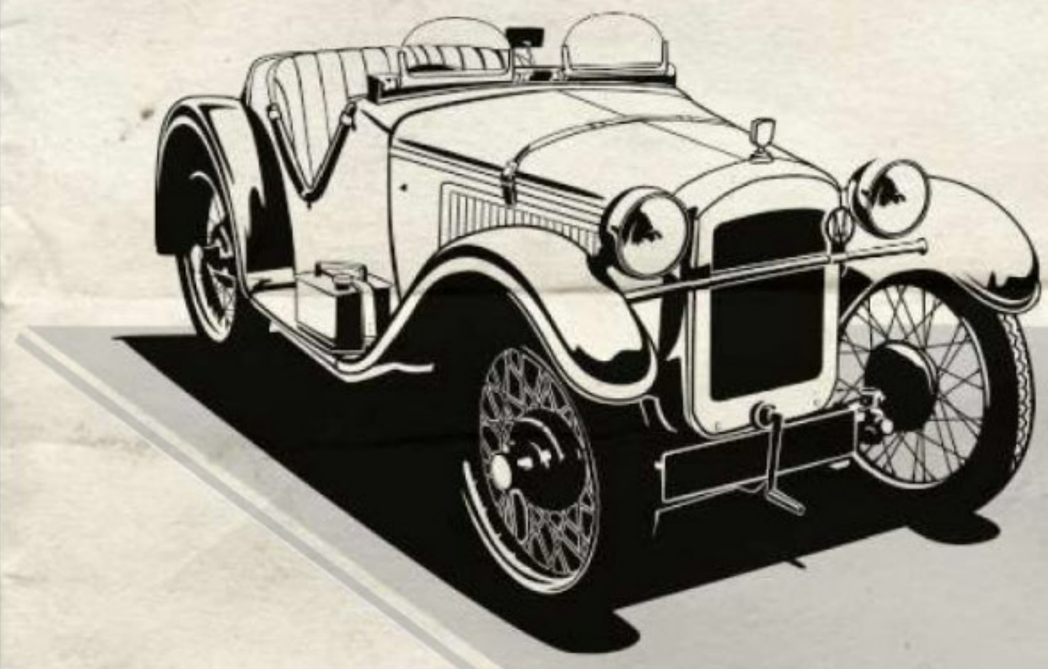
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- ☐ Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- ☐ Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- ☐ The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.

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