



**Countach Twin Turbo**  
Craziest Lambo? We find out



**Ford Escort RS2000**  
How it dodged theft and rust



**Porsche 911 SC RS**  
Driving a championship winner

# CLASSIC Cars

## HOT 30

Five experts tip the cars set to rise in 2016

**PORSCHE 928 FERRARI 355 ALFA GIULIA BERLINA BENTLEY 4.5 ASTON DBS LANCIA DELTA JAGUAR E-TYPE BMW CSA PORSCHE 944 MERCEDES 190E COSWORTH VENTURI BRUNO MAGLI DS BMW M3 MASETTI MISTRAL RENAULT CLIO**



**ASTON MARTIN SPEED MODEL**  
racer driven

6 steps to buying a perfect **RENAULT DAUPHINE**

**8.1-LITRE BRM**  
Can-Am warrior rebuilt after 40 years in bits

ISSUE 507



### ROVER P5B READER TEST

‘Which other car offers such class for the money?’

**PLUS HOW YOU CAN DRIVE YOUR DREAM FOR A DAY**

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# WELCOME

TO CLASSIC CARS  
OCTOBER  
2015 ISSUE



**M**y list of cars to own before I die is both varied and elastic – call me fickle but beyond a core of essentials, others fall on and off the list depending on what I last drove, found at an event or tripped over on ClassicCarsForSale.co.uk.

Frustratingly, what unites them is the fact that I'm going to need a much larger dollop of financial good fortune to make them reality than when any of them first touched my wishlist. I couldn't afford many of them when the idea first struck, but others were actually within my means. And you know what I did? I imagined they'd for ever hang around at the same price, waiting for me to get around to converting wishful thinking into action.

It's easily done, and that's why we asked five expert buyers which cars will be the next to move on up the price scale. Their advice could just save you from having to cross some favourites off your list.

Fortunately I'm not tortured by my other list, the one that's safely parked in the bit of my brain labelled 'fantasy'. So when I was privileged to spend a day on the Schloss Bensberg rally driving a Bugatti Type 35A/51 I inevitably and rapidly added it to the dream garage, parked between the Bugatti Type 57 SC Atalante and Ferrari 250 GTO that I'll never own. I expected it to be special, but its precision, power and thrilling battle cry will keep it in that garage for a long time to come.

Enjoy the issue.

Phil Bell, editor

## TAKE A BOW



### ROB SCORAH

Once again Rob wields his uncanny knack for charming his way into special cars, and bringing the experience alive with his superpowers of description, p62



### RICHARD PARDON

Richard used the dappled light of a tree-lined road to pick out all of the subtle curves to trim down the Rover's shape, from bulky to elegant, p6



### ANTONY FRASER

'This is a car that's all about action and drama. The SC RS is like a mobile Guy Fawkes night, and I hope the pictures capture some of that. Take cover!' p68



### BEN FIELD

When a reader requested a Rover P5B to drive for The List we wondered if his reaction would make an entertaining feature. Ben delivered with a flourish, p6

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Countach Twin Turbo  
Craze Lamborghini We had out

Ford Escort RS2000  
How it defied theft and cost

Porsche 911 SC RS  
Driving a championship winner

## Classic Cars

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Five experts tip the cars set to rise in 2016

PORSCHE 928 FERRARI 365 ALFA GIULIA BERLINA  
BENTLEY 4.5 ASTON DBS LANCIA DELTA JAGUAR E-TYPE  
BMW CSL PORSCHE 944 MERCEDES-BLUE OXSWORTH  
VENTUR  
ASTON MARTIN SPEED MODEL  
BENTLEY 4.5  
DAUPHINE

8.5-ALFIRE BMW  
Car-fee winner result after 40 years in test

ROVER P5B READER TEST  
'Which other car offers such class for the money?'

PLUS HOW YOU CAN DRIVE YOUR DREAM FOR A DAY



‘Each car will coax you to the garage for one last look at night’

**48** Aston Martin DBS is one of the select cars to feature in our invited experts’ hot 30 classics to buy now



**90** Life story of a 1980 Ford Escort RS2000



**96** Collector-cum-rescuer: John Clarke owns an eclectic bunch

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THE LIST

# ‘What other car offers so much class for the money?’



Reader Stuart Grainger gave us his top ten classic must-drives. In return we gave him the keys to one of them for the day – a Rover P5B Coupé

Words BEN FIELD Photography RICHARD PARDON



42K

P5  
OWNERS CLUB



‘It’s equally at home on the open road as it would be rolling up outside Chequers’



## STUART GRAINGER

Stuart’s classics have included a Triumph Spitfire (‘pretty but a harsh ride’), a Citroën GS Pallas (‘great when it worked’) and a Fiat X1/9 (‘sublime handling’). His Mercedes 300 SL was a ‘motorised sofa’ and his current TR6 is ‘worth driving just for its noise in tunnels’.

### HIS WISHLIST

Citroën SM  
Lancia Aurelia B20GT  
Austin-Healey 3000  
Mini Cooper S  
Rover P5B Coupé  
Alvis Speed 20/25  
Lotus Elan  
Sunbeam Tiger  
Mercedes 300 SL Gullwing  
Porsche 914-6

**N**o modern car maker would have the guts, or the guile, to slice two inches out of the roofline of a saloon and call it a coupé. But that’s what Rover did to its P5 saloon in 1962. The bold move turned an upright and stately conveyance of ministers and company directors into a rakish rival – in looks at least – to a Jaguar. And when Buick’s 3.5-litre V8 settled in beneath the bonnet a few years later, the resulting P5B – especially the Coupé – made buyers take a fresh look at staid old Rover.

In the P5B Coupé, film makers in the popular gangster groove saw an alternative to the standard-issue Jag. Vic Dakin (played by Richard Burton) drove one in 1970’s *Villain* and it’s this outing that *Classic Cars* reader Stuart Grainger associates with the P5B Coupé more than anything else. ‘The first thing most people say about the P5B is how they were used to ferry prime ministers about,’ he says. ‘For me, it’s always Richard Burton in *Villain*.’

Philip Copperwheat’s P5B Coupé isn’t in the grey body/black roof finish of Dakin’s car, but to Stuart it’s in the right colours for a P5B Coupé. I think he’s right: dark colours make the body look even more substantial against that slip of a roof, finished in a shade so close to the colour of the sky that it’s barely visible. ‘The Coupé is much sharper looking than the saloon,’ says Stuart. ‘It has loads of



The Rover P5B's rumble sounded just right for Stuart's ears

kerb appeal and, back in the day, lots of showroom appeal too with its Rostyle wheels, two-tone paint and leather seats. What other car of the period offers so much class for the money?

In his P5B Coupé Richard Burton mixed class with menace as Vic Dakin, even if the actor's mellifluous voice struggled to adapt to the rigours of a rough and ready Cockney accent. There's no such fakery from the P5's Rover V8. 'It makes exactly the right sound,' says Stuart. 'There's a quiet, unstressed rumble at idle. Blip the accelerator and the rumble increases gradually and smoothly.'

Stuart settles back in the thick leather driver's seat as owner Philip points out the controls. 'It looks like someone sneezed out the controls and they were fitted where they landed,' says Stuart in an honest appreciation of the melee of knobs and switches. But there's no denting the overall experience of the sumptuous interior. 'Despite the position of some controls, this car feels right,' he smiles. 'The seats are incredibly comfortable and there's something about the thin steering wheel with its chrome-trimmed horn push. I get into some cars and feel instantly at home – the P5B is one of them.'

Stuart slips the lever from P to D, battles briefly to release the umbrella-type handbrake, and we're off. The torque is such that Stuart barely needs to touch the accelerator to move the car up to the urban speed limit. After the static, on-the-drive enjoyment of the engine note, the getaway is rather subdued. No wonder the P5B was a favourite among politicians needing to discuss matters of state en-route, and film villains in need of a stealthy getaway.



The 3.5-litre Buick V8 gave the P5 its commanding urge to match its presence



## THE EVOLUTION



### 1958 ROVER P5 3-LITRE SALOON

Rover's first monocoque, the P5 is a bigger, better looking car than the P4 it is destined to replace. The engine is a 2995cc straight-six with 115bhp and the front suspension is independent. Automatic transmission with manual overdrive and Burman power steering are optional. Power steering is made standard in 1960. Rover's new flagship quickly becomes a firm favourite with Cabinet ministers and senior business executives.



### 1962 ROVER P5 3-LITRE COUPÉ

Rover slices a couple of inches out of the roofline of the P5 saloon to create the P5 Coupé. Saloons and Coupé both get a Weslake cylinder head and a power increase to 134bhp.

The P4 110 launched in the same year gets the same Weslake treatment and snaps at the P5's heels with 123bhp. Hydrosteer, a much-maligned power steering unit that is fully integrated into the steering box, is an optional extra.

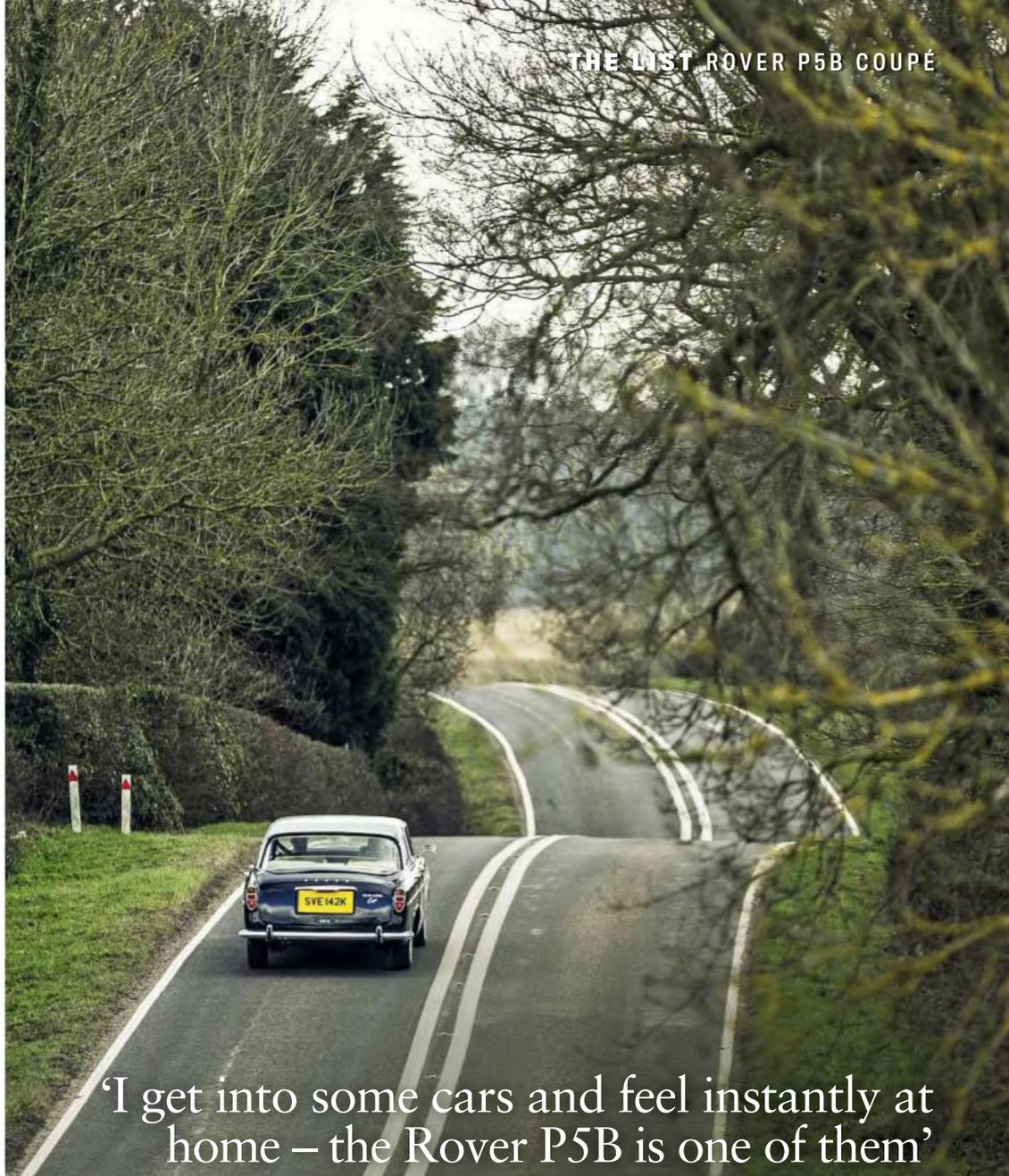


### 1967 ROVER P5B SALOON AND COUPÉ

Deemed too small for US tastes, Buick's 3.5-litre all-alloy V8 is a perfect fit under the P5's bonnet - and the P5B was born. With 161bhp it's a lot more powerful than the straight-six and gives a 0-60mph time of less than 13sec. All 'Bs are automatic with Rostyle wheels and twin exhausts. Among the political heavyweights to use one were Margaret Thatcher, Harold Wilson, James Callaghan and Edward Heath. Queen Elizabeth II also has one.



'It looks like someone sneezed out the controls and they were fitted where they landed,' jokes Stuart



'I get into some cars and feel instantly at home – the Rover P5B is one of them'

'It's a very easy car to drive,' notes Stuart. 'A lot of the classics I've owned made much greater demands of the driver. My Capris, the XR3i, the Fiesta, the X1/9, were all great in their way, but they could never be described as relaxing drives. The closest I've had to the P5B Coupé in pure refinement would be my Eighties Mercedes-Benz 300 SL – even if it did look a bit *Dallas*, it was a great car. The only other car I've owned with a ride that even comes close to this for pure smoothness is a Citroën GS Pallas. It had an incredibly smooth ride, right up to the point when the suspension pipes burst. Then the ride got really bumpy, a bit like a plane coming in to land.'

As comparisons go, Stuart's observations are plaudits indeed. The 300 SL was one of the best-engineered cars of its generation. As for the GS, its hydropneumatic suspension gave a legendary quality of ride – most of the time. And don't forget the P5 arrived on the market with this mixture of refinement and ride quality in 1958. It would be churlish to mention that the DS, the GS's ancestor, had been offering hydropneumatic cleverness to the world since 1955, while the P5 stuck to traditional torsion bars and leaf springs.

We're heading north to one of the UK's best driving roads, and one that should well suit this wafting, powerful car. The B6047 stretches from Market Harborough up to Melton Mowbray. It's full of long straights, sweeping bends and wonderfully swooping undulations. At weekends the road is a playground for bikers and sports cars. Midweek it's empty save for the odd truck and delivery van. Smart B6047 fans turn back before busy Melton Mowbray.

Evidently the lure of the nation's pork pie capital has created a traffic maelstrom guaranteed to boil even the best-behaved classic.

We join the B6047 near East Langton. Just before the village there's a long straight, a sort of warm-up area that's been serving generations of keen drivers and riders. Stuart doesn't need encouraging. 'I love that throaty roar as the pedal goes down and the car gathers speed. It's not quite as quick as I'd imagined in sheer acceleration; once you're rolling, though, it goes really well.'

Between Church Langton and Tur Langton a series of bends gives the P5B a new challenge. 'The Coupé was a bit roly-poly on the roundabouts earlier,' says Stuart, 'but on these long, fast corners it settles into a lean and stays there throughout the bend. As long as I keep my foot in it's all right. The steering has a good amount of feel to it. Power-assisted steering boxes can be very vague, but this one could be mistaken for a rack. It's that good.'

We take a break at Tilton, where the A47 bisects our B-road, and Stuart points the car on to a patch of gravel. 'That sound, the wealthy crunch of gravel under the tyres, it's the kind of thing many people associate with a car like this,' says Stuart. 'But the P5B is a superb touring car – it's as equally at home on the open road at high speed as it would have been rolling up to Chequers at 10mph with a Prime Minister on board.'

Stuart and I swap seats and I'm instantly taken by just how much space Rover created by doing away with what had become a company tradition – an elaborate dashboard. In its place is a

## THE LIST ROVER P5B COUPÉ

scooped-out expanse stretching almost to the windscreen. The sparseness of the dash area emphasises the modern-looking, angular instrument binnacle – a brave new world glimpsed through a traditional steering wheel.

There's a solid, affirmative jolt as I select Drive and the car starts to creep forward with the smallest throttle input. Out on the road I can see what Stuart means about acceleration; it feels muted by the bulk of the car initially, but it doesn't take long for the V8's torque to take hold. The engine booms as it takes the strain of a long climb, dropping back to a murmur as the car rushes down the other side. Wind noise through the quarterlights is a greater intrusion into the cab than the sound of the V8 when it isn't being worked.

When you do push hard it's very easy to maintain high speed; the steering *is* sharper than it has a right to be and the disc/drum brakes stop the big car very quickly.

At the end of our day with the P5B Coupé the car has definitely made it on to my own List – but is it still on Stuart's? 'My List would probably change every day,' he replies, 'but the P5B Coupé would always be on it.'

*Thanks to: Philip Copperwheat, Rover P5 Club, Geoff Arthur, Peter Madden*



Off into the sunset - but definitely still on Stuart's List

### 1971 ROVER P5B COUPÉ

**Engine** 3528cc, V8, two SU HS6 1¼in carburettors **Power and torque** 160bhp @ 5200rpm; 210lb ft @ 2600rpm **Transmission** Three-speed automatic, rear-wheel drive **Steering** Cam and roller **Suspension** Front: independent, wishbones, torsion bars. Rear: live axle, semi-elliptic leaf springs **Brakes** Discs front, drums rear **Weight** 2980lb (1352kg) **Performance** Top speed: 113mph; 0-60mph: 12.5sec **Cost new** £2300 **Value now** £15,000

### WANT A DRIVE?

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

IF ONLY THEY'D MADE MORE OF THEM



This FLM Panelcraft car is one of few drop-top Rover P5s built

## SPECIAL-BODIED ROVER P5s

Rover sold only saloon and coupé editions of the P5, but it toyed with the idea of offering estate and convertible versions too

In 1962 Pressed Steel was commissioned to build a P5 3-Litre estate and came up with a tough-looking load-lugger with an integral roof rack to hide a step in the roof over the cargo area.

To make the car as practical as possible there was a third row of seats in the back, which faced rearwards and folded flat into the floor when not in use. This allowed the Rover to carry eight people. It was a neat touch but meant relocating the fuel tank; there was now one on either side of the boot instead of one below the floor. This led to all sorts of running problems because of air locks in the pipe connecting the two tanks.

Shoddy build quality, huge conversion costs and awkward styling conspired to ensure the P5 estate never made it into production.

Rumour has it that two were built although only one was photographed by Rover. By July 1961 the project was officially canned, the prototype returning to Pressed Steel, with neither car (if there were ever really two) being seen again.

The following year Rover commissioned Chapron to build a P5 drophead. Once again it was based on a 1959 3-Litre. Rover had previously worked with Birmingham-based Mulliner and Salmons-Tickford on its special projects, but they were out of bounds after being swallowed up by Triumph and Aston Martin-Lagonda respectively.

As France's foremost coachbuilder, Chapron was perfectly placed to come up with a beautiful open-topped P5 – and it didn't disappoint. Created in time to make its debut on the Chapron stand at the 1962 Paris Salon, the MkI 3-Litre drophead coupé was a standard P5 shortened and the rear seat narrowed to accommodate a soft-top that folded flush with the rear deck.

Rover agreed with Chapron that the car would return to the UK after its debut for use by Rover's management. Chapron was forbidden from putting the car into

**'A third row of seats folded flat when not in use and allowed the P5 estate to carry eight people'**

production without Rover's consent, but the car was registered in France (1601 MY 75) before disappearing. It's rumoured that it went into a private collection in Switzerland, although

it's possible that this car was one of two 3-Litres unofficially converted by Graber, the first of which made its debut at the 1963 Geneva motor show and which was based on MkII edition.

Perhaps the best-known drophead P5 is the FLM Panelcraft-converted car recently sold by the Percival Motor Company. Commissioned by George Hansson in 1963 and registered 500 CBY, the car was sold in 1967 and it disappeared in the mid-Seventies. Found in 1994 and restored, the car is the only known survivor of all the special-bodied P5s.

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ALLOY BERLINETTA**

Coachwork by Scaglietti  
Chassis no. 08221



# Bonhams

# ➔ THE MONTH IN CARS

Bentley beauty in Bensberg, Alfa 8C excites at Silverstone and rally fans get an Eifel



The 1930 Bentley Speed Six Blue Train won the jury and public Best of Show prizes

## SCHLOSS BENSBERG, GERMANY

### Grandeur in Germany

#### ➤ 1930 BENTLEY SPEED SIX

The seventh Schloss Bensberg Concours attracted entries from as far afield as the United States, including the Bentley Speed Six Blue Train special, which took both jury and public Best of Show prizes.

The Gurney Nutting-bodied coupé, now owned by Bruce McCaw, was created in 1930 to celebrate Bentley chairman Woolf Barnato's victorious race in an HJ Mulliner-bodied saloon from the Carlton Bar in Cannes to the RAC Club in Pall Mall against the Blue Train Express.



#### ➤ 1939 LANCIA ASTURA

'This is one of four Lancia Asturas bodied in this style by Pinin Farina, and they're all different,' said owner Hans Hübner, who would later collect the Touch of Elegance and Pre-war Open prizes. 'The first owner bought it new in 1939 when most cars were requisitioned by the army. He drove it 600km back to Stuttgart, dismantled it and hid it in the basement of his factory. Even his son didn't know about it.'

'It was finally discovered when his grandsons wanted to sell the factory.'



### 1955 ALFA ROMEO 1900 SUPERSPRINT

A friend of Detlef Nussbaum found this unique Touring-bodied Cabriolet in Prague in 1984. 'It ran but wasn't in good condition: it had been repainted red, the interior was dyed blue and the bumpers were missing.'

Detlef restored the car, bought new by the Argentinian ambassador to Czechoslovakia,

himself – only finishing it in 2014. 'Using original pictures from the Peter Marshall archive of it at the 1955 Auto Italiana in Gent and the Turin Show I was able to recreate the bumpers.'

Detlef also had pictures of the three coupés built at the same time, 'But they're all missing.' He won the Sunset for Two prize for best post-war convertible.



### 1959 MASERATI TIPO 60/61

Andreas Mohringer, a winner last year, was back – this time picking up the Post War Open award for his 1959 Maserati Birdcage. 'I was looking at another car late last year and saw this in the corner. I closed the deal within a week so it ended up being a Christmas present to myself.'

Chassis 2451 was driven in period by a star cast including Stirling Moss, Lloyd 'Lucky' Casner, Dan Gurney, Carroll Shelby, Nino Vaccarella and Umberto Maglioli. In November 1959 it was modified to Tipo 61 spec with the engine from the wrecked 2453. 'That engine came with the car, so I plan to finish rebuilding it and fit it.'



### 1953 FERRARI 250MM PF

Restorer Egon Zweimuller said that he gave the highly original Ferrari 250MM a 'soft restoration'. 'It had been badly repainted red in the Eighties, so we spent six months removing it layer by layer back to the Grigio Dolomite coat it had received when Ferrari sold it to the first customer. We did go through in a few places, so needed to repaint in those areas.'

Chassis 0338MM was built as a racecar, but was converted into more luxurious specification. First owner Baron Heini Thyssen wanted it as a gift for his mistress Nina Dyer, hence the deerskin interior and luggage, both by Hermes to match tassles on her dress. Collection curator Uwe Schueler even has a picture of the car sporting a roof rack designed to carry the cases, and there's evidence of where the mounting holes were filled on the roof.



### 1929 BUGATTI TYPE 35A/51

Editor Phil Bell drove a 1929 Bugatti Type 35A in the Bensberg regularity rally on the Saturday, while being entertained by British-humoured co-driver Julius Kruta, head of Bugatti Tradition and walking database of marque history.

'Chassis 37366 was originally raced by Czechoslovakian Prince Lobckowitz, before being discovered as a pile of bits 25 years ago. We bought it two years ago,' said Julius. The rally route took in a mix of challenging switchbacks, sweeping high-speed roads and tricky auto tests in the

Bergisches region east of Cologne. 'Perfect for the Bugatti with its twin overhead camshaft, supercharged Type 51 engine that manages to serve up both incisive torque and ear-searing power,' said Phil.

'Despite the size of the drum brakes they still demanded advance planning, the firm suspension liked to skip sideways over mid-corner bumps and there was a little lost movement at the centre of the steering, but these minor shortcomings were massively compensated for by the wieldy eagerness of the car. It's easy to see why these sculptures in metal were almost unbeatable in period.'



SILVERSTONE CLASSIC

# Nuvolari's Alfa emerges at Silverstone

**T**he Alfa Romeo 8C 2300 Spider Zagato driven to Mille Miglia victory by Tazio Nuvolari in 1933 has made its historic racing debut at this year's Silverstone Classic. 'It was tested at Snetterton earlier this year but otherwise this is its first time out after restoration,' said Sema Racing overseer Richard Ames, whose company prepared the car.

'It's been in Martin Halusa's ownership for the last six years, but it's only done a few

small Alfa regularity events. Before that, following its original racing career it was in a collection in the USA and didn't get used much. It's a 1931 car and ran in three consecutive Mille Miglias, winning on its third attempt.'

Ames' son Alex worked on the car. 'We just needed to overhaul the engine and gearbox really,' he said. 'The bodywork was in good condition, but had suffered mechanically through lack of use. It's a

difficult engine to work on thanks to the way it's set up – the timing gear runs through the middle of the straight-eight block, between two banks of four cylinders, and also operates the supercharging. There's loads of power – just under 200bhp. It can cruise at 80mph.'

Halusa had to be careful in the race but brought the 8C back a creditable 20th out of 53 entrants in the new Kidston Trophy race for pre-war sports cars.



## ◀ AUDI V8 DTM

The ex-Frank Jelinski 1990 Audi V8 DTM car didn't survive qualifying at the Silverstone Classic, but it had a fantastic story to tell.

Mechanic Martin Johnston explained, 'Audi won the DTM (Deutsche Tourenwagen Meisterschaft) in 1991, but were banned in 1992 after it was revealed they had been running a flat-plane crank that allowed the supposedly stock 3.6-litre V8 to run to 10,000rpm.'

'Questioned by the organisers, they claimed it was a standard crankshaft they'd managed to twist in the foundry. Complete nonsense of course – it was completely bespoke. In protest, Audi walked out of the DTM, which they claimed was dominated by BMW and Mercedes, and entered the Belgian Touring Car Championship instead, which had more lax rules. They competed there until 1994.'

'If it rained, the four-wheel drive Audis won outright. The German circuits suited it because so many are based on old bits of *autobahn* and have long straights.'



### 🔹 PORSCHE 935

Drawn to the 25th anniversary theme, more manufacturers were attracted to the Classic than in previous years.

Among them was Porsche, which brought a selection of competition cars from its Stuttgart museum, including Jacky Ickx's 935. Porsche UK's Steve Walker explained, 'To distinguish it from Moby Dick it was nicknamed The Baby because of its shorter aerodynamics and smaller engine for the 2000cc class. It's only a 1.4 and dates from when Porsche

was getting into turbocharging. It was built to exploit the Group 5 racing rules, which stated it could have a certain-sized engine with a multiplication factor for turbocharging.

'Manufacturers found a 1.4 with a huge turbocharger to be the most efficient combination. There's no power at all low-down, then it all arrives at 3000-4000rpm. You have to treat it like an on-off switch. It's difficult to drive with its solid rear axle - Porsche prioritised power over handling.'



### 🔹 KURTIS 500C 'MERZ ENGINEERING SPECIAL'

'This was one of the greatest Indycars of its day,' said Geraint Owen of his newly-acquired single-seater built by Kurtis - a marque more readily associated with sports cars. 'It ran from 1954-59, including the Monzanapolis Race Of Two Worlds between Formula One and Indycars at Monza and at Daytona, where it put in 170mph-average laps. 1959 was the last year Daytona was used for Indycar racing after three separate fatalities.

'It wasn't really a special, but rather Kurtis' development car. Merz Engineering was just the sponsor - it was the Hoyt Machine Co Special in 1956, and the Wheeler-Fuch Special after that!

'It turned up years later at an autojumble with an Olds' V8, automatic transmission and two seats in it. I've had it for two years and had to rebuild everything, but as soon as I found out it had been in the Monzanapolis race I knew I had to have it.'



### 🔹 LOLA T210

Mark Piercy's newly-acquired Lola T210 has a distinguished history but needed a daunting schedule of work. 'It was one of the German Team BG Racing cars, raced by Helmut Marko and Jean-Pierre Jarier in 1970,' said Piercy. Jarier in particular was competitive in the Two-Litre Sports Car Championship.

'The restoration started ten years ago when Peter Bloor had it. But he ended up working on other things, so when we bought it the restoration was only three-quarters complete.

'We're still fine-tuning things now. I first raced it at Monza last month and it came back fifth, but we're having trouble cooling the brakes.'

### 🔹 ASTON MARTIN 15/98 SPEED MODEL

This unusual-looking Aston sported a streamlined body originally fitted to another car also competing against it at the Classic in the Kidston Trophy.

'Underneath it's a 1936 15/98 Speed Model,' said Ecurie Bertelli director and marque historian Robert Blakemore. 'But the body came from the factory's rotary-valve test car, which was narrower and even more streamlined. The body had to be modified to get it on to the two-seater chassis.'

You can read all about the Aston Martin Monoposto that originally wore the bodywork on page 78. In the Silverstone Classic race, aerodynamics triumphed over engine technology - the 15/98 came home 12th, the Monoposto 31st.





EIFEL RALLYE FESTIVAL, DAUN, GERMANY

# Eifel remembers the Eighties

**A** 70,000-strong crowd turned out to watch 150 classic rally cars negotiate the tricky stages in the Eifel mountains of western Germany. Drivers such as Sandro Munari, Walter Röhrl, Hannu Mikkola, Timo Salonen and Stig Blomqvist ensured that there was as much action as there was nostalgia.

## SKODA 160RS MTX

This Skoda was probably the only Group B car that never rallied due to national politics. 'Skoda didn't have a 1.6-litre engine to replace its 1.3-litre unit, but Lada, with the Niva proven in events like the Paris-Dakar in the early Eighties, did,' said owner Stanislav Kafka. 'Sadly Russians have never been popular in the Czech Republic so the Group B project was scrapped and instead the 130R was developed into a legendary class-winner. Three 160 MTX prototypes were made, and only two survive.'



## FORD TAUNUS (CORTINA)

Michael Werner was a works Ford driver in the Eighties and this unique Cortina MkV (sold as a Taunus in Germany) was the only works example. It used the same V6 engine as the Capri but sold 100,000 units a year compared to the Capri's 5000. 'In 1982 I managed to take sixth in the championship before the car was retired,'

said Werner. 'It was stored in a private garage until the owner asked if I'd like to buy it. I did, and I'm back now throwing this "taxi" around the stages!'

The rocker covers had to come off for an odd noise to be traced in the engine bay. 'It's like 1981 again!' his mechanic exclaimed. But Michael was on his phone searching for a website with information on tappet clearances. 'Well, I guess some things have improved,' he shrugged.



## MG METRO 6R4

Although one of the event organisers was the 6R4's designer John Davenport, the only MG Metro 6R4 at the festival was father and son Peter and Patrick Berghaus' example. 'We thought we'd bought one for spare parts for our other Clarion-liveried Per Eklund car, but once we realised it was an ex-works car that ran in official Computervision colours we chose to restore it,' said Peter. After three-and-a-half years of work they chose to adorn it in the Belga livery of Marc Duez, who ran the car in some ERC rounds in 1986.

## FESTIVAL OF THE UNEXCEPTIONAL

The second Festival of the Unexceptional at Whittlebury Park, Northamptonshire boasted even more mundane motors - many now rarer than what are traditionally deemed classics.



## 1972 MORRIS MARINA SDL

Eammon Fountain replaced his Bentley Mulsanne with this 1972 Morris Marina 1.3 SDL. 'I was in hospital a few years ago, so I wanted to treat myself. There was only one thing I wanted and that was a Morris Marina. I have wonderful memories of being in a Marina.'



## 1970 MINI 1275GT

Nicholas Parsons, host of BBC Radio 4's *Just a Minute*, was drawn to a 1970 Mini 1275GT owned by Tanya Field. 'I can't recall what colour mine was but it was a lot of fun,' says Nicholas. 'It's great to celebrate our automotive legacy with an event that champions the cars we all drove.'



## 1986 FORD SIERRA 1.6L

Born in 1993, Sean Greenwood bought this after trading in a Nissan Bluebird. 'Anything Eighties is classic,' said Greenwood. 'I drove to Croatia and back in the Nissan and when I got home I went looking for a Volvo 740. But I found this Sierra with just 50,000 miles and couldn't resist.'

## KEN COSTELLO, 1927-2015



Ken Costello, the Swanley garagiste who first popularised the MGB V8 conversion and prompted MG to do its own version, has died aged 88. Costello began his tuning odyssey with Minis in the Sixties, but it was a chance encounter with the new Rover V8 in the Piper Engineering workshops that led to his creation of the Costello MGB V8 in 1969. Costello also successfully drove and tuned GT-racing MGs, and even devised a prototype five-speed gearbox for the MGB at BL's behest.



Sauber C3, originally intended for hill climbs, hit Brands Hatch in July

## BRANDS HATCH HISTORIC SUPERPRIX, KENT

# Brands hosts endurance newcomers

The Historic Sports Car Club chose the Brands Hatch Historic Superprix to host its new Pre-80 Endurance Challenge series, attracting a wide variety of sports, GT and touring cars to July's hour-long, two-driver race for classic long-distance machines.

### 1973 SAUBER C3

Rather appropriately, just three examples of the Sauber C3 were built by Peter Sauber's eponymous outfit, which at the

time was just four years old. Current owner Dick van Amsterdam was driving the car for the very first time with experienced Chevron racer Andy Newall.

'This is the last of the three built,' said the Dutchman. 'In period it raced in Interserie in Germany, but they were originally designed for hill climbs rather than for circuit racing.'

'I have owned the Sauber since 1992 when I bought it from Canada. The previous owner had chassis numbers two

and three and he took them with him when he moved from Switzerland to Canada. I found out about them when I decided to enter the Supersports race series back in the Nineties.

'I had it restored but the chassis is still largely original and it has the same engine it did when I bought it. It's one of the first Cosworth BDA twin-cams ever built – it was a development engine for the Ford Escort, starting out at 1.6-litre and gradually developed into a two-litre.'



### 1975 LOLA T390

Daryl Taylor's striking Lola T390 was unable to compete in the Pre-80 Endurance Challenge race after a cambelt let go during the Friday test session, seriously damaging the engine.

'I got it eight years ago,' he said. 'It had been in the Rosso Bianco Museum for 28 years with a de Cadenet body. I bought the chassis and tub but not the body. Restoring it took five years.'

'This particular Lola had a very unusual suspension set-up on the back that went up on rollers rather than radius rods. The rollers were missing when we got it and a de Cadenet owner let us borrow the rear suspension assembly from his car so we could copy and remake it.'

'When we first raced it we had a lot of handling problems. We rebuilt it over the winter and this was meant to be its first proper run out.'

### 1978 THEODORE TR01

Phillip Hall's ex-Keke Rosberg Theodore TR01 made its first competitive Derek Bell Trophy appearance at the Superprix after an abortive four-lap test at Silverstone last year. This was the car that Rosberg took to a famous victory in the pouring rain at the 1978 Silverstone International Trophy. Other than that the car wasn't successful in period, failing to qualify for all but one of the grands prix it entered. Hall bought the car in Italy in July last year.

After qualifying fourth, the first race ended abruptly for Hall after contact with another car at the start meant he had to pull off with a damaged wheel. Because of this he had to start from the back of the grid on Sunday, recovering well to finish in a fine second place.



### THEO PAPHITIS, 1963 FORD ANGLIA

Theo Paphitis completed his preparation for this year's Goodwood Revival at the HSCC's Historic Superprix at Brands. The former *Dragons' Den* inquisitor, who was competing in Historic Touring Cars, finished his sixth race of the year at the wheel of a 1963 Ford Anglia, gaining the signature on his licence that will allow him to race in the St Mary's Trophy with works Toyota WEC racing driver Mike Conway.

Although not last at Brands, Paphitis had to struggle at the back with engine problems. 'It's burning oil terribly,' he said. 'The engine was rough and I had no straight-line speed. But it wasn't getting any worse and I managed to get it to the end, so I can finally take the novice cross off. The engine will be rebuilt before Goodwood.'

# THE FREDERIKSEN COLLECTION

Saturday 26 September 2015  
Ebeltoft, Denmark

Bonhams is pleased to be the exclusive auctioneer for the Frederiksen Collection. Featuring rare, coachbuilt examples from the most exclusive marques, this exceptional collection is considered one of the finest in Europe and will be offered at the 16th century Lyngsbækgaard Manor near Ebeltoft, Denmark.

**PREVIEW**  
24 and 25 September

**ENQUIRIES**  
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*The Frederiksen Collection*  
*An Auction at Lyngsbækgaard*



# Bonhams



# EVENTS PLANNER

There's plenty to see and do as autumn nears

The Goodwood Revival brings you packed grids and fantastic racing - this year there will be a record number of Ferraris in attendance, and Tom Kristensen will be on track in a Lister



## WHAT'S COMING UP

### September

**3-5** Salon Privé, Blenheim Palace, Oxfordshire [salonpriveconcours.com](http://salonpriveconcours.com)

**4-6** Concours of Elegance, Holyrood House, Edinburgh [concourseofelegance.co.uk](http://concourseofelegance.co.uk)

**5** Brighton Speed Trials [brightonandhovemotorclub.co.uk](http://brightonandhovemotorclub.co.uk)

**5-6** Peterborough Classic and Vintage Show, The Embankment [peterborough.gov.uk](http://peterborough.gov.uk)

**5-6** Beaulieu International Autojumble, Beaulieu, Hampshire [beaulieu.co.uk](http://beaulieu.co.uk)

**6** Chantilly Arts & Elegance, Chantilly Estate, France [peterauto.peter.fr](http://peterauto.peter.fr)

**8** Classic Cars at the Ace, Ace Café, Wembley, London [ace-cafe-london.com](http://ace-cafe-london.com)

**11** Watkins Glen Grand Prix Festival, Watkins Glen, New York State, USA [grandprixfestival.com](http://grandprixfestival.com)

**11-13** Goodwood Revival, Goodwood Circuit, Sussex [grrc.goodwood.com](http://grrc.goodwood.com)

**18-20** Spa Classic Six Hours, Belgium [spa-francorchamps.be](http://spa-francorchamps.be)

**17-20** Gran Premio Nuvolari, Mantua, Italy [gpnuvolari.it](http://gpnuvolari.it)

**18-19** Salute to Style, Hurlingham Club, London [hurlinghamclub.org.uk](http://hurlinghamclub.org.uk)

**18-20** Circuit des Remparts, Angoulême, France [circuit-des-remparts.com](http://circuit-des-remparts.com)

## FIVE THINGS YOU NEED TO KNOW ABOUT: BEAULIEU INTERNATIONAL AUTOJUMBLE

### It's more than an autojumble...

Beaulieu is the classic world's swapmeet, with hundreds of classic cars for sale and often at reasonable prices from vendors open to haggling. People come from all over Europe to Beaulieu looking for oddities to take a punt on, so if you're feeling adventurous - or have a car to sell - why not give it a go?

### ...but it's also the best autojumble in Europe

Beaulieu plays host to not far off 2500 sales plots, a mixture of professional classic parts dealers and amateur swappers. Expect everything from slick comprehensive marque and model specialists to the eclectic and eccentric collectors and sellers of all manner of strange ephemera. If you're looking for elusive parts to complete a restoration, it's perfect.

### Don't forget Beaulieu itself

Entry to the Autojumble also buys entry to the National Motor Museum, with its 250-strong

collection of landmark classic cars, the Palace House itself, the remains of Beaulieu Abbey, the madcap World of Top Gear, and exhibitions dedicated to film cars and Beaulieu's role for training secret agents during World War Two.

### There's a Bonhams auction...

Beaulieu plays host to Bonhams, and while the cars are as prestigious as you might expect, many are of an eccentric bent, including a 1902 Flint Roadster and a 1928 Armstrong-Siddeley 'woody' shooting brake. We could see new records set for dilapidated examples of a 1969 Aston Martin DB6 Vantage and a 1929 Bentley 4½-litre Saloon.

### Interested in going?

Tickets are £14.90 for adults and £9.20 for children for individual days, with two-day tickets available at £26.50 and £13.50 respectively. You can save around £2 per ticket if you book in advance - go to [beaulieu.co.uk](http://beaulieu.co.uk) for details.

If your man cave needs kitting out, then there's plenty to tempt at Beaulieu Autojumble





The great, the good and the fantastic - such as this Mercedes-Benz 500K - head to the USA for the Arizona Concours in January

THE MONTHS AHEAD

October

- 2-3 Tour Britannia Great Britain, - route TBA [tourbritannia.com/tour-britannia-2015](http://tourbritannia.com/tour-britannia-2015)
- 2-4 CSRG Charity Challenge, Sonoma Raceway, Sears Point, California, USA [csrgracing.org](http://csrgracing.org)
- 2-4 Dijon Motors Cup, Prenois, France [mastershistoricracing.com](http://mastershistoricracing.com)
- 3-4 Prescott Autumn Classic, Prescott Speed Hill Climb, Gloucestershire [prescott-hillclimb.com](http://prescott-hillclimb.com)
- 13 Classic Cars at the Ace, Ace Café, Wembley, London [ace-café-london.com](http://ace-café-london.com)
- 8-11 Mdina Grand Prix, Mdina, Malta [vallettagrandprix.com](http://vallettagrandprix.com)
- 8-11 Zoute Grand Prix, Knokke-Heist, Belgium [zoutegrandprix.be](http://zoutegrandprix.be)
- 10 Throckmorton Challenge, Pershore, Gloucestershire [heroevents.eu](http://heroevents.eu)
- 10-11 VSCC Welsh Trial, Presteigne [vscc.co.uk](http://vscc.co.uk)
- 10-11 24th Goodwood Autumn Sprint, Goodwood, Sussex [vscc.co.uk](http://vscc.co.uk)
- 16-18 Bund Classic Concours, Shanghai, China [bundclassic.com](http://bundclassic.com)
- 31 Flame & Thunder Santa Pod,

- Northamptonshire [santapod.co.uk](http://santapod.co.uk)
- 31 Oct-Nov 1 Regent Street Motor Show, London [regentstreetmotorshow.com](http://regentstreetmotorshow.com)
- 31 Oct-Nov 1 Walter Hayes Trophy, Silverstone, Northamptonshire [hscc.org.uk](http://hscc.org.uk)
- 31 Oct-November 1 Brands Hatch Night Race, Kent [classicsportscarclub.co.uk](http://classicsportscarclub.co.uk)

November

- 1 London to Brighton Veteran Car Run, [veterancarrun.com](http://veterancarrun.com)
- 5-8 Rally of the Tests Great Britain, route TBA [heroevents.eu](http://heroevents.eu)
- 6-7 Rallye d'Automne, La Rochelle, France [rallygo.com](http://rallygo.com)
- 7 Fireworks Frenzy, Santa Pod, Northamptonshire [santapod.co.uk](http://santapod.co.uk)
- 7 Lakeland Trial, Lorton, Cumbria [vscc.co.uk](http://vscc.co.uk)
- 10 Classic Cars at the Ace, Ace Café, Wembley, London [ace-café-london.com](http://ace-café-london.com)
- 13-15 NEC Classic Motor Show, NEC, Birmingham [necclassicmotorshow.com](http://necclassicmotorshow.com)
- 21 Prescott Cotswold Trial, Gotherington, Gloucestershire [vscc.co.uk](http://vscc.co.uk)

- 22 Auto e Moto d'Epoca, Padova, Italy [autoemotodepoca.com](http://autoemotodepoca.com)
- 27-29 Roger Albert Clark Rally, Sunderland/Northumbria [rogeralbertclarkrally.org](http://rogeralbertclarkrally.org)
- 28-29 Rallye Saumur Légende Saumur, France [carthistorique.sitew.com](http://carthistorique.sitew.com)

December

- 4-7 Autoretro Barcelona, Fira de Barcelona, Spain [autoretro.es](http://autoretro.es)
- 5 Bicester Heritage Winter Driving Tests, Bicester, Oxfordshire [vscc.co.uk](http://vscc.co.uk)
- 5-8 Le Jog reliability trial & classic car tour, Lands End-John o'Groats [heroevents.eu](http://heroevents.eu)

January

- 12 Classic Cars at the Ace, Ace Café, Wembley, London [ace-café-london.com](http://ace-café-london.com)
- 24 Arizona Concours, Biltmore Resort, Arizona, USA [arizonaconcours.com](http://arizonaconcours.com)
- 27-February 3 Rallye Monte Carlo Historique, Monaco [acm.mc](http://acm.mc)
- 31-February 3 Rallye Neige et Glace, France [zaniroli.com](http://zaniroli.com)

RECOMMENDED

Photography: Eventattitude



Zoute Grand Prix

**October 8-10** The 'Grand Prix' name is a bit misleading, because this triptych of glamorous events on the Belgian coast is actually centred on a rally rather than a race, with 170 vintage and classic cars tackling a challenging 250km-per-day route and the roadbook information only delivered a few hours before the start of each day. There's glamour as well as grit though - the picturesque streets of Zoute host an open-air car show and concours d'elegance with marques of the calibre of Ferrari, Bentley and Aston Martin, and there's a Bonhams auction. Go to [zoutegrandprix.be](http://zoutegrandprix.be) for more.



Dijon Motors Cup

**October 2-4** The circuit of Dijon-Prenois is one of the racing world's best-kept secrets, in that decades away from international racing's front line has left it unspoiled by heavy commercialism and fiddling with the unique challenges of its corners. As a result, watching Seventies racing machines assault its tarmac is not dissimilar to being there in period. Masters Historic Racing visits the circuit for a weekend of Seventies F1, sports-prototypes and touring cars. It's also in a beautiful area of France, which makes it a perfect autumnal excursion. Full details at [mastershistoricracing.com](http://mastershistoricracing.com).



Brands Hatch Night Race

**October 31-November 1** Night racing is always spectacular entertainment - the unfamiliar sight of classics hurtling around a track with lights ablaze, and the drivers tackling the unique challenge of perhaps-familiar terrain unable to see it properly - often with spectacular results. The Classic Sports Car Club holds a race meeting at Brands Hatch with a unique format: sports cars take on saloon cars in four two-driver mini-endurance races - two during the day, and two in the night - evoking the spirit of both Le Mans and the classic BTCC Night Races. Go to [classicsportscarclub.co.uk](http://classicsportscarclub.co.uk) for details.

Photo: CSCC

# Barons



## ANNUAL BRITISH HERITAGE AUCTION + CLASSIC & COLLECTORS 14 & 15 September, 2015. Sandown Park, Esher, Surrey



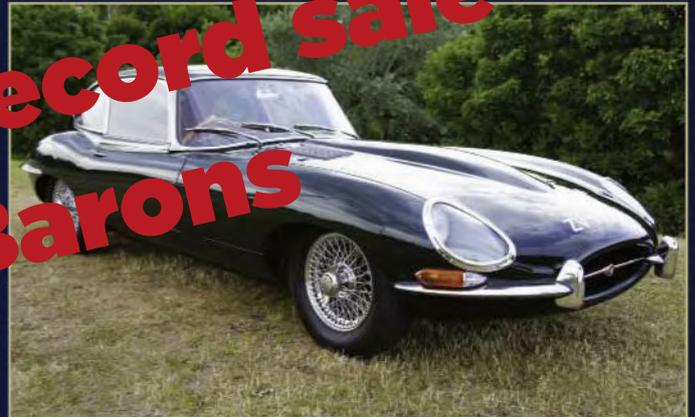
Aston Martin  
Sold for £781,000 July 2015



Dax Cobra  
Sold for £32,175 July 2015



Triumph TR4  
Sold for £21,450 July 2015



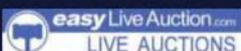
Jaguar E-Type  
Sold for £46,750 July 2015

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Catalogue closes 4th September 2015



# ➔ WILLSON'S SMART BUYS

Quentin on the Ferrari that's still a bargain, why a Sunbeam Tiger is one to watch and which Bentley's worth grabbing



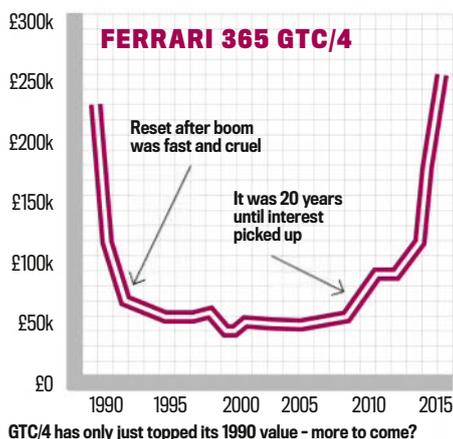
## 'How could we have got the Ferrari 365 GTC/4 so wrong?'

We used to rubbish the 365 GTC/4. Too humpy,

too wedgy, a grandad's 2+2 we said. And that odd elongated grille and six taillights – what was Ferrari thinking?

But look at one now and the wind-tunnel wedginess looks pure Seventies chic with a delicate fluidity of line. There's now a slippery sensuousness to the silhouette and when you see one sitting on chrome Borrani's it looks absolutely gorgeous. How could we have got this car so wrong? The GTC/4 is one of the most underrated Ferraris – it can hit 160mph, has civilities like power steering, air conditioning, a decent boot and token rear seats, but costs less than half the price of a Daytona. In May this year RM auctions sold one of the best GTC/4s in the world for £317,000 (fresh from a no-expense-spared restoration) and it came with an unbroken history from new. What people don't realise is that this front-engined family Ferrari originally cost more than a Daytona, has the same quad-cam V12 and – with only 505 units built – is much rarer. It also sounds better than a Daytona because of the side-mounted Webers and more importantly, won't knacker and exhaust you like its iconic brother. The GTC/4 really is among the best driving and comfortable Seventies Ferraris – and one of the few that doesn't make you send your luggage ahead by train.

For ages the GTC/4 was a wallflower and in the mid-Nineties prices were running at around £25k. By 2005 they'd doubled but you could still buy a belter for £50k. Values



gradually picked up and in October 2013 we all marvelled at the record figure of £135,000 achieved by a London dealer in a private treaty sale. Since then, two short years of frantic Ferrari investment mania have added another hundred grand to the price. LBI Ltd in Philadelphia is currently offering a red '72 with 42,000 miles and long documented history for £238,000. That feels very sensible money to me and next year that car could be worth £300k.

The upward climb of GTC/4s has to get faster and steeper as prices of Daytonas rocket towards the million. Buying now would be shrewd and it pays to know that prices in the US are running behind Europe; 180 cars were sold into the States, many in California, and the best place to find rust-free GTC/4s is Beverly Hills. But I wouldn't leave booking that flight for too long.

## 'It can't be long before nice Sunbeam Tigers nudge £60k'

After ages sitting at around £25,000 Tigers are beginning to move now and it can't be long before nice ones start nudging £60k. The Cobra effect (same engine and Shelby heritage) has finally percolated down and a stronger presence in historic racing means it is starting to have its day in the sun.

Americans regularly ask \$100,000 for their Tigers and over here £45k isn't unusual for well-restored examples. And you can see why. Once you look past the suburban Alpine similarity that dogged the Tiger for decades, lurking beneath that pretty body is a real wild child. The Ford Windsor 260 4.2-litre V8 is a gem that rumbles threateningly through its discreet twin exhausts. Treat the throttle roughly

and you'll slip and slide, leaving huge black lines from the rear rubber.

Given the hot rod personality most have been modified with roll cages, Minilites and racing harnesses. But I think the real value lies in standard Tigers, of which there are only a handful left. By all means fit anti-tramp bars (you'll need them) and spend some time making the cast-iron V8 run cool, but keep a Tiger looking externally original on standard chrome hubcaps and it becomes a real period sleeper. And if you can find a genuine low-mileage unmolested Tiger with no mods, snap it up because they're the rarest of all.

The MkIIs fitted with the Mustang 289 4.7 and cheese-cutter front grilles are now Price on Application with only 536 built (all but ten sold in the US) but there are still some cheap MkIs around. DBR Restorations in Bedford has a running project '67 for £18,500 while a private seller in Surbiton has a restored but modified 1965 with 71,000 miles for £29,750. In June Historics sold a press road test 1965 Tiger that had also starred in a Noel Coward film for £35,480 – which seems something of a bargain now.

With a genuine 120mph (if you're brave enough), only 6000 produced, Shelby heritage, wuffy V8 and frenzied road manners it's surprising these cars haven't appreciated more. 2016 could change that.

## 'Bentley HJ Mulliner Park Ward Flying Spurs could become what everyone wants'

With Keith Richards '65 S3 Bentley Flying Spur, 'Blue Lena', estimated to sell for a world record at Bonhams' Goodwood

For too long overshadowed by its more heralded Daytona sister, the 365GTC/4 is coming into its own

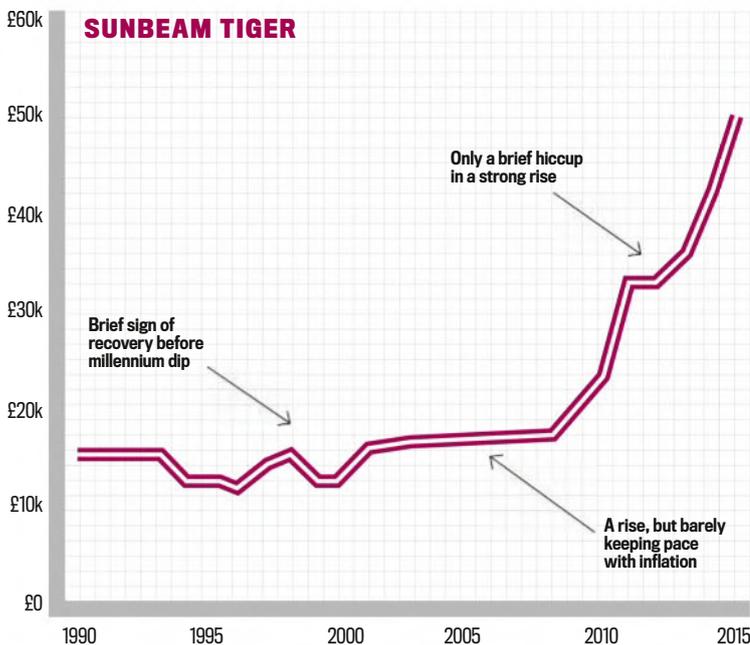


## TRADING HIGH

In a strong month for E-type coupés this low-mileage 4.2 made a healthy £214,300



YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1991	Alfa Romeo SZ	Coys/July 11	30,680	5680	22.7
1935	Alvis 3.5-litre DHC	Brightwells/July 15	82,880	30,880	59.4
1935	Aston Martin Ulster 'Works'	Bonhams/June 26	2,913,500	713,500	32.4
1958	Aston Martin DB MkIII project	Coys/July 11	136,200	81,200	147.6
1969	Aston Martin DBS auto	Brightwells/July 15	67,200	37,200	124.0
1988	Aston Martin V8 Vantage Volante	Bonhams/June 26	306,140	56,140	22.5
1989	Aston Martin Lagonda	Artcurial/July 20	110,000	63,750	137.8
1982	BMW 635 CSI	H&H/July 11	13,440	2440	22.2
1950	Citroën Light 15	H&H/July 29	10,170	2170	27.1
1971	Citroën SM	Bonhams/June 26	61,980	21,980	54.9
1989	De Tomaso Pantera GT5-S	Silverstone/July 25	157,500	37,500	31.3
1977	Ferrari 308 GTB GRP	Bonhams/June 26	117,980	37,980	47.5
1987	Ferrari 328 GTS	Silverstone/July 25	75,375	25,375	50.8
1977	Ford Escort 1300 Sport	H&H/July 29	9605	1605	20.1
1990	Ford Sierra Sapphire Cosworth	H&H/July 29	25,760	10,760	71.7
1950	Jaguar XK120 roadster	Bonhams/June 26	130,300	40,300	44.8
1954	Jaguar XK120 'Works' roadster	Bonhams/June 26	365,500	85,500	30.5
1958	Jaguar XK150 dhc project	Coys/July 11	53,320	13,320	33.3
1959	Jaguar Mk1 3.4	Brightwells/July 15	67,200	27,200	68.0
1966	Jaguar Mk2 3.8	Silverstone/July 26	29,250	7250	33.0
1964	Jaguar E-type 3.8 fhc	Bonhams/June 26	124,700	34,700	38.6
1965	Jaguar E-type 4.2 fhc	H&H/July 11	61,040	23,040	60.6
1965	Jaguar E-type 4.2 fhc	Bonhams/June 26	214,300	54,300	33.9
1967	Jaguar E-type 4.2 dhc	Bonhams/June 26	186,300	36,300	24.2
1968	Lotus Elan S3 Coupé	Bonhams/June 26	26,450	6450	32.3
1971	Marcos GT 3-litre	Brightwells/July 15	13,440	3940	41.5
1989	Maserati Karif	Coys/July 11	15,635	4635	42.1
1964	Mercedes-Benz 230 SL	Brightwells/July 15	39,200	14,200	56.8
1980	Mercedes-Benz 450 SLC	Brightwells/July 15	8064	2064	34.4
1990	Mercedes-Benz 190E 2.5-16 Evo II	Silverstone/July 26	100,688	25,688	34.3
1968	Morris Minor Convertible project	H&H/July 29	3136	936	42.5
1990	Peugeot 205 GT1 1.9	H&H/July 29	7840	1840	30.7
1973	Porsche 911S 2.4	Bonhams/June 26	393,500	93,500	31.2
1984	Porsche 911 3.2 Carrera	Bonhams/June 26	51,750	17,750	52.2
1976	Porsche 911 Turbo	Silverstone/July 26	96,750	16,750	20.9
1989	Porsche 911 Turbo	Silverstone/July 25	75,785	25,375	50.8
1989	Porsche 911 Turbo	RM/July 25	112,820	23,070	25.7
1981	Porsche 924 Carrera GT	Silverstone/July 26	50,625	10,625	26.6
1979	Range Rover	Bonhams/June 26	74,300	24,300	48.6
1933	Riley 12/6 Kestrel	H&H/July 11	26,320	8320	46.2
1961	Rolls-Royce Silver Cloud II dhc	Bonhams/June 26	208,700	48,700	30.4
1995	TVR Griffith 500	Brightwells/July 15	13,440	3440	34.4



Tiger took a long time to translate its Shelby heritage into credibility



With entertaining driving dynamics and a hoot of a V8, the Sunbeam Tiger is worth casting an eye over

## TRADING LOW

Cheap Alfa Romeo GTVs are a rare sight so this was a well-bought example



YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1983	Alfa Romeo GTV 2.0	Brightwells/July 15	3248	752	18.8
1978	Austin Mini Clubman W&P estate	Silverstone/July 25	11,250	8750	43.8
1963	Bentley S3 Continental Coupé	Bonhams/June 26	71,166	18,834	20.9
1937	Buick Opera Coupe	Silverstone/July 26	24,456	5544	18.5
1990	Ferrari Testarossa	Coys/July 11	69,000	16,000	18.8
1971	Fiat 500L	H&H/July 11	5000	3000	37.5
1955	Ford Anglia 100E	H&H/July 29	3080	920	23.0
1956	Ford Thunderbird project	H&H/July 29	4480	1520	25.3
1959	Ford Popular 103E	Brightwells/July 15	2240	760	25.3
1987	Ford Escort XR3i	Brightwells/July 15	2800	700	20.0
1972	Jaguar E-type S3 roadster	Coys/July 11	46,600	13,400	22.3
1976	Lotus Elite 501	Brightwells/July 15	2016	984	32.8
1967	Mercedes-Benz 250 SL	Silverstone/July 25	34,239	10,761	23.9
1986	Saab 900 GLS	H&H/July 29	1200	550	31.4



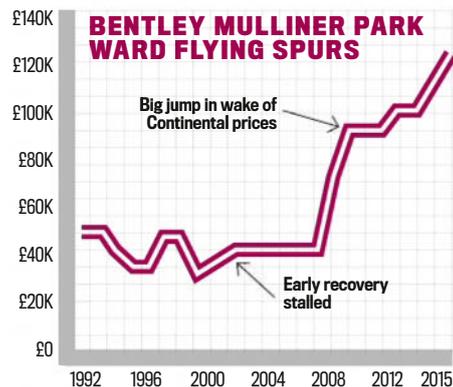
If you fancy a Bentley HJ Mulliner Park Ward Flying Spur, now would be a good time to act

Revival sale, I think we might see a ripple effect on values. Add the fact that prices of R-type Continentals are now chasing a million and there's every reason to think coachbuilt alloy Bentleys are set for a major uplift. The S2 and S3 Flying Spurs could become what everyone wants.

I'm already seeing movements, with Sotheby's selling the 1959 New York show car back in May for £160k; and Vintage and Prestige in Essex is offering a 1962 for £140k. We shouldn't be surprised – this is one of the prettiest Bentleys ever with an exotic celebrity heritage. Cary Grant, Jayne Mansfield, Harry Belafonte, Sammy Davis Jr and Elton John were all owners.

The well-restored ex-Elton John 1960 S2 is now up for sale at Classic Young Timer in Germany for £124,000. Not bad for a Flying Spur with celebrity provenance. Last November Historics sold a 1962 two-owner S2 for £80k but prices have rallied since and West End Garage in Dundee has a mint 1965 for £135,000 with a Knight of the Realm in the logbook. The four-light cars with thicker rear quarters look the prettiest and while the Rolls versions are the most rare the graceful Herbert Nye lines suit the Bentley grille better. Keith Richards bought his S3 new at the age of 22 in 1965 but loved it so much he parted with it only recently.

I'd go for the four-door S3 Spurs as they represent the most value – and always make sure there's a massive multi-volume history file going back as far as possible. Find a continuous-history Spur in sparkling nick now at £130k and in a couple of years it could be knocking on the door of £250k. You'll have some very agreeable drives in the interim too.



Bentley Flying Spur has now properly established itself

CLASSIC ON THE CUSP

# Jeep Cherokee 4.0-litre

A big-hearted American with a small footprint makes a great bargain buy



Cost new **£18,245** ✓ Value now **£1500**

This one may not make you any money but the Nineties Jeep Cherokee is one of the greatest 4x4s of all time and a definite neo-classic. This was the original compact crossover that made the whole off-road industry downsize drastically. The hugely popular Land Rover Evoque owes much to this brilliant boxy Jeep.

Flat sides, low belt-line and a huge glass area made it wieldy to drive, airy and neat. And when UK versions appeared in 1993 they became the Sloane Ranger's favourite as a fresh and trendy alternative to the Range Rover, Discovery and Land Cruiser.

We loved the chintzy transatlantic interior with mock wood dash, chrome switches, ruffled leather, over-light power steering, electric seats and standard aircon and adored the lusty 4.0-litre straight-six and snappy four-speed auto. But it performed well off road too with a Selec-Trac 4x4 engaged by one simple lever. For years used values were high, demand was strong and nothing ever went wrong.

I had three in a row and they made the perfect all-rounder, bowling along motorways, threading round London and crossing ploughed fields. But the Cherokee's greatest virtues were that it drove just like a car yet had an imperious driving position and plenty of space to chuck stuff in the rear. That pint-sized punchiness and practicality were a revelation – even though I never got more than 19mpg.

There was a clever facelift in 1997 with smoother bumpers

and different alloys but that prodigious thirst is what ultimately hastened the Cherokee's demise along with cost-cutting and model rationalisation from Chrysler's then new owners – Mercedes-Benz. They thought the Jeep Grand Cherokee and ML were better and killed off the crossover Cherokee with a final run of even plusher

X-plate Orvis editions in 2001. Interestingly the Grand Cherokee was never as popular or sold in the same numbers as its smaller brother.

These days you never see them on the road and the DVLA has only 118

still registered. This is why any original shiny survivors must be worth keeping. Like the one being sold by a trader in Aberdeen; a 1997 4.0-litre Limited in Hunter Green (there were so many in that colour) with just 64,000 miles, history and ten past MoTs for £1250.

It's an interesting classic workhorse that's no money at all. Even a tiny-mileage stunner would probably only make around four grand – if you can find one. So when you're next on eBay look out for a low-mileage example and understand that the survival rate of really good ones is now down to single figures.

If you've never driven one you should, because the Cherokee's greatest claim to fame is that it helped turn 4x4s from soft-handling barges into lively, tight-turning skateboards. This was the accidental GTi of off-roaders and rightly deserves a place in the classic hall of fame. I'd buy a good one tomorrow.

'We loved the chintzy transatlantic interior and adored the lusty 4.0-litre straight-six'

MORE QUENTIN WILLSON p 43

# THE PORSCHE SALE 2015

The Wing, Silverstone Circuit

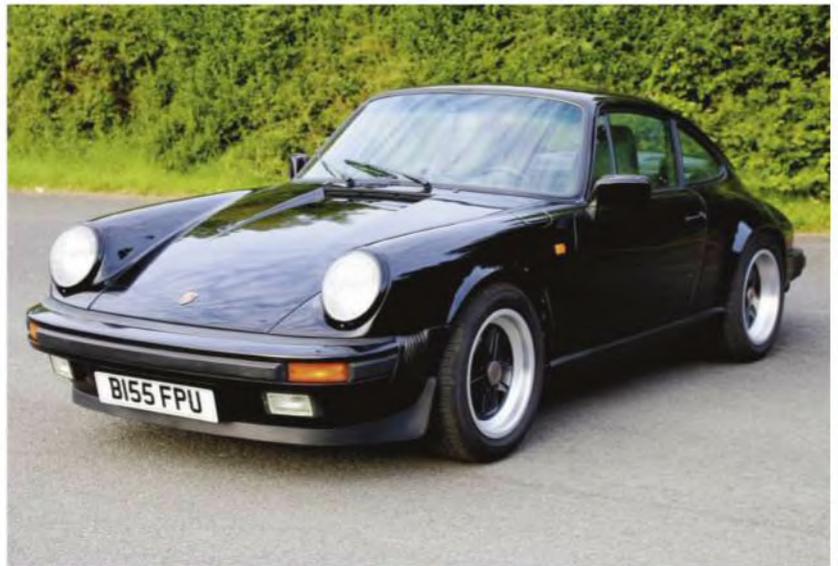
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# ➔ MARKET WATCH

Russ Smith explains why speed is of the essence if you're after a cheap 205 GTi, the reasons behind the upward march in MGC values, and why he wishes he'd bought that £83k 308...



## MARKET MOVES

We've been pointing out how undervalued the Peugeot 205 GTi looks for some time, and it seems the market may have

finally started to wake up to that. Arguably the best of the Eighties hot hatches, fine examples can still be picked up for under £5000 – but perhaps not for much longer.

H&H recently offered a nice 1.9 with a realistic estimate of £5k-£6k. This was a two-owner car, and rare in Oberon Green, but it was no cosseted low-miler – the milometer showed 94,000. Yet significantly it sold for a substantial £7840.

This could prove to be a one-off, but I'm inclined to think it won't be. There's a limited number of really nice, unmolested 205 GTis out there. And this

result makes the two-owner 36,000-miler recently advertised by a London dealer for £7995 look very cheap indeed.

## MGC ROADSTER

For decades the MGC was held back by a largely unfounded reputation for poor handling; not much more than an MGB with a couple of extra cylinders, largely bought by oddball types. Prices reflected this – you might pay 10-20 per cent more than for a Sixties MGB, but that wasn't a lot given the extra power and rarity.

All that has changed – Roadster prices are now 50 per cent above those of even early pull-handle MGBs. It's only right – the MGC was built for just

two years, they only made 4552, and on modern tyres with the right pressures, they do drive well. Expect more price rises.

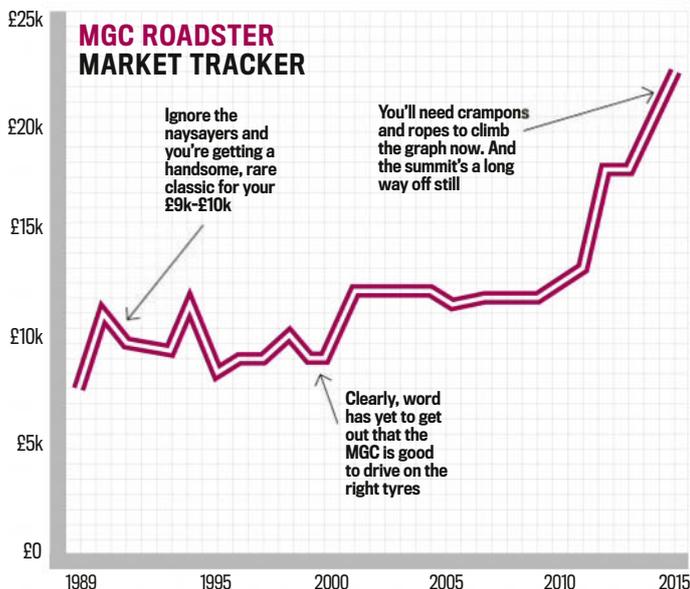
## FERRARI 308/328

In our buying guide on 308s and 328s just 18 months ago, we were amused by someone asking £82,500 for a glassfibre-bodied GTB; now we wish we'd bought it. Prices for all these cars have rocketed since, especially for that first run of *vettoresina* cars before Ferrari started building them in steel. Even merely nice ones routinely make six figures, and the best are pushing £200k.

Even the runts of the litter – the lower-powered GTBi/GTSi – have jumped from £30-£35k then to £45-£50k now. And perhaps the surprise of the lot are the 328s, which are now worth more than the first steel-bodied carburettor 308s.



Forget the largely misguided criticism of the MGC over the years - it's a fine car to drive on modern tyres, and rare too



The saloon-bar wisdom that held the MGC back for year after year is a thing of the past now

## ANALYSIS FERRARI 308

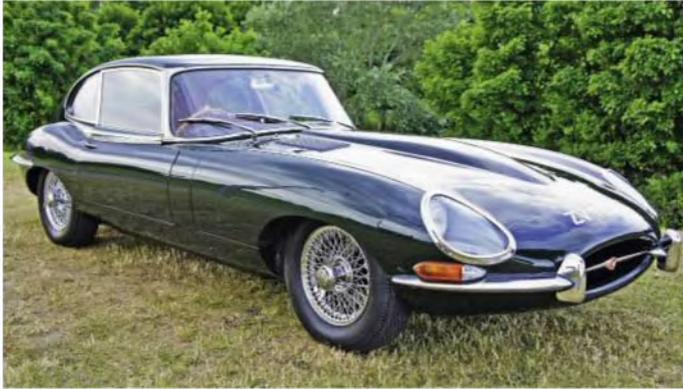
If you followed our advice in our 308/328 issue you'll be glad you didn't wait any longer



YEAR	MODEL	Which sal			
1976	Ferrari 308 GTB grp	Bonhams/24.5.15	148,900	179,630	20.6
1977	Ferrari 308 GTB grp	Bonhams/26.6.15	100,000	117,980	18.0
1977	Ferrari 308 GTB grp	Artcurial/2.11.14	62,500	102,438	63.9
1978	Ferrari 308 GTB	Artcurial/22.6.15	114,285	144,743	26.7
1978	Ferrari 308 GTS	Historics/29.11.14	51,000	49,280	-3.4
1978	Ferrari 308 GTS	Silverstone/23.5.15	47,000	60,750	29.3
1978	Ferrari 308 GTB	Silverstone/22.2.15	49,500	61,313	23.9
1978	Ferrari 308 GTS	Silverstone/22.2.15	61,000	58,500	-4.1
1979	Ferrari 308 GTS	Silverstone/26.7.15	50,000	54,000	8.0
1979	Ferrari 308 GTS	Silverstone/23.5.15	75,000	79,875	6.5
1980	Ferrari 308 GTSi	H&H/15.4.15	37,500	44,800	19.5
1980	Ferrari 308 GTSi	Historics/6.6.15	39,000	43,680	12.0
1980	Ferrari 308 GTBi	Silverstone/16.11.14	50,000	51,188	2.4
1982	Ferrari 308 GTSi	Silverstone/16.11.14	42,500	42,750	0.6
1981	Ferrari 308 GTSi	Silverstone/22.2.15	30,000	32,625	8.8
1986	Ferrari 328 GTS	Artcurial/22.6.15	42,850	63,000	47.0
1986	Ferrari 328 GTS	Silverstone/16.11.14	50,000	68,625	37.3

### 1968 Jaguar E-type S1.5 2+2 **£46,750**

BARONS AUCTIONS, JULY 28. This result chucks sand in the face of those who insist that value depends on originality. It would be a strong price for any E-type 2+2, especially with its automatic gearbox. But this originally open-headlamped S1.5 had been back-dated during restoration and conversion to right-hand drive to have the external appearance and steering wheel of an S1. This was also an older resto, though it still looked good and someone really wanted it – so who are we to quibble?



### 1990 Mercedes-Benz 190E Evo II **£100,688**

SILVERSTONE AUCTIONS, JULY 26. No, that's not a typo, but it is a record price for a 190E. And in the wake of all the interest in BMW M3s – especially the Evo models – it was kind of inevitable. Mercedes built just 500 of these bespoiled Evo II rockets, and good survivors are getting rare. This fell very much under that banner, with the kilometre equivalent of 23,900 miles on the clock and immaculate presentation. It's still a hell of a lot of money (at least for now) but this example may be the best to be had.



### 1969 Aston Martin DBS **£67,200**

BRIGHTWELLS, JULY 15. What is it about Aston Martin project cars? Okay, Quentin was singing the DBS's praises in the last issue, but this was an automatic version that has sat unused since 1987, so while it looks straight and has a saveable interior, there's no telling how deep the restoration work will need to go. Brightwells gave it an estimate of £25,000–£30,000, which was probably just to encourage potential buyers, but this still looks a like a lot to pay. Then again, it might not next year.



### 1990 Ford Sierra Sapphire RS Cosworth **£25,760**

H&H, JULY 29. At first glance this looks like an example of someone buying low mileage – 29,000 miles in this case – and getting a car thrown in. The total paid was over £10k above the top estimate, and to date the toned-down, four-door Cossies haven't set the market alight. On the other hand, it is an unmodified 25-year-old fast Ford in show-ready condition and with just two owners. There may not be another one along for some time.



### 1959 Jaguar Mk1 3.4 **£67,200**

BRIGHTWELLS, JULY 15. We admired the auctioneer's creative tenuous linking of this car to the Beatles – its first owner lived in the same London street as Paul McCartney. But aside from that, this was a very nice example of a now rare and desirable Jaguar saloon with plenty of racing heritage. Some £60,000 has been spent on it since 2002 and it shows. Take that into account, and the price paid – £27,200 over estimate – could be considered a discount against what it would now cost to replicate this car.



### 1967 Mercedes-Benz 250 SL **£34,239**

SILVERSTONE AUCTIONS, JULY 25. What this sale demonstrates is the enormous value of good history. Though looking presentable enough after a recent overhaul and respray by Mercedes specialists, it came with no history at all prior to 2013, aside from being a Euro-spec car that went to America and apparently won some trophies there once. This was £10k below estimate, in a sale where two other Pagodas made £75k and £99k. It could turn out to be a real bargain if the buyer can trace its past.





Some owners of Historic-class vehicles have received disconcerting letters from the DVLA

## DVLA spreads alarm

**T**he DVLA has recently caused much alarm in the classic car world by sending out letters to 'Historic' vehicle owners asking them to verify the age, construction and origin of their car – even when this has already been done in the past.

There have been about 100 recipients so far, and the DVLA has made it clear the letter won't be sent to the owners of all Historic tax class vehicles. Its statement explaining the rationale reads, 'Where doubt is cast over the accuracy of the

records held, thorough and proportionate investigations are necessary. Classic vehicles qualify for an exemption from VED, and from vehicle testing if pre-1960. They can also display period registration numbers. So it's vital that the DVLA holds accurate records.'

Rather more pointedly, the DVLA's John Vale said, 'I am aware of a recent V765 application (to register a vehicle under its original number) where a vehicle was shown on the original logbook as a four-door saloon and had

been altered to a two-seat sports.' That would appear to apply to a large number of pre-war Bentleys and Bugattis, which have routinely been rebodied – even in period. However, the DVLA guidelines say that 'a major change of body style is not acceptable'.

This matter is still ongoing, and the DVLA has not yet confirmed on what basis owners were singled out to receive a letter, nor if and when another batch of letters will be sent out. We will keep you informed.

### IN BRIEF



#### PRISONER MOKE DISCOVERED

A 1965 Mini Moke that appeared in cult TV series *The Prisoner* has been found in a barn in Holland where it has lain since 1974. Photos from the series show its HLT 709C registration, and it still wears the distinctive candy-striped top used by all the Portmerion 'taxis'. Despite being in poor condition, and without paperwork, it's sure to attract much interest when offered by Classic Car Auctions at CarFest North on August 29. Its estimate is £11,5k-£13,5k. [classiccarauctions.co.uk](http://classiccarauctions.co.uk).



#### PERIOD NUMBERPLATE CHANGE

The DVLA has announced a change to the legislation regarding use of old-style non-reflective numberplates on classics. These were previously only legal when fitted to pre-1973 vehicles. The DVLA now says that their use has been extended to all vehicles that qualify for the Historic Vehicle class – and therefore free tax – which currently applies to vehicles built before January 1 1975. This instantly allows another two years of cars to use the older plates, and because it's on a rolling basis will be extended every year.



Justin Lazic, driving force behind Classics Central, in his Imperial Crown Coupe

#### NEW CLASSIC AUCTION HOUSE LAUNCHES

Classics Central will hold its first classic car auction at Bedford Autodrome on September 6. This will be the company's regular venue and is just off the A6 in Thurleigh near Bedford.

The venture has been launched by Justin Lazic, proprietor of sales and restoration company Lazic

Classics. As well as being centrally located, other advantages the Nottingham-based company claims are plenty of onsite parking, and holding sales on Sundays when more people are likely to be free to attend.

Lazic told us, 'Having been a regular on the auction scene for

some time, I am well placed to understand the "magic" required to connect motivated buyers with motivated sellers of quality and collectible motor cars.'

Premiums payable are ten per cent for buyers and five per cent for sellers. For more details, see [classicscentral.co.uk](http://classicscentral.co.uk).



#### THE LAST 250 SWB

Putting down an early marker, Artcurial has announced it is to offer the very last Ferrari 250 GT SWB at its *Rétromobile* sale in Paris on February 6. Chassis 4065 is confirmed as the final of the 103 SWBs built, departing the factory in 1963 to start life in America. It returned to Europe in 1989 and has since been kept in the Swiss collection of Antoine Midy alongside a California Spider. Left-hand drive and with a steel body, it boasts matching numbers and colours. Artcurial expects it to sell for around €9m (£6.4m).



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# TEMPTATIONS

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



## ♥ 1971 DE TOMASO PANTERA

**For sale at** Silverstone Auctions, September 5, [silverstoneauctions.com](http://silverstoneauctions.com)  
**Why buy it?** Not only is this one of the first 75 Panteras produced - handbuilt by Vignale - it has spent nearly all its life in Hawaii and even appeared in the TV series Hawaii Five-0 (series 5, episode 2). Three owners and very original.  
**Price estimate** £90,000-£110,000

## ♥ 1935 RILEY IMP

**For sale at** Bonhams, Beaulieu, Sept 5, [bonhams.com/cars](http://bonhams.com/cars)  
**Why buy it?** The rare chance to acquire one of these stars of the Thirties British sports car world, with its lively twin-cam 1087cc engine. Obviously a full restoration project, but it looks good and complete in all the important places. **Price estimate** £40,000-£60,000



## ♥ 1969 ALFA ROMEO GT 1300 JUNIOR

**For sale at** Arun Holdings, Hampshire, [arunholdings.co.uk](http://arunholdings.co.uk)  
**Why buy it?** Fresh off the transporter from Italy, this rust-free, three-owner left-hand-drive 'Stepnose' has aftermarket alloys and a smaller woodrim steering wheel but is otherwise refreshingly sharp and unmolested. **Price** £17,950

## ♥ 1951 LANCIA AURELIA B52 COUPÉ

**For sale at** Bonhams, Chantilly, Sept 5, [bonhams.com/cars](http://bonhams.com/cars)  
**Why buy it?** This really is a one-off: the Bertone body is unique and this unrestored car has covered just 3700km from new - it even still wears its original whitewall tyres. Concours-displayed in period with pics to prove it. **Price estimate** €175,000-€245,000



## ♥ 1976 ROVER P6 3500S

**For sale with** Cherished Classics, Leicestershire, [cherishedclassiccars.com](http://cherishedclassiccars.com)  
**Why buy it?** Quite apart from the arresting Avocado Green paint, the 'S' designation means this example has the desired manual gearbox. In superb condition, it also has a complete history file to back up the 77,000 miles showing on the odometer. **Price** £9995



**▲ 1965 ASTON MARTIN DB5 CONVERTIBLE**

**For sale at Bonhams, September 12, [bonhams.com/cars](http://bonhams.com/cars)**

**Why buy it?** One of the ultimate British classics in the colour scheme that perhaps presents it best. Only 123 DB5 Convertibles were built and this has to be one of the finest remaining examples – after all, it is the GUV. **Price estimate** £1m–£1.2m



**◆ 1952 ARMSTRONG SIDDELEY WHITLEY STATION COUPÉ**

**For sale at Brightwells, September 23, [brightwells.com](http://brightwells.com)**

**Why buy it?** There's only one other of these four-or-more seaters and that's in Australia, so you're buying exclusivity. **Price estimate:** £8000–£11,000

**UPCOMING SALES**

**♥ August**

**Sat 29, Surrey.** Historics at Brooklands, Brooklands Museum, Weybridge.

**[historics.co.uk](http://historics.co.uk)**

**Sat 29, Hampshire.** Classic Car Auctions, Carfest South, Laverstoke Park Farm.

**[classiccarauctions.com](http://classiccarauctions.com)**

**♥ September**

**Fri 4, Oxfordshire.** Silverstone Auctions' Salon Privé sale, Blenheim Palace.

**[silverstoneauctions.com](http://silverstoneauctions.com)**

**Sat 5, Hampshire.** Bonhams, National Motor Museum. **[bonhams.com/cars](http://bonhams.com/cars)**

**Sat 5, Chantilly, France.** Bonhams, Château de Chantilly. **[bonhams.com](http://bonhams.com)**

**Sun 6, Essex.** Coys' Excellence of Porsche sale, Castle Hedingham. **[coys.co.uk](http://coys.co.uk)**

**Mon 7, London.** RM Auctions, Battersea Evolution. **[rmauctions.com](http://rmauctions.com)**

**Sat 12, West Sussex.** Bonhams, Goodwood Revival, near Chichester. **[bonhams.com/cars](http://bonhams.com/cars)**

**Tue 15, Surrey.** Barons Auctions' British Heritage sale, Sandown Park, Esher. **[barons-auctions.com](http://barons-auctions.com)**

**Wed 16, Somerset.** Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. **[charterhouse-auction.com](http://charterhouse-auction.com)**

**Wed 23, Herefordshire.** Brightwells, Easters Court, Leominster. **[brightwells.com](http://brightwells.com)**

**Sat 26, Denmark.** Bonhams' Frederiksen Collection sale, Ebeltoft. **[bonhams.com/cars](http://bonhams.com/cars)**

**♥ October**

**Mon 5, Pennsylvania, USA.** Bonhams' Preserving the Automobile sale, Simeone Foundation, Pennsylvania. **[bonhams.com/cars](http://bonhams.com/cars)**

**Thu-Fri 8-9, Pennsylvania, USA.** RM Auctions, Hershey Lodge, Hershey. **[rmauctions.com](http://rmauctions.com)**



**◆ 2000 BMW Z3M COUPÉ**

**For sale at Avantgarde Cars, Staffordshire, [avantgardecars.co.uk](http://avantgardecars.co.uk)**

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**◆ 1964 FERRARI 250 GT LUSSO**

**For sale at RM Auctions, September 7, [rmauctions.com](http://rmauctions.com)**

**Why buy it?** It's a restored, matching-numbers example of one of Ferrari's prettiest ever cars in its original colour combination, and has had a recent engine rebuild. It's left-hand drive, but then all but 22 of the 350 Lussos were. Start dreaming of trans-European adventures now... **Price estimate** tba



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# BARN FINDS

Nigel Boothman reveals an Aston sold for £20, hedge-bound Minis in New Zealand and a down-at-heel Jaguar

★ STAR FIND



**ASTON MARTIN 12/50** This Aston was bought for just £20 back in 1961 - and hasn't really moved much since. The search for interior parts and documents is an ongoing process



## Aston Martin 12/50 and Ford 100E Escort

A 1933 Aston Martin 12/50 Standard Tourer has been uncovered in a lock-up garage in an Edinburgh mews. It's thought the car, which was rescued from a scrapyard in 1961, has been interred in the garage for most of the intervening 54 years. Andrew Doney of local classic specialist Edinburgh Sports Cars recounts how he came to hear of it.

'An elderly relative had finally decided to allow the removal of the contents of a lock-up, so the garage could be sold. I was contacted to assess the cars that were said to be inside - none was in very good condition, I was told, but could I come over and have a look at them?'

The cars turned out to be a Wolseley Hornet saloon of about 1935, a Fifties Ford 100E Escort almost full to bursting with old books and in the corner, under some blankets, an Aston Martin. Pat Purdom, a

relative of the owner, one Mr Ramsden, explained more. 'I don't think he'd been into the garage for many years before I started to clear it, and when I began, you simply couldn't see the Aston-Martin at all; it was under so many newspapers and books that a mattress had been placed on the top. If the owner didn't fancy going back to his flat he used to sleep there.'

The remarkable tale of how the car came into Mr Ramsden's possession is detailed in his old hand-written logbook, and confirmed by charming entries in a 1961 Letts Motor Racing Diary that Pat Purdom chanced upon while sorting the immense quantity of books and papers in the garage. These entries reveal the cautious run-up to the purchase. 'Saturday 4th February, 1961. Snow overnight. Discovered an Aston Martin lying at Bernard Hunter's scrapyard.'

'Monday 6th. Discussed Aston Martin with Mr Macleod and Mr Muirhead, who knew something of its history.

'Saturday 11th. £20 out of pocket; in possession: 1 Aston Martin.'

More fascinating still is the story of the car's retrieval from Leith and down through the centre of Edinburgh. The Wolseley Hornet (known as 'PJ' from its registration) was tasked with towing the inert Aston, escorted by a friend in a VW Beetle.

'We were faced with a steep climb out of the Cowgate, during which a cat flashed across in front of PJ and effectively destroyed the momentum of the whole caravan; it was here that the VW justified its presence with a good piece of pushing.'

It's believed that Mr Ramsden, an astronomer working on satellite tracking during the Cold War, fixed up the Aston Martin sufficiently to use it for a short while, though when discovered it had clearly been laid up for many decades. The dashboard and most of the instruments are currently missing, but may turn up as the clearance continues, while the twin



**FORD ESCORT 100E** Fifties Ford doubled up as a garage-based library for several decades



**RILEY 4/72** Spotter Simon Kidston found this Riley near Geneva



**MINI** These two Minis are a long way from home - New Zealand to be precise



**ASTON MARTIN** Very few Astons in this style were sold when new and it's thought even fewer survive



**MINI** This Mini isn't the only hedge victim - a Jag is believed to be in there too

## WORTH RESTORING

### 1933 ASTON MARTIN 12/50 STANDARD TOURER Restoration estimate: £100k-£130k

No Aston is a cheap car to restore, but let's start with the good news - chassis of this era rarely need more than a stripdown and repaint, while the running gear is no challenge either. The body and the engine are greater concerns, with the ash frame and aluminium skin demanding close examination. Some wood repairs are to be anticipated. The overhead-cam engine is almost certainly to original specification, so Aston Martin's fragile aluminium conrods must be replaced for safety's sake, while the crankshaft should also be renewed to allow peace of mind and the use of modern bearings instead of white metal. Dashboard, trim and hood repairs make up the rest of the cost.

Viability is really down to the combination of purchase price and body repairs. The bottom line is good - this is a rare, unmodified pre-war Aston, and while the market is more in touch with reality than DB models, values are stable or increasing.

carburettors were found in a box. Registration documents are also missing at present but are highly likely to be among the boxes of old papers found inside and outside the car - so far, dozens of back-issues of *Motor Sport* and a Robert Louis Stevenson first edition have emerged.

Robert Blakemore of pre-war Aston specialists Ecurie Bertelli describes the model. 'The 12/50 Standard Tourer was almost identical to the long-chassis version of the 1.5-litre Le Mans model, and we think there are only three or four left. Few were sold when they were new and many were later cut and shut to become short-chassis Le Mans replicas or Internationals. In good condition the 12/50 Tourer is a very nice car with excellent handling, good brakes and 80 to 90bhp, so enough to keep up with modern traffic.'

Though in need of substantial restoration it will make a superb four-seat sporting thoroughbred when finished. Those

interested in any of the three cars can contact the magazine.

### Mini MkIII

Continuing the theme of classic cars in the undergrowth, Peter Fahey sent us this warning to lazy gardeners everywhere, in Onehunga, Auckland, New Zealand. As if the consumption of a Mini MkIII isn't enough, the rogue shrubbery might have finished its main course already. 'I had a look, and I got a feeling there might be an old Jag in front of the Mini,' says Fahey.

### Riley 4/72

When he's not writing columns for *Classic Cars* magazine, conducting D-types around the Mille Miglia or brokering some of the world's most glamorous classics, Simon Kidston sends us snapshots of more humble cars that catch his eye. 'This one has been sitting in a field outside Geneva for the past few weeks - I'm not sure if it's been



**INTERNATIONAL TRUCK** A lot of the cars found in this Canadian stash had uncertain futures, unlike this truck



**JAGUAR XK120** It's unlikely to be a runner again - though please prove us wrong



**WILLYS JEEP** Freeing this mud-plugger will require a little more than brute force



**JAGUAR XK120** The perfect installation to complement a shiny car collection



**JAGUAR XK120** That design of roof rack isn't one we remember from the options brochure

abandoned or parked by a farm worker!' Either way, it seems an odd fate for a Riley 4/68 or 4/72. We think it's the latter – they were made for a lot longer and the rear track looks slightly wider, a 4/72 characteristic. These very British cars were an early success story for badge engineering, sharing a B-series engine and Pinin Farina body design with Austin, Morris, MG and Wolseley, but with a Riley-specific nose job from Nuffield's Sid Goble. Let's hope whoever drove it in drives it out before the plough does its work.

**Jaguar XK120 and Willys jeep**  
Canadian reader Don Huff sent us pictures of an intriguing if somewhat weather-beaten

hoard near the village of Queensborough, Ontario, which he tells us is some two-and-a-half hours north-east of Toronto. Most significant is a Jaguar XK120 coupé wearing a tangle of metal on its roof and a chain through the rear screen aperture and bulkhead, suggesting it was craned into position and dumped. There are some other rare machines on site, as Huff explains. 'The property was the reputed site of a "hoard", but when I went there with a friend of the owner it was obvious many vehicles had been recently moved, I assume to the crusher. A big International truck wore a sign that showed at least some stuff was off-limits to the dreaded scrappers.

'A Willys jeep remains in one barn, with another barn collapsed around a very large late Fifties North American station wagon – I was not able to positively identify it (it was surrounded by precarious piles of nail-studded wood). But with the level of trim, I expect it was a low-production, high-end station wagon – my guess is a 1958 Oldsmobile 88 Fiesta Station Wagon.' Don Huff worked for British Leyland in Canada as the final MGBs, Spitfires and TR7s were sold and he's had around 20 British cars, though the next decision reveals a fundamental enthusiasm for waifs and strays. 'I can't decide if my next project is to resurrect a BJ42 Toyota Land Cruiser or a Volvo 122S – both sitting in a barn.'

**BARN FINDS**  
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# ➔ QUENTIN WILLSON

With the top of the market reaching the financial heights that it has, fakery is very real



Should we worry about bogus classics? I think we should start being more careful. Back in the day when a Ferrari 275 GTB/4 was only worth five grand nobody bothered misrepresenting old cars.

But now that all those rare Sixties Ferraris are making millions, recreating a total fake round a genuine chassis number could turn the sort of profit that would interest even the Mafia. A couple of million clear for a year's work of clever re-engineering has its appeal. In 2013 a 1967 GTB/4 surfaced in France with apparently proper factory numbers built round a modified 330 GT chassis and a new-old-stock unstamped engine block. The original car had been written off in the Seventies and the long-forgotten identity used 42 years later as the platform of a cunning fraud.

Once you start looking, there are more of these fakes than you realise. Last year a claimed prototype Iso Grifo appeared that had Iso experts so apoplectic with rage that the auction sale had to be cancelled. In 1995 the owner of a 1952 Jaguar C-type was alarmed to find another C with the same chassis number come on to the market and had to spend five years proving that his was the genuine item. One high-end UK dealer was offered an Alfa Giulia TZ with racing

history allegedly found in an Italian scrapyards and restored. He found photos of the same Alfa destroyed by fire at Sebring in 1964, so knew the car being offered had been built from nothing. There have been several duplicate D-type Jaguars, a dozen fake racing Listers, lots of recreated vintage Bentleys and too many fabricated pre-war Bugattis. At today's prices the potential gains from classic fakery can add up to tens, if not hundreds, of millions. That's why buyers should start being a lot more wary.

**'At today's prices, the potential gains from classic fakery can add up to tens, if not hundreds, of millions'**

Look at the numbers – recreating a rare flat-floor E-type roadster will cost around £140k. Do a convincing job and you're looking at a market price of £250,000. All you need is period-looking documentation and a defunct chassis number and you can build a car from scratch round that identity. Nothing can't be remanufactured. All chassis and engine numbers can be re-stamped or re-cast, aged nuts and bolts are easy to find and virtually any historical document can be forged. Last year an Austin Healey 100M popped up for sale in

Argentina with a dodgy Heritage Certificate that even impressed the BMIHT. And legend has it that the seats of old French cinemas are highly prized for their patinated leather. On some vintage classic fakes we're at the stage where only X-rays and sophisticated metallurgical analysis can determine the real deal. Scary thought, that.

So if you're buying at the higher tiers of this market, do your research. Scour the internet for photos, and use trusted marque specialists and club archives to track provenance and history. Any expensive classic with decade-long gaps in its past life should be treated with steely caution.

On a brighter note, faking old motors is a relatively recent phenomenon; and if a high-tab classic comes with a proven history going back at least 30 years the risk is less. But the numbers of questionable cars are still surprising. In 1933 MG built 33 racing K3s yet experts say they've seen as many as 100 'genuine' K3s. You do the maths....

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.



When original parts or continuous histories end up attached to two different cars, one solution is to recombine the correct elements from both to create one legitimate car - like this D-type - and one honest replica



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# ➔ TOM TJAARDA

Tom knew nothing about F1 cars – but Alejandro de Tomaso told him to design one



Watching a Formula One race today, I marvel at how sophisticated racing cars have become. The pit stops have become fascinating just to watch a 2.3sec tyre change. It's also interesting to see how neatly and tidily everything operates in the workshop/pit stop areas during a weekend of high-level competition. Looking closely at the cars with all their confusing collection of small and large spoilers prompts me to speculate on the number of wind tunnel test hours needed to establish their perfect location, size and angle.

As for those compact engines with pistons less than an inch high, how on earth do they stay straight in the cylinders? The cars have little 12in wheel rims and big fat tyres – there must be a good reason for that. We designers like huge 22in rims with low-profile tyres because they look cool.

Cornering and braking in modern F1 cars can exert a pressure on the driver as high as 5.5G for an hour and a half. I had a ride in a World War Two P51 Mustang fighter a few years ago and coming out of a loop I experienced 3.5G – that did me in for the next few hours.

F1 cars are designed to go slowly sometimes but be able to go fast constantly. The top speeds are not that impressive,

but the insane acceleration and braking capability is the secret that produces winning cars.

The whole F1 world has become financially mind-boggling. Drivers of winning cars are paid millions of pounds, while others have to pay to drive because their car is 1.5sec slower per lap. Just think of the money and effort needed to make a car go 1.5sec a lap faster!

It was all much simpler back in 1970. One day Alejandro de Tomaso came to my

**'F1 cars have little 12in wheels and big fat tyres, but we designers like huge 22in rims with low-profile tyres'**

office at Ghia and asked me to start designing an F1 racing car. Forty-five years have passed since then, but the idea of asking a *stylist* to design an F1 car seemed odd even back then. But you didn't argue with de Tomaso, so I got started, not knowing just what I was supposed to do.

He wanted me to design a concept, so I worked out a design I thought might work, keeping the centre of gravity and the fuel tanks as low as possible. The result was a triangular section with a flat underside and sloping flanks – that way the fuel

was distributed close to the underside to lower the centre of gravity.

I made a quarter-scale model of my concept and it was taken to Modena where Gian Paolo Dallara – who has become one of the best racing car engineers and is still going strong – would be engineering the actual racing car.

A couple of months later I saw the finished result and noticed my triangular section concept had been incorporated into it. Wind tunnel testing was not common then, so the car was tested on track with different spoilers and wings to see what worked best. Frank Williams was the team organiser and Piers Courage the driver.

The racing De Tomaso Pantera had a long history of victories, but the De Tomaso Formula One car never even came close to being successful and the whole adventure ended tragically with the death of Piers Courage in the Dutch Grand Prix at Zandvoort in 1970.

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

Tom's triangular-section body design is clearly shown here. De Tomaso's foray into F1 ended tragically with the death of Piers Courage



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# ➔ SIMON KIDSTON

Working on your car? Driving it to the pub? That's just so last century...



Once upon a time we had 'taxed and MoTd'. Then came 'books and tools', before the advent of 'factory certified' or maybe a 'zertifikat' if the seller (big in property on the Costa del Sol) wanted to add some foreign sophistication.

Imagine an ancient past where buyers might heatedly debate how a Porsche RS 2.7 Carrera in Touring trim handled compared to a Lightweight; if the primitive disc brakes on a late Mercedes-Benz 300 SL roadster actually stopped the car any better than the well-proven drums on an earlier model; or whether the four-camshaft version of Ferrari's fabled 275 GTB was worth a premium over its twin-cam predecessor.

In this dream world owners would drive their old cars to the pub, leave them in the car park and engage with other patrons over a good-humoured pint as to 'What'll she do, mate?' after the more generic 'Don't see many of them these days – nice you've kept her on the road...' This wasn't mere flattery – owners actually got their hands dirty because it wasn't worth paying someone else to do the work, and most garages weren't interested anyway. It was a quaint time known as the 20th century.

So passé. Why would you even want to drive an old car? A Prius speaks volumes about your commitment to saving the world

and sips less petrol to glide silently to Glastonbury than your MGB does to fight its way beyond the M25. Feel the need for speed? The five-year-old Porsche Boxster your wife uses to do the weekly shopping will outdrag a clunky Ferrari Boxer without breaking a sweat, and neither she nor the groceries will be cooked by the time they get home. It's a no-brainer – isn't it?

In the 21st century, the times are a-changing. Your neighbour doesn't think you're a closet nutcase for owning an old

*'How can I be sure it's really a Ferrari F40 I'm looking at? Maybe it's a Pontiac Fiero in drag'*

car, you're a financial genius. At the pub, where you arrive in your Prius or Boxster, fellow drinkers admire photos of your DB5 on your iPhone because it's too valuable to actually drive there in person, and getting it wet on the way home might cost you valuable points at the next concours, which heaven forbid, could mean thousands of pounds less when you auction it.

You haven't got factory certification? Sharp intake of breath. How can I be sure it's really an F40 I'm looking at? Maybe it's a Pontiac Fiero in drag. No books and tools? Disaster. No, of course I'm never

going to use them – I don't know what they're for, and nor will the next owner – and nor do I plan to consult the owner's manual. I don't need to know what these knobs do, because I won't drive it in the dark, or the rain, or in fact at all. But imagine the effect on resale if they're missing.

And suddenly you wake up in a cold sweat and realise it was all just a bad dream. The certification folder was there all along. The books and tools, never read and never used, are displayed alongside. Something's still nagging the back of your mind but you can't quite place it... You walk downstairs and open the garage door. Of course, now you remember – it's the car. There it is, silent under a cover, with perfect new bodywork, a brand-new engine and, because the old one was – well – *old*, a new chassis too. But the factory did the work and it's certified, so not to worry. Phew, that's a relief.

Sound familiar? Hey ho, off to market we go (but I didn't buy it for profit, I'm a collector, really...).

*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.



'Yes, I know it looks like a Ferrari F40. But without that factory certification...'

# HOT 30



From left: Porsche 928,  
Ferrari 355, Aston Martin  
DBS, Alfa Romeo Giulia Super  
Berlina and Bentley  
4½ Litre Tourer

The rise and rise of the classic car market can easily send your next choice out of reach. We quizzed five experts about how to get ahead of the market, then took the five tastiest of their 30 choices for a blockbuster test session

Words ROSS ALKUREISHI Photography LAURENS PARSONS



'If you want to devour tarmac rapidly and in supreme comfort, then a 928 should be top of your list'



Look for a Seventies 928 - they're getting scarce



Front-mounted 4474cc V8 helps optimal 50-50 weight distribution



## JUSTIN BANKS

(JUSTIN BANKS LTD) Banks started out at Hexagon before setting up as an independent dealer 15 years ago. He specialises in an eclectic mix of cars at realistic prices. His personal taste is for Sixties grand tourers.

£10,000

In the lowest price bracket Banks goes for the **Porsche 928**. 'It needs to be an S1, a '78 or '79 car; those early ones are really pure, straight from the design pen to the showroom.' That's evident from Philip Hughes' elegant silver car with its telephone-dial alloy wheels and wraparound body-coloured bumpers. Even today that shape, while simple and free from clutter, still looks decidedly space age, with its great white shark-faced front end and semi-octagonal rear. It's no wonder Porsche aficionados, previously brought up on a diet of mild aesthetic evolution, found it so difficult to switch allegiance from the 911. And that's before we get to the engine...

Like most German cars of the period, inside it's a study in the colour black but spectacularly broken up in this case by a wonderfully psychedelic checked Pasha cloth and leather interior. It's strictly a two-plus-two – the latter pairing will have to be decidedly undersized – but according to Banks that's one of its key strengths as a classic. 'As well as being really well engineered they're practical – you can put the kids in the back, stow plenty of luggage and go on holiday. The automatic gearbox cars are great, but a manual is even more fun.'

Luckily, that's what we have here. S1s are now scarce on the ground, and a manual example even more so. The gearbox sits in the rear on a transaxle, with the 4474cc V8 up front – this necessitates extricating yourself from a traditional Porsche mindset, more so because it's water-cooled too. Performance is delivered in an effortlessly smooth flow of torque, and the dogleg-pattern gearbox is meaty and rewarding to use. The brakes are similarly substantial.

Under heavy load the V8 sounds good but thanks to a well-insulated cabin most of that is enjoyed by passers-by, unless you

whip open the windows or are lucky enough to have a sunroof. With a power output of 240bhp these early cars don't have the outright oomph of later iterations but like all 928s the surprise to the newcomer is the fact that they handle – there's no 911 skittishness here. The ride's firm but a double-wishbone front suspension arrangement and Weissach system at the rear, allied to a 50-50 weight distribution, ensures a reassuring predictability when cornering hard.

As a driving experience it's ruthlessly efficient – but it's less involving than I expected. The 928 doesn't quite have the same level of character as some of the other cars gathered here today, but that's only because it's so bloody good. What's for certain is that if you want to devour mile after endless mile of tarmac rapidly and in supreme comfort, then a 928 should be towards the top of your list; and if you fancy yourself as Tom Cruise in *Risky Business* – which Philip cites as the prime reason why he bought one – then it can only be an early example.

Like other classics before it, the current 928 market favours the more powerful and technologically sorted later versions. This is something that the Jaguar E-type and Lamborghini Countach both experienced before the earlier, purer cars rose to the top. Could the same thing be about to happen again?

Banks certainly thinks so but suggests that finding one might be the most difficult part. 'Ten years ago S1s were £2k, so the attrition rate was huge – people don't realise how rare they are. You can still get one for £6k-£10k. Today is the day for that car, and I see it doubling within three years.'

£25,000

'Leave the CSL to the collectors – buy a **BMW CSA** and use it. That car is free motoring for the next ten years,' says Banks. 'Even a Billy-basic CSA is a great choice. They're really together and tight, and belie their years; you can go from a modern 3 Series to a 3.0-litre CSA and you don't have to make any adjustments – plus, they're cool as hell. If you're scared of old cars,



this is one you don't have to make any allowances for. Pay £15k-£20k for an amazing one, or £25k for the best in the world. That's cheap in relation to the quality you get.'

£50,000

'A Lamborghini Miura is an **Alfa Romeo Montreal** that's been squashed and stood on,' Banks suggests. 'Gandini designed both around the same time and they share a lot of styling cues. Allied to that is that race-derived V8, which makes an incredible noise.' He believes that out of all the classic cars to buy today, this is the one to go for. 'They were



nothing for years, so the survival rate is low but they're incredibly undervalued. With that combination of engine, styling and rarity it should be double what you can buy one for today.

'Pay £40k for a really sorted car and I can see it doubling in the next five years.'



£75,000

'A front-engined V12 Ferrari is an end-of-days car, and a **Ferrari 550 Maranello** ticks every box. It's still stunning in the flesh, very usable, has all mod cons and starts every morning,' says Banks. 'With a Ferrari it's all about the numbers, so forget left-hookers and go for a right-hand-drive car as just 457 were made. They're going up as we speak but still aren't where they should be. Okay, they've doubled in the past few years but there's no way a F355 Spider should be more expensive. Buy one for £70k and expect gradual increases year on year.'



£100,000

At this level Banks tips the **Lancia Flaminia Touring Convertible**. 'It was a direct competitor to the Aston Martin DB4 Convertible. Touring also bodied it, and if anything it's the more interesting car. The engineering of Sixties Lancias was incredible – head and shoulders above anything else.' He calls it the connoisseur's choice. 'It looks amazing, drives great, it's super-rare and is less than half the price of a DB4.

'If you see yourself as more Marcello Mastroianni than David Niven, then it's the one for you. It's undervalued because of the brand; no one gives a hoot about Lancia, but raves about Aston Martin. Now, if that changes...'



£100,000+

'The **Facel Vega Facel II** has bulletproof mechanicals, combined with the sexiest grand touring body – I still believe it's an exclusive club,' Banks explains. 'If it weren't for that US powerplant it would be above Aston and Ferrari and would be a million-pound car. In the UK, Joe on the street has never heard of it but in Germany, Holland and France it's already known.' With just 26 right-hand-drive cars built, he believes there is still an opportunity to buy one in a market where people are relatively unaware of them. 'That may not always be the case. Pay £200k for a nice example and it will rise steadily.'



## SIMON KIDSTON

(KIDSTON SA) Kidston is founder of the Geneva-based advisory firm bearing his surname, and a *Classic Cars* magazine columnist. He's a regular commentator at top events and recently completed the Mille Miglia in a Jaguar D-type.

£25,000

'If it's good enough for the *polizia* in *The Italian Job* do you need another reason to buy an **Alfa Romeo Giulia Super Berlina?**' asks Kidston. For men of a certain age the ubiquitous Giulia Super is forever associated with the inept attempts of the Italian police force as it's led a merry dance around Turin by Charlie Croker's trio of gold-laden Mini Coopers. Imagine movie action as real life, and how would the reality have played out?

Look past the cops' drab olive-coloured livery and multitude of Parma ham-fisted endings, and underneath sits a sophisticated little saloon. The 105-series cars had an all-alloy twin-cam engine driving the rear wheels, five-speed synchromesh gearbox and, in this later example, four-wheel disc brakes. In the hands of more capable pilots, one imagines things could have been a tad different.

Back to reality and today, just as then, the asking prices for the high-performance stars – including Lamborghini Miura, Jaguar E-type and Aston Martin DB4 – in the film are out of reach for most. 'Italian exotica of the Sixties and Seventies has become impossibly sought-after, but four-door saloons haven't caught on... yet,' says Kidston. '£20k buys a nice one, but pay over the odds for the best – it costs as much to restore properly as a GTA – and you'll save in the longer term.'

Stuart Taylor's 1600 is just such a cherished example. Visually, its three-box design – never a more apt description than here – initially looks a little awkward; there's definitely a hint of Herman Munster to that upright cabin. Yet look closer and those straight edges dissipate to reveal a real concoction of delicate scallops, restrained panel undulations and a Kamm tail. It's a car that rewards time spent studying it, and looks particularly glorious in this colour. Those design elements weren't just for show either, resulting in an impressive drag coefficient of 0.33.

The cabin is enormous – with similar Tardis-like properties to its Mini Cooper nemesis – and its elegant ambience demonstrates just why generation after generation of Italian car enthusiasts continue to be seduced. There's just the right combination of wood and vinyl, allied to clean Veglia Borletti instrumentation. A large three-spoke wooden steering wheel dominates the interior, and it's this that forces you to adopt the traditional Italian legs akimbo driving position.

On the road that 112bhp twin-cam engine is a revelation, free-revving and satisfyingly torquy. It breathes through a pair of twin-choke Weber 40 DCOE carburettors but the intake noise remains relatively unobtrusive. That said, the valve gear gets a bit thrashy between 4000rpm and the 6250rpm redline, but no red-blooded driver would greet that with anything but relish.

Gearshifts are dispatched with quick snicks of the canted lever, and the steering is both light and responsive. Push it hard and the skinny rubber will show up shortcomings long before the chassis. It's a real intuitive pleasure to whizz around in and it's easy to see why it was such a top seller for Alfa Romeo. The only real downside is the size of the shadows that its sibling 105-series Coupé and Spider cast upon it.

Yet the Super Berlina is surely the one to have if you're interested in bringing the family along with you for the ride. It has the same



'It's a real intuitive pleasure to whizz around in'

underpinnings as both of the above, yet an incredibly airy cabin and a truly gargantuan boot.

Just as I've experienced today, Kidston reckons, 'the revvy twin-cam four and synchro five-speed box make this a delight to pedal fast – just avoid Turin rooftops or swollen rivers,' and that it will appreciate steadily, 'like your Italian telecom shares.'

£10,000

Up to £10k Simon tips the **Autobianchi Bianchina Cabriolet**. 'Ever seen *The Pink Panther*? It'll apparently outrun a Ferrari 250 Cabriolet for 1/100th of the price (gorilla attire optional...).' It's undervalued because 'the speculators don't fit in it', he believes.

'Expect to pay around £10k if you have the right contacts in

Italy... the more southern the car, the better. Performance? Er, yes, if measured by sundial. It probably won't grow by much but isn't the smile on your wife's face priceless when she receives it?'



£50,000

Ever seen the footage of the rally version in action? 'Contemporary mags called the **Lancia Delta Integrale** a pocket Porsche 959,' says Kidston. 'Its combination of great brand, racing pedigree [five World Rally Championships] and iconic looks, combined with being a laugh to drive fast, ensures that it's a modern classic. Expect to pay a premium for a Verde York-

liveried one or another limited-series colour, and allow £50k for the best. Then wait until those spotty Nineties teens are tech zillionaires and if you're lucky the value acceleration will match its performance.'





All the fun of a sporting Alfa, plus room for the family



Kamm-tailed three-box body boasts a slippery drag coefficient of just 0.33

**£75,000**

Tipped last year by Paul Michaels of Hexagon, Kidston believes the **Jaguar E-type 3.8 fixed-head coupé** is still a top buy. ‘Enzo Ferrari called it “the most beautiful car in the world” and it beat rivals on the racetrack and in the showroom. Anything Italian or German with equivalent pace and style costs a multiple of the E-type, but high production numbers limit its outright value.

‘Allow £75k to get a decent driver – mine would have to be in a handsome period colour. Prices have probably cooled off since their anniversary, so now may be a good time to buy. But don’t expect rocketing values – just enjoy it.’



**£100,000**

The **Mercedes-Benz 600 SWB** was the most expensive car in the world when new and one of the most high-tech. ‘Performance rivalled the best GTs, with luxury to shame a Rolls-Royce. Its presence matched its size,’ says Kidston. ‘From the top of the Sixties and Seventies MB price list when new to somewhere in the middle of *Classic Cars*’ price guide today, it’s a bargain if you can afford to maintain it. Use every penny of your £100k budget to buy the best. A bargain 600 is like a hole into which you shovel money. A deep hole.’ In terms of investment he suggests taking a long view ‘like its (probably) German industrialist first owner’ and you won’t be disappointed.



**£100,000+**

‘The Seventies are all the rage and what could be more period than the winged Batmobile, the four-wheeled equivalent of flared trousers with the equipment to back it up...?’ asks Kidston.

‘Porsche Carrera RSs, Ferrari Dinos and Daytonas, and Maserati Ghiblis of the same period are all now in the stratosphere. The **BMW CSL** is as rare, as fast and has equal pedigree.’

In terms of buying he says, ‘Beware of fakes and check numbers carefully, but you could pay £200k for the best. As always, do your homework and go the extra mile for the right car.’

For Kidston it’s a sound investment and one that’s sure to follow ‘that Carrera RS disappearing into the distance’.





'That glorious power plant spins freely towards the redline in every gear'



Little things mean a lot: red-and-white F1 badge can be glimpsed under the glovebox



3.5-litre V8 responds brilliantly and instantaneously throughout its entire rev range



### PIERRE NOVIKOFF

(ARTCURIAL) Motor cars specialist Pierre is one half of the team that discovered the Baillon collection and was in charge of the Rétromobile auction where it was sold. He currently owns a Peugeot 205 T16, an Alfa Romeo Giulietta Spider Veloce and a Lotus Elite.

£50,000

'I've noticed that people in the UK are really keen to buy Ferraris from the Nineties but in France and Italy that's not the case, because we have a lot of cars in left-hand drive,' says Novikoff. 'I love 308s and for me the **Ferrari F355** is the last of this design. However, you have to take into account that it is not really a rare car, with large production numbers. Yet the Ferrari market is moving quickly, so I chose one of the last cars that you can buy at yesterday's prices.'

Aesthetically, the 355 doesn't possess a bad angle. It retains the sensuous flowing lines of Leonardo Fioravanti's 308, yet succeeds in bringing a fresh modernity to its profile; and after the over-fussy rear of the 348, a return to quad-lamp simplicity results in one of the finest back ends known to man.

Joe Sacco's example is also in its best colour, Giallo Fly. This accentuates the other styling cues it shares with some of the prettiest of cars from Maranello's back catalogue, including a lip spoiler – if not a full Kamm-tail, it's 75 per cent of the way there – and the Dino 246-shaped rear windscreen.

Although beautifully finished, 355 cabins can lack character in a single-colour presentation – as seen here. However, this car's dark blue hides and carpets provide the perfect contrast to that hyper-zingy exterior finish. It also ensures that the red-and-white embroidered F1 badge just below the glovebox stands out like a beacon. Released in 1997, the F1-derived gearbox management system uses electro-hydraulics to control the conventional six-speed gearbox via paddleshift levers either side of the steering wheel. They're a little less desirable than manual cars but having never sampled one, I'm intrigued to see what this – now old-school technology – is like.

Foot on the brake, flip both paddles to put it into neutral and allow that 40-valve 3.5-litre V8 to bark stridently into life. You're immediately reminded just how easy a 355 is to drive, even more so here because gearshifts are dispatched with a mere flick of your index finger. Throttle response is instantaneous, and that glorious power plant spins freely towards the redline in every gear; Joe's car has a sports exhaust system too, and that only serves to heighten the majestic aural frenzy.

There's a lot of hyperbole used in describing how a Ferrari drives but a sorted 355 is a car that truly lives up to the employment of elevated vocabulary. Some cars' engines have particular sweet spots but seldom do you find it to be throughout the whole rev range. Allied to this is a level of grip that borders on the sublime, ensuring it's not only a fine straight-line blaster but a car where you're able to explore its superbly engineered chassis to the full.

Yet, if you want to, you can easily pop down to the supermarket. The 355 took its 348 predecessor's already potent performance and propelled it into the supercar league; at the same time its TRW power steering system had a civilising effect. 'It's great to drive, powerful enough for today's use and is not too expensive to service,' says Pierre. 'You can still snap one up on the European mainland for £50k, but it'll soon be £70k-£75k.'

As something of a Luddite I expected to hate the flappy-paddle arrangement but – while it's slow by comparison to today's lighting-quick units – actually found it made the performance even more accessible. The good news is that you can pick one up even cheaper than a manual variant, and who's to say how long that will last? This marque is particularly fickle. Numbers are important, as is history, but quite often – as the 308 *Vetroresina* has proven – so too are production firsts. Either way, the 355 will provide you with a truly adrenaline-pumping drive.

£10,000

'The Williams touch is an extra that collectors will look at more closely in the coming years,' Pierre believes. 'The **Renault Clio Williams** is a fantastic car to drive, with stunning handling. It's front-wheel drive but so well balanced. You'll get a lot of enjoyment out of it straight away and you'll also have a real collectors' car. For modern cars with high production numbers it's the low-mileage, well looked-after ones that will be



valuable. Over the next few years I think it will reach £20k but you can still get a very nice one for £10k today. I also think that this is the last moment to do so.'

£25,000

Novikoff believes that

even today the **Porsche 928** is not really understood. 'It was never loved but I can't understand why. It's a very impressive car, beautiful, very well-engineered and built, and it has a fantastic engine.' He'd go for a last-of-the-line GTS with a manual gearbox, if you can find one. 'For all these grand tourers it's difficult to find a low-mileage car, so if you do then buy it. Pay £22k-£25k and I think it'll be worth £50k pretty soon.'



£75,000

'The **Venturi 400GT** is one of my latest driving experiences and I was astonished by its performance,' explains Novikoff. 'It really is a very interesting car and people tend to forget that the chassis is really well-honed and superbly built.'

He thinks it's underrated and believes all Venturis will start to become sought after – particularly in mainland Europe – thanks to its competition pedigree. 'Venturis raced at Le Mans and all the other big GT races back in the Nineties, so for just £75k you can have a car that raced with a McLaren F1.'



£100,000

Most of Novikoff's choices are what he terms Youngtimers – cars from the Eighties and Nineties – which he puts down to the strong market prices for those from previous decades. His £100k pick – the **Alfa Romeo 8C** – is even newer. 'You can compare this car a little bit with the BMW Z8; new retro. They're really easy to use and the shape is a very beautiful one. It had only a very short period of falling value – I see it not like a modern car, but a collectors' car. I think today is a good time to buy one. Pay £100k and it will soon be more than £130k.'



£100,000+

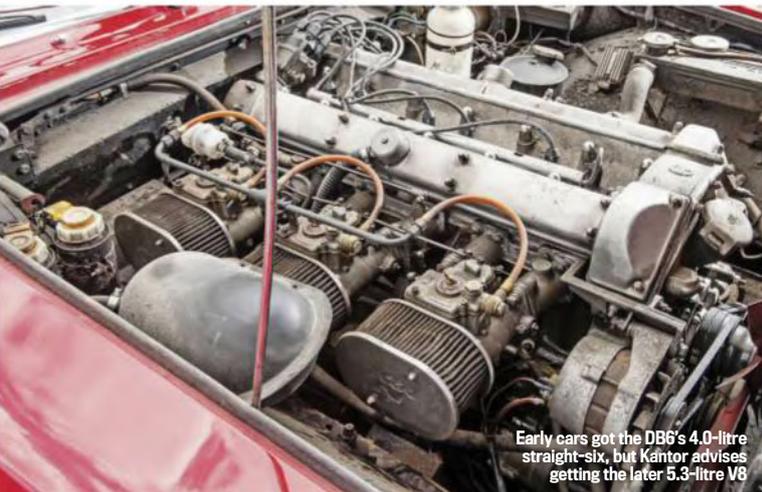
'The **Lancia Delta S4 Stradale** is more of a reflection of a Group B streetcar; it's really hard to use but beautiful because of its brutal efficiency. A generation grew up dreaming of Group B and this was the last time of liberty for rally cars,' he says. In this case, because the racers were eventually outlawed, Novikoff thinks the streetcar is probably the better buy. 'The price is beginning to move very quickly, it's very rare. Pay £200k now, but I won't be surprised if it goes to £400k. Collectors are getting younger, and they all dream of this car.'



'If you want the thunderous go to match that exterior show, upgrade to the V8'



The cabin is vast and offers an impressively expansive view over the bonnet



Early cars got the DB6's 4.0-litre straight-six, but Kantor advises getting the later 5.3-litre V8



**PHILIP KANTOR**

(BONHAMS) Philip has 16 years' experience as a director at motoring auction houses and his expertise embraces pre-war cars as well as Fifties and Sixties sports cars. He is still the custodian of the family Jaguar XK150 3.8 SE coupé delivered new in 1960.

**£75,000**

Like the Porsche 928, the **Aston Martin DBS**

experienced a number of decades where it became a relatively unloved member of the wider Newport Pagnell marque family. Worse, it suffered the indignity of being nothing more than a donor car for its more illustrious predecessors – if you had a DB4, DB5 or DB6 it was often cheaper to buy a DBS and whip out the engine than have your existing one rebuilt.

Thankfully, those days have long gone. Philip Kantor also likes early Oscar India V8s but says their time hasn't really come yet, so it's the DBS he tips as an excellent buy. 'They are very stylish cars, handbuilt and very affordable compared to anything with an Aston Martin DB badge that went before it.' Therein lies the crux – check out the classifieds and see how examples of those classic collectors' cars command suitably lofty asking prices.

Although the DBS is slowly beginning to catch up, he believes bargains are still out there. 'It's so much more difficult to price an Aston compared to a Porsche because every car is different, but pay £75,000 for a decent example.'

For substantially less than that at the moment you can still pick up an example like Keith Clements' red Vantage-spec car, which he's about to start restoring himself.

After the delicious sweeping bodywork of the earlier cars, the DBS is a lesson in design brutality. William Towns' promotion from seat designer resulted in a form that must have appeared to be the very cutting edge of modernity on release. It's wide, with a fresh,

squarer-cut take on the famous Aston Martin grille. The quad quartz headlights give it a look of focused determination, while the rear's fastback styling apes Ford Mustangs of the period.

Does it work? It depends on your sensibilities – if you want Seventies presence but still some semblance of a link to the cars that went before, then this is the Aston for you. Visually, just the DB6's chrome wire wheels remain. Pop the bonnet, though, and you'll find the same venerable Tadek Marek-designed all-alloy, double overhead camshaft six-cylinder engine. That's because the new V8 intended to power the car wasn't ready in time.

Inside there's a familiarity in terms of styling and finish but with a leather-rimmed steering wheel now replacing the earlier wooden item. The main difference is that it's vast – it loses some of the intimacy but gains in terms of visibility – as is the view over a bonnet that's almost square in its dimensions.

Initially, it feels like you're piloting a super tanker – an apt analogy, because this is a thirsty beast – but that impression soon fades as you familiarise yourself with its width.

Where those extra 4½in added to the Harold Beach chassis make themselves felt is in the car's handling. The power unit is familiarly flexible and the ZF gearbox still as much of a notchy pleasure to use, but thanks to that wider chassis and a de Dion rear suspension set-up the DBS is so much more stable than its predecessors, and accordingly you're able to power out of a bend significantly harder. It lends this grand tourer an extra element of sporting essence that the others don't have.

With this model you also have an element of choice that no other classic Aston gives – you can go six-cylinder DBS, or if you want the thunderous go to match that exterior show, upgrade to the DBS V8. Kantor is in no doubt that a manual Vantage is the one to have. 'As an elegant tourer at 70-80mph the DBS will go all day, and if it follows the trend of the earlier cars there will be high demand as people seek to get on the Aston Martin ladder.'

£10,000

His choice in this price bracket is the long-time relatively unloved **Porsche 944**. 'It's highly undervalued,' he says, and cites Porsche engineering, excellent roadholding and a very strong four-cylinder engine as its strengths. 'It's also a very practical car that you can pick up for not very much money. Better to have the Turbo, which is a very fast car, and convertibles are cheap too. It's an entry-level Porsche – but find a good one for £10k and you'll have a car that drives really well. I can't see them going down in value, they can only go up.'



£25,000

'The **Mercedes-Benz 190E 2.3** and **2.5-litre Cosworth** has great racing history – on its launch it was used by F1 luminaries in a race at the Nürburgring that was

won by Ayrton Senna. It's a sporty Mercedes, which is something you don't have very often. There's lots of heritage in the details, starting with that Cosworth engine and 16 valves – which was a



pretty cool thing to have. And there's also the dogleg gearbox, spoilers, factory timer and dashboard stopwatch.' Kantor believes it's incredibly good value compared to a BMW M3 but there aren't many original ones about, and with most in average condition. 'Pay £20k-plus for a very good example, with low mileage – 60k to 70k – and I think it'll double within 12 months.'

£25,000

'The **Porsche 964** is the last model with the upright headlights for that classic 911 look. It's also the penultimate water-cooled model. Go for a second-series example – 1992-onwards – because they're a vast improvement on earlier ones, and a Carrera 2 for that classic rear-wheel drive layout,' says Kantor. 'They have simple bodywork and the performance is very, very good with 0-60mph in five seconds and a 160mph top speed – quite impressive for a 911 that's not a Turbo. I'd preferably have a sunroof coupé, one with a limited-slip differential.'

'Pay £40k-£45k, and it should prove to be a good and enjoyable long-term investment.'



£100,000

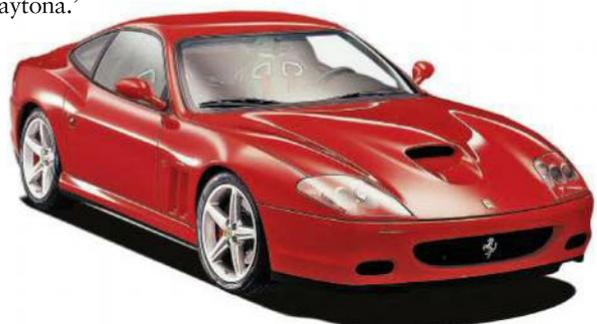
Kantor doesn't think **BMW M3 Sport Evos** are particularly undervalued at this price but for the right example they have a way to go. 'A lot have been abused on track days or fallen into the wrong hands. It's a very rare car but a low-mileage example with full service history and continuous ownership will be a great machine to own, and an excellent investment over the medium-to-long term.'

This he puts down to it being the competition saloon that dominated touring car racing in period. 'You'll get BMW engineering and an incredibly fun-to-drive, well-mannered car.'



£100,000+

'The **Ferrari 575M** is a car that has huge potential. It's a front-engined, 500bhp V12 Ferrari with a manual gearbox. A rare thing indeed – 170 built, I believe – and importantly for a Ferrari it has two seats and the model was used in competition,' he explains. 'It has good simple looks without being over-styled and it's an absolute rocketship. Go for a dark colour, as it'll make it appear smaller. At £100k to £130k it's undervalued because of its rarity; pay £130k to £150k for a very nice example, if you can find one. I expect it to hit the £200,000 mark within a year. To get the feeling of a more classic Ferrari, there aren't many better options at that price – it's a modern-day Daytona.'





'I find intuitiveness starting to creep in and, my word, is that feeling of mastery satisfying'



### BRIAN PAGE

(CLASSIC ASSESSMENTS) Brian has run classic car inspection company Classic Assessments for the past 21 years. He pulled his first classic car, a 1954 Standard 8, out of a field when he was still at school, fixed it and used it for his driving test.



Mastering a Bentley is central to the pleasure



The 4398cc inline four looks and sounds intimidating but you can tame the beast

**£100,000**

'This is dream time,' says Page. 'To pick any car more than £100k, for me it would have to be a **Bentley 4 1/2 Litre Tourer** – preferably supercharged – with a Vanden Plas body. It's the iconic British bulldog, isn't it?'

'Presence, power, pace, something to be proud of, and you're not just buying a car – you're purchasing something historic. It's traditional, classic and will never be unwanted.'

It is indeed dream time but there's something of a disparity between a 'Blower' and a standard 4 1/2 Litre – the small matter of about £4 million. That's what you'll need to bring to the party if you want to upgrade to one of the 55 genuine examples of the former and, having consulted my online banking service, I'll sensibly settle for the latter.

It's a December 1928 example and a spiffy older restoration currently for sale at Watford-based vintage Bentley specialist NDR for just north of £500,000. It announces its arrival at our private test track while still approximately a quarter of a mile away, with its deep bass exhaust sonata (to call it a note would be to do injustice to its thunderous musicality) reverberating through the surrounding woods.

Visually it's everything you want it to be, with a Le Mans-style body full of pre-war presence allied to an overdose of stiff upper lip

character – exemplified by the Union Flag proudly displayed against the British Racing Green fabric body. If I'm honest it's also a wee bit intimidating. Images of *Boy's Own* heroes booming around Brooklands flash through my mind – will I be up to the challenge?

There's no door, just a step up on to the footplate to hoist myself over into the cabin. The steering wheel is gargantuan and there's a plethora of instruments running the breadth of the cockpit. Turn on the magnetos, retard the ignition via the steering wheel-mounted lever and fire it up on the button. Cue a portentous rumbling that seems to transmit directly from the ladder-frame chassis to your spine. It's almost as if it's alive.

Progress is initially achingly slow, as I accustom myself to the transmission's workings; there's no synchromesh, so on the way down it's clutch, into neutral, followed by a smaller clutch depress and a throttle blip to match gearbox speed to engine revs before slotting the next gear home. It's complicated further by my brain's initial refusal to remember that the accelerator pedal is in the middle – thank your chosen deity I'm not on the Queen's highway.

Amazingly, after ten minutes or so – and with crunchy changes fast becoming a distant memory – I find a level of intuitiveness starting to creep in and, my word, is that feeling of mastery satisfying. Now I can start fully using the loud pedal to dial in some speed as under load the flat exhaust tailpipe emits an addictive, ship's-horn-like *blaaart*. The steering is heavy but with nowhere near the level of play I was expecting, while the brakes are proving the opposite. The cumulative effect is to downplay my earlier expectations of the need for significant forethought.

I agree fully with Brian Page when he says, 'Every time you take one out on the road it's a challenge and to drive one well you've got to become one with that car.'

Yes, it does take a degree of learning, but it's not as difficult to pilot as I thought it would be. As a driving experience it's an exhilarating mechanical tour de force, offering a rarefied level of involvement I've seldom experienced before. And that's *the* key reason why Page believes that 'the classic car market might go up or down but there will always be a market for a 4½ Litre Bentley'.

£10,000

Here Page goes for something a little bit different, an **Austin 3-litre Landcrab**. 'Despite all the bad things that were happening at British Leyland at the time, I still think it's a good car and underrated,' he says. 'People don't really understand it, seeing it as an oversized Austin Maxi.'

'Its real strength is the seven-bearing engine, which has lots of torque and is virtually indestructible. You can still pick them up for £6k but finding one in the first place is the biggest problem. This



model is something of a sleeper and won't make fantastic money, but when people wake up to the fact that these cars are better than they think they are I can see values increasing.'

£25,000

'The **Citroën DS** is chic, stylish and characterful. It's full of innovation and has amazing ride comfort,' says Page. He would go for the more luxurious DS over the budget ID version, with the rare Familiale estate standing out in particular.

'If you can find the right people to look after the hydraulics, they're very reliable and rugged classic cars. Pay £20k-£22k for a decent car. You can get them cheaper but it will cost you a lot more

in the long run unless you can do the work yourself. In France prices have already moved – over here I can see a 20 per cent shift in the next five years.'



£50,000

'More practical than either an Aceca or Ace, the **AC Greyhound** is a nicely built four-seater with attractive lines and a good sporting heritage,' says Page. 'It's quite rare, which can be a downpoint as well as a plus; it's nice to have something a bit different, but it can be more difficult to maintain or get spare parts for. Three straight-six engines – from AC, Bristol and Ford – were used. The Ford unit is highly tunable. Pay £45k-

plus for a good one. It's not a pure sports car, which is perhaps why it's not as sought after, but it does everything an Aceca can and is a more practical car.'



£75,000

At this level, Page goes for a **Gordon-Keeble**. 'Around 100 were produced, so it's rare. It's a great mixture of Italian flair, American muscle and British taste. You can still get most mechanical parts – a phone call to the US and they'll be with you in ten days – and it does everything an Aston Martin does but is so much more affordable.'

It's great for fast touring but also to be a passenger in, he adds. 'If

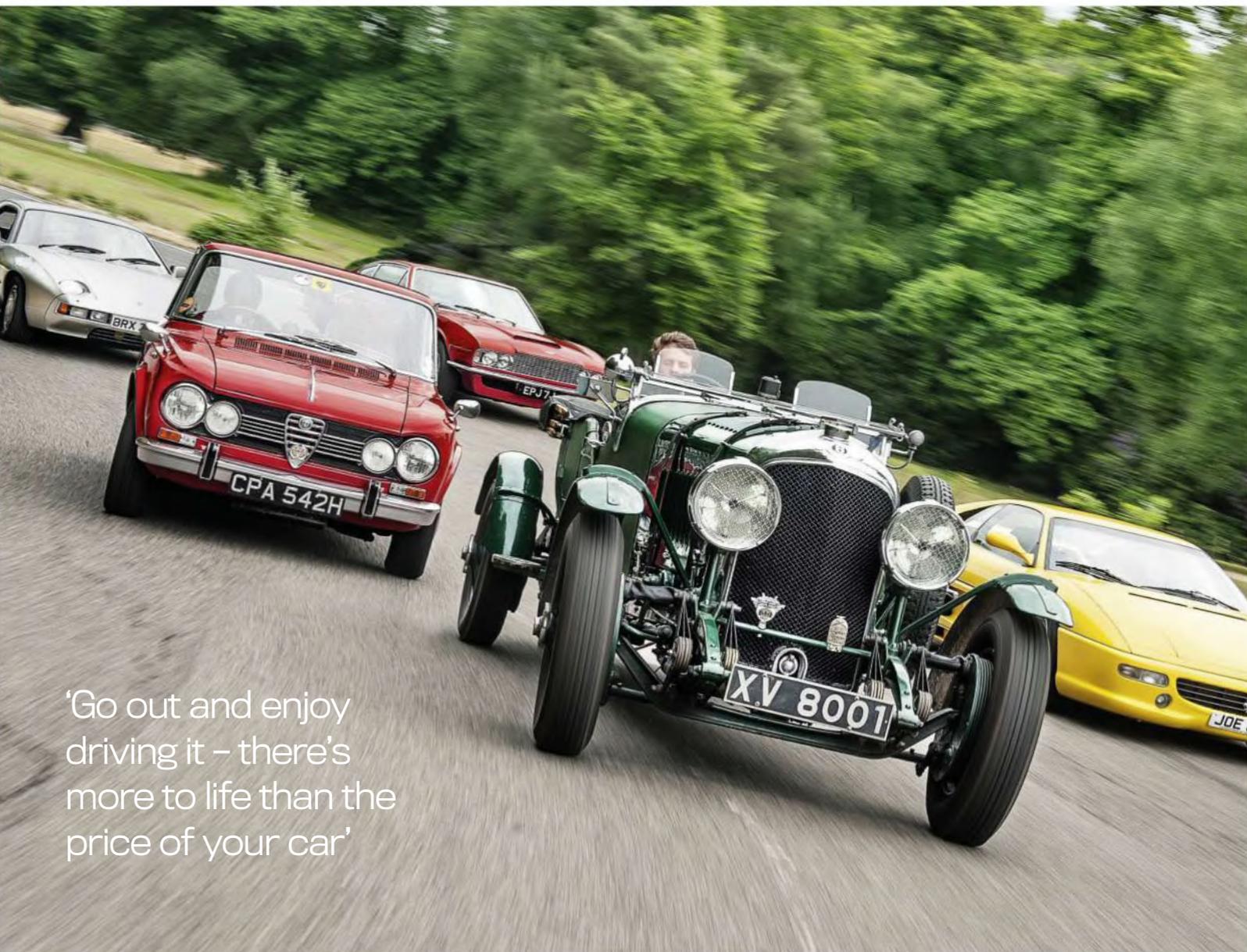


I were driving to Italy I'd like to go in a Gordon-Keeble. As enthusiasts get more knowledgeable about these cars there won't be enough to go around. Pay £70k for a really good example.'

£100,000

'Go for a later **Maserati Mistral** with a 4.0-litre engine,' Page advises. 'Anything with a three-prong logo is a work of art – I prefer the closed version to the spiders. Neither will go up as much as some of the lower-priced cars but I still think they'll rise by 15 per cent in the near future. Currently £90k buys you a reasonable car but the cost to improve it won't be cheap, so spend a bit more. It's a fantastic car to drive.'





'Go out and enjoy driving it – there's more to life than the price of your car'

## VERDICT



It's easy to be ambiguous about the seemingly ever rising classic car market. If you're already the owner of your dream car, then happy days – unless of course that mental shift from driving what used to be a £30k car and is now worth £150k is too much to make. Sell, though, and will you ever get back on the ladder again?

It's even more of a conundrum if the car of your unfulfilled dreams has already left the financial launch pad, while there's also the worry that many classics will disappear from our roads into investors' climate-controlled bubbles.

The good news? Higher prices mean it's now economically viable to save and restore classics, where once the price of restoration vastly outweighed a car's residual value. That should ensure remaining examples of previously unloved models are conserved. Another positive is that strong prices for Sixties and Seventies cars,

coupled with a new generation of buyers, mean there's an inevitable shift to Pierre Novikoff's Youngtimers – and more cars under the classic umbrella can only be good.

Each of our cars provides a stunning driving experience, plus that key ingredient of being alluring enough to coax you down to your garage last thing at night for one last look. Our experts have identified them as being either under-appreciated or a sound driving investment, or both. 'The market may be taking a breath,' says Simon Kidston, 'but in the meantime go out and enjoy driving it – there's more to life than the price of your car.'

*Thanks to: Classic Assessments (classicassessments.com), Justin Banks Ltd (justinbanks.com), Kidston SA (kidston.com), Bonhams (bonhams.com), Artcurial (artcurial.com), Porsche Club GB (porscheclubgb.com), 928.org.uk, Philip Hughes, Claire Hughes, Alfa Romeo Owners' Club (aroc-uk.com), Stuart Taylor, The Ferrari Owners' Club (ferrariownersclub.co.uk), Joe Sacco, Aston Martin Owners' Club (amoc.org), Keith Clements, Dave Canham, NDR Limited (ndr.ltd.uk)*



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# Insanity for BEGINNERS

The normally aspirated Lamborghini Countach teeters on the edge of reason, but a turbo version has to be the equivalent of a bespoke Versace straitjacket. Losing your marbles very, very rapidly indeed is guaranteed

Words ROB SCORAH Photography GEORGE F WILLIAMS



still find a Countach a strange animal to be around. Even after all that has come after it, including newer creations from the Sant'Agata factory, Lamborghini's first truly raging bull still has an otherworldly quality. It's like stepping into a sort of psychic nimbus, wherein all of its symbols and associations clamour around – everything from Bob Wallace's Italy-to-Monaco prototype dash, through a thousand posters and car magazine features to the favourite choice of bad guys in *Miami Vice*.

Pulling up the heavy scissor door of this black 1984 car, ducking down and doing a limbo into the leather curve that forms the seat reminds me that everything to do with this machine is a little different; either slightly more mannered or a little harder. Or simply excessive to the point of absurdity. Even in 1984 I remember thinking the extended skirts, wheelarch flares and rear wing were a bit over the top. But *this* car goes even further. As I sit back and heave the big door down – where is that handle again? – I glance up at the huge, flat windscreen and see another word, equally as potent as the name of this car, emblazoned in bold, square-shouldered script – TURBO.

Rising to prominence largely on (or in) the back of Porsche's 911, the term had, by the Eighties, evolved into a synonym for the fastest, most effective version of just about anything from a graphics card to a food blender. But here, in this Lamborghini, the word retains *all* of its true potency and meaning. Fitting very snugly behind each cylinder bank of the V12 is a small red box. Each boldly declares itself to be a turbo – both on top and side – and each says, in a kind of boilerplate script, what this car is, when it was built (chassis ELS 12712, 1984 in this case), and that it is indeed the 'fastest and most powerful Countach built'.

Back in the cockpit, I'm staring at a 425kph speedometer. Below is a boost gauge and, far more worryingly, a stout, knurled, black plastic knob with the word 'turbo' on it and two double-ended arrows. I'm not going near that for a while, though the Britax four-point harness, red and yellow against the black leather, suggests I'm going to need to be strapped in tight when I do.

By now I've turned the ignition key halfway and the fuel and oil pumps are moaning and ticking, preparing to wake up the big quad-cam V12. By the time this car was produced, the LP400's

3929cc motor had been bored and stroked out to 4754cc. It still produced 375bhp, but now peak power came at 7000rpm – 1000rpm lower than its predecessor. Torque was higher – 302lb ft, up from 268lb ft at a very accessible 4500rpm. Ironically, Giulio Alfieri, Lamborghini's technical director since 1978, had dismissed turbocharging as a power option, saying it was 'only really useful at the top end, while sacrificing the bottom end'.

A quick twist of the key and the engine fires, a starter motor's whinny followed by a hacking guttural cough and spitting explosions. Cranking up, the Countach V12 sounds like an old Chevy V8 kicked into life after a year slumbering in a barn. A hollow metallic moan rises and falls, although jabbing a Countach's accelerator isn't something that can be done delicately. The pedal has more weight behind it than many a hatchback's clutch. But its resistance and travel are smooth and even. The clutch, too, is quite heavy, though nowhere near as recalcitrant as many have claimed.

First is a dogleg change; the short, stubby gearlever must be pulled in its heavy-duty-looking, open-claw gate left and back, opposite the manually locked-out reverse. It feels easier in a left-hand-drive car, as I pull it in towards my hip. Then that tensed thigh-muscle clutch dip again and click-clack across to second.

As the revs rise, the engine's metallic soundtrack grows to a hollow yowl that sharpens and intensifies if I maintain the descent of my right foot. Clutch down, off the gas. And then a sound I never thought I'd hear in a Countach – the metallic whiplash whistle of a turbo wastegate clearing.

For a moment, I'd almost forgotten – the sensations so far are all standard Countach – but the hiss normally associated with Nissan Skylines or a Lotus Esprit reminds me of this car's aspiration. Glancing down at the black knurled knob again, I think it's safe to say the boost is turned down pretty low. I'm thinking a Countach is a fearsome thing without any power add-ons. So why do it?

It was probably inevitable. Forced induction had allowed the 911 and Esprit to punch way above their weight. Ferrari and Lamborghini were always glancing over their shoulders, trying to second-guess what the other would do next in the quest for more speed and power. The development came at a time when Lamborghini was at its most vulnerable and financially unstable. Although the project was endorsed by the factory, support and facilitation came largely from Max Bobnar, the Swiss distributor, while the engineering was carried out by Austrian tuner and ex-Porsche racer Franz Albert from Wörgl. Albert also worked on Koenig's equally outlandish bespoke Ferrari specials.

His opting for two smaller turbochargers allowed for a greater breadth of power throughout the rev range. However, at full boost the force-fed motor would produce some 748bhp at 5000rpm and

a cooling-tower-uprooting 646lb ft at 4000rpm. Dialled back, the car would feel little different from the standard model.

At mundane speeds, like any other Countach it can paradoxically seem to lack feel in the way it engages with the road. Turn the relatively small steering wheel and it simply tracks where you point it, cornering flat. Bumps and potholes are dealt with, without the need to alter my line. The big tyres may follow undulations, but light correction brings the car back. A little more power and it will go round the bend quicker... and flat. I'm using a little more force than in a normal car, but no big deal. It feels like a big endurance racing GT chugging along a pit lane. And like those racers, the Countach's abilities lie well beyond the everyday. It simply moves through the humdrum world without having to engage even a tenth of its ability. Only when I push more seriously on that stiff right-hand pedal will the Lamborghini's character and capability begin to manifest itself.

It's as well the throttle is firm; the car picks up pace in direct relation to its travel without apparently encountering any resistance from any other forces. Early Countaches concentrated more of their thrust at the screechy end of the rev range, but this car pushes smoothly from low down. Moving swiftly through B-road bends, there's that same indifference – flat, locked down, neutral. Forces have to build up a lot before it shifts its weight and line in any way. The mechanical sensuousness of the big Lambo surrounds me constantly. The clack and snap of the metal-on-metal gearshift, geartrain whine on downchanges, induction roar from six carburettors, camchains reeling through their guides, exhaust blast. All just behind my shoulder blades. And that punctuating hiss.

## FRANZ ALBERT



Erwin Jelinek/Technisches Museum Wien

Eighties and spent 14 years at his workshop. 'We also did these two turbo Countaches for [Swiss Lamborghini dealer] Max Bobnar,' he recalls. 'We did the first one in 1983 and the second one in 1986.'

Turbocharging the big V12 presented no particular issues – it was a strong engine with a good power spread, but space was limited in the engine bay. 'It was a very cramped space, but we managed to find room for two small turbos,' he explains. 'In the engine itself, we installed stronger turbo pistons and new high-profile camshafts.'

'In all, the work took around six months for each car, though there were other cars in the workshop at the same time, of course.'

After the project was finished Albert and Gruber thought that the resulting power was perhaps a bit much for the standard suspension to handle. Subsequent Countach Turbos would be treated to stiffer suspension and anti-lock brakes.

What was Gruber's opinion of the Ferrari and Lamborghini engines? It draws both a smile and a frown. 'The components of the Ferraris were definitely better quality than the Lamborghinis,' he says. 'But I have a soft spot for the Lamborghini [he runs a 900bhp Diablo Turbo], and I liked dealing with the smaller, more informal company.'

After a brief stint on motorcycles Austrian racer Franz Albert turned to sports cars in the late Fifties, campaigning both a Porsche 550 Spyder and later a 718 RS 60.

By the Seventies he was racing BMW touring cars, but his tuning expertise was increasingly taking him away from the track and into his workshop at Wörgl. Albert was also becoming known for designing and manufacturing high-performance camshafts. As well as tuning racing cars, Albert turned to tuning and turbocharging road cars for wealthy owners and collectors.

'We did a lot of work for Koenig,' remembers former staff member Conrad Gruber, now a master tuner and turbocharging specialist in his own right. 'We did Ferrari 512BBs, Testarossas and the like.' Gruber began working with Albert in the



Leather-clad space pod interior, ready for blast-off. Just add Barbarella...

Careful with those scissors. Drivers with self-control issues should look elsewhere



The absurdly reclined driving position makes perfect sense on the move



‘The mechanical sensuousness of the big Lambo surrounds me; induction roar from six carburettors, exhaust blast... and that punctuating hiss’

A peek into the engine bay leaves no doubt as to this 4754cc V12's aspiration



Boost control looks like a piece of plumbing and floods in the power

The Countach feels fast enough to have accelerated from 1984 to the present day in the blink of an eye



‘The rapidity with which the Turbo digs down and finds the thrust is exhilarating. Suddenly I’m very glad of the skirts and tacky-looking wing keeping it on the floor’

Within the first few miles I realise the best way to guide it is to maintain a gentle but unyielding firmness, while never snatching at the controls. Everything about it has a resistant, tactile quality and is totally under my command from what at first seems an absurdly reclined driving position. The attitude and profile seem to suggest ‘this is how drivers will drive in the future’. That sense, combined with all the mechanical chatter and the car going quicker and quicker, conjures up a collision of the Countach’s many disparate personas – track car, futuristic concept and glamour wagon.

Once the heady rush is over, replaced by sober reflection, I conclude that I prefer the less fussy and cluttered interior of the old LP400. And as with settling into any Countach, I have to endure the ritual of banging my head, knee or elbow on something or other. In fact, with the style of driving the Countach demands, I don’t want most of the stuff that’s in here. What idiot wants a hi-fi in a car with a twin-turbocharged Italian V12 engine? Or aircon? Or leather? Give me the Countach Turbo Club Sport. Give me more boost.

The curves begin to straighten and the tarmac unwinds into a long, level straight. I resist the temptation to floor it, just pushing down smoothly. The engine tone morphs through its whole spectrum in a flash before ending in a chainsaw flourish and that whiplash hiss. Clack, clack, downchange.

The huge back wheels flow the power into the tarmac and the car launches itself forward. I seem to be simultaneously pushed from behind and pulled forward by the steering wheel. Road markings melt into the blacktop and the fields become a watercolour wash. This is what being strapped to the front of the bullet train must be like – it’s the rapidity with which the Turbo digs down and finds the thrust that is simultaneously exhilarating and alarming. Suddenly

I’m very glad of all those appendages that are keeping this car on the floor – the skirts and big wing. The car still tracks straight and true, and the firmness of those controls is suddenly very reassuring. At these speeds the Countach becomes alive and almost incandescent with noise as I move the car with small and *very* considered movements. This kind of acceleration is more standard fare for early 21st century supercars, but back in the mid-Eighties the only machine to pull these kind of stunts was Doc Brown’s DeLorean in *Back To The Future*.

So, as a hard-driving Gumball type, would I want a Countach Turbo? I’m not sure. Putting a turbo on Porsche’s 911 added a new register to its dynamic range, balance and handling. I’m not convinced we see an added facet to the Countach character by adding the blowers – apart from sheer, hugely impressive acceleration. I also get the feeling that one day I would turn that boost dial too far for too long and the thing would disembowel itself, spitting liquid pistons out of the exhaust pipes.

As a collector? That’s probably a yes. Someone, somewhere had to put all the madness of that era into one car – or a few – and this is a very credible example of those few.

#### LAMBORGHINI COUNTACH LP 5000S TT

**Engine** 4754cc V12, dohc per bank, six Weber DCNF carburettors, twin Garrett T4 turbochargers **Power and torque** 748bhp @ 6500rpm, 646lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front and rear; independent unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Vented discs front and rear **Weight** 1506kg (3320lb) **Performance** Top speed: 195mph; 0-60mph: 4.8sec **Fuel economy** 14mpg **Cost new** n/a **Value now**; £350,000



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Relatively unknown today, the SC RS was a rallying force to be reckoned with 30 years ago

PORSCHE 911 SC RS RALLY CAR



# PUFF DADDY

In 1984 Porsches were really smoking them off – specifically, the tobacco-sponsored SC RS rally cars. Johnny Tipler tells the tale of this short-run competition car and samples the real thing on its Belgian home turf

Photography ANTONY FRASER Archive pics courtesy JOHAN DIRICKX



With the exhaust flaming and popping, you hear the SC RS coming long before you see it

‘Suddenly all hell breaks loose – it’s as if a bucking bronco has been released into the rodeo ring and I’m the cowboy struggling to hold on to the reins’

**L**et there be light. I flick the dashboard switch and the battery of Cibiés bursts into life, illuminating the Belgian countryside. I’ve come to Kontich, home to 911 Motorsport, to drive the Porsche 911 SC RS, a short-run hybrid competition car that stalked the stages in the European Rally Championship in the mid-Eighties. The car basks in the livery of Bastos, a Belgian cigarette brand, from an epoch when fags and motor sport worked hand in glove.

Fire up the engine and the stripped-out cabin is a very noisy place. My forward view from the left-hand driver’s seat scouts beyond the rounded wings and the 911 headlamps, but I’ve also got the four semi-circular humps of the spotlamps in front of me. I’m strapped tightly into the low Recaro race seat by a five-point harness, and I’ve got the dished Sparco steering wheel pointing back at me. I’m surrounded by the roll cage, beneath a bare white roof graffitied with signatures, including that of original owner Jean-Pierre Gaban. The tachometer redlines at a little less than 8000rpm.

The transmission whine and engine noise are deafening. The gearbox is difficult to engage when cold and the racing clutch is ferocious. My feet pass one another on the pedals and all hell breaks loose. It’s as if a bucking bronco has been released into the rodeo ring and I’m the cowboy struggling to hold on to the reins.

Acceleration is immediate and the shift of the 915 transmission is surprisingly compliant rather than the wrestling match I’d anticipated. The roar of the flat-six, the howl of the transmission and the bonk of the suspension on the Belgian *pavé* are raw and immediate sensations. Bystanders hear its approach a long way off, backfiring and popping on the overrun. The set of the steering wheel is off-centre and there’s a prevailing tendency towards understeer as I rush into bends.

Next thing I’m fighting oversteer too. It’s sensory overload and a rush of bewildering impressions at first – because it’s not much like any regular 911 that I’ve driven.

Then I begin to get used to the idiosyncrasies of this Porsche’s rally car nature. It’s not like a race car – it seems less sophisticated than that, tauter and more hardcore and it sits higher on its pins than a low-slung racer. I force myself to relax into it and take a calm overview. The further I go, the more I understand its foibles; once I get the hang of it, the monster is not so monstrous after all.



The Prodrive-built 911 feels unruly at first



300kph (186mph) speedometer is from the 911 3.0 RS



'Good to see you again' - the 911 with a reproduction of Jean-Pierre Gaban's period Ford Granada support car



In-period action with Patrick Snyers and Dany Colenbunders

## CHASSIS 010'S 1984 SEASON

### BELGIAN RALLY CHAMPIONSHIP

Snyers/Colenbunders **1st overall**

Boucles de Spa (Belgium), Snyers/Colenbunders **3rd**

Circuit des Ardennes (Belgium), Snyers/Colenbunders **1st**

TAC Rally (Belgium), Snyers/Colenbunders **1st**

Rallye de Wallonie (Belgium), Snyers/Colenbunders **1st**

Ypres 24-Hours (Belgium), Snyers/Colenbunders **2nd**

Circuit de Flandres (Belgium), Snyers/Colenbunders **1st**

### EUROPEAN RALLY CHAMPIONSHIP

Snyers/Colenbunders **3rd overall**

Ypres 24-Hours (Belgium), Snyers/Colenbunders **2nd**

Madeira Rally (Portugal), Snyers/Colenbunders **1st**

Rally du Vin (Switzerland), Snyers/Colenbunders **6th**

## PORSCHE 911 SC RS RALLY CAR

I form two conflicting views about how to drive this car – either with brute force and ignorance, or as smoothly as possible. The answer lies between the two, because it does react to being bossed and also responds to a smooth hand. It much depends on the scenario; doubtless a firm grip is needed on a timed rally stage, but it's nice to know it can be placid on the transit sections.

We're familiar with the 911 SC in production form, but what's this RS version? Here's the background – in 1983 Porsche was in the ascendant with the Group C 956 and 962 sports racing prototypes, but it was also in the throes of launching four-wheel-drive projects including the 961 Le Mans car and the 959 supercar. Fearsome Group B cars such as the Ford RS200, Audi Sport quattro and Lancia Delta S4 dominated the World Rally Championship. Porsche couldn't compete against them even with the 3.3-litre 930 Turbo because in Group B spec the Turbo would have incurred a severe weight penalty. So Porsche's Weissach competition department sought a more down-to-earth machine that could use existing components to give both factory and customers a realistic chance of international rally success.

Weissach guru Jürgen Barth had driven the 1982 Monte Carlo Rally in the Alméras brothers' 911 SC, coming ninth overall and second in Group B. By coincidence Rothmans, sponsors of Porsche's works Group C team, had just asked the factory to produce a rally car for the 1984 season, so Barth and workmate Roland Kussmaul got the go-ahead to build a rally-spec 911. A loophole in the FIA homologation rules allowed 20 cars to be

‘With no turbocharger, it achieved its performance through weight reduction... At 5.0sec dead, it was 0.2sec quicker to 100kph than the 3.3-litre Turbo’

produced provided they were based on a redundant model, and since the standard 911 SC had just been superseded by the 3.2 Carrera that was the ideal starting point. Accordingly, the SC RS was constructed at Weissach from 1983 and was competitive until 1987. Five cars went to David Richards' Prodrive-run Rothmans WRC squad, 15 were delivered to private customers, and a single car was created retrospectively at Weissach from leftover components, making 21 SC RSs in total.

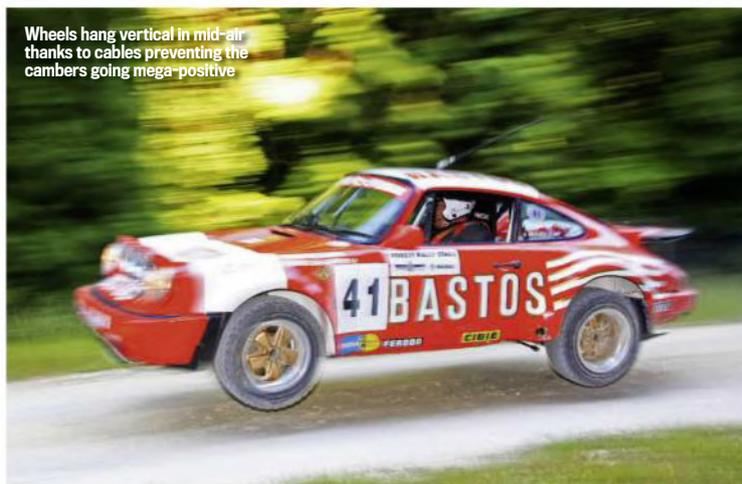
Of the privateers, Belgian tobacco companies Belga and Bastos bought two and one respectively. The Bastos car was chassis number 10 and is the car featured here. It was originally bought by Porsche racer Jean-Pierre Gaban for Patrick Snyers and Dany Colenbunders to contest the 1984 Belgian National Rally Championship, which they won. One of the Belga cars, chassis 12, of Robert Droogmans and Ronny Joosten, was runner-up that year. Then Pascal Gaban, Jean-Pierre's son, won the Belgian National Rally Championship with the Bastos car in 1986.

When Johan Dirickx discovered the car in France a few years ago it was in poor condition, so the engine, gearbox and chassis were rebuilt and overhauled at his 911 Motorsport workshop at Kontich, incorporating new-old-stock components personally supplied by Jürgen Barth out of Weissach, while the original Bastos exterior livery was faithfully reproduced at the same time.

The 911 SC RS was no ordinary 911. Aluminium front wings and welded-on aluminium extensions, and bulging steel rear wings with welded-on steel extensions covered Fuchs 944 Turbo wheels fitted with 225/50ZR 16s on the front and 245/45ZR 16s on the back, and a polyurethane whale-tail spoiler from an early 930 Turbo. The spec was different enough to warrant its own factory type number, 954. There was no turbocharger – the SC RS's flat-six



Cabins of the 21 SC RSs differed, but navigators all got a map light and some had Halda trip meters



Wheels hang vertical in mid-air thanks to cables preventing the cambers going mega-positive



3.0-litre flat-six is 'basically a 930 engine without the turbos', says owner Johan Dirickx



The 911 got Jürgen Barth-supplied NOS components when it was restored a few years ago

## DRIFT AWAY

Belgian Porsche aficionado and 911 RS expert Johan Dirickx loves nothing more than drifting his cars on track days, and has raced them at Laguna Seca's Monterey Classics and Le Mans Classic as well as Goodwood's exacting Festival of Speed rally course with the Bastos SC RS.

He has owned this car for six years and is compiling a history of all 21 SC RSs. 'They took 20 SCs off the line and built them into turbo-look cars,' he explains. 'Basically the chassis is like a 930 turbo, with bigger brakes, and the engine is something different because it's really a 935 engine without the turbos and an '85 rally exhaust. It's amazing how they brought things together from different cars and made it into something new. That's unique at Porsche, especially if you go into the race cars. It makes sense because you're not going to start a production line for 20 cars.'

'They were pretty fast machines, faster than a turbo at the time

because they were light. You have the lollipop seats that are typical for the 935s plus the complete aluminium roll cage, which isn't allowed any more.

'Apart from that it's actually a sweet drive with a little understeer, and you go on the throttle, doing four-wheel slides. You need the power on to do it, and with a little bit higher revs it starts to go a bit. There's nearly 300 horsepower, so it is bloody quick.'



was a 3.0-litre 930/18 SC, fitted with the preceding Kugelfischer injection and special fuel pump instead of the standard SC's K-Jetronic system, plus air pump for more efficient exhausting. Compression ratio rose from 9.8:1 to 10.3:1, with reprofiled forged pistons, high-lift camshafts and valve timing adjusted accordingly. Ratios in the 915 gearbox were shorter than standard, so acceleration was brisker at the expense of top speed. A dedicated oil cooler was housed within the rear wing mounting on the engine lid, a safer location for its rallying objectives. The road car's final drive ratio was 8:3.1, with shorter 8:35 and 7:37 competition versions available, together with a 40 per cent limited-slip differential.

Brake discs and calipers were gleaned from the 930, and although coil springs would have been ideal they were not homologated until 1985, so the SC RS ran with larger-diameter torsion bars, 22mm front and 27.5mm rear, replacing 19mm and 26mm items respectively. A simple but effective modification involved holes adjacent to the damper turrets through which the suspension was harnessed by cables to preclude the wheel cambers from going mega-positive as the car took off on the jumps. Archive photos of it poised in mid-air show the wheels hanging vertically, instead of tucked in at the bottom.

With no turbocharger the SC RS achieved its performance largely through weight reduction. It has lightweight body panels, and all the sound deadening and rear seats were stripped out. There's no heater and the window glass is thinner than standard. The front wing extensions are welded-on aluminium flares and the rears are



911SC RS offers understeer and oversteer at will

‘There’s a tendency towards understeer as I rush into bends. Next thing I’m fighting oversteer too. It’s a sensory overload and a rush of bewildering impressions’



Signatures above writer Johnny Tipler include original owner Jean-Pierre Gaban's

steel, welded on to the narrow SC bodyshell. The crossmember rearward of the engine was reinforced and filleted to save weight, and the bodyshell seam-welded with extra reinforcement around the damper towers. The glassfibre front and rear bumper panels and valances were unique, though the rear one was very similar to the 3.0 RS. The SC RS weighed 980kg compared to a standard SC's 1160kg, which – given a 280bhp power output at 7000rpm coupled with short gearing – makes for rapid acceleration. At 5.0sec dead, it's 0.2sec quicker to 100kph than the 3.3-litre Turbo, running out of steam at 244kph (152mph), while the 930 speeds on to 260kph (162mph).

Cabins varied in detail across the 21 cars, but a bolted-in, cross-braced roll cage, competition seats, period steering wheel and fly-off handbrake were ubiquitous. Thinner carpet covers the floor, while door panels are slim cards with thong-pulls to open, with wind-up windows. The tachometer winds to 10,000rpm.

The zenith of the SC RS's career was the 1984 European Rally Championship. Rothmans/Prodrive engaged Henri Toivonen for

the task, even though Lancia also booked him to do the World Rally Championship in the 037, so the Finn campaigned both cars. With SC RS victories in the Ypres 24 Hours, Milles Pistes, Costa Smerelda and Madeira rallies, Toivonen had a commanding lead in the European Championship until he was forced to pull out after an accident in a WRC Lancia 037, ending up second in the final European standings despite missing some rounds.

The car here contested the Belgian National Rally series, vying with main rivals Robert Droogmans and Ronny Joosten in the Ring Auto Service-run Belga-sponsored SC RS. Patrick Snyers and Dani Colenbunders emerged victorious in the Bastos car, after placing third in the Boucles de Spa, first in the Circuit des Ardennes, first in the TAC Rally, and first in the Rallye de Wallonie. In the Ypres 24 Hours, which counted towards the European title, they finished second behind Toivonen's Prodrive SC RS, helping them towards third overall in the Euro series. Droogmans and Joosten in the Belga SC RS were runners up in the Belgian championship.

The 911 SC RS may be relatively unknown now, but 30 years ago it was a force to be reckoned with on the provincial rally stage. And it's great that Johan Dirickx's enthusiasm is ensuring it's not forgotten today. Though he's unlikely to put the Bastos car at risk on Goodwood's arduous Forest stage, he will probably take his other SC RS, Belga chassis number 12. If so, watch out for another Turbo-look rally car in red-and-white livery. One thing's for sure – you'll hear it coming first.

#### PORSCHE 911 SC RS

**Engine:** Rear-mounted 3.0 flat-six, aluminium block, aluminium heads ex-935 **Fuelling:** Bosch Kugelfischer injection **Power and torque:** 280bhp @ 7000rpm; 184lb ft @ 6400rpm **Bodyshell:** Seam-welded, lightweight aluminium wings, doors, front and rear lids and roll cage; glassfibre front and rear panels, valances **Suspension:** Front: wishbones, MacPherson struts, torsion bars, gas dampers. Rear: semi-trailing arms, torsion bars, gas dampers, anti-roll bar **Performance:** Top speed: 152mph; 0-60mph: 5.0sec **Weight:** 980kg (2160lb) **Chassis number:** WPO ZZZ 91Z ES 110 010 **Engine number:** 63E9 003 **Gearbox number:** 73E9 00002

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EPIC RESTORATIONS

# ‘We did six engine rebuilds in one weekend’

Last raced by David Hepworth at Hockenheim in 1973, this BRM P167 presented some stiff challenges when his sons finally set about restoring it

Words RUSS SMITH Photography JONATHAN JACOB

**E**arly this year Andrew and Stephen Hepworth decided to resurrect their late father's Can-Am BRM, which he'd dismantled and put into storage 42 years ago. Less than five months later it was charging up the hill at the Goodwood Festival of Speed.

'I was seven years old when it last ran,' says Stephen, 'and was there at Silverstone when it finished seventh.'

Stephen and Andrew grew up knowing the significance of what they had tucked away, and also knew it wasn't going anywhere. Its importance as a piece of family history became more poignant when David passed away in 1992. 'We'd both been racing in all sorts of cars since the early Eighties, but only started getting things going on the old Can-Am stuff in 2012,' says Stephen. 'Another Can-Am BRM – the only one we don't own, the ex-George Eaton P154 – was crashed. We still have all the plans and drawings, so were able to help out with the rebuilding of it.'

This planted the seed of an idea to put their father's P167 back together. They even started rounding up the parts and moulds, but nothing concrete happened until earlier this year. Stephen says, 'That was when, having been tentatively sounded out about it, we got an invitation from Lord March to run the car at the Goodwood Festival of Speed. You don't turn down chances like that, and we were up for the challenge.'

Having been mere kids the last time the car was in one piece was a small hurdle to overcome, but the pair weren't put off by it and had a plan for some back-up. 'We contacted John Brooke, the Canadian who worked as chief mechanic for our dad when he ran the car,' explains Stephen. 'He was more than happy to offer advice, flying over and staying for more than a month to help us finish it off and take the car to Goodwood. He was back in his old role again, which was a nice touch. He helped a lot with the technical stuff.'

#### ASSESSING AND STRIPPING

'We had about 80 per cent of the BRM components'



'With so little time available the biggest challenge was co-ordinating it all,' says Stephen (left). 'So we got everything out to see what there was, what was still usable, and what we'd need to start chasing

down. It was encouraging that we had about 80 per cent of the BRM components needed and they were re-usable.' Andrew adds, 'We also found we had the original drawings for pretty much everything except the mounting brackets for the nose of the bodyshell.'

The rear-view mirrors had also gone missing, and were important for the look of the car. Stephen said, 'Eventually we managed get a pair from a kit-car supplier, but for what is just a bit of plastic and glass they cost what seems like a fortune – about £70 apiece.'

#### EXPERT TIP

'It's easy to get carried away when you are stripping things down, but we were keen for all the fuel and brake lines to run where the originals did, so took lots of photos before removing them.'



Officially retired but still assisting, workshop helper Mick Leggett attaches the last of the interior panelwork



Not a lot to go on - the rear subframe and transaxle as dragged out of storage



While the engine is a Chevrolet V8, BRM tweaked it to its own design so much that little remains from Detroit

## BODY AND CHASSIS

‘The body moulds had been left in a field for 40 years’



‘The original body was too damaged to re-use. It had been patched up a few times when racing, and time hadn’t helped,’ says Stephen. ‘Luckily we had been able to track down the original body moulds.

They had been left in a field for 40 years behind Specialised Mouldings in Huntingdon and seemed in pretty good shape. We worked with Martek Composites on those, just up the road in Huddersfield. After they were cleaned up we did a trial moulding of the body panels and they came out fine.

‘Then we complicated matters by deciding to save time and hassle by moulding the body in a coloured gelcoat so we wouldn’t have to paint it. The moulds weren’t designed for that but, with a bit of work, in the end the only issue were some raised blemishes around the air intakes in the nose. We will have to paint that bit at some point to hide the marks there.

‘The other problem was that we couldn’t get the gelcoat mixed in the correct colour in time. We obviously wanted it to be in the golden-yellow Hepworth team colour it was raced in back in the Seventies, but it simply couldn’t be done so we settled on this bright yellow. It does get the car noticed.

Andrew (above) recalls, ‘Two small moulds weren’t found – one was for a rear side pod, but we had the drawings for that so making a new one was easy enough. We also didn’t have one for the windscreen [which is just a piece of black glassfibre].’ Stephen says, ‘I spent two days with strips of flexible plywood, a glue gun and filler getting a new mould exactly right for it.’

The chassis tub of these cars is a monocoque built in period aircraft style from sections of aluminium bonded and riveted together. There are steel reinforcement pieces around suspension pick-up points and other stressed areas but these were kept to a minimum for weight reasons. ‘We had to completely reskin this as the original bonding had deteriorated over time,’ says Stephen. Once again we were lucky to have all the original plans so new sections of aluminium were cut to size and drilled for the countless rivets, all the positions and number of those dictated by the plans. Everything was then stuck together with Araldite 420 and those rivets. To preserve them, the steel reinforcing sections were electro-nickel plated.

‘Then the hardest part of it was making up the missing front body mounts. We had to use our imagination and what we could see from period photos, but I think we’ve got close. It took three days, though, and we must have had that front end on and off about 40 times. The original roll-hoop was exactly that and would be quite lethal if the car did go over. So I redesigned that without changing the car, but with more bracing to make it safer. I think it still looks like a period part to the untrained eye.’

## EXPERT TIP

‘With a project like this you have to be prepared to spend a lot of time making everything fit. It can take days mocking things up and stripping them down again, but it’s worth it in the end.’



Body tub had to be completely repanned because bonding had failed - not great when up against the clock



Rear bulkhead starts to take shape



Wheel studs proved to be too large



Dummy front ends produced to test original mould



Fresh tubular supports were crafted for steering column and radiator



Hewland transaxle stripped and checked, but found to be okay

## RUNNING GEAR

### 'We were told we'd have to wait 11 months for wheel bearings'

The engine is an 8.0-litre all-alloy version of the Chevrolet 'big-block' V8, though only the basics of it would be recognised by GM. 'This is the BRM version; they made a lot of their own changes,' Stephen says. 'It had sat in a case since 1971 – it was one of the spare units bought with all the BRM stock. All we replaced were the valve springs and gaskets – the rest is as it came from their engine shop in Bourne, Lincolnshire.'

Which all sounds wonderfully straightforward, and it was – until the brothers fired it up. 'The block kept cracking and leaking water,' says Stephen. 'Then we'd have to tear it down, stitch up a repair and put it all back together again. We did six engine rebuilds in one weekend. The problem was the poor-quality original casting – it was porous and had ash in the metal.'

Andrew adds, 'It was a problem back then, but we were told about a trick used by the McLaren team, who used alloy Chevy engines that leaked like sieves too – torquing the engine down when it's hot. That goes against everything you are taught, but we did that and got an extra half-turn on everything and since then it has been okay, so I guess the proof is in the pudding.'

'At first we also had trouble getting the engine to start on the dyno, despite refurbished Lucas injectors and a new metering unit. I tried everything; in desperation, I rooted round the spares and found a rusty old metering unit that looked like it was off the back of a dinosaur. We fitted that and boom! – it fired up first go.'

'When we first ran it up on the dyno it made 580bhp, which wasn't bad, but with a few tweaks we got that up to 691bhp @ 6000rpm. John Brooke suggested we go a little leaner on the mixture, and that gave us 701bhp. That'll do for now,' he grinned.

Of all things, it was wheel bearings that looked like they might scupper the project. Andrew says, 'They have very fine needle rollers and are an unusual size not used by anything else. We tried our usual supplier and were told we'd have to wait 11 months for new wheel bearings, so I dug around and found one in our parts supply, then spent a long time on the phone and eventually got the other three from various suppliers.'

There was a similar issue with the calipers. 'We needed new pistons and Girling had thrown all its parts away – the rear ones are only shared with Lotus 72 fronts. We turned up our own on the lathe.'

'We had a set of wheels crack-tested and refinished, then they wouldn't fit over the studs, says Stephen. Larger-diameter ones must have been fitted in period. We had to machine out all the holes in the wheels.'



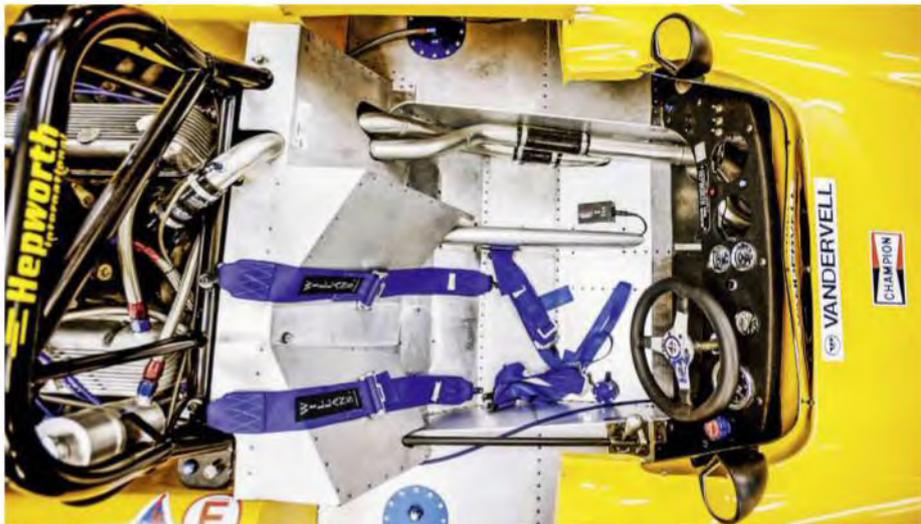
Stephen Hepworth makes a few final adjustments to the engine – yielding an extra 121bhp after its first dyno run



Lack of plans meant guesswork for front frame



BRM logo prominent on original steering wheel



Uncompromising cockpit will get some padding but there wasn't time before Goodwood Festival of Speed



Norisring nose damage was taped up by journalist Ian Wagstaff, who was working as impromptu pit crew

#### BRM P167-01'S RACING PAST

## 'He was beating the Porsche 917s until the tyres wore out'

Period photography: Ian Wagstaff



BRM's first venture into Can-Am racing was with the P154 in 1970. But despite putting it on the podium at Riverside in California, driver Pedro Rodriguez described it as the worst car he had ever driven.

So over the winter BRM lengthened the wheelbase by over four inches, played with the aerodynamics, and renamed it the P167.

The results were good: in its first two races, in the Interserie championship - Europe's version of Can-Am - at Imola and Hockenheim,

Brian Redman took two wins in P167-01, the first by a whole lap. The car was then flown out to California for a couple of Can-Am rounds, Redman coming fourth at Laguna Seca then handing it over to Howden Ganley who got a third place at Riverside, saying the car was 'absolutely magic, so easy to drive in the rain'.

P167-01 stayed in Europe for the 1972 season, competing in eight Interserie rounds, all but one with Ganley at the wheel. He won the first race at the Nürburgring by more than two minutes, and did similar in a mid-season round at Zeltweg, but also recorded three DNFs and was otherwise no higher than ninth. At the end of the season BRM decided to focus its efforts on Formula One and sold the entire Can-Am project, parts and all, to British Hillclimb champion David Hepworth.

Up against well-funded teams of Porsches and McLarens, Hepworth competed in four Interserie rounds, finishing 10th at Imola and seventh at Silverstone, but his season highlight came in June at the Norisring in Germany. Racing in the wet, he was beating the works Porsche 917s until two laps from the end when his Intermediate tyres started to wear out. By the time he got back to the paddock all four had gone flat. Stephen Hepworth says his father always regarded that drive as his finest hour.

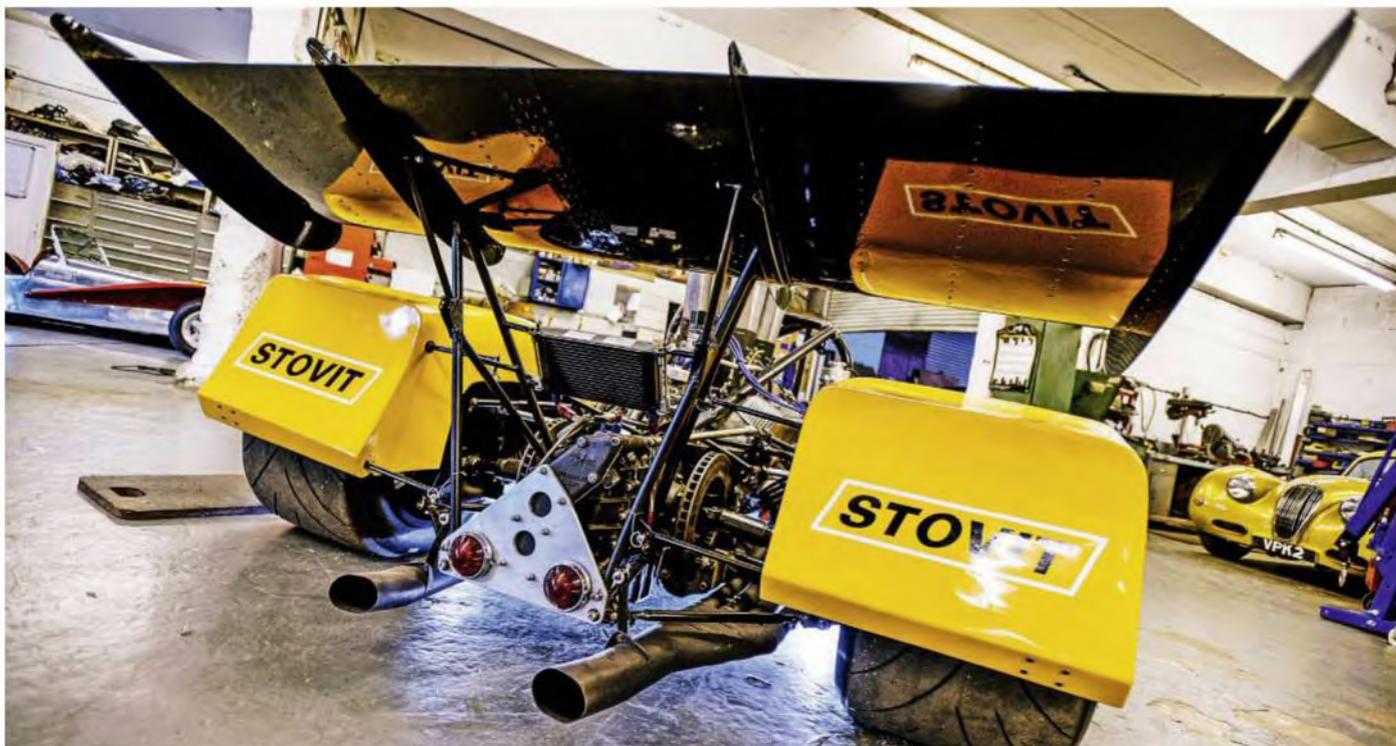
The pressures of family and several successful businesses then took over and Hepworth put everything into storage at his works in Brighouse, where it remained until recently.



On the grid at the Norisring, Germany, for David Hepworth's finest hour against works Porsche 917s



With the race against time achieved, the only thing left to do was unleash all 701bhp up Goodwood's hillclimb



Rear brakes a headache as no parts were available - there was simply no demand, according to Girling

CONCLUSION

‘Going fast between walls – that’s my idea of motor racing’



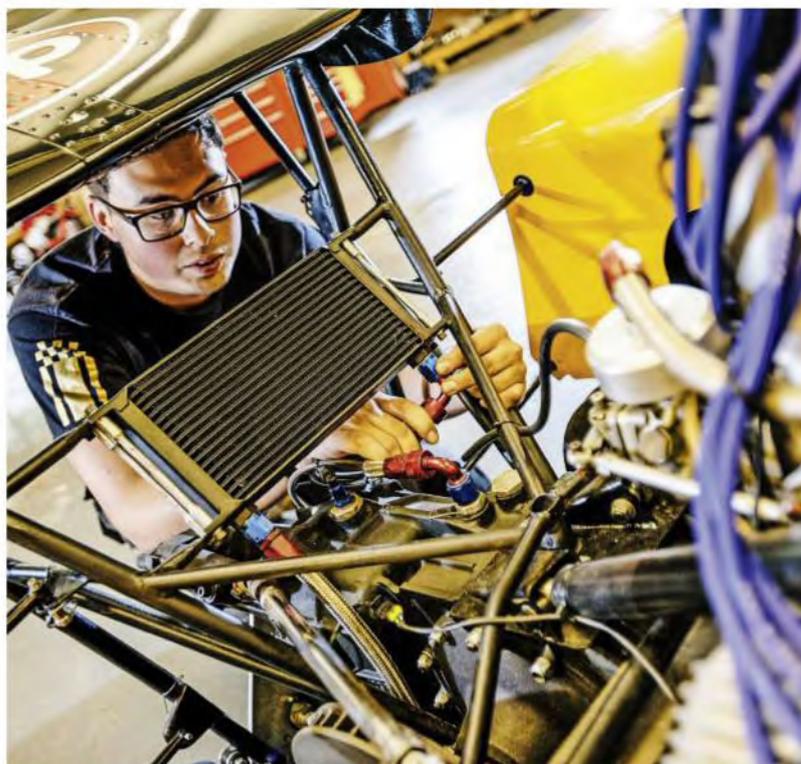
‘We made it to Goodwood, but only just. We were actually still finishing the car in the paddock there on the Thursday. In fact the first time the car ran under its own steam was to the startline at Goodwood on the Friday,’ says Stephen. ‘But it was trouble-free all weekend. We made six runs in total – all good.’ Asked about the experience of threading one of these notoriously wide and overpowered machines between the unforgiving stone walls of the Goodwood hillclimb course, Andrew just grins. ‘Yes, basically it’s just an 8.0-litre engine in a tea-tray, and it’s a genuine 200mph machine too. But going fast between walls – that’s my idea of motor racing.’

Stephen adds, ‘My feelings about fixing up and driving the car my dad used to race? The one word that sums it up is “pride”. It’s been a fantastic thing to do and a great challenge.’

The pair have since also run the P167 at CarFest North, and that’s pretty much the plan – to use it for demo runs rather than get involved in full-on historic competition. That sort of activity will be left for others, because Andrew and Stephen have more interesting plans to keep them busy. ‘We’ve already started on another Can-Am BRM and are going to build a total of three more of them now – we’ve got enough original BRM bits left over to do that.’

So the thunderous Can-Am roar of Chevy-powered BRMs could soon be back on the world’s racetracks.

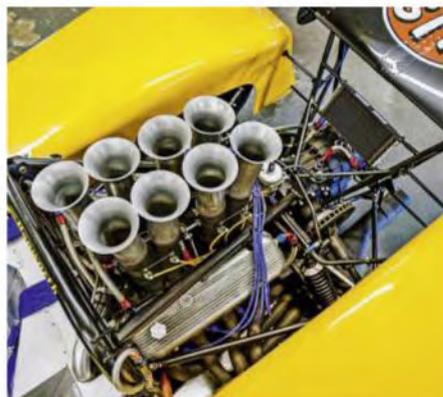
*Thanks to: Hepworth International, Yorkshire, [hepworthinternational.com](http://hepworthinternational.com)*



David Hepworth’s grandson Ryan now helps out on the car - ensuring the skills and knowledge are kept alive



Car still wears number 27 from final season



Tuning Lucas fuel injection produced a handy 701bhp

NEXT MONTH

Recreating the glamour and grandeur of a Facel Vega HK500 is hard enough, but the scale of the task with this car tested the ingenuity of one of the world’s finest Facel restorers.

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# LAST *of the* BREED

Aston Martin's only pre-war single-seat racer was also the last car ever to be tested at Brooklands. We release the Monoposto onto the open road

Words IVAN OSTROFF Photography LYNDON McNEIL

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Low-slung and minimalist, the Aston Martin Monoposto's beautiful body is unlike the monsters it has been fitted with over the years



Few ever have the great privilege of driving a genuine Brooklands racer. Many will remember reading legendary motor sport journalist (and former *Motor Sport* editor) Bill Boddy's dazzling tales of Brooklands, never dreaming of ever driving one of those sublime machines.

Yet here I am, in the cockpit of a blood-red 1939 Aston Martin Monoposto – the very last car to be tested at Brooklands, in fact. Low-slung, slim, purposeful and utterly business-like, it's pure racer. The thin leather seat is surprisingly comfortable, but though you sit deep in the chassis, the heavily cutaway body sides leave the driver feeling exposed and rather vulnerable.

This is the very car that Aston Martin built to showcase what was expected to be a successful new engine design. It proved to be such a disappointment, however, that it was replaced by the engine from Dick Seaman's old 1936 Aston Martin TT racer. And it's that engine I'm currently sitting behind. Good grief; somebody pinch me.

I gather myself together and press the starter button. The two-litre overhead-cam four catches immediately and settles to its natural tickover – lumpy at first but soon silky-smooth. And as the exhaust slowly warms through, a deep, rhythmic thrum begins to burble from the fishtail pipe behind me. The whole car is alive with vibration now, so I grab the relatively short gearlever, shove down on the heavy clutch and engage first. The straight-cut gearbox is a big, heavy and fantastically strong non-synchromesh unit that is reputedly capable of handling up to 300bhp.

I bring up my left foot and feel the clutch engage smoothly. We're off! The Aston's first gear is very long, but still pulls strongly. There's no speedometer, just a large Jaeger tachometer that reads to a dizzying 8000rpm. At what feels like about 20mph, I pull the lever back into second gear, double de-clutching as it passes through neutral. Then repeat up into third as the revs climb, and then once more into top. As you'd expect, all four ratios are stacked closely together. That long first gear means you can only accelerate as quickly as the car will allow you to drag it off the line, so you'd have to be brutal to spin those



Garish livery is actually period correct

enormous wheels – something I won't be doing in this very special car today. But this single-seater is still no slouch. It will hit 60mph in first gear in just 8.5 seconds – respectable even by today's standards – and second gear is good for around 75mph. Third tops out at 85mph and the car's 125mph maximum is within reach in top gear. Under hard acceleration, the exhaust note changes into a crisp bark – a bit like an eight-cylinder Bugatti, but less ripping calico, more deep, chunky burble.

The Monoposto has the biggest brakes you will find on any pre-war road car, and with 14-inch drums all round (equipped with 1¼in slave cylinders at the front, and 1½in slave cylinders at the rear), you can forget all that 'old cars can't stop' nonsense – these will lock up in the dry. They work via tandem master cylinders, with separate circuits front and rear. With this reassurance in mind, I start to relax and enjoy myself. I am really getting into the car now, hammering into corners and braking much later than I would in any other pre-war car.

Then a horrible moment occurs as I approach a tight T-junction. I try to move my right foot from the centre throttle to the brake pedal on the right, but the welt of my right shoe is caught. In an instant, I press my left foot hard on the clutch and knock it out of gear with my left hand, then depress the accelerator just enough to free my right foot. Within the same nano-second, I move my foot to the right and stamp hard on the brake pedal.

Breathing heavily, I look down. The culprit appears to be a large nut head at the base of the column, which looks like it holds a stay in place. Heart safely returned from mouth to chest, I press on. Now aware of the danger, I try to dismiss lurid visions of horribly mangled aluminium, select first gear once again and carry on.

Obviously, there's a limit to what you can do with a racing car on a public road, but now I've a proper feel of the Aston, it's time to explore. It's terrific fun through fast corners, the worm and peg steering controlled by a large four-spoke steering wheel that just about clears my thighs. The car's former owner, Andy Bell, fitted an extra-long drop arm from an International model during the car's restoration, so there are now just 1¼ turns from lock to lock. The result is steering that is rather twitchy, yet sensitive and precise. The crossply tyres may hop across the bumps, but the steering maintains regular communication, giving your instincts constant yet subtly reassuring nudges.

The Monoposto's centre of gravity is very low, so the car always feels stable and remains predictable when it does slide. The semi-elliptic polished steel leaf springs must be kept well lubricated, however, so they can move freely and remain progressive. The big girder chassis feels taut and stiff but, like all Astons of the period, that live axle, combined with the heavy engine up front, dictates a certain cornering aggression to fend off tedious understeer. It's not difficult, but you do have to steel yourself to enter and brake late to get the tail unsettled, then get straight back on the throttle and power through the corner. That's the theory, but the wayward front end still tries to plough straight on. By unbalancing the back end further, then accelerating into a four-wheel drift, you maintain total control. You have to dial in opposite lock, of course, but the car is actually far more under control than it looks from the outside.

If you've ever watched this car racing at Goodwood, then you will have likely seen Andy Bell indulging in a lot of lairy opposite-

lock slides when cornering hard through Woodcote. It isn't a case of show-boating – the car actually seems to prefer it that way.

And that's almost certainly how the car was intended to be. In 1938 Aston Martin was looking to develop its two-litre overhead camshaft engine, but since that unit was already a stretched version of the Twenties 1.5-litre engine, it soon became clear that a brand-new design was needed. Finance was a problem, however, so Aston Martin had to come up with an alternative.

The company's owner at the time, Gordon Sutherland, had long been impressed by the Cross Company's two-stroke motorcycle engines, which could be revved to 9000rpm and used rotary valves in place of the usual poppet valves and springs. The thinking was that a rotary valve cylinder head should be able to handle a higher compression ratio and therefore achieve higher revs, which in turn would translate into more power. Better still, the design was lighter and more compact than most.

Aston Martin eventually secured a deal with Cross to develop and manufacture a rotary valve cylinder head under licence before mating it with Aston's own two-litre cylinder block. Unfortunately, subsequent testing revealed that the resultant engine produced no more power than a decent two-litre Speed Model engine, and the project was unceremoniously shelved.

While all this was going on, however, one of the 22 Aston Martin Speed Model homologation chassis that had been produced for the coming Le Mans 24-hour race had been cut, shut and fitted with narrower axles in readiness for the new engine. So in 1938 Aston Martin found itself in possession of a fine new racing chassis but no new engine to install in it. With almost no options left to Aston Martin it opted instead to rebuild a two-litre engine from Dick Seaman's car that had seized during the 1936 TT race, and drop that in instead.

A bigger and stronger version of the standard Speed Model gearbox – itself a later development of the 1.5-litre four-speed non-synchromesh gearbox – was used for the new car, not least because it could handle 250bhp with ease. It was also fitted with close ratios, albeit with a very long first gear. The gearbox in this car has Le Mans ratios, and in period allowed the car to hit 5000rpm and some 60mph in first gear. The only drawback was that it was very hard on the half shafts and transmission if you tried to spin up the rear wheels. So to pressure it you have to be a little slower off the line than you might have wanted.

The car was initially tested on public roads, which must have been quite a sight, since it had no body – just a crate bolted directly to the chassis upon which Sutherland could perch himself. The suspension was found to be too hard, but the car itself was extremely fast straight away.

A rudimentary body was subsequently fitted enabling both Sutherland and period Le Mans driver Charles Brackenbury to carry out further tests at Brooklands. It has been suggested that the Monoposto was created specifically for a Brooklands outer circuit record attempt. However, Andy Bell has a personal letter from Gordon Sutherland saying that the intention was always to race the car at Brooklands simply to publicise the new engine. Sadly that engine wasn't to be.

When World War Two broke out in 1939 the Monoposto was parked up and never used again. Until, that is, David Brown bought Aston Martin in 1947, soon after which the crude works-fitted



#### THE CAR IT SHOULD HAVE BEEN

According to former owner Andy Bell, when Alain de Cadenet tested the Aston Martin 2.0-litre Speed Model he reckoned it was superior to eight cylinder Alfas of the period – apart from the engine. 'He said the car could have been a world-beater, since it was superior in chassis, steering, brakes and transmission. All it needed was a better engine. So, if you take that car, make it lighter and narrower and turn it into a single seater, then you have the basis for a genuinely superb racing car – which is what the Aston Martin Monoposto is.'

This body is one of several that have adorned this chassis



With just over two turns lock to lock, worm and peg steering is super-direct



Overhead cam straight four is from the 1936 TT winner

## OWNERSHIP REALITIES



As found in 2001, sporting a damaged body and non-original DB1 pushrod engine

Andy Bell has loved pre-war racing cars since his father took him to Goodwood circuit when he was just three years old. He says, 'I knew the shape of the circuit and could drive it in my mind by the time I was five.'

Years later he

learned that the two Aston Martin Ulsters on the starting grid of a VSCC race at Silverstone belonged to Derek Edwards and Nick Mason, then owners of Morntane Engineering.

After graduating from university in 1977, 23-year-old Andy got a job at Morntane sweeping the floor. By 1992 he had taken over the company completely.

He learned about the Monoposto in the early Eighties. 'I knew the car still existed and where it was, but I never expected to own it. But then it came up for sale at a time when I could afford to buy it. I knew what it was as soon as I saw it; that beneath its ugly two-seater sports car body was the ex-works Brooklands Monoposto racer. I almost tore the vendor's arm off!'

When Andy bought it in 2001 it still had the old DB1 engine. 'I sold that engine because I knew where one of the original cylinder blocks was. The Dick Seaman car, chassis No.911, went through three different engines. I bought the original block and that's what is in the car now.'

Ecurie Bertelli carried out the restoration, and before selling it to current owner Dick Skipworth Andy raced it at the Goodwood Revival in 2006, finishing second behind Mark Hales in Nick Mason's Bugatti. 'That was a great moment, the icing on the cake!'

Monoposto's outrageous 'fishtail' exhaust elicits a deliciously mellifluous burble once it's warmed through



**'Archive photographs suggest that the car had no lights, but did have wings fitted to allow it to be driven on public roads between the Feltham works and Brooklands'**

single-seater body was removed. Old archive photographs suggest that even though the car was designed for the track and therefore had no lights fitted to it, it did have wings. This was to allow it to be driven on public roads between the Feltham works and Brooklands. During restoration Andy actually discovered the holes in the back plates where the original wing stays were bolted on.

Eventually David Brown passed the car on to Friary Motors, the firm that Gordon Sutherland was by then running to cater for pre-Forties Aston Martins, and in 1949 it was sold on again, this time to Gordon Gartside of Knaresborough. Gartside raced it with several different bodies (he kept damaging them) and fitted it with a pushrod engine from a DB1.

Precisely what happened to the car after that remains unclear. However, a Mr Uberg found it languishing in a Sheffield lock-up in the mid-Eighties and promptly had Aston Martin specialist Bill Smith rebuild it. It was seen on occasions at local shows, usually with Smith behind the wheel, but the Monoposto fell off the radar again for another 15 years.

When Andy Bell bought the car in 2001 it was still fitted with the old DB1 pushrod engine. He eventually traced the original ex-Dick Seaman engine (engine block number H6/711/U) to one David Taylor, who fortunately agreed to sell the engine to Andy so he could re-unite it with the car.

There then followed a comprehensive five-year rebuild, complete with Brooklands racer coachwork appropriate to the period. Amazingly, the Monoposto was still in pretty reasonable mechanical order throughout, suggesting to Andy that it had not covered many miles from new.

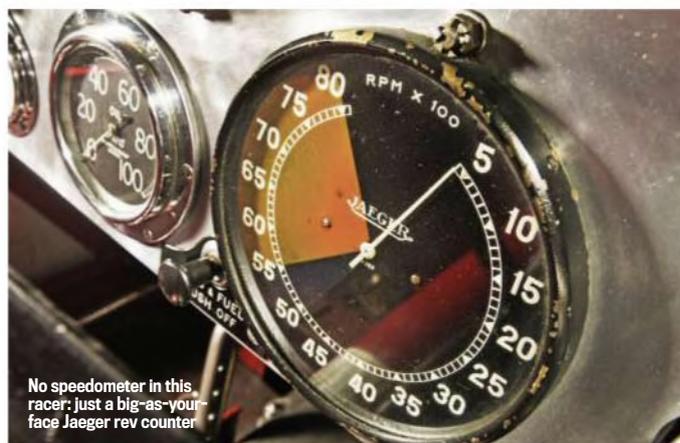
'The car's chassis and running gear are still completely original,' he says. 'The Monoposto bodywork is period correct and built so that it can be used on road events such as the Mille Miglia.'

'Had the Aston works continued its development, it would have been exceptionally competitive.'

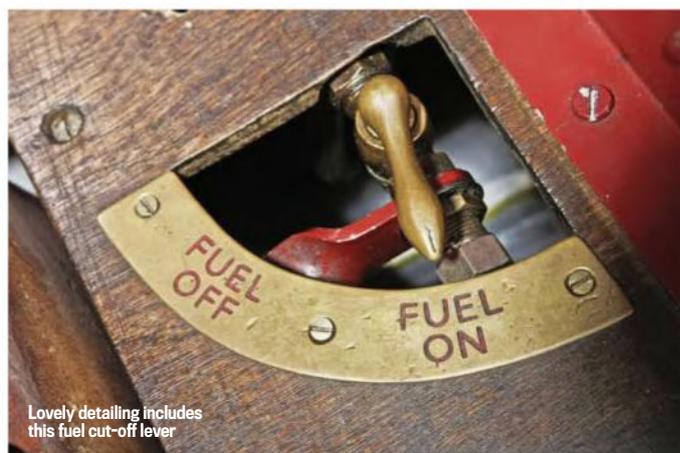
'As it stands, I'm certain that it is the fastest normally aspirated pre-1940 Aston Martin in the world.'

Having had the privilege of enjoying such a memorable, evocative – and, on occasions, frankly terrifying – driving experience with this incredible machine, I'd have to agree.

*Thanks to Andy Bell at Ecurie Bertelli (ecuriebertelli.com), Dick Skipworth, Jamie O'Leary at the Goodwood Revival.*



No speedometer in this racer; just a big-as-your-face Jaeger rev counter



Lovely detailing includes this fuel cut-off lever

**1939 ASTON MARTIN MONOPOSTO**

**Engine** 1950cc, inline four-cylinder, sohc, cast iron block and head, twin 1 7/8in SU carburettors **Power and torque** 136bhp @ 6000rpm; 145lb ft @ 4750rpm **Transmission** Four-speed manual, rear-wheel drive **Rear axle ratio** 4:1 **Suspension** Front: semi-elliptic leaf springs. Rear: live axle, semi-elliptic leaf springs. Hartford Friction dampers all round **Brakes** 14in drums all round. **Steering** Worm and peg **Wheels** 5/8in x 18in wires **Tyres** Blockley 5.60x600 all round **Length** 3800mm **Width** 1650mm **Wheelbase** 2590mm **Track** 1320mm **Weight** 760kg **Performance** Top speed: 125mph; 0-60mph: 8.5sec **Cost new** N/A **Current value** £500,000

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Feb 21 - San Jose	Mar 8 - Chichen-Itza
Feb 22 & 23 - La Fortuna	Mar 9 - Campeche, Mexico
Feb 24 & 25 - Granada, <b>Nicaragua</b>	Mar 10 & 11 - Palenque
Feb 26 - Tegucigalpa, <b>Honduras</b>	Mar 12 - Tuxtepec
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Original owner Alec Davis bought the car because he preferred the Terracotta paint job to white

L I F E C Y C L E

# THE LIFE STORY OF A FORD ESCORT RS2000

Born into a world of thieves and joyriders, this fast Ford was a crime victim just once and has been cosseted by owners on both sides of the Irish Sea

Words SAM DAWSON Photography NEIL FRASER

## February 1980 Alec Davis falls in love and picks the car up for £5335



'I actually wanted a white one,' recalls Alec Davis, a serial buyer of rally homologation specials and first owner of this RS2000. 'But I had to go to a special RS dealership outside Bristol run by Vince Woodman, a well-known BTCC driver in Capris back then, to buy it. I'd pretty much done the deal, but then I saw this car in Terracotta and decided I had to have it instead – I'd never seen one in that colour before.

'It was never going to be my daily driver – I had a Mini Cooper S for that – but it was a weekend fun car and followed a series of fast Fords, including a Lotus Cortina, Escort RS1600 BDA, Cortina 1600E and Capri 3-litre.

'Looking back now, it was probably the best car I ever owned, with the RS1600 a close second only on account of its temperamental, fragile engine. That was an interesting car though, an ex-Earls Court Motor Show car with unique things such as chromed throttle cables and rocker covers, so they'd show up better under spotlights.

'But as a car to get in and enjoy the RS2000 was the best. It never failed to start and never went off-tune. Part of that was down to maintenance and preparation – I took it off the road for a month after buying it and kept it in the garage, making sure it was thoroughly undersealed. I even deleted the radio option simply because I didn't want a hole drilling in the bodywork for the aerial. I knew what Fords were like back then – that sort of thing made them rust.'



'I'd always wanted one...'  
Second owner Angelo D'Amato on the day he bought the car



Those were the days... the history folder has every tax disc, from new



Alec David's RS2000 shows off its shiny new alloy wheels in the late Eighties - the originals were stolen in Bolton in 1981



John O'Brien had to re-register the car on Irish 'ZV' historic plates after importing it to Tipperary



This Blue Oval seemed destined to spend its days in a collection but is now back in action



Just 53,421 miles on the clock after 35 years

In February 1981 thieves made him ponder his good choice of car. 'I took it all over the place early on, with holidays in Scotland and Cornwall, but less than a year after I bought it I parked it outside the front entrance of a hotel in Bolton and came out next morning to find it sitting on its axles. The police said that hotel was a hotspot for wheel theft when it was raining - as it had been heavily that night, a Friday 13th. The rain meant they could cover their tracks more easily, smear footprints and so on.

'Vehicle theft, especially from and of fast cars - and Fords in particular - became a major problem in the Eighties and Nineties. If you owned one, you had to start thinking ahead when you took it out for a drive, working out where you were going to park it in advance.

'Anything could be stolen - not just the wheels, but radios, seats - even windows; with so many being smashed in thefts there was a good trade in aftermarket side-windows, so they'd just lever round the rubber and lift them out.

'It wasn't just Fords - Peugeot GTis had the same problem. I suppose it's a story of the era. It got so bad that the Government had to act to set new vehicle security standards, with deadlocks, coded keys, immobilisers and the like. However, because of this the RS2000 lived a very sheltered life, only covering 38,000 miles in the 20 years I owned it, and I fitted it with one of the first tracking devices on the market.

'I worked abroad for four years, so there's a big gap in the service history, but it was always maintained. By the time I sold it in 2000 there was no rust and the only things I'd changed in 20 years were the tyres.'

### December 2000 Angelo D'Amaro takes home a classic for £5000



'I'd always wanted one of these when I was a kid, so I was lucky to find such a fantastic example,' says the RS2000's second owner, Angelo D'Amaro. 'I didn't have to do much with it, although four-star petrol was getting harder to find so I had the engine converted to run

on unleaded. I took it to a company in Slough who took the cylinder head off and fitted hardened valve seats. I also had the wheels refurbished back to their correct condition - gloss Dove Grey.' (D'Amaro didn't know the original wheels were stolen in 1981.) 'It was in amazing condition, especially for an unrestored car - the "fishnet" Recaro seats were completely unworn, and the whole vehicle had a new-car smell. I just had to polish it - I've never known another classic like it.'

July 2005 was the RS2000's moment of show glory. 'Like Alec Davis, I only ever used the Escort as a cherished second car - taking it to shows, just enjoying it,' says D'Amaro. 'The real highlight was the National Ford Day at Donington Park in 2005. It was the 25th anniversary of the RS2000, and they set up a parade lap, attracting hundreds of them.

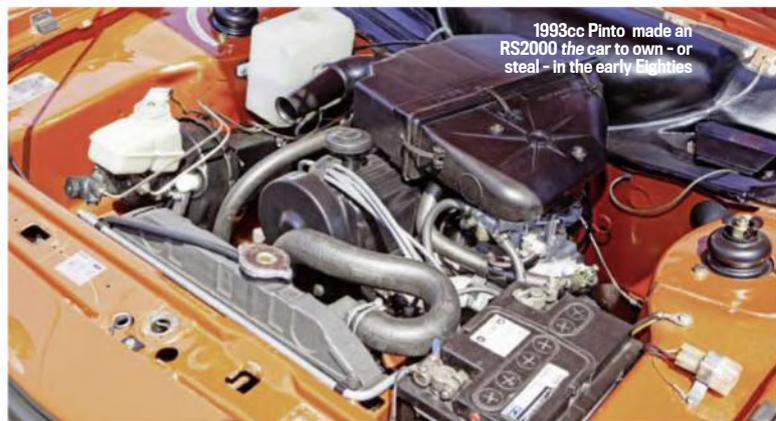
'Unfortunately, later that month I had to sell it. I didn't really want to get rid of it, but I had to free up money to buy a house. I wish I'd never sold it, because I



Current owner Martin Clough brought the car back to England in October last year



RS logo instantly brings back the magic of the fast Ford glory years



1993cc Pinto made an RS2000 the car to own - or steal - in the early Eighties

couldn't afford to buy it back now – prices have gone silly.

'I'm always looking for another classic, but it would have to be an Escort. I like MkIs, which are better-looking, but I have a soft spot for MkIIs – it comes from watching *The Professionals* as a kid.'

### July 2005 John O'Brien takes the RS2000 across the sea to Ireland

'I'm a car mechanic, so I'm not averse to a bit of restoration work, but I wanted to buy the best RS2000 I could find,' says third owner John O'Brien of Tipperary, Eire. 'I did plenty of research, read all the buyers' guides I could, then found Angelo D'Amaro's car for sale in an English magazine. I phoned him and asked him to describe various areas of the car. Once I was confident it was as good as it seemed I got on a plane and bought it.'

'It really was as good as he said. A complete service history, right back to the original bill of sale, all the details about where it was bought, every receipt – it was

all there. It just needed a couple of rust spots sorting at the base of the A-posts and a full service and it was good as new.'

'Perhaps I should have used it more than I did, but I just brought it home, parked it in the shed and took it out on Sundays. It was my first and so far only classic. I realised over the years that I just didn't have time to enjoy it – I covered just 2000 miles in six years of ownership, so I ended up selling it.'

'I'll get another classic some day – probably an Escort RS2000 MkI.'

### November 2011 the Ford moves north with Geoff Tate



'I was looking for a classic – a rear-wheel drive Ford Escort specifically – and saw what looked like an amazing car advertised for sale. The problem was it was in Tipperary, 300 miles away,' remembers Geoff Tate, who made the journey from Newry in Northern Ireland to collect the Escort sight unseen.

'John O'Brien was as good as his word. I just needed to tidy up the paintwork a bit

with a partial respray, and it needed detailing and polishing, but no real restoration work. All the hard work had clearly been done before.'

As the car was now back in the UK, Tate re-registered it on its original numberplate.

'I'd wanted an Escort RS2000 ever since the Eighties. When they were new I was driving a Fiesta XR2, but I'd never owned an Escort. I'd had a series of expensive classics including a Porsche 911 Turbo and a Subaru Impreza WRX STi, and I wanted something that didn't cost so much to run. I just fancied one – it may not have much power, but it had poise.'

'Like John O'Brien, I mainly used it for shows. I'd only had it a couple of years when I was approached by a guy at a show who wanted to buy it. He was particularly impressed with its paperwork and made a very tempting offer, but wouldn't do a deal on a Sunday. He called the following week and it went into his collection. In retrospect I wish I'd used it more – I know this guy didn't have much time to enjoy it either.'



The car is now for summer-only use and there's talk of an Italian tour



Martin Clough spent last winter tidying up the engine bay



'I've got to have fun with it': Clough enthuses about his car to writer Sam Dawson

### October 2013 The RS2000 joins Laurence Montgomery's collection



'It was such an original car, I couldn't let it pass me by,' says Belfast car collector and classic Ford enthusiast Laurence Montgomery, who owned the RS2000 for less than a year. 'I just didn't have time to make it perfect. I was also undecided about whether to preserve it or use it as a base for a straightforward restoration to concours specification. But when you do that you run the risk of losing all its original touches.'

'Martin Clough placed a wanted advert on an enthusiasts' site and it seemed my car met every one of his criteria – original condition, unmodified, full service history.'

### October 2014 Martin Clough brings the Escort back to England for £7k



'I'd always been into Escort MkIs – I've had Mexico, RS1800, Lotus and RS1600 variants – but I had to try something else,' says Clough, 'so I started looking for RS2000 MkIIs.

'Two sales fell through at the last minute, so in the end I put out a couple of wanted adverts and got a phone call from a guy in Belfast who said, "I've got what you want, depending on what you want to do with it."

'Someone from the RS Owners Club who had seen the car ten years earlier when Alec Davis owned it said that if it had been kept in similar condition it would be perfect. I first saw it in August 2014 and brought it back in October.

'I looked into the various ways of bringing the car home. In the end I had it MoT-tested in Belfast and drove it all the way home to Kent with no problems at all via the Liverpool ferry.

'It's my weekend fun car in the summer – I only tax it for six months. I've just spent the winter tidying up the engine bay, just taking things off and cleaning them.

'It's a lot more drivable and sturdier than my old MkIs, but at the end of the day it's only a Ford! They didn't do anything to stop rust – back then they just assumed people would keep coming back and buying

another – so you've got to be disciplined about caring for them now. I was offered concours cars, but they were often created from a new bodyshell and didn't have history or matching numbers. I've always been a stickler for correct colours and chassis plates. I've become an avid autojumbler, scouring eBay for spare parts. You can find them cheaply if you look in markets where they were licence-built – Singapore, for example.

'I fancy doing some classic tours and I'd love to take it to Italy. Trouble is it's only got 53,000 miles on the clock. But I've got to have fun with it – I'll have to find a happy medium. I'd also like to meet the original owner – funnily enough he lives in the same village as my sister...'

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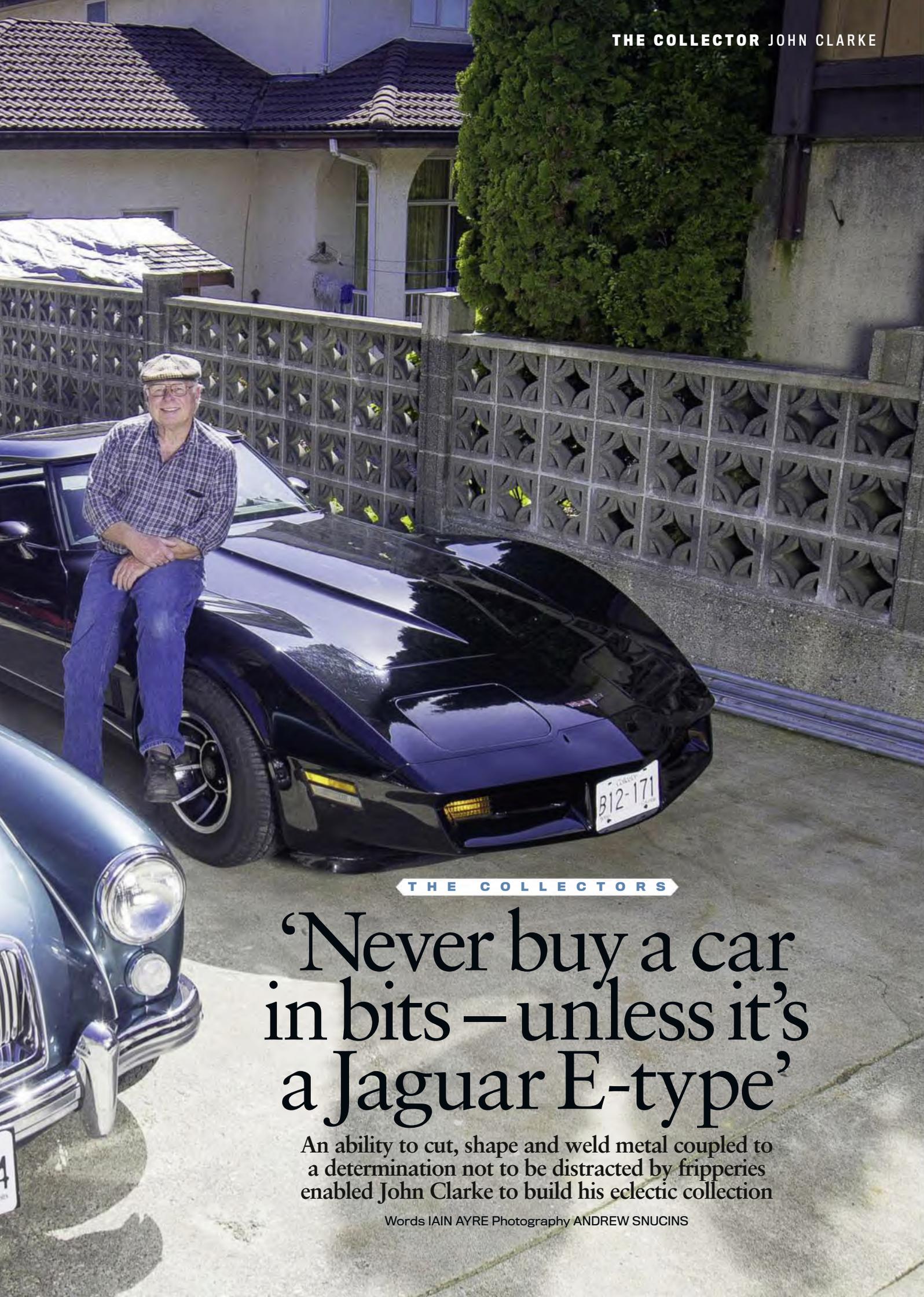
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John Clarke with six of his ten-strong fleet. Clockwise from front left: two MGAs, MGB, Ford Galaxie, Jaguar MkIX, Corvette L62

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THE COLLECTORS

# ‘Never buy a car in bits – unless it’s a Jaguar E-type’

An ability to cut, shape and weld metal coupled to a determination not to be distracted by fripperies enabled John Clarke to build his eclectic collection

Words IAIN AYRE Photography ANDREW SNUCINS

John Clarke made a conscious decision to avoid distractions such as television and Facebook so he could devote his spare time to restoring his collection of cars, and leave a little aside for playing his guitar and singing rude songs on YouTube about politicians.

There's no theme to this Canadian-based collection other than Britishness and a penchant for MGs, but the cars do paint a representative picture of British Columbia's current classics.

With the exception of a temporarily *hors de combat* Jaguar E-type there's little serious financial value to the collection, but that isn't the point. John is an educator – his working days have included teaching in schools and lecturing at his local university on mechanics, welding and manufacturing – which precludes huge wealth. He acquired most of his cars as near basket-cases, applying the effective buying technique of leaving a derisory offer and then bidding his time. He is also lucky that his wife Carol is onside and has a good sense of humour.

### MGA 1600 roadster

Canadian culture is largely based on not being American, in the same way that Scottish culture is about not being English. Clarke's MGA MkII is balanced on a knife-edge between British/Canadian taste and American taste. His other MGA roadster is a true Brit – red paint, plain silver steel wheels and standard black interior.

An American restoration of the MkII would have given it chrome wire wheels, bright metallic paint and a white vinyl interior. Taking its restoration in a different direction, Clarke got it just right – it's flash but without being flashy, not an easy balancing act. The leather interior is parchment, not white, and the chrome wires

suit the metallic Woodland Green paint, a colour used on a specific historical MG factory Twin Cam prepared for Mike Ellman-Brown. The Deluxe dashboard trim adds minor chrome trimming bling.

The car was fairly rough when he got it – it was for sale because a neighbour hated wet-knee winter commuting – and Clarke got it for \$400.

As usual, he hand-made all the replacement panels needed to repair the bottom few inches of the car. He has taught body restoration daily for work and still does it in the evenings for fun.

Taking it for a test, I immediately enjoyed the car's solidity, stability and sorted stiffness. John drives it hard, enjoying the revs and the handling. There's not much power – maybe 80bhp – but it can fully use all that's available and can be trusted not to present any unpleasant surprises. It's too perfect to get much use, however.

### Chevrolet Corvette L82

John's neighbour Norm sells fast boats and bought the Corvette new in 1980. His reduced post-divorce collection still included the Corvette, but John kept at him and got the car at three years old. It came with a matching Chevy-engined boat, too powerful to be insurable.

The Corvette is a rare 1980 black-on-black-on-black: paint, interior, tyres. It came with Firestone race tyres, but they tramlined on ruts and would let go quite violently. He now runs and recommends Dunlop GT Qualifiers. The unused steel Rally wheels that came with the car new remain in boxes.

The Corvette has a 350ci (5700cc) small-block V8, one of the last of the 230bhp L82 engines before emissions strangulation tightened up. Just 100 of the Corvettes came to Canada in 1980, with ten going to BC, half of which crashed. Despite the car's low

### DOUBLE-DECK PARKING

Clarke's house has a large garage, which looks like a two-car job but can actually take five, including one sideways at the back and two under and on the four-post lift (the top one has to be one of the MGA roadsters because the roof beams have a gap for its windscreen). There's room for another lift for two more cars, but whatever goes on top will need to be another open-top MGA or possibly a Berkeley. The rest of the collection lives in enclosed car trailers or with friendly neighbours.

92,000 kilometres (51,000 miles) Clarke has rebuilt the engine. 'Chevy made lousy cams, and the lobes were gone. I rebuild the engines in all my cars, and I gave this one another 80bhp while I was at it.'

Driving the Corvette is interesting. The C3 body is the most dramatic and sculptured of all Corvettes. The glassfibre body is good and the leather seats are worn-in but not worn-out. The cockpit is otherwise plasticky, though, and the dash seems oddly far away.

The engine, despite Clarke's ministrations, is quiet and civilised, but you can feel the lack of torsional rigidity in the primitive single-layered chassis, not much changed since 1953. The car has factory Gymkhana suspension for slalom use.

### Jaguar E-type

Sadly, Clarke's most cherished car had been in the wars prior to our photoshoot after it was badly rear-ended by a scooter.

It went to restorer RWM (rwmandco.com), which is having an unofficial competition with a rival to achieve the world's most perfect paint job – the E-type is the playing field.

Clarke had needed an E-type since he was 16 when he spotted possibly the first example imported to Vancouver in 1961. He saw it outside a baseball park and missed the entire two-hour game because he was looking at the Jaguar.

In 1997 he finally got one. The owner had dismantled it pre-divorce and never managed to restore it, despite spending \$24,000 on storing it for a decade.

Clarke has a rule about never buying a dismantled car because they are never complete. But this was an E-type, so if the owner could produce a list of 100 obscure parts he would buy the car. After 66 successful searches Clarke was convinced the Jaguar was all there and handed over \$9000. Not a bad buy, even in 1998.

Again, the restoration panels were constructed from sheet steel and talent, with the brand-new complete bonnet having to be taken apart and assembled properly. The result was a car that has starred in a film



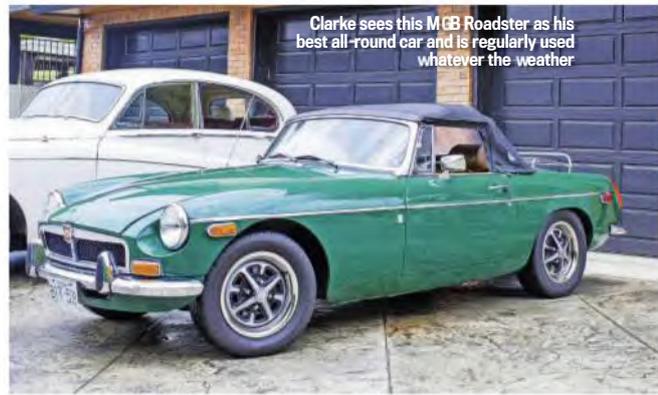
GRANDPA'S GARAGE



One MGA bunks above the 'Vette while another enjoys its own space before a second lift arrives



Clarke has enough spares to turn this 1962 MGB bodyshell into a complete car



Clarke sees this MGB Roadster as his best all-round car and is regularly used whatever the weather



This MGA - found as an abandoned 15-year restoration - will be Clarke's final project. Well, he says...



Clarke's E-type on the way to recovery after a prang



Clarke rebuilt his low-mileage 1980 Chevy Corvette L82's V8 and gave it an extra 80bhp



This Jaguar MkIX has a rust-free body and a powdercoated chassis - all it needs is assembling

along with a polar bear, featured in a sunglasses ad campaign and won a North-West Jaguar Club of North America concours championship – although Clarke is more proud of its slalom successes. Being shiny is one thing, but being proven competitive is another.

### Jaguar MkIX

Mk IX Jaguars are a harder sell because body parts are unavailable. That's bad news for owners, but great news for Clarke who makes all his own repair panels anyway.

This MkIX was dry-stored for 30 years before being recommissioned by a movie personality whose wife then broke down in it. Clarke knew that any commercial rust repair would cost a lot more than the car was worth.

However, the engine, seats and woodwork were fine and it was a worthwhile project for him at the cost of much sheet steel and four years of winter welding. It normally wouldn't have taken him that long, but injuries including back problems from the E-type crash reduced restoration to a crawl.

Like many of his cars he painted it in the open air on his driveway in early May when the air temperature and humidity are perfect, and when all the bugs and pollen that would mar the paint's perfection have yet to emerge.

Sure, white paint can cover a multitude of sins, but the MkIX has won awards at a host of shows. That's all very well, but what Clarke most enjoyed was beating all but one of 81 Mk2 Jags in the Jaguar Club North America slalom. Who knew that MkIXs carrying an extra 1000lb handle better than Mk2s? Actually, Rowan Atkinson does, which must be why he races one.

### MGA 1500 roadster

When he was 18 and buying his first car to drive to college Clarke took the seemingly sensible advice of his father and got an MGA rather than a Jaguar XK120 C-type, reputedly the third of three built for Le Mans but not used.

'You're going to college,' said Dad. 'You need a car with a roof, and the whole family doesn't have enough money to repair that Jaguar engine if it goes wrong.'

With that story in mind, maybe we should be trying to guess which currently cheap and available cars will be tomorrow's revered auction-contested gems.

Fifty-two years later Clarke still owns the MGA, and very nice it is too after a gentle restoration retaining everything except rusted sheet metal underneath. But nobody, including him, ever looks at it without thinking, 'That's nice, but it's no C-type.'

### Ford Galaxie 500 XL

When Clarke was 22 his dad asked him to take Mum to the dealership to help her buy a car for towing the family caravan. As soon as they arrived Clarke noticed a blue two-door Galaxie. He patiently listened to the sales patter for other cars before starting casual but effective bargaining for it.

Powered by a Hi-po 390 V8 with 325bhp, it towed the caravan to the Arctic, to Mexico and to many other destinations. Clarke has done all the servicing and repairs himself and refreshed its fading paintwork in the same colour. Other than that the Galaxie is original. After teasing him that they planned to sell the car, Clarke's parents gave it to him on his 50th birthday.

### MGB roadster

Clarke's MGB was owned by a friend who was very ill and needed money but couldn't find a buyer for the car. There are usually around 20 MGBs for sale in Vancouver, so it's much easier to buy one than to sell one. Clarke paid more than the MG was worth, but he already had a huge spares store provided by another MGB project, so he had no trouble sorting out minor issues such as a leaking fuel tank. It's now used almost every day, particularly if the weather is wet or miserable when the nicer cars stay inside.

Clarke reflects that it's actually his best all-round car – fun, fast enough, reliable, comfortable, cheap to run, pleasing to look

at and listen to, and he doesn't have to worry where he parks it.

### MGA 1500 Coupé

Clarke intends this white MGA Coupé to be his final restoration project – although who knows what else will turn up in the meantime? It was an abandoned 15-year restoration. It was on an overgrown, mossy driveway and the owner wanted \$2500 for it. Clarke offered \$700 and said he would pressure-wash the driveway. Sold.

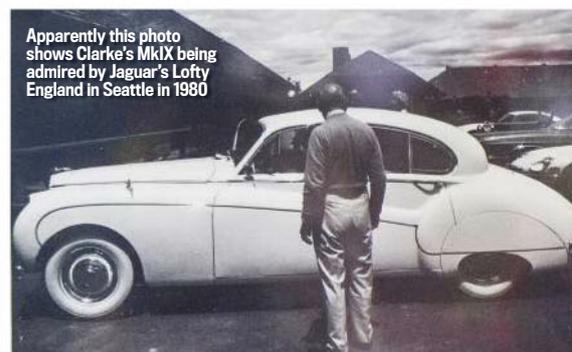
It's destined for long-distance touring, so after its body restoration it will be given an MGB engine, overdrive gearbox, a high final-drive ratio and 15in wire wheels.

### Jaguar MkIX project

A perfect, powdercoated chassis and a restored, rust-free spare Jaguar MkIX body lurk in a covered race trailer, with many boxes of bits and a rebuilt 3.8-litre XK engine. They were bought by a friend who faced divorce after trailering home one pile of bits too many, so John rescued him by taking them off his hands. The trailer probably contains enough parts to assemble a complete car, so that may yet happen.

### MGB project

A 1962 MGB bodyshell suspended from Clarke's garage roof was rough when he got it, but at least there was something left to weld to and he's pretty much replaced all of its lower 4in. He has more than enough parts to make a complete car. Some day.



Apparently this photo shows Clarke's MkIX being admired by Jaguar's Lofty England in Seattle in 1980

### ALL THE VEHICLES

- 1956 MGA 1500 coupé (under restoration)
- 1957 MGA 1500 roadster
- 1959 Jaguar MkIX (for restoration)
- 1961 Jaguar MkIX
- 1962 MGA 1600 MkII
- 1962 MGB (for restoration)
- 1967 Ford Galaxie 500 XL
- 1969 Jaguar E-type Series II roadster
- 1974 MGB
- 1980 Corvette L82

### NEXT MONTH

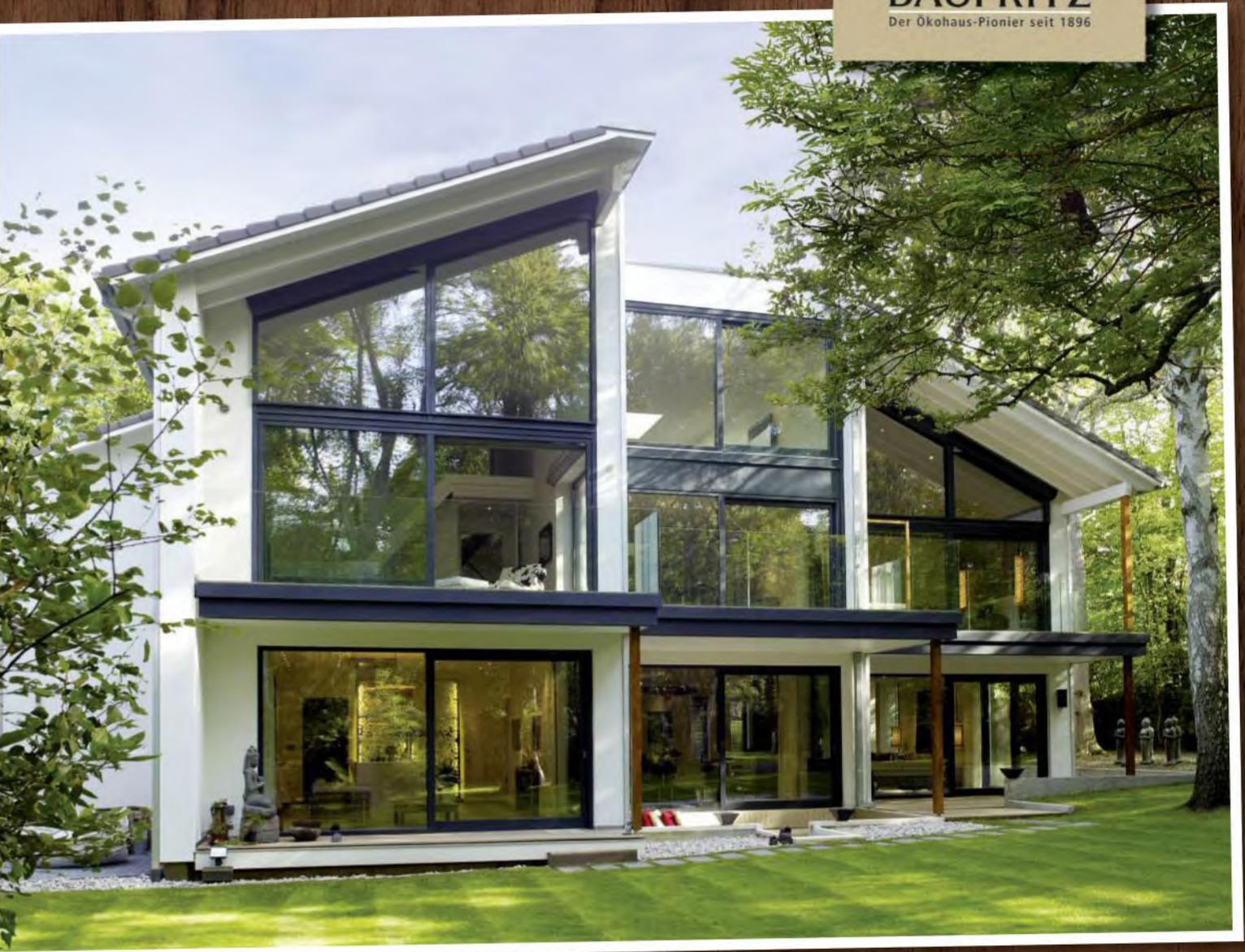
We get a glimpse inside a stash with everything from a Noble M12 GTO to a Plymouth Superbird.

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# ‘Racing drivers don’t get too attached to their machines’

Warwick Banks is one of Britain’s most successful racers, with a trophy at the Silverstone Classic named in his honour. Here he reveals the cars that defined his career

Words SAM DAWSON Photography ALEX TAPLEY

It all began in 1958, with the Peterborough Motor Club,’ says Warwick Banks over a lunchtime orange juice at his local pub just outside Bourne. ‘I drove EYW 3, Tony Crook’s BMW 328, in a handicap race at Silverstone and from thereon I was hooked, so it was just a case of finding faster cars to drive.’

The son of a Lincolnshire farmer, most of Banks’s working life has been spent in the air – for more than 30 years he was a commercial short-haul pilot – but in the Sixties he was one of the fastest drivers on the British racing scene.

‘If you’re interested in motor sport you really do have to join your local motor club,’ he stresses. ‘You never know where it will lead, and the people you’ll meet are fantastic.’ Banks is the honorary president of Bourne Motor Racing Club, and enthuses about the motor sport talent who regularly pay a visit. ‘Guy Martin in particular was wonderful. Crazy, but wonderful; a genuine enthusiast.’

## FRAZER-NASH LE MANS REPLICA

‘I had to move on from the old BMW 328,’ recalls Banks. ‘The Frazer-Nash had a much better engine – a 2.0-litre Bristol straight-six that crops up in many of my favourite cars – and significant pedigree. They were all replicas of Norm Culpan’s 1952 Le Mans car. I had some fantastic dices on track with the Culpan car.’

‘My car was XMX 4, originally owned by Col. Hal O’Hara Moore. I had a lot of class wins with that car, especially in hillclimbs, but even by 1960 it was fairly dated, being a 1952 car. However, I still won outright at



Frazer-Nash Le Mans Replica was a step up from Tony Crook’s BMW 328

Mallory Park in 1960. It wasn’t outstanding performance-wise in the early Sixties but I could easily get the best out of it because it was compliant, quick and lovely to drive.

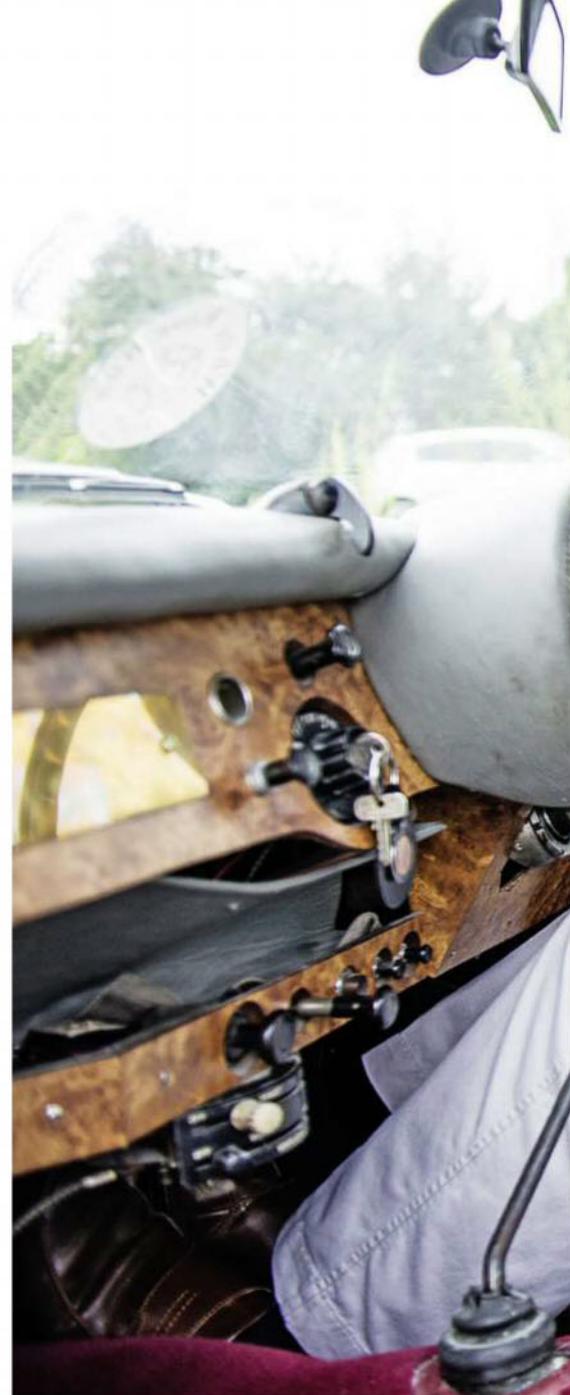
‘It was bought by Cecil Booth, a farmer up in Holmfirth, and now belongs to his daughter. Sadly it hasn’t been out in years.’

## LOTUS XI

‘I had one of my best-ever races in a Lotus XI,’ says Banks of the car that replaced the Frazer-Nash. ‘It was at Brands Hatch, right at the end of the season, and I managed to get ahead of Syd Diggery’s Lister-Jaguar – a really dominant car back then.’

‘It was a very different sort of motor car compared to the Frazer-Nash, full of Colin Chapman’s ideas regarding lightweight engineering. By contrast, the Frazer-Nash had a twin-tube chassis, De Dion rear suspension and a solid axle.’

‘The Lotus had a Stage 5 Coventry Climax 1098cc engine, which combined with the chassis meant it could easily keep up with bigger-engined cars, but was much more nimble. I never kept records, so I have no idea precisely how well I did with it, but the most memorable must have been the 1962 Miller Cup at the Chateau Impney



hillclimb. The average time was 47 or 48 seconds, and I cut that to just 24. You’ve got to bear in mind, though, that the Impney course was half the distance it is today, and it’s changed a bit too – there was a tricky sharp left after a laurel bush. It’s a very different event today but I think they’ve done a great job.’

## ‘TATTY’ TURNER Mk1

‘This was actually my own car, even though I raced it under the Turner banner, with sponsorship from Motorway Car Sales of Derby and preparation by Alan Smith’s AS Garage,’ says Banks.

‘It still holds the GT class lap record at Goodwood – one minute 38 seconds dead – although I finished fifth in that particular race in 1963, I know I could’ve won it. It was a record-breaking season – I won 13 races and set five lap records.’

‘The car had an 1150cc Coventry-Climax engine, which the GT regulations really favoured because the class boundary came



Warwick behind the wheel of his Bristol 404 - one of few road cars he has a strong affection for



Banks almost halved the Chateau Impney hillclimb record in his Lotus XI



Warwick gets it all back to front at Mallory Park in 1963 behind the wheel of the Turner (No. 35)



Warwick Banks is reunited with the 'Tatty' Turner at the Silverstone Classic in 2005



Banks was all set for a quiet life in Australia until Ken Tyrrell asked him to race in F3 in 1964



Dad's 1953 Bristol 404 is still in Warwick's possession - the boot design is unique to this car



Banks gives his Mini a smoking habit at Silverstone in the 1965 British Saloon Car Championship

down at exactly 1150cc – many rivals made do with just 1.0-litre or 1100cc stock-based engines. It was very well-prepared, very light, driveable and well-balanced, with the Climax tuned by Pat Ferguson, who'd founded the Turner works team. Our main rivals back then were the Lotus Elites, and while Lotus had a much bigger budget to play with, the Turners could be just as competitive if set up properly. This one was nicknamed 'Tatty' by a commentator as it looked scruffy after a few repairs, but it certainly got itself noticed.

'After 1963 I went over to Australia to concentrate on flying. Problem is, I then had a telephone call from Ken Tyrrell...'

### TYRRELL-COOPER F3

'Tyrrell asked me to join him and Jackie Stewart for a test session with Cooper at Goodwood in March 1964,' says Banks. 'Stewart drove in Formula Three back then, and Ken wanted to try us both out in the new car, which featured a 970cc version of the BMC A-series – a superb, high-revving engine. The test went well, and I signed with

the team to drive both Formula Three and Mini Coopers in touring cars. That was it – I was a salaried professional racing driver.

'Jackie won most races – although I snatched the last race of the season from him – but I'd usually come second. There weren't ostensibly "team orders", it was more the fact that I'm much taller than Jackie and stuck out of the car, creating more wind resistance. But Jackie had no problem with me slipstreaming him. The motoring press called us the Tyrrell Train.

'Unfortunately Cooper's dominance was shortlived. The arrival of the Holbay-Ford screamer meant it just couldn't compete. Jackie went to BRM, while I stayed with Ken. In 1965 the Silverstone round was so wet the meeting got cancelled after just two races. Clark and Surtees had both spun off in the first round, and I was eighth, but Ken came running up after watching my performance and said "you can win!" I kept things steady in the second race, and the last car I saw was Peter Gethin's, spinning on the Hangar Straight, and he'd been leading. Ken was right.'

### MINI COOPER 970S

'The Cooper 970S had the same engine as the Formula Three cars,' says Banks of the car he's most readily associated with. 'Cooper started out with a 1071cc A-series, then introduced two different engines – the 970 and the 1275 – so the team could contest both the 1.0-litre and 1300cc classes in the same race. I raced the 970S, and Johnny Rhodes would have the 1275.

'The 970S is much nicer to drive. You have to keep the revs up consistently, and be smooth through the corners to avoid bogging down and having to rev the engine up again. It suited my driving style – by contrast, the 1275 was a brute with plenty of torque, which suited Rhodes' tyre-smoking style.'

Banks won the 1964 European Touring Car Championship in the 970S – when touring car meant production road car rather than a saloon. 'I remember the round at the Nürburgring well,' says Banks. 'I got ahead of Paddy McNally's Jaguar E-type, and was leading until an AC Cobra came past. The 970S was lapping only half a



Banks in a Maserati 250F at Silverstone in 1965 - the first 'historic' race



Warwick leads Attwood at Silverstone in 1965, before returning the place



Bristol is a delight to drive, according to Warwick. 'It makes a noise like a Cooper-Bristol'

second slower than the Jaguar. Timo Mäkinen was my co-driver in the two-driver races. I couldn't rally-drive but I was much quicker on track, which shows the difference in our techniques. That said I did do eight rallies with Cooper and BMC, plus an RAC rally navigating for Donald "Pathfinder" Bennett in one of his Fairthorpes. He was an ace navigator who wrote a definitive book on navigation, and I managed to get us lost in Wales!

'I very nearly won the 1965 British Saloon Car Championship with that Mini too. After Jack Brabham was disqualified, I actually held the trophy for three weeks before Roy Pierpoint successfully protested that he had an additional second place finish in addition to our equal eight race wins.

'Funnily enough, I don't like Minis as road cars. I ran one while I was racing them. I found it cramped with a harsh ride and an awful driving position that hurt my back.'

### MASERATI 250F

'I raced a 250F in 1965 at Silverstone, in what's considered to be the first "historic"

race.' Banks smiles warmly as he recalls one of his most treasured experiences. 'We were lapping very close to the speeds of Moss and Fangio.

'It was marvellous to drive, and I was deaf for three days after driving it – how Fangio managed I'll never know. They were considered collectors' cars even back then, and someone approached myself and Dickie Attwood before the race saying "most drivers will be taking it easy, so could you two put on a bit of a show?" Well, we went for it, although Patrick Lindsay rocketed away leaving black marks on every corner – they were running them with oversized front tyres those days.

'I could have finished second, but I forgot the rule that whoever is second on the Hangar Straight will be first at Woodcote as you can nip up the inside, and overtook Attwood on Hangar, running wide at Woodcote. I came in third in the end.'

### BRISTOL 404

'My Bristol 404 originally belonged to the bandleader Billy Cotton, before my father

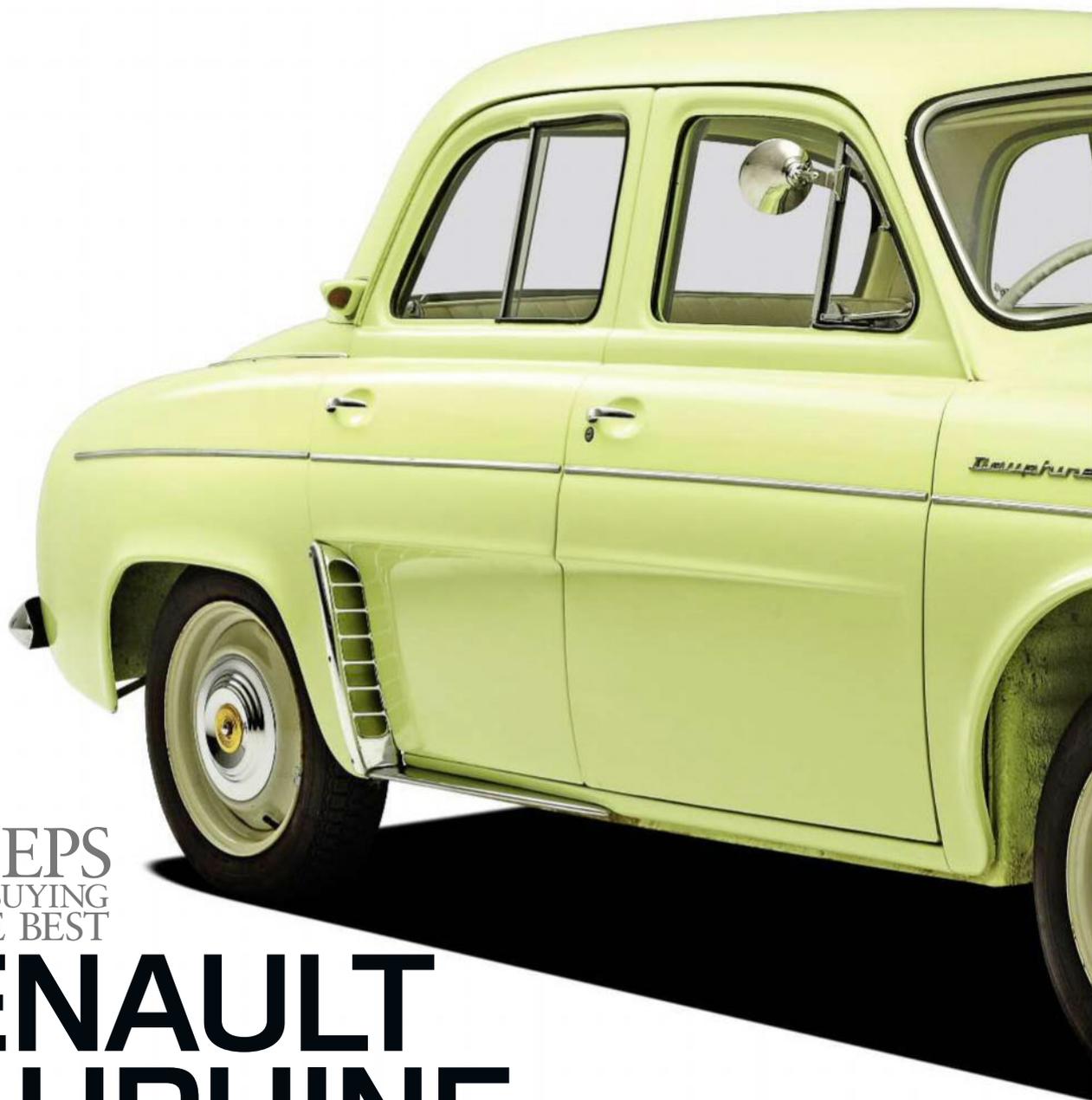
bought it,' says Banks of the car that's been in his family since the Sixties.

'It's unique in that it has a bootlid – 404s don't usually have them, but my father struggled to get luggage into it, so he sent it back to Bristol to have its coachbuilders devise a bootlid. They shifted the fuel tank forward and in doing so both made the boot bigger and improved its handling stability. Racing driver and tuner Bob Gerard also gave it a six-port cylinder head.

'It's great fun to drive, has a lovely gearbox and makes a noise like a Cooper-Bristol. I appreciate it as a pilot too. The Bristol Aeroplane Company did things properly, with outstanding workmanship.'

### THE ONE THAT GOT AWAY

'I was never "into cars" in the way some people are – Ferraris have never moved me and I certainly wouldn't entertain a Lamborghini.' Banks says. 'However, I really wish I'd bought that 250F. It belonged to Alan Jones's father Stan, who'd raced it in the Fifties, but in the Sixties they were just old racing cars. Now look at them!'



## 6 STEPS TO BUYING THE BEST

# RENAULT DAUPHINE

From £4k buys a smart Volkswagen Beetle alternative. Here's how

Words MALCOLM MCKAY Photography JULIAN SANDIFORD

### OUR EXPERTS

**Ryan Turnell** is a 4CV owner who encouraged his dad John to fulfil his dream of owning a Dauphine again. Since then Ryan has ended up working on numerous Dauphines.



**John Henderson** has owned Dauphines for more than 30 years, clearing out former dealers' stock whenever possible. Those spares came in handy when his own Dauphine recently had its second rebuild.



**Alasdair Worsley** is Dauphine Registrar for the Renault Owners Club and an expert on the Ferlec clutch, one of which he runs in his 4CV. He also acts as a historic vehicle ambassador for Renault UK.



The first Dauphines were built at the most automated plant in the world, using mechanical robots and closed-circuit TV – heady stuff for 1956.

The model debuted with features as futuristic as Renault's Flins factory, including all-independent suspension, rack-and-pinion steering and unitary construction using extra-thin steel for non-structural panels that kept weight down. It was one of the first cars to have a steering lock and was unusual for a small car in having an automatic choke and, from 1964, disc brakes all-round on the Gordini.

The successor to Renault's charming post-war 4CV, the rear-engined Dauphine aimed to improve on that car's success with aerodynamic lines, spacious accommodation and luggage capacity for four, a top speed nudging 70mph and outstanding economy. The new car was an instant hit, becoming

the first French car to hit 100,000 sales within a year of starting production and ending with a sales total of well in excess of two million, assembled at 14 plants worldwide (including England, and Italy where Alfa Romeo built them).

In Europe it was gradually succeeded by the Renault 4 and 8 from 1961 and production ended in 1967. Elsewhere in the world it soldiered on, production in Argentina only ending in 1970.

UK CKD (complete knock-down) assembly at Acton ceased in 1961. British-built Dauphines had some Lucas electrical components and round rear lights. More than 100,000 were sold new in the UK; few remain but some are still broken to provide spares for Europe's more plentiful left-hand drive cars. France is home to many specialists (see Need To Know, overleaf), and many parts are sourced from Argentina.

‘It debuted in 1956 with features as futuristic as the robots that built it’



Aerodynamic lines and lively (for the Fifties) performance make the Dauphine an attractive package

Light and fun to drive, downsides included tail-happy handling and a three-speed gearbox on most models. It's worth looking out for a car with the optional four-speed 'box if you want to make reasonably brisk progress, and the Gordini engine tune makes the car noticeably livelier.

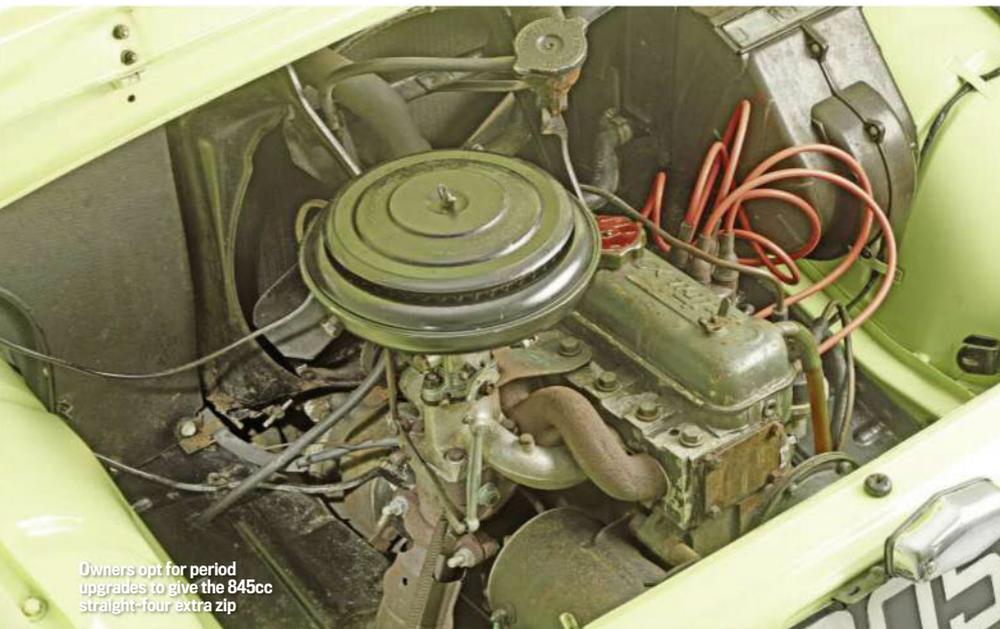
### 1. Bodywork

Rust is the Dauphine's biggest enemy. This is in part due to period underseal cracking and in part because of the very thin steel used for non-structural panels – 22/23 gauge panels kept weight down, but rotted through quickly. Steel quality was particularly bad in 1959-63.

They rot pretty much anywhere, but the most common areas are around the wheelarches, inner and outer wings (top and bottom, front and back), sills, floorpans, chassis rails, outriggers, door bottoms and



Interior is hard-wearing, but complete carpet sets are available for about £440



Owners opt for period upgrades to give the 845cc straight-four extra zip



tops, the sides of the front boot and the base of the front bulkhead. Repair panels are available – for example an A-post corner costs about £22, sills £40 per side and floor triangles £41 for the pair. Getting the panels painted and fitted professionally costs from £2500 to £7500.

## 2. Engine

The engine was mounted in-line behind the rear wheels. A conventional wet-liner straight-four with three-bearing crank, it was normal to replace the pistons and liners by 50,000 miles, restoring the engine to health and avoiding a rebore. Fortunately, parts are still available, including a piston and barrel set (about £230), a crank bearing set (£60), oil pump (£67), inlet valve set and exhaust valve set (£29 per set).

Having a gear-driven camshaft means there's no chain to wear out, but the fibre intermediate gear (used to minimise noise)

does wear, becoming noisy before it fails. Check the left-hand side of the cylinder block about three inches above the sump for a crack, which can run from front to back and render the engine useless or in need of stitching. The price depends on the severity, but expect to pay at least £180.

The alloy cylinder head means unleaded fuel is not a problem because the standard valve seat inserts can cope.

The Solex carburettor can be bought new if worn for about £146 for the Gordini or £103 for the standard Dauphine. The automatic choke, operating a flap in the manifold, can seize, causing starting and/or running issues. Some owners prefer to convert to manual operation, but no commercial kit is available – it's a DIY job.

## 3. Transmission

Gearboxes improved over the years, increasing from three to four speeds, with

– two, then three, then four synchromesh on the top gears. Check for worn synchros and ease of engagement (though poor engagement may just be down to wear in the linkages).

The optional Ferlac electro-magnetic clutch eliminated the clutch pedal and works well if used with respect – there was still no synchro on first gear. The more it wears, the sharper it gets, so if the change is jerky it may be approaching time for specialist relining. A switch beneath the dash locks it in for bump-starting and for engine braking downhill, but must be switched off immediately after use. It's extremely durable, but does need careful setting up if it's gone out of adjustment, and not many people know how to do it. Ferlac clutches are pretty rare, which makes it difficult to give a going rate for these jobs.

The unusual spring-loaded gear selector returned to approximately the central

## ASK AN OWNER

# 'I drive it exuberantly and have had few problems'



### John Turnell, Sheffield

'A Dauphine was my first proper car 53 years ago. It was a 1957 semi-auto: I was apprehensive about that, but it was fine.

'I was always nostalgic for the Dauphine – they were so pleasurable to drive. For my retirement my son Ryan and I looked at several but they were expensive and didn't have MoTs, so Ryan bought a Gordini on eBay for £550. It was rotten, but Ryan rebuilt the engine and I made all the repair panels. Some were difficult to shape and I made the sills in sections then butt-welded them together.

'Including purchase, the whole thing cost £2500-3000 – plus a lot of hard work. Apart from petrol and insurance, it's cost nothing to run. I wouldn't say no to another Dauphine – at 75 years old, restoring keeps me fit!'



### Leonard Kiff, Hertford

'I worked on a few Dauphines when I was an apprentice in the Sixties. They were lovely cars – streets ahead of British small cars at the time. More recently I almost bought one from a friend in France; that fell through but I saw this one advertised and grabbed it. It had only done 7000 miles from new and had been cocooned in a barn for 35 years. It only needed servicing. Even the original tyres looked like new, but I did change them.

'It's very cheap to run – servicing it myself, £50 a year covers it. The most expensive thing apart from the tyres was an original-style 6-volt battery costing £83.

'I've had several classics but I particularly like the Dauphine and have met a really nice group of people through the club.'



### Tony Topliss, Grantham

'I've had my 1959 Acton-built Gordini for 22 years. Normally they rust while you watch, but mine's been OK – the original owner told me he had it Ziebarted from new. I drive it exuberantly and have had very few problems.

'I look after it myself – I don't do bodywork, but my father was a mechanic and I learned from him. I have the original Renault tools and I rebuilt the engine with new pistons and liners, a new fibre timing gear and a new clutch. I don't need to spend more than £250 a year on it.

'My wife and I have five Renaults, but still do 1500-2000 miles a year in the Dauphine. It's a rare model in pale blue with wire wheels, the same as one presented to the Queen when she visited Acton.'



Finding a rust-free example like this is your biggest challenge

## IMPROVING

From the start Renault offered tuning options that helped Dauphines finish 2/3/4 in class in the 1956 Mille Miglia and win the Tulip Rally, the 1958 Monte Carlo Rally and the 1959 Alpine outright.

Today, rarity means there isn't a wide range of modern tuning kits available. Instead, owners fit period tuning gear, especially by uprating standard Dauphines to Gordini spec. Very little is available in the UK, so enthusiasts visit French autojumbles to sift through parts.

In period, high compression, special conrods, manifolds and carburettors boosted power to 42bhp and four- and five-speed gearboxes were produced for competition. Doubled-up rear dampers aided handling.

In 1959 Shorrock's offered a supercharger kit that improved 0-50mph acceleration from 24.7sec to 13.8sec and top speed from 66.4mph to 81mph. Ruddspeed conversions featured negative-camber rear wheels and a quick steering rack, dramatically improving handling.

## SPECIFICATIONS

### 1956-67 Renault Dauphine

**Engine** 845cc, in-line four-cylinder, ohv, single Solex carburettor

**Power and torque** 30bhp @ 4250rpm - 40bhp @ 5000rpm; 48lb ft @ 3300rpm

**Transmission** Three-speed (or optional four-speed) manual, optional Ferlac electro-magnetic clutch, rear-wheel drive

**Steering** Rack-and-pinion

**Suspension** Front: independent, coil springs, twin wishbones, telescopic dampers, anti-roll bar. Rear: independent, coil springs, swing axles, telescopic dampers. Rubber auxiliary springs front and rear from late 1959

**Brakes** Hydraulic drums front and rear; discs front and rear from 1964

**Length** 12ft 11in

**Weight** 649-662kg (1428-1456lb)

**Performance** Top speed: 66-74mph; 0-60mph: 35.7-28.2sec

**Fuel consumption** 35-50mpg.

**Cost new (1959)** £716; £848 for Gordini

## NEED TO KNOW

**Full engine rebuild** £1000 (DIY) to £2000 (professional)

**Gearbox rebuild** £500

**Bodyshell rebuild** £2500-7500

**Full retrim** £1500

### Who can help?

**Renault Owners Club**

[renaultownersclub.com](http://renaultownersclub.com)

**Renault Classic Car Club**

[renaultclassicarclub.com](http://renaultclassicarclub.com)

**Auto4a**

[auto4a.com](http://auto4a.com), 0033 5 56 724711

**Bretagne Auto Retro**

[bretagneautoretro.fr](http://bretagneautoretro.fr), 0033 2 40 914218

**Depanoto**

[depanoto-boutique.com](http://depanoto-boutique.com),

0033 2 37 524325

**Melun-Retro-Passion**

[melun-retro-passion.com](http://melun-retro-passion.com),

0033 1 64 813100

**Neo Retro** [neoretrofrance.com](http://neoretrofrance.com),

0033 5 55 483858

## CAR FOR SALE



1967 Renault Dauphine. Features 1.8-litre engine with crossflow cylinder head providing 145bhp to 165bhp, full rollcage, FIA-approved seats and fuel tank, alloy dampers. €39,500

position after selecting a gear, which made it difficult for Ferlac owners to know if they were in gear and if so which gear. It was discontinued in 1962 when synchromesh appeared on first gear on three-speed gearboxes; four-speed 'boxes got it in 1964.

## 4. Suspension

The suspension was sophisticated for a small Fifties car, but needs caution. Leaving the road tail-first is always a possibility with swing-axle, rear-wheel drive cars.

Cornering speeds have to be high before the rear end jacks up, but could catch out the unwary especially when driving solo; a full load of passengers and luggage increases total weight by 50 per cent. Renault sought to solve this in late 1959 (mid-1960 in UK production) by halving the rate of the coil springs and adding rubber/air cones to come into effect when laden. Flawed and abandoned for 1962, Aerostable rubber

cones are hard to find in good condition, but a set of springs and dampers costs about £108 per axle. Check front kingpins for wear - a pair costs about £106 plus £25 per kingpin for bushes and seals.

## 5. Brakes

Brakes seize up and need rebuilding on little-used cars. The all-drum brakes work perfectly well, but fade if used hard repeatedly - hence the move to all-discs on Gordins from 1964. A set of new master and slave cylinders, plus shoes and drums costs about £270, or £640 for master cylinder, front and rear calipers and pads.

## 6. Tyres

Michelin X 135/145SR400 tyres are expensive at about £500 for a full set, but are the best; less costly Toyos, available from North Hants Tyres for £50 each plus delivery, are an acceptable substitute.

## WHICH ONE?

### ► Dauphine

Introduced in February 1956, the Dauphine was an instant hit. North American-market cars had more substantial bumpers and polished alloy rocker covers instead of painted. Performance improved in September 1958 with the addition of vacuum ignition advance and compression raised from 7.25:1 to 7.75:1 (8:1 for USA); economy also improved. Aerostable suspension was introduced in late 1959 (later in the UK) and a four-speed gearbox could be specified at extra cost from early 1961. Standard compression went up to 8:1 for 1962, when Renault also changed from 6-volt to 12-volt electrics. Prices: £1000 for a rusty project, £4000-7000 for a good usable car and £10,000 for one of the best.

### ► Dauphine Gordini

Launched in September 1957 (early '59 in UK), the Gordini had a four-speed gearbox, 7.6:1 compression and special manifolds giving 38bhp @ 5000rpm, plus 5.50/145 instead of 5.20/135 tyres and a claimed 79mph top speed. In April

1961 the Deluxe Gordini was launched in Britain with fully adjustable front seats, whitewall tyres on wheels slotted for brake cooling, brake limiting valve and a fully-lined boot, though the engine used a modified standard 'head instead of a special 'head as before. In 1964 Gordins got disc brakes all-round and an all-synchro gearbox. Prices: £2000 for a project car, £6000-9000 for a good runner and £15,000 for the ultimate.

### ► Ondine

From early 1961 Renault France built a Deluxe Dauphine called the Ondine, with optional four-speed gearbox. Prices as for standard Dauphine.

### ► Dauphine Rally 1093

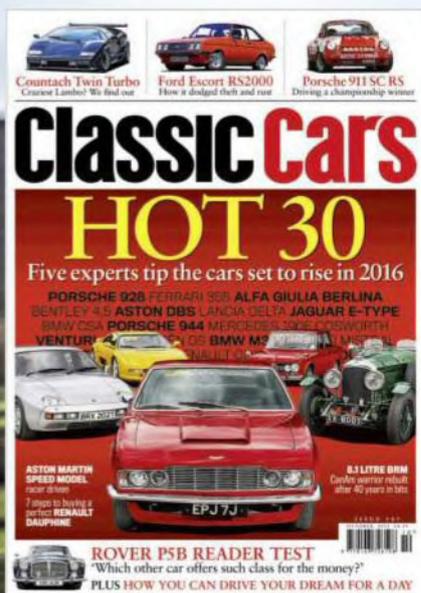
For 1962 came a homologation special of which at least 1000 would be built. All were left-hand drive with blue side stripes. With 9.2:1 compression, domed pistons, double valve springs, special cam and higher top gear, Renault claimed 55bhp @ 5600rpm and a top speed of 87mph. Prices 20 per cent above Gordini.

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## ★ STAR LETTER

### Seventies time-travelling

Aaah, what memories! The cover of the *Classic Cars* August 2015 issue [right] transported me back to the Seventies.

My first new car was a 1971 Ford Escort 1300 XL MkI, finished in Tawny. I collected EYN 627J on the day my sister and brother-in-law returned from honeymoon, and I was supposed to pick them up from the airport. But when I got the car home, the steering column lock jammed, marooning it for the next couple of days. This was to be the first of too many visits to the workshop.

Two years on and my patience finally ran out so I replaced it with a new red Ford Capri 1600 XL (TLF 431M). This was a brilliant car that never missed a beat and saw me through two years of great fun. It was *the* car to have back in the day and was fantastic for impressing the young ladies.

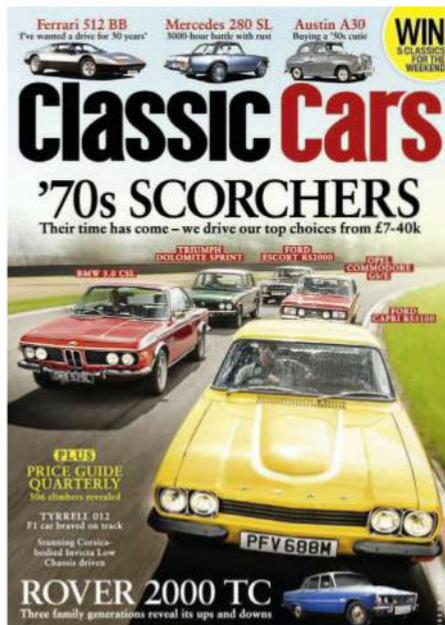
I replaced it with my second Capri, a 2.0 GL MkII automatic to make my rush-hour journeys across north-west London less stressful. But it never had the style and charisma of the MkI. Then there was the 1975 Rover 2200 SC auto (JLL 727N) bought new by my father. I was rather embarrassed to be seen driving this Paprika Red apparition initially, but I ended up doing most of its 44,000 miles in our 14-year ownership. I hope that TLF 431M and JLL 727N have gone to loving homes and are still being pampered as all good classics should be.

*Lewis Coleman*

### Barn finds of the future

I'm always intrigued by barn finds – the stories of how they got there, the previous owners, and so on – which made me wonder about the barn finds of the future.

Look at the ridiculous plethora of electronics now used on cars. In years gone by mechanics could change spark plugs, replace a battery and check the engine over, and it would fire into life. Everything was physical and practical. Now, it's all



computer management and sensors for just about everything.

One of my friend's cars doesn't even have a dipstick. The oil level is checked by the car's on-board entertainment system. If he parks on a hill the car goes into alarm meltdown because it thinks there's no oil in the engine.

Metal is malleable – it has character, simplicity and sincerity, and can be restored, removed and repaired. What about modern materials? I wonder how carbonfibre and bonded aluminium will stand the test of time and how repairable these structures will be after an accident in years to come.

And despite the undoubted benefits of carbon structures, will we be looking at a carbonfibre monocoque tub in 60 years' time with the same relish and wonderment with which we peruse a Pininfarina-designed aluminium classic now?

*Mark Scotchford*

### Insurance too cheap

Sorry, but I simply cannot believe that a £750k Ferrari F40 can be comprehensively insured for £1467 (Ads on Test, August 2015), providing it's garaged and covers no more than 5000 miles per year.

What is the excess – £50,000? My Porsche 968 CS costs £360 for classic insurance, yet it's worth one thirty-seventh of this Ferrari's asking price!

*Caesar Barton*

*On this value and type of car we would*

*be looking at an excess of £1000. The premium and excess are an indication and subject to full details and the insurer's underwriting criteria.*

*Mark Garrett, senior underwriter, Bespoke Motor, ERS*

### Ginetta man

Thank you for your splendid feature on the Ginetta G23 (Life Cycle, September 2015). It brought back many memories for me – I remember the period very well indeed, and also the occasion of the car's owner, Don Armstrong, visiting us at the Ginetta factory in Witham with his wife Sue.

I am so pleased Don still has the G23.

*Bob Walklett*

### Alfa unlocks Renault

I very much enjoyed the Renault 16 article (The Sophisticate, August 2015), which brought back memories of my childhood.

My uncle Richard had a white one, very similar to the car you featured. I remember when, on a family day out at Chatsworth House in Derbyshire, my uncle managed to lock the car with the keys still dangling in the ignition. My dad, who had an Alfetta at the time, came to the rescue by opening the Renault with his keys!

*William Humphrey*

### The mouse that roared

Your buying guide on the delightful Austin A30/35 (August 2015 issue) brought back long-forgotten memories of school days.

One of the teachers who was noted for his sedate driving bought an old grey A30. Now, small boys can be very observant, and it was soon noticed by my friends and I that the Austin mascot doubled as a bonnet-release handle. From there, it was merely a small step (in the manner of Alistair Sim as the schoolboy practical joker growing into the paid assassin in *The Green Man*) to discovering just what could be achieved with a handy screwdriver. A few turns on the accelerator stop screw increased the tickover speed quite dramatically.

How we laughed at the thought of the unsuspecting teacher roaring off into the distance in a cloud of dust.

They never did find out who did it.

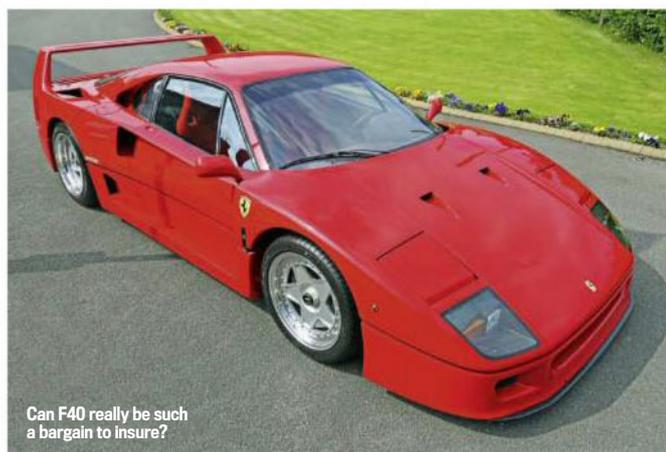
*David Krieger*

### E-type identity

I read with great interest Quentin Willson's fascinating story on Mike Hailwood's Jaguar E-type (registration number VJY 237), but I have to point out that 4 BXV was chassis number 13 and not 14.

On that note, I once owned 850008, 850014, 850017, 850018, 850021, 850024 and 850030.

*John Deverell*



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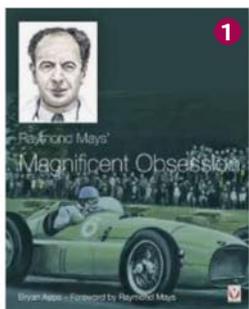


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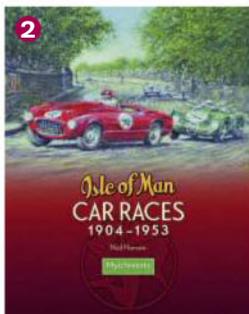
# → BOOKS & MODELS

Sam Dawson rates this month's most engaging editions

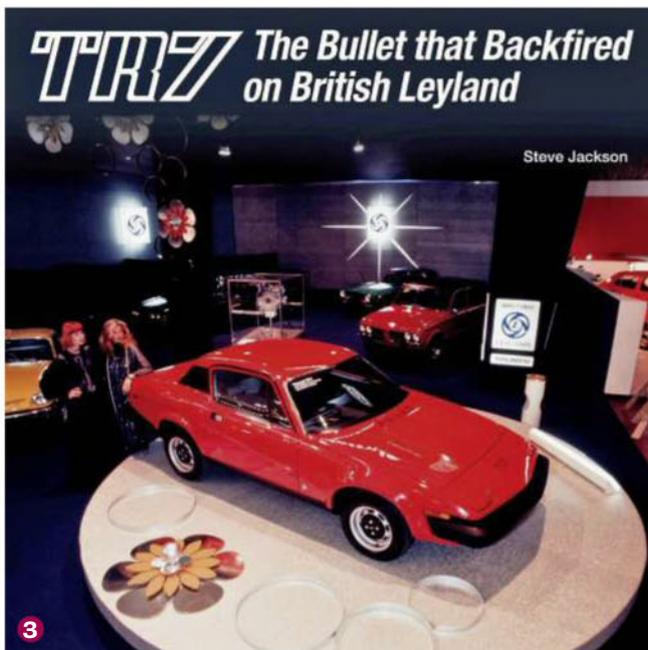
G R E A T S T O R I E S



1



2



3

## 1. Raymond Mays' Magnificent Obsession

By the Rev. Bryan Apps, £40, [veloce.co.uk](http://veloce.co.uk), ISBN 978 1 845847 86 9

Artist and author Bryan Apps is well known for his impressionist paintings of Sixties Formula One cars and their drivers and has authored several general books on the era. His latest offering is an intimate portrait of BRM and its founder told with a unique persistence not from a brusque notebook-wielding journalist, but rather a friendly enthusiast who got to know Mays personally through correspondences from 1953 until his death in 1980.

Here, Apps opens his BRM scrapbook, sharing with us letters from Mays, recalled conversations and input from mutual friends. It's also a complete guide to BRM's history, with a race-by-race guide charting the marque's rise and fall.

If one criticism could be levelled it's that Apps has opted to illustrate the book almost entirely himself. While there's no doubting his artistic ability, there are times when photographs would have added even more authenticity. However, as a front-line account and what feels like a life's work, it's unique.

## 2. Isle of Man Car Races 1904-1953

By Neil Hanson, £35, [lilypublications.co.uk](http://lilypublications.co.uk), ISBN 978 1 907945 36 6

It's easy to forget in the fast-moving world of motor sport that the Isle of Man TT once applied to cars as well as motorbikes, and thanks to a dispute between the RAC and the Ardennes Circuit in 1904 the circuit became home to a Grand Prix of sorts for almost 50 years.

Through dizzyingly meticulous research Neil Hanson recounts not only every car race on the island but also the stories and politics surrounding each era. He's also unearthed photos ranging from the earliest races featuring the kind of cars usually seen phut-phutting their way from London to Brighton, right through to something approaching F1 in the early Fifties.

Hanson should be credited for not shying away from such stories as Kaye Don's imprisonment for manslaughter after a crash that killed a mechanic, and the use of public funds to host the Empire Trophy in the immediate post-war era when Britain was bankrupt. All reasons why it couldn't continue, but after reading this book you'll wish it was still running.

## MORE READS

**Road To Monaco: My Life In Motor Racing**  
By Howden Ganley, £49.95, [denleybookswm@aol.com](mailto:denleybookswm@aol.com)

The affable New Zealander recalls his life from karting to F1 racing and running a Group C team. Terrific fun.

**The Early Days: The launch of the Rolls-Royce Silver Cloud, Bentley S Series and Continental**

By Davide Bassoli, £125, [nubesargentea.com](http://nubesargentea.com)  
Exquisitely-bound reproduction and recollection of Crewe's most crucial launch. Gorgeous.

**A Life And Times With McLaren**

By Tyler Alexander, £37, [bullpublishing.com](http://bullpublishing.com)  
Revelatory follow up to *McLaren From The Inside*.

**Rolls-Royce Phantom II Continental**

By André Blaize, £255, [daltonwatson.com](http://daltonwatson.com)  
Every single Phantom II's story told. Exhaustive.

All these books are available from Chatters, many with discounts. To find out more, go to [chatters.co.uk](http://chatters.co.uk).

## 3. TR7: The Bullet that Backfired on British Leyland

By Steve Jackson, £16.95, [lilypublications.co.uk](http://lilypublications.co.uk), ISBN 978 1 907945 88 5

The word 'unflinching' sums up Steve Jackson's book on Triumph's least-loved yet most successful TR. It's not that Jackson sets out to damn the car but rather that he clearly feels it's best to tell the whole story without bias – and it's obvious from the outset that the story would never be a happy one.

To give a full portrait of the TR7 free from corporate gloss Jackson draws on period sources including photographs from the prototype-testing stage and interviews with designers and engineers. Perhaps the most fascinating is a sales brief that sums up a car made by a company whose management couldn't decide what to do with it in a world where the Datsun 240Z had outclassed all opposition. It was trying to be a sports car aimed at buyers of saloons, with the looks of a Ferrari, designed by people who wanted – but weren't allowed – to build a Lotus Elan-style car. It could never have succeeded – and this results in a fascinating book.

## M O D E L S



**1:18-scale Ferrari 250 Testa Rossa**  
£269.99, [bbrmodels.it](http://bbrmodels.it)

BBR's model of Olivier Gendebien and Phil Hill's 1958 Le Mans winner is exquisite, if you don't mind glossed-over panel gaps where the roundels have been applied. What it loses in hardware – there's no engine – it makes up for in detail. Bonnet clips, rivets holding in the windows and the dainty wood-rimmed steering wheel make you realise where all that money went.



**1:18-scale Williams FW11B**  
£134.99, [spark\(diecastlegends.com\)](http://spark(diecastlegends.com))

This model of Nelson Piquet's 1987-season Williams is constrained by its sealed-body resin format, so it seems Spark has compensated by ensuring the differential assembly detail is almost photo-realistic. Elsewhere, the model captures the simple starkness of Eighties F1 cars – perhaps to its detriment because it reminds me of Bburago's Grand Prix Collection of the era.



**1:18-scale Porsche 934 RSR**  
£187.99, [schuco.de](http://schuco.de)

You know close attention has been paid to source material when you see a tiny ignition key in the dashboard and retaining cords on the electrical cut-offs – and this Porsche is a solid-feeling diecast, not a low-volume resin. The real treat comes when you flip the car over and see the turbocharged flat-six in all its glory. And the suspension isn't just replicated – it actually articulates.



**1:43-scale Jensen S-type**  
£79.99, [brooklinmodels.co.uk/content/lansdowne](http://brooklinmodels.co.uk/content/lansdowne)

Here's another heavyweight masterpiece from Lansdowne and a great British subject – and this Jensen is a Bentley rival of the pre-war era rather than a clichéd Interceptor. It even avoids the white-metal model weakness of wonky small-detail pieces, probably helped by the size and heft of the magnificent Lucas P100 headlamps.

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# OUR CARS

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



Sam put in long hours fettling the MR2 so it wouldn't look out of place among Toyota's celebratory collection

## MR2 meets its Toyota ancestors

### THE STORY SO FAR



**1992 Toyota MR2**

**Owned by** Sam Dawson  
sam.dawson@bauermedia.co.uk

**Time owned** Three years

**Miles this month** 234 **Costs** None

**Previously** Looking for a connecting cable for the original-spec CD player

We don't often get invited to glitzy car-company functions on *Classic Cars*, which makes us slightly envious of colleagues on *CAR* with their regular tales of five-star hotels and paid-for jaunts to exotic racetracks – so I just had to accept Toyota GB's offer to join its 50th anniversary celebrations. The problem was I was in the middle of moving house.

So, having spent an uncomfortable night on a mattress on my new bedroom floor after getting the MR2 looking pristine instead of rebuilding my bedframe, I set off on the drive across the Cotswolds to the Ellenborough Park Hotel, Gloucestershire.

Driving through Oxfordshire, memories returned with every corner because I was living in Banbury when I bought my first MR2. I'd forgotten how good the B4077 is – a spectacular piece of tarmac just west of Chipping Norton.

Toyota had assembled its heritage car selection with an eclectic eye rather than opting for obvious 'greatest hits'. Perhaps predictably there was no 2000GT (I can forgive that), but nor was there a Celica or an MR2 MkI on display. However, the organisers had selected one or two cars they felt most representative of their eras.

First up though was a 1965 Corona, the first car Toyota exported to the UK and probably the first glimpse many people had of a Japanese car. The first impression was of a slightly awkward conventional

three-box saloon that's meekly attempting to find a style of its own by opting for a strange shovel-fronted face for the sake of being different. A pity really, because from some angles it's not unlike a Lancia Fulvia Berlina in its crisp-lined simplicity, although time has lent it a daintiness it probably wasn't deemed to have had when new.

Legroom is constricted and the clutch's bite point is high, so my left knee is past the wheelrim as I pull away. The 1490cc engine gives off an inoffensive thrum, cornering lean is severe, steering light and lacking in



MR2 aside, the sporty AE86 Corolla Levin was the Toyota Sam most wanted to drive home



Seventies Crown Coupé excels in quirky gadgetry but fails to excite



1965 Corona was probably the first Japanese car most Brits saw



It may be an Eighties box, but Levin's interior is an unlikely ergonomic masterpiece...



...unlike the Corona's

feel, and handling has been sacrificed for a ride bordering on the Citroënian thanks to long-travel springs and soft damping. It seems Toyota was inspired by Citroën braking too – it's a conventional hydraulic system, but the powerful disc/drum brakes are either on or off, biting very hard at the end of the pedal's travel.

It's certainly an unusual car – clearly extremely sophisticated yet as humble as a Vauxhall Victor – and it's this aspect that sets the template for future Toyotas.

Humble isn't a word that suits Toyota's Seventies representative, though. The Crown Coupé looks and feels like a downsized American personal coupe in the Ford Thunderbird mould complete with vinyl roof, and there's faux-regal Seventies casino-badging everywhere.

If the Corona represents the Japanese precedent for reliability, the Crown brings in the nation's gadgetry fixation. The FM radio, for example, can be operated from front and rear seats via floor buttons, and the FM unit is removable, plugging into the

8-track cartridge slot. Want to open the boot remotely? Turn the ignition key anti-clockwise. The central locking operates via vacuum pipes. It idles at a mere 200rpm and pulls away so silently you think you're coasting. However, bury the accelerator pedal and the 2563cc straight-six reveals its 2000GT origins, emitting a cultured howl past 3000rpm. Unfortunately, it doesn't work particularly well with the pedestrian three-speed automatic gearbox because it doesn't have enough low-down torque for a lazy cruise coupled with point-and-squirt overtaking potential.

Along with its Lincoln-like soft, smooth ride and ultra-light steering, its forte is cruising at motorway speeds. There's nothing wrong with that, but it's not particularly exciting. This, then, forms the origin of Lexus.

So where did the sporting vigour behind the MR2 come from? I'd hoped Toyota might bring along a MkI or early Celica, but the AE86 Corolla coupé, otherwise known as the Levin, answered my question.

The 2000GT aside, previous Toyota coupés only *looked* sporty. The Levin has a reputation for being tail-happy, and the motorbike-yowl of the 4A-GE twin-cam makes it sound savage. But within a few corners it's revealed itself as a machine of exquisite balance akin to a front-engined Lotus. Tactile steering feedback, a slick gearshift, and the otherworldly, chromatic soundwave booming from the exhaust all remind me that this was race and rally driver Nobuaki Katayama's Group A brainchild – and he engineered that transmission action found in all sporting Toyotas. I now see why it's so valuable – it's the consummate sports car, easily the equal of whole legions of fast Fords. And it predates the MR2 MkI.

I wanted the Levin rather badly – it's a better drive than even the MR2. But as I drove home in my car I felt better about it, simply because I recognised that much of the thinking that helped make the Levin so vivacious had been replicated in the way the MR2 drives: heavier, less compact, but nonetheless a product of the same mind.



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Russ feared what removing the cylinder head would reveal

# Blown gasket is a weight off my mind

## THE STORY SO FAR



**1972 Alfa Romeo Spider S2**

**Owned by** Russ Smith  
too\_plus\_two@yahoo.co.uk

**Time owned** 4½ years

**Miles this month** None **Costs** £109.54

**Previously** Discovered head gasket had blown

Right, head gasket. I've not changed one on an Alfa twin-cam before but I'm keen to learn, so I brew a large mug of Assam, switch on Radio 2 in the garage and take a deep breath. A big box of gaskets and other bits has arrived from Classic Alfa, so I set about dismantling everything by the book – plus a helpful instruction sheet downloaded from the internet. All goes well until the clip on the timing chain's removal link hits what I had set up to catch it, ricochets off my right shoulder and disappears. Something else to order then.

On advice from the alfab.com forum, I'd spent an extra £40 on Classic Alfa's special tool for removing stuck cylinder heads, and I'm very glad I did – it wouldn't budge at all by hand. The simple but clever device is a thick flat plate that sits on top of four studs and a fat threaded bar, machined down at one end to screw into a spark plug hole. You tighten the big nut and it pulls the head up by that plug hole. It works brilliantly at overcoming the corrosion that builds up

between the alloy head and the steel head studs. In theory you can then just lift the head off. But even though it's aluminium it's far from light. In the end I had to sit on the scuttle with a leg either side of the engine and heave it up on to my lap, then carefully wriggle out over the wing. Even then I could only just about carry it to the bench – I'm obviously not eating enough spinach.

The good news is that all surfaces appear to be flat and the low compression is just down to a failed gasket – which apparently isn't unusual with these. I was also heartened to see lovely shiny cylinder bores with not even a hint of wear ridge at the top. So just a bit of cleaning up to do before it all goes back together. But first there was now a bunch of jobs to do while the cylinder head, carburettors and exhaust were out of the way.



Phew - it is just a blown 'head gasket

The first was to check the oil in the steering box. There wasn't any – none at all. This was a shock because the car has done only 5000 miles since it was last serviced, but explains why the steering has never felt as fluid as other Spiders I've driven.

Further reference to alfab.com revealed that escaping steering box oil is not unusual but is hard to cure completely. Several threads discussed the use of semi-fluid, self-levelling grease, popular in the mining industry, and the writers said they had run their Alfas on this instead of EP90 for decades with no ill effects. I tracked down a version made by Penrite for vintage Burman gearboxes to Vintage Sports Car Services in Somerset for under a tenner and am giving it a go. It took a whole day to glug in and seems to be staying put. If nothing else, it has to be better than an empty steering box.



Gloopy EP90 substitute glugs into the steering box

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- Durable powder coated finish

Shown fitted with optional 3 drawer unit ONLY  
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MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
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3 CLB200	2 Dr step up	672x310x195	£49.98	£59.98
4 CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
5 CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

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2 CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
3 CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
4 CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
5 CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.99
6 CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
7 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
8 CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
9 CTC109	9 Dr chest	662x305x421	£74.99	£89.99
10 CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
11 CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

‡ was £155.98 inc.VAT

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THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction
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**RUBBER GRIP SIDE HANDLES**

**EXTRA LARGE DRAWER PULLS**

**EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE**

**FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE**

**BLUE YELLOW BLACK & GOLD**

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CBB206B	6 Dr Chest	710x328x365	£99.98	£119.98
2 CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
3 CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
4 CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
5 CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
6 CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
7 CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
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4 **LARGE 37" CABINET**

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1 CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
2 CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
3 CBB309DF	9 Dr chest	975x370x420	£179.98	£215.98
4 CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80

MODEL	SIZE	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CBB306BG	36"	6 Dr Chest	910 x 305 x 47	£169.98	£203.98
CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
1 CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80

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**1.5M TALL**

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Simple, fast assembly in minutes using only a hammer

**ROLLED EDGE UPRIGHTS GIVE:**

- EXTRA STRENGTH
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**ASSEMBLE AS SHELVEING, BENCH OR CORNER UNIT**

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**150** (evenly distributed) Strong 9mm fibreboard shelves

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**ALUMINIUM RACING JACKS**

LOW ENTRY ONLY 85MM

Best Value

Quick lift  
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8/250 Superb range ideal for DIY, hobby & semi-professional use

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# Voted Best Buy in Car Mechanics Test

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\* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

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**quick lift**

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CAT133 3" Cut Off Tool & 1/4" Die Grinder **£47.99** **£57.59**  
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• Ideal for air tools and spraying equipment

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**BIG 3" CASTORS**

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

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\*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 • **£838.80** inc. VAT

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For home user, automotive and industrial applications.

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# Turbo fan cooled

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FROM ONLY **£69.99** EX.VAT  
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• Variable speed • Includes backing pad and wool bonnet • 1200W motor

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NEW

• Gravity Fed Spray Gun • Air Wash Gun • Tyre Inflator • Air Blow Gun • 5 Metre Air Recoil Hose

Also available 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun only **£14.99** EX.VAT **£17.99** INC.VAT

**Clarke NO GAS/GAS MIG WELDERS**

• Uses flux cored steel wire, which creates own gas shield as it burns

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MODEL AMPS EX.VAT INC.VAT  
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151EN 30-150 **£209.98** **£251.98**  
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**Clarke NO GAS/GAS MIG WELDERS**

Professional • Turbo Fan Cooled • Fast conversion to gas with optional accessories

FROM ONLY **£109.99** EX.VAT  
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no gas only ‡ was **£203.98** inc.VAT

MODEL MIN/MAX AMPS EX.VAT INC.VAT  
MIG 120NG\* 35/90 **£109.99** **£131.98**  
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MIG 152 40/140 **£164.99** **£197.98**  
MIG 180 40/160 **£179.99** **£215.98**  
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**Clarke DRILL STANDS**

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Drill not included

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

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4 ton bench\* **£129.99** **£155.98**  
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50 ton floor\* **£1649.00** **£1973.80**

\* Available with/without 7 pce pin, bracket & pressing plate †Without kit **£129.99** EX.VAT **£155.99** INC.VAT

**Clarke BATTERY CHARGERS/ENGINE STARTERS**

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FROM ONLY **£47.99** EX.VAT  
**£57.99** INC.VAT

• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

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BC100N 15/100 **£47.99** **£57.99**  
BC130C 15/120 **£61.99** **£74.39**  
BC190 38/180 **£89.99** **£107.98**  
BC210C 15/120 **£94.99** **£113.99**  
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**Clarke ARC ACTIVATED HEADSHIELDS**

CWH6

FROM ONLY **£39.99** EX.VAT  
**£47.99** INC.VAT

ONLY **£44.99** EX.VAT  
**£53.99** INC.VAT

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

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CWH6 **£39.99** **£47.99**  
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**Clarke ARC/TIG INVERTERS**

Used for ARC/TIG welding • Low amp operation - ideal for auto bodywork & mild steel

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PRICE CUT ‡ WAS **£187.99** inc.VAT

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AT101 10/80 1.6-2.5mm **£129.99** **£155.98**  
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**Clarke ENGINE STANDS**

CES500A

FROM ONLY **£49.99** EX.VAT  
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• Rotates through 360° • Engines up to 227Kg • Only **£49.98** EX.VAT **£59.98** INC.VAT

Fully tested to proof load

CES750A (SHOWN) • Rotates through 360° • Engines up to 340Kg • Includes tool tray

ONLY **£69.98** EX.VAT **£83.98** INC.VAT

**Clarke ENGINE/GEARBOX SUPPORTS**

CEC500DS

FROM ONLY **£69.99** EX.VAT  
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• Aids removal of gearboxes and transmissions • Max Cap. 500Kg

**Clarke ANTI FATIGUE FOAM FLOORING**

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling • Ideal for use in garages, workshops etc. • Each tile is 610x610mm & includes detachable, yellow borders

FROM ONLY **£19.99** EX.VAT  
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FOR 6 TILES

**Clarke MIG WELDERS**

Quality machines from Britain's leading supplier • All models featured are fan cooled (except PRO90) See online for included accessories

FROM ONLY **£179.99** EX.VAT  
**£215.99** INC.VAT

MODEL MIN-MAX AMPS EX.VAT INC.VAT  
PRO90 24-90 **£179.99** **£215.98**  
110E 30-100 **£214.99** **£257.99**  
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CBG6RSC	HD 150mm	£47.99	£57.59	
CBG6SB*	PRO 150mm	£49.98	£59.98	
CBG6RWC	HD 150mm	£54.99	£66.99	
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1965 TE21 Saloon by Park Ward; 1967 TF21 Saloon by Park Ward

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Well-presented interior topped off by a deeply desirable Becker Grand Prix radio



3.5-litre V8 engine fires well and delivers an eager yet smooth performance

# 1969 Mercedes-Benz 280SE 3.5 Coupé

## £125,000

This is one of the nicest W111s we've come across, with an intriguing history. **Paul Hardiman** inspects it

THIS SPLENDID OLD CRUISER was first supplied to a French government minister and former leading Resistance figure. It received a new engine from Mercedes early in its life and retains its Paris plates, though it's spent the last few years in Biarritz owned by a well-known French TV personality. Detailed history includes the original registration document, original service book and engine warranty card, plus recent bills.

It's been repainted well with just one tiny subsurface blemish at the back of the right front wing and the barest hint of a vertical ripple in the driver's door when you sight down the sides, but the appearance is excellent. The chrome is all good, with the expected few polish scratches and a lightly speckled rear window trim plus slightly perished rubber, all commensurate with age.

Inside, the original leather has a lovely burnished patina. The leather trim to the doors is perfectly settled in, the door cards and dashboard vinyl is excellent and the dash veneer very good. The instruments are all perfect, the odometer reading 3105km on its second time around. The carpets appear newer and the perforated headlining is good, save for one small hole near the back. There's no trace of rust around the sunroof, which works perfectly.

The rest of the structure is the same, with straight, solid floors and no evident rot. Both stainless sill finishers are slightly dinged, but they're not noticeable until you get down on the floor. Tyres are hardly worn Michelin XWXs, new in 2009, with an older MXV on the spare. The bootlid sits very slightly proud.

The bonnet snaps open with a clunk, the inner wings are rot-free and the motor is clean and tidy, with lightly polished cam covers. There's a service tag from M-B France dated April 2014 at 101,658km, less than 1500km ago. Coolant is full, oil cleanish and fractionally over the max mark and the transmission fluid doesn't smell burned. There's a modern oil filler cap.

The V8 provides plenty of urge and likes to rev, complementing the four-speed automatic box, which holds the gears well. The brakes are firm with bite, and the steering is nicely fluid. Temperature settles at 80°C, and the oil pressure is the usual 3bar maximum deflection when running, though it drops to 1.5bar at tickover. The electric front and manual rear windows work, and the aircon, though it could do with a recharge, blows cold-ish.

You really feel that this car could take you anywhere, in great style and comfort.

### CHOOSE YOUR FINTAIL

- ▶ W111 series launched in 1959 with 'Fintail' styling and 2195cc straight-six engine. Sb has twin carbs, SEb version has mechanical fuel injection. Four-cylinder W110 version has single headlights.
- ▶ The two-door coupé and cabriolet, designed by Paul Braccq, appears with shorn fins in 1961. There's an upgunned 2996cc 300SE version from 1962 coded by Mercedes as a W112.
- ▶ In 1965 the W108/W109, based on old structure but with squared-off rear end, supersedes the W111. The W110 is improved with a 2306cc six to become 230 and 230S. The W111 continues as two-door and a 250SE version appears, with wider rear axle sourced from the W108/109.
- ▶ 280SE supersedes 250SE at the end of 1967, with wood veneer on dashboard. 300SE is retired.
- ▶ 280SE 3.5 arrives with new M116 aluminium V8 in August 1969, available once again as coupé and convertible, with a wider grille plus extra rear bumperettes. 280SE production ends in January 1971, the 280SE 3.5 in July.

### SPECIFICATION

**1969 Mercedes-Benz 280SE 3.5 Coupé**  
**Price** £125,000  
**Contact** Slade's Garage, Penn, Bucks (01494 812115, slades-garage.co.uk)  
**Engine** 3499cc ohc V8, fuel injected  
**Power** 197bhp @ 5800rpm  
**Torque** 211lb ft @ 4000rpm  
**Performance** Top speed: 123mph; 0-60mph: 9.5 sec  
**Fuel consumption** 21mpg  
**Length** 4905mm  
**Width** 1845mm

**INSURANCE £255**  
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Not quite 50 shades of grey in here but bar a few minor blemishes it's all in really good nick



Well-presented six-cylinder engine starts well and performs beautifully

# 1961 Ford Zephyr II Farnham Estate £17,500

It's seen little action since restoration so this Farnham Estate remains in lovely condition, reports **Ross Alkureishi**

CONVERTED WHEN NEW by Surrey-based coachbuilder E.D. Abbot, this Ford has been in the same ownership for the past 30 years. More importantly, it had a full body restoration and mechanical refresh 16 years ago by Classic Car Services – serial restorers of Zephyrs – and a photographic record shows it stripped back to bare metal.

There's very little else in the history file but that shouldn't deter buyers, as this car sells itself on condition. The light over dark grey bodywork remains first class; shut lines are tight – including the rear hatch – and those long flanks nice and straight. The paint has an admirable finish with no discernible blemishes and there's not a spot of corrosion visible anywhere.

The underside is comprehensively sealed and the stainless steel exhaust system, suspension components, differential and propshaft still look new. The engine bay is similarly well presented, with a pleasing level of detailing – including a polished brass radiator top – and distinct lack of grime or visible leaks. It's recently had fresh fluids and there's plenty of tread on all four Cooper Monogram 2000 whitewall tyres.

The front and rear bumpers, chrome window surrounds, grille and roof rack are all immaculate. There's a little mild pitting on the door handles and light cluster surrounds but these are the original units and it doesn't detract from the overall finish.

The original grille-mounted Zephyr badge is a bit chipped but it'd be down to personal preference whether to replace it.

Inside, all the vinyl door cards are perfect, as are the seats, and the crème headlining is relatively free of discolouration; matching overmats protect the carpets and there's real attention to detail, with the rear wheelarches and boot floor covered in a crème fabric with diamond pattern to match the headlining. The odometer shows 46,592 miles but it's not known if that's correct. There are two minor grumbles – a two-inch rip in the vinyl dash covering and the sealing rubber on the rear hatch door, which has had a silicone-based compound applied at some point and needs replacing.

The engine fires up without drama and settles to a comfortable tickover. On the move, as new, there's a whole heap of induction noise but it's an eager unit, feeling nice and robust. The three-speed column-shift functions as it should, as does the overdrive, but the brakes are a bit spongy and lack bite. The vendor will have them fettled for the new owner. Once warm, water temperature was at normal.

If you're looking for a top Zephyr II experience this is the car for you. It's bodily almost perfect, drives very well and that charming interior has a bolstered bench seat that grips you tighter than a Carry On matron – Goodwood here we come.

## CHOOSE YOUR THREE GRACES

- ▶ The Consul, Ford's first unitary UK model, was released in 1950 stacked with innovative technology including four-cylinder overhead-valve engine, MacPherson strut independent front suspension and fully hydraulic brakes.
- ▶ Two-door convertible follows four-door saloon, as does six-cylinder Zephyr and luxury, high-compression engine Zephyr-Zodiac variants with foglights and leather seats.
- ▶ Farnham estates, built for Ford by E.D. Abbot, feature special handbuilt bodies.
- ▶ From 1956, MkIIIs had updated styling, automatic gearbox option and larger cabin; technology improves throughout production, with front disc brakes in 1960 and power top for convertibles.
- ▶ 1962's MkIIIs are named Zephyr 4, 6 and Zodiac. A bigger car, it has single headlamps on four-cylinder versions and twins on the six-cylinder versions.
- ▶ 1966's square-cut MkIV was even bigger; new V-architecture engines replace old inline designs, with four-speed column change gearbox as standard with floor-change or automatic options.
- ▶ Production ends in 1972.

## SPECIFICATION

**1961 Ford Zephyr II Farnham Estate**  
**Price** £17,500  
**Contact** Percival Motor Co, Ulcombe, Kent (01622 851841, [percivalmotorco.co.uk](http://percivalmotorco.co.uk)).  
**Engine** 2553cc six-cylinder, ohv  
**Power** 85bhp @ 4400rpm  
**Torque** 132lb ft @ 2000rpm  
**Performance** Top speed 86mph, 0-60mph 17sec  
**Fuel consumption** 22mpg  
**Length** 4521mm  
**Width** 1753mm

**INSURANCE £120**  
 COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911



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## 1980 PORSCHE 911 CLASSIC 3.0 SC - RHD

Metallic Light Blue. Navy Full Leather Interior - Sportmatic, Air Condition, Forged Alloys, Graduated Tinted Windscreen, Targa Model, Service history. 'Mint condition'. Only 12,950 miles from new.



1994 PORSCHE 993 CARRERA 2 COUPE - RHD  
Rare Speed Yellow. Black full leather interior. Upgrades - RS Front and Rear spoilers and Speedline Alloys. FSH. Only 21,400 miles.



1995 PORSCHE CARRERA 993 RS 3.8 - LHD  
Solid Grand Prix. Black full leather interior. Perhaps the quickest normally aspirated Porsche 911 produced. Only 14,900 miles.



1995 PORSCHE 993 3.6 TURBO - RHD  
Guards Red. Black full leather interior. 18" Hollow spoke alloys. Electric Sun Roof. Air conditioning. Only 31,300 miles.



1989 PORSCHE 930 FLACHBAU TURBO - LHD  
Metallic Silver. Black full leather interior. Factory LE Edition. Rear Wiper. Rear Spoiler. Excellent condition. Only 17,800 miles.



1997 PORSCHE 993 CLASSIC 3.6 CARRERA 2 TIP - LHD  
Metallic Polar. Grey full leather interior. Front & rear spoilers. RS Side skirts. A/C. Excellent Condition. Only 15,600 miles.



1997 PORSCHE 993 CLASSIC 3.6 TURBO - RHD  
Ocean Blue. Grey full leather interior. Upgrades - 3rd Brake Light. Green Tinted Windscreen. FSH. Only 59,500 miles.



1970 PORSCHE 911S 2.2 TARGA - LHD  
Black. Black Vinyl interior. Rare - One of 729 cars. Matching Numbers. Excellent Condition. Only 41,500 (showing)



1996 PORSCHE 993 3.6 CARRERA VARIORAM - RHD  
Arena Red. Grey Full leather interior. Hard Back Seats, Rook S/S Exhaust system. 18.5" Spoke Alloys. Only 46,800 miles.



1983 PORSCHE 911 3.0 SC CABRIOLET - RHD  
Metallic Bronze. Linen full leather interior. Totally restored. Only 35,150 miles.

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**1982 BMW 320 Auto.** Arriving September/October. 30,500 Miles from new. Polaris Silver, Blue cloth interior. Original, Original.....Still non-undersealed arches, foam air dams over rad in engine bay still intact, original service books etc. Paintwork, bodywork, trim undamaged, ready to go to shows, Price circa **£13,495**



**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 Mercedes CL500.** Arriving September. Cubanit Silver, 20,000 miles from new, full history, all the bits, frankly 2 pages worth of kit so no space to list, perfect for every day or the enthusiast. Just been serviced. **£14,995**



**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**



**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**



**2007 (57) Mercedes CLS 320 cdi.** 3 owners from new inc my father since 2011. 50,000 miles with FSH, serviced and MOT'd in June 2015. Silver with Black Leather- elec etc, cruise, climate and loads more, cannot list all as car is away on its yearly holiday abroad and will be returning late Sept and cannot list from memory. All factory original and on the sensibly sized alloys so good ride. Will be ready to roll to a new owner after its Valet. **£12,995**



**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**



**1966(D) Ford Mustang 289 Convertible.** Original Candy Apple Red with Red Pony Trim and White power hood. Auto, chrome wire wheels, original C-code 289 V8, front discs. Imported 20 years ago. Large history folder. Really superb. **£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. **£19,995**



**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. **£15,995**



**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. **£10,995**



**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**



**2004(54) Smart Roadster Coupe.** Black and Silver. Owned by my son for last 6 years, summer use only, FSH from pre-delivery, 10 services etc covering 24,000 miles, heated leather seats, paddleshift, dash pods, A/C, c-1, e-w, centre armrest, Alpine stereo with iPod feed, e-roof and tailgate. Pristine. **£7,495**



**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. **£5,995**



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Four-cylinder engine seems in fine condition but there's scope for cosmetic attention



It's a similar case inside, as the mostly excellent interior just needs minor sprucing

# 1993 BMW 318i Convertible £8995

One of the last E30s built, this four-pot drop-top has done fewer than 59,000 miles. **Russ Smith** checks its credentials

WE'RE TOLD THAT THIS 318i has always been a babied second car, and you get enough of a sense from the impeccable full history – which supports the car's low mileage reading of 58,849 – to believe that. Though choosing the smallest engine available, the original buyer certainly went to town on the spec, opting for electric hood and mirrors, leather interior and power steering, which remarkably still wasn't standard then. The bumpers and mirrors have been colour-coded, probably in period, and the finish remains an excellent match for the rest of the original Laguna Green.

This remains good, with just three or four touched-in stonechips on the bonnet, and the front valance appears to have been repainted, probably after a parking knock because there's still a slight waviness around the middle of it. The only other exterior mark is a light scuff to the rubber on the offside rear corner. The BBS cross-spoke alloys are unmarked, though they do wear three brands of tyres – but all with plenty of tread remaining. The original soft-top is still good with just the odd fold mark, and it goes up and down as it should; all electric windows work quickly and smoothly.

After relatively little use, the interior is also good. There's some light wear, as usual, to the seat side bolster where you get in and out, but it only needs recolouring with a leather restorer kit. The original carpets

remain unworn under overmats; two sets of them in the front. Only the door pockets have yellowed a bit with age, there's a bit of shoe scuffing on the plastic sill covers, and a modern Sony CD stereo has been fitted. The boot is spotless and still contains the toolkit and first-aid kit.

The engine bay hasn't been detailed so, while there's nothing wrong with it, there is room to improve its presentation. Oil is clean and to level; no leaks were evident. The engine starts and runs well too, with a lot more go than the 1.8's lowly position in 3 Series hierarchy might lead you to believe. That spec does mean there's no oil pressure gauge to check, but the temperature never strayed above the quarter mark during our test-drive. There's a nice middling clutch bite, all the gears shift as easily as you'd expect from a BMW five-speed manual gearbox, the brakes are without fault and the steering is smooth, not over-light, and there are no knocks or clonks from the suspension at either end of the car.

Once you get over the nagging disappointment that there isn't a six-cylinder engine, this E30 convertible has a lot going for it. All E30s are getting hard to find in this kind of original and unmessed-with condition, and the top-level specification and long-term care it's had make it a real pleasure to drive. So while the price might look high, the quality is there to back it up.

## CHOOSE YOUR E30

► When the E30 3 Series replaced the E21 in 1982 the only convertible versions remaining were those produced (with factory approval) by Baur incorporating a roll-over bar. Any model in the range could be converted this way.

► BMW launched its own Convertible in 1986, an ingenious design by Shaer Wachter that folded out of sight under a panel in the rear deck and had strengthened screen pillars instead of a roll-over bar. At first it was available only as a 325i.

► During 1987 the Convertible line was extended to include the 320i. Baur conversions continued to be sold until at least 1989.

► From 1989 the soft-top option was finally made available on the four-cylinder 318i and the hot-shot M3, though only 32 of the latter would eventually be sold in the UK. After the new E36 3 Series was introduced in 1990 the E30 convertible remained in production for another three years to fill the gap until a soft-top version of the new model could be produced.

## SPECIFICATIONS

### 1993 BMW 318i Convertible

**Price** £8995

**Contact** Epping Motor Company, Stanford Rivers, Essex (eppingmotorcompany.com, 01277 365415)

**Engine** 1796cc, inline-four cylinder, sohc

**Power** 115bhp @ 5500rpm

**Torque** 122lb ft @ 4250rpm

**Performance** Top speed: 117mph;

0-60mph: 10.2sec

**Fuel consumption:** 35mpg

**Length:** 4325mm **Width:** 1645mm

### INSURANCE £140

COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911



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Great interior features blemish-free dash and seat leather most likely replaced in Nineties



Delightfully original in here - and expertly maintained by a high-flying previous owner

# 1968 MGC Roadster

## £22,000

This test pilot's well-sorted roadster carries with it meticulously kept logs of service, says **Paul Hardiman**

THIS MGC WAS FORMERLY OWNED by a senior test pilot who was obviously a talented mechanic. It's extremely well-sorted, and the history file includes extensive note detailing everything the owner did to the car since he acquired it in 2001. This extends to every petrol fill-up, including notes about Tetraboost fuel additive - from which we infer the motor was not converted to run on unleaded petrol.

This export car was repatriated and converted to right-hand drive during restoration in 1992, and first registered in the UK in 1993. It shows good door and sill fit and is very solid and clean underneath. The exhaust is new,

The older paint is holding up well, evenly applied and with no cracks - although there are a few touched-in chips behind the top of the driver's side door shut. There's no rust in the floorpans, which are protected by fitted rubber mats, so no carpets to retain moisture. Seat leather was likely new at restoration and now bears a few light creases, and the crackle finish to the dash is good and even. The hood is in decent order, and there's a well-fitting tonneau cover too. The last MoT showed an advisory about slightly frayed seatbelts, but they look fine.

The rear bumper chrome is lightly speckled and the silver coating on the windscreen pillars is slightly tarnished. Tyres are Toyos dating from 2011 on the front

and Michelin XZxs rear, all with good tread, plus an older Michelin on the spare. Wheels are in good order, showing just a few chips in the paint.

Under the bonnet it's pleasingly standard in appearance with the original oil filter and original airbox. A couple of copper overflow pipes from the float chambers are secured at the bottom by a hand-fabricated bracket - that's encouraging to see, as are the braided fuel hoses, the H4 headlights and the fire extinguisher in the passenger footwell. Electronic ignition has been fitted and the master cylinders look recent. Coolant is up to level but the oil needs a top-up.

It starts instantly with a little choke and is very supple to drive, with no clonks or rattles. Overdrive works instantly, there's no play in the steering and the brakes are firm. It pulls well but you're not going to trouble the rev counter's warning zones starting at 5000rpm... The gearshift has a nice quick change and good synchromesh. When warm, the gauges show 30psi of oil pressure at tickover and 40psi at 2500rpm, plus a steady 170°F for the coolant.

The car is sold with owners' handbook, workshop manual, all that fastidious history and a new MoT. A Society of Experimental Test Pilots sticker is still on the windscreen - you could have some fun fielding all those 'what's the best plane you ever tested' questions.

### CHOOSE YOUR MGC

- ▶ MGB launched in 1962, using generic BMC mechanicals largely drawn from Austin A60 but with a larger 1798cc B-series engine, upgraded from three to five bearings in October 1964.
- ▶ GT three-door hatchback coupé appeared in 1965, and there's a full-synchromesh gearbox (based on MGC box) for all models from 1968.
- ▶ Born to replace the Austin-Healey 3000, the MGC appeared in both Roadster and GT form in 1967 with 2912cc Morris Engines C-series straight-six. To accommodate this longer engine the front crossmember and suspension had to be redesigned, including torsion bars instead of coil springs. There were bigger brake discs on the front, along with smaller diameter but wider rear drums. You can spot an MGC by its taller stance on 15in wheels, but more easily by the chrome-trimmed bonnet bulge to accommodate the radiator and front carburettor.
- ▶ Just 9002 of them were made in over 21 months from December 1967 to August '69.
- ▶ A belated replacement for the MGC GT was the MGB GT V8 made from 1973-76 using a Range Rover-spec 3528cc V8 with 135bhp.

### SPECIFICATION

**1968 MGC Roadster**  
**Price** £22,000  
**Contact** The Motor Shed, Bicester Heritage (vintageandclassiccars.co.uk, 07818 764463)  
**Engine** 2912cc straight-six, twin SU carburettors  
**Power** 145bhp @ 5250rpm  
**Torque** 170lb ft @ 3400rpm  
**Performance** Top speed: 118mph; 0-60mph: 10.9sec  
**Fuel consumption** 20mpg  
**Length** 3893mm  
**Width** 1524mm

**INSURANCE £137**  
 COMPREHENSIVE, 5000 MILES PER YEAR, GARAGED **CALL:** 01277 206911



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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.



**2005 HERITAGE REALM C TYPE  
JAGUAR £55,000**

Only 5200 miles have been covered since the cars construction in 2005. Finished in BRG with Suede green leather, running a Jaguar 4.2l with overdrive on 3rd&4th, correct size 16" wire's, aluminium radiator, stainless steel exhaust and manifold, hardura finish to the inside. SVA and ready to be enjoyed. Fabulous condition.



**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.



**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.



**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 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.



**1970 LOTUS +2 £24,500**

Fully rebuilt by Spydercars Ltd at a cost of over £38,000, fitted with 2l Zetec 16v 170BHP twin cam engine, 5 sp g/b, Spyder space frame with adjustable suspension, Wilwood 4 pot front callipers, alloy fuel tank, rewired. Walnut dash, beautiful paintwork (full back to gelcoat respray), rear seat belts, heated screens. Finished in Lagoon blue with grey leather interior with Alcantara inserts.

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1971 VW T181 4 SEATER OPEN WAGEN ..... £14,995  
1957 MGA 1500 ROADSTER ..... £34,995  
1934 LAGONDA M45 TOURER..... £175,000

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Corvette 1958 Roadster finished in signal red (orange) with white side covers, 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



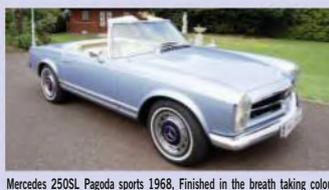
Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



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 stereo, 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



Mercedes 300SL Sports 1986. Finished in arctic white with superb navy blue interior, headrests, hard & soft tops, rear seats, stereo system, power windows, tinted glass, central locking, alloys, very expensive alarm, immobiliser, service history, almost every MOT. Original service book and handbook, original service wallet, only 84,000 miles from new, this car has been pampered all its life. Always garaged, drives like new, just had service, excellent throughout. .... £15,750



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 HMI radio, new tyres, matching thick pile lambswool overmats to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 1988 560SL sports left hand drive, finished in smoke silver, with brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside temperature gauge, tinted glass, auto, power, expensive mercedes wheels, only 38,000 miles, service history, drives like new, just magnificent..... £39,750



Mercedes Sports 560SL 1989, left drive, finished in nautic blue with mushroom hide interior, headrests, hard top and dark blue soft top, overmats, centre armrest, light up vanity mirrors, power windows, cruise control, original stereo system, air bag, air conditioning, outside temperature gauge, alloys, tinted glass, first aid kit, complete with all tools. Automatic and power steering, history, 42,000 miles garaged from new ..... £39,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windower, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Sibilus Marchal 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 in 1994. 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 trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment..... £75,500



Jaguar S Type 3.4 1968 finished in the starkest colour combination of gleaming midnight blue with as new parchment hide interior, overmats, stereo, sundry 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 restoration, 3 owners from new last owner 22 years, original handbook many old mot's lots of bills and history, entered in many show 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 overmats, tinted glass, air conditioning stereo system, power windows, vanity mirrors to rear, new slim band whitewide 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 dy 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 Mot's, 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 perfection 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 unmolesated 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 £1000's 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 MOT's supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website. .... £129,750



Aston Martin 2002 DB 7. Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior, and matching power top, Walnut veneers, overmats, touchtronic, power steering, power windows, sat nav, stereo, CD, air con, Special Aston Larni 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 Fired 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 console, 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



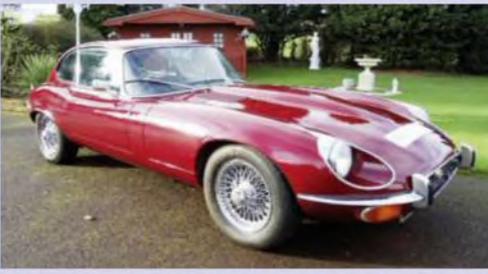
Jaguar E type 1975 Roadster V 12 finished in the rare factory colour of unmarked heater with as new beige hide interior, headrests, stereo, CD, manual transmission, power steering, as new chrome wire wheels, white band tyres, spare wheel unused, complete with all tools, low miles, excellent history file, complete with many old mot's, heritage certificate, pampered from new, garaged from new, totally stunning and in mint condition, a joy to drive while growing in value.....£135,500

**The last E Type sold in the UK**



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP, only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb.....£119,500

Jaguar E Type 1971 V12 2+2 finished in regency red with black hide interior, 8 track stereo system, chrome wire wheels, automatic, power steering, only 2 previous owners, 56,000 original miles, excellent history, original british leyland service book, and handbook, totally original example, drives superb, garaged from new, very well maintained, and unmolesated, a pleasure to offer this excellent valued example and fine investment.....£46,750



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example.....£59,750



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



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



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 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 Mot's. 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.....£39,950



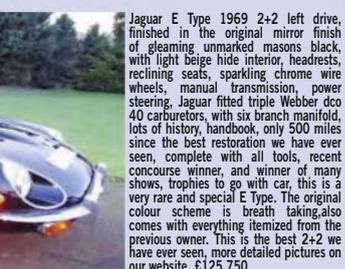
Bentley Azure 1997. Left Hand Drive. Finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, very expensive stereo system, chrome wheels, sundym glass, adjustable front headrests, airbags, anti theft device, burr walnut throughout, 32,000 miles, always garaged.....£55,500



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mot's, 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





### 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.



### 1958 MGA Roadster £ Depends on spec

Finished in midnight blue with burgundy trim. Oselli 1840cc stg 2 lead-free engine. Fully restored and just 465 miles in the last eight years. Currently left hand drive but can be either.



### 1971 Mercedes 280 SL left hand drive £64,500

Finished in green with tan trim and 89453 miles indicated, believed to be correct. Claimed to have been restored in 2002 with just two previous owners. Rare manual gearbox car!



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**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**



**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**



**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**



**1956 AUSTIN HEALEY 100/4 BN2 M SPEC.**  
Reno Red with Black Hide. Fitted with an original Westlake Head, 4 Wheel Disc Brakes, Up-rated Anti Roll Bar, 72 Spoke Chrome Wire Wheels, Brake Servo, 100 'S' 140 MPH Speedo, Derrington Steering Wheel, Louvered Bonnet with Strap, Up-rated Overdrive with Gear Lever Switch, Badge Bar and Spot Lamps, High Ratio Steering Box, 3:9 Diff, Derrington Manifold Works High Capacity Sump. Spin On Oil Filter Conversion, Twin Overtaking Mirrors, Tonneau Cover Etc. Etc. Restored by Marque Specialist for his own collection to a standard seldom achieved. In my opinion the ultimate Healey.  
**RHD - £79,995**



**1980 AUSTIN MINI VAN 95L - 1000cc.**  
Sand Beige with Black Trim. A very well restored, low ownership example with mildly up-rated engine. Cooper S Wheels Etc. They are getting harder and harder to find and are rapidly appreciating.  
**RHD - £9,495**



**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, Up-rated 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**



**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, 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**



**1964 ROVER P5 COUPE 3 LITRE AUTO.**  
Juniper Green with Stone Roof and Green Hide. Very Low Ownership and an Ultra Low Warranted 32,000 Miles ! Extensive History inc. Original Purchase Invoice, MOT's from its first, Hand Books, All Tools Etc. etc. Equipped with PAS, Spot Lamps, Wing Mirrors, Heated Rear Window, Etc. An exceptional example. Perfect panel fit and totally corrosion free. It would be hard if not impossible to find a better example.  
**RHD - £14,995**



**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**



**1982 FIAT X19 1500 5 SPEED.**  
Silver Blue Metallic with Cream Trim. 3 Owners and Only 15,000 Miles from new. Possibly the lowest mileage example available. Equipped with Alloy Wheels, Radio, Heated Rear Window, Driving Lamps, Etc. Extensive History including Original Purchase Invoice, Service Books, Service Bills, Etc. we have just carried out a bare metal spray, due to a few minor chips and parking dents, on the most outstanding corrosion free shell you could imagine. Fully photographic record. I doubt a finer example exists.  
**RHD - £12,995**



**1973 TRIUMPH TR6.**  
Finished in Sapphire Blue with Biscuit Interior and Hood. Restored some years ago to an excellent standard. Comprehensive Specification inc. Hard Top, Balanced and Lightened Engine, Gas Flowed Head, Spin On Oil Filter Conversion, Alloy Rocker Cover, Kenlow Fan, K & N Air Filters, 5 Speed Gear Box, Oil Cooler, Vented Front Disc's, Bosch Fuel Pump/Fuel Pressure Gauge, Telescopic Dampers, Tubular Manifold, Big Bore Twin Exhaust, Wheel Spacers, Alloy Sump, Halogen Head Lights, Radio Etc. An excellent example and so useable.  
**RHD - £19,995**



**1974 CHEVROLET CORVETTE C3 DE LUX ROADSTER.**  
Mille Miglia Red with Black Trim. 350 ci, Automatic, Detroit Locker, Hard and Soft Tops, Rallye Wheels, PAS, Electric Windows, Original Radio, Etc. Restored to an exceptional standard. The paint finish is like a sheet of glass! A stunning example of this American Icon.  
**LHD - £29,995**

**1928 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 cw and over 75 BHP makes for a remarkably quick and agile performance car. Chassis 7190, Matching Numbers and One of only 39. Cross and Ellis TT Bodied. Was used in competition both in period and latterly. Has VSCC Buff Form and is eligible for just about every event.  
**RHD - WAS £89,995, NOW £79,995**

**1979 MGB 1.8 ROADSTER.**  
Nightfire Red with Black Hide and Maroon Mohair Hood. Equipped with Overdrive, Minilite Style Alloy wheels, Music system with CD and Electric Ariel, Gas Flowed Head, Big Bore Stainless Steel Exhaust, Colour Coded Bumpers, Walnut dash, Motalita Steering Wheel Etc. Professionally restored to an extremely high standard. Excellent Value.  
**RHD - £9,995**

If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.



1969 Rolls-Royce Silver Cloud II LHD



1994 Porsche 928 GTS LHD



1965 Aston Martin DB5 RHD



1990 Ferrari F40 LHD



1973 Ferrari 365GTB/4 Daytona LHD



1995 Ferrari F512M LHD



1963 Aston Martin DB4 S5 SS Vantage RHD



1983 Countach 5000S ONLY 523miles RHD



1966 Jaguar MkII 3.8 Saloon LHD



2008 Ferrari 612 Scaglietti LHD



Fiat 500 Giardinetta Jolly LHD



2011 Ferrari 599 GTO LHD

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### JAGUAR E-TYPE S2 ROADSTER

1970, Finished in red with black interior, original U.K R.H.D model, four owners from new, competition chrome wire wheels, very nice example.  
**£69,995**



### JAGUAR E-TYPE S1 3.8 F.H.C

1964, Finished in the original combination of opalescent silver blue with blue interior, this car is a genuine U.K R.H.D model with full matching numbers as shown on the heritage certificate supplied with the car, Sitting on chrome wire wheels, this car benefits from sensible upgrades such as; a Kenlowe fan, lumenition ignition, stainless steel six branch manifold exhaust system, and a full Webasto sunroof. The car comes with a large history file which includes old M.O.Ts, many bills of money that has been spent, an old style green logbook and the heritage certificate. Very nice example. **£84,995**



### JAGUAR E-TYPE S2 ROADSTER

1969, finished in British racing green with tan interior, black mohair hood, chrome wire wheels, very good condition and a well detailed example.  
**£69,995**



### 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**



### JAGUAR XK 150 D.H.C

1959, Original U.K R.H.D model for total restoration. Please call for further details.  
**£34,995**



### JAGUAR 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 COUPE

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**



### NISSAN NAVARA 13 PLATE

2013, Finished in metallic black with full charcoal leather interior, Platinum model, 29,000 miles with dealer history, sat nav, reverse camera, alloys, roller cover, heated seat, very high specification. Would consider part exchange of classic car, cash either way. **£15,995**



### MGB ROADSTER

1968, Finished in red with black interior, wire wheels, good useable example supplied with service and one years M.O.T, sensibly priced.  
**£7,495**



### TRIUMPH TIGER 100

1956, Finished in light metallic blue, this is a matching numbers machine that comes with a Triumph certificate of authenticity, show standard, superb example.  
**£6,995**



### GEORGIE BOY PURSUIT V10 TRITON

2006/56, Finished in white with beige interior, one owner with 12,000 miles from new, twin slides, six berth, separate shower, external shower, 240V mains hook up, Onan generator, central heating, air conditioning, leveling jacks, awning, please call for full details, outstanding example. Please note that the price is inclusive of VAT and that the vehicle is VAT qualifying. **£34,995**



### GREEVES SPORTS 24DB 250cc

1960, Finished in two tone blue, excellent correct matching numbers machine, rare example.  
**£2,995**

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**2004 MGTF**. Finished in Tahiti blue with black leather trim, one owner from new and 50000 miles from new. **£5,995**



**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**



**1956 MORRIS COWLEY SALOON** green with original green leather, 15000 miles, needs tlc hence **£4,995**



**1986 FORD RS200 GROUP B RALLY CAR** white with red trim, 1 owner 1000miles, as new. **£POA**



**1934 SEVEN ULSTER SPECIAL** finished in red with black trim and mudguards, black wire wheels **£12,995**



**1953 FORD ZEPHYR Mk 1 Convertible**, rare model, full resto with images, 1 of 20 in UK. **£28,995**



**1975 MGB ROADSTER** red, black hide, man o/drive, chrome bumper, ground up restoration, mint cond. **£11,495**



**1973 Jaguar E Type Series 3 V12 2+2** Finished in blue, complete resto 2000 in ex condition. **£49,995**



**1937 BSA SCOUT**, Sports 2 seater conv, BRG with black soft top, complete refurb, 5 keepers. **£18,995**



**1964 LOTUS ELAN S2** Series II. Finished in red with black trim. **£29,995**



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**1969 Rolls-Royce Phantom Six.** Masons black over garnet, used to take the 2 Princes from Althorpe Station to Princess Diana's burial grave. Factory air, speedo reading 78,000 miles, was also used in the film 'The Queen' .. **£99,950**



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**1935 TALBOT AX65 BY DARRACQ.** This fantastic, powerful, spacious, 4 door family saloon, is in beautiful condition both mechanically and bodily with beautiful totally original tan leather interior. Being featured in the July issue of Classic Car magazine with a stunning report on page 130.

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**1960 TR3A.** Being the actual car featured in the TR2/3/3a book on TR's by Bill Pickett. Totally restored in 1993 and having only covered 26,000 miles since her rebuild. She has overdrive and chrome wire wheels and is finished in BRG with Red leather interior and matching carpets. Full weather equipment consisting of hood, tonneau cover and side screens. Absolutely stunning.

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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



**1958 AUSTIN HEALEY 100/6 2-SEATER ROADSTER**

A beautiful and rare "BN-6" with a complete log book from its last 15-year owner. Colorado Red/black leather piped dark red. Performance upgrades include: 150 h.p. 3 litre engine with twin HD-8 carbs., 5-speed transmission, Mini-light wheels and higher-flow radiator. A fast and reliable, great-looking, great driving Healey with a complete log book of details of the past 15 years. \$48,000



**1948 JAGUAR MK IV 3-POSITION CONVERTIBLE**

This rare 3.5-litre, U.S. delivery version sold new to its owner of 42 years, then sold to its last owner of 23 years—and with only 16,306 original miles—was restored to show standards. Complete with documents, records, manuals, tools and Heritage Certificate TOTAL MILEAGE: 19,257. \$175,000



**1955 MERCEDES-BENZ 190SL ROADSTER**

One local owner for the past 41 years and 20,000 miles. Beautifully restored in black with tan leather (original 300SL-style early seats), matching cloth top and fully rebuilt original engine. 77,684 miles. \$138,000.



**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.



**1953 BENTLEY R-TYPE SALOON**

We just purchased this from the estate of a local British car enthusiast/collector. Shell and Tudor Grey with original light grey leather and beautiful polished interior woodwork. RHD, 4-speed floor shift. Very correct and original. 85,611 miles. \$38,000.



**1961 ROLLS-ROYCE JAMES YOUNG "SCT-100" LONG WHEELBASE SILVER CLOUD II SALOON**

# LCB-69. Just 27 of these were built. Ours has full history since being ordered and built for Mrs. J.K. Lilly of Indiana. Factory sunroof to the front, factory air conditioning to the rear. Mason's Black over Cobalt Blue, blue-grey leather. RHD. Exquisite! 72,239 miles. \$125,000.

## OTHER GREAT CARS



**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 fascia, etc. Just had \$70,000 mechanical overhaul. \$195,000.



**1952 MGTD/C MARK II ROADSTER**

An absolutely correct, complete, numbers-matching, fully restored (with photos documenting the rebuild from the bare chassis-up) TD/C in its original Autumn Red with matching leather and tan top, tonneau and side curtains. Accompanied by volumes of history and documentation. Drives and looks as new! \$43,000.



(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**

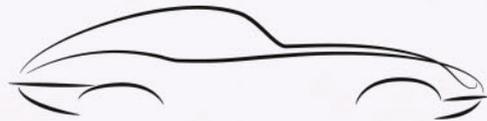
A beautifully-preserved California and Florida car with correct date-coded engine, original fuel-injection and 4-speed. White body and hard top, black interior and convertible top. 60,827 miles. \$89,500.



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 an estate collection. It is correctly restored in white with tan interior, top and boot and features a factory fold-down windscreen, vintage MG "double scuttle" fascia, banjo steering wheel and instantly recognizable MG grill. \$42,500.

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1961 Jaguar E-Type Series I 3.8 FHC LHD  
Opalescent Bronze with Red Interior  
Quote Ref: NFCC 11 CC



1962 Jaguar E-Type Series I 3.8 FHC RHD  
Opalescent Gunmetal with Red Interior  
Quote Ref: NFCC 60 CC



1962 Jaguar E-Type Series I 3.8 FHC LHD  
Opalescent Silver with Red Interior  
Quote Ref: NFCC 61 CC



1964 Jaguar E-Type Series I 3.8 FHC RHD  
Opalescent Dark Blue with Dark Blue Interior  
Quote Ref: NFCC 2 CC



1962 Jaguar E-Type Series I 3.8 FHC LHD  
Opalescent Dark Blue with Light Blue Interior  
Quote Ref: NFCC 95 CC



1964 Jaguar E-Type Series I 3.8 Roadster LHD  
Old English White with Red Interior  
Quote Ref: NFCC 48 CC



1962 Jaguar E-Type Series I 3.8 FHC RHD  
Red with Black Interior  
Quote Ref: NFCC 59 CC



1967 Jaguar E-Type Series I 5.3 4.2 FHC RHD  
Dark Blue with Red Interior  
Quote Ref: NFCC 34 CC



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**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 post 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.....**£99,950.00**



**1978 ROLLS ROYCE CORNICHE CONVERTIBLE LHD** finished in White with Blue roof. Dark Blue hide interior with Dark Blue carpets and Lamb's Wool over rugs. Covered 94000 miles with service History 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**



**1929 ROLLS ROYCE PHANTOM II SEDAN DE VILLE**. 2 year restoration between 2000 - 2002 at Wilde Restorations costing £30,000. Work included engine, gearbox, axles, suspension and exhaust. Bodywork received a full restoration by its owner. Trimmed in red hide, beige cloth headlining. Coach built Thrupp & Maberly body. Full and very interesting history file including Rolls Royce build sheets, many invoices. Magnificent condition inside and out.....**£197,500**



**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 surely 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.....**£82,500**



**1956 BENTLEY S1 MULLINER**. Six Light Saloon finished in Cardinal Red with Tan hide interior. Benefits 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 out impeccably.....**£22,000**



**1980 Rolls Royce Silver Shadow II** Caribbean Blue. Beige hide with Mountain Blue Wilton carpets and Lambswool over rugs. 64245 miles with service history including a stamped service book and many invoices from Mead of Birmingham. This Silver Shadow is presented in first class condition throughout.....**£25,500**

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roadster. 3.000 miles since  
body off restoration



2008 Ferrari 612 F1 LHD  
42.000 kms & FFSH



1965 Bentley S3 Continental DHC  
Nut & bolt restoration  
completed



2002 Ferrari Barchetta LHD  
1,200 kilometers only



1978 Bentley Corniche II  
Convertible LHD  
1 of 6 only produced



1971 Mercedes Benz 280SE  
3.5 Coupe  
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RS 3.8 Specification



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**1990 Ferrari F40 Coupe**  
in Rosso Corsa  
LHD - 11,993 km  
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**£799,995**



**1972 Ferrari 365GTB/4 Daytona**  
RHD - 19,780 miles  
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Original Road Spec  
**£POA**



**1971 Ferrari 246GT Dino**  
in Azzuro Dino  
RHD - 51,307 miles  
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in Nero Daytona  
RHD - 34,737 miles  
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**2003 Ferrari 575M Maranello**  
in Rosso Corsa  
LHD - 5,828 miles  
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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**



**2006/06 Bentley Arnage T Mulliner.** Finished in Diamond Black with Beluga interior with Beluga stitching and embossed 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**



**2005/54 Bentley Arnage T Mulliner.** Finished in stunning Fireglow with limited edition 20" polished alloy wheels. With electric sunroof, twin exhausts and a chrome radiator grille with flying B. The interior is trimmed in Beluga and stitched in Fireglow with embossed flying B's and vanity mirrors. Only 44,000 miles. A really stunning car, immaculate throughout. **£44,950**



**2005/54 Bentley Arnage R.** Finished in Black Sapphire with Cotswold interior with French Navy piping, French Navy carpets piped in Cotswold. Walnut door inlays with embossed B's on waist rails. Fitted with DVD's to the rear of front seats. Two owners from new with Full Service History. Immaculate throughout, outstanding value **£34,950**



**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**



**2003/52 Bentley Azure Mulliner.** Finished in Moonbeam Silver with Cotswold interior with French Navy carpets. Only 33,000 miles with Full Service History. Totally unmarked throughout and must be seen, only **£75,950**



**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**



**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**



**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**



**1996 N Bentley Turbo R MK IV.** Finished in Royal Ebony with Parchment interior, Piped in Black 17 inch alloy wheels. Full Service History. Supplied by ourselves 10 years ago. Outstanding condition and must be seen **£15,950**



**1994 M 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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### 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.



### 1940 Minneapolis-Moline Tractor

UK registered. Extremely rare and beautifully restored. Would enhance any collection with a colourful, rare and interesting twist. Priced competitively at a fraction of its restoration cost. £9,950.



### 1958 Bentley S1

1958 Bentley S1 Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file. Please call for information.



### 1932 ROLLS-ROYCE 20/25

With rakish two door coachwork by William Arnold of Manchester. Chassis number GFT68 registration number XJ 811. In present ownership for almost 40 years. A charming, sweet running baby Rolls which would benefit from further cosmetic restoration.



### 1937 Packard

This car has been restored on a 'no expense spared' budget and has still to be fully run-in. Has a full and interesting history file.



### 1929 Bentley 4.5 Litre Sports Coachwork by Corsica

This highly competitive and historic 4.5 affectionately known as Bluebell has racing history going back to the 30's and produces well in excess of 300 bhp. It was built by the famous Bentley aficionado Lewis 'Mac' McKenzie and has numerous wins and trophies to its credit. A massive comprehensive history file accompanies this extremely desirable road race 4.5. A rare opportunity indeed. Please call for information.



### 1952 Bentley Mk VI 4.5 Big Bore Engine with Manual Transmission

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**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**



**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**



**1950 Allard J2** finished in period British Racing Green with full leather trim. Fitted with correct type Cadillac 331 cubic 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 are very competitive with Jaguar "C" types and "D" types at a fraction of the cost. Please enquire for further details. **£345,000**



**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**



**1963 Jaguar E-type series one (chassis No 850648) 3.8** Semi-lightweight only 11 chassis numbers from the original Lightweights. Built by Paul Webb to the most exacting standard 3857 WK has aluminium bonnet, doors, roof and boot lid as per the original factory cars and an uprated engine by George Hodge, formerly Jaguar's own competition engine builder. Fitted with Leda suspension and AP competition brakes and finished in Ecurie Ecosse blue, this car will be equally at home on road or track. Stunning condition. **£235,000**



**1962 Jaguar 3.8 MkII** finished in Silver Grey with contrasting Tan hide interior with walnut dash and door cappings. Built in Sweden about 7 years ago by an accomplished engineer and incorporating numerous sensible upgrades. It is fitted with a 5 speed manual gearbox, power assisted steering, uprated electric front seats, Coopercraft brakes, stainless steel exhaust and a Nardi steering wheel. The car has a modern feel in a classic shape and is outstanding to drive. **£79,950**



**1962 Jaguar E-type series one (chassis No 885952) 3.8** with Low Drag Lightweight Linder Nocker style all aluminium bodywork and previous winner of the French FIA championship. Rebuilt in 2008 by Jaguar specialists to the highest possible specification but now for fast road use. It has a Crosthwaite & Gardener alloy block with wide angle head with ESU mapped modern Webber fuel injection together with Magnesium gearbox & diff casings & lightweight suspension & brakes. Undoubtedly one of the best on offer. **Please enquire.**



**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**



**1959 Jaguar XK150 FHC** finished in Carmen red with contrasting black hide interior. The car was the subject of a full restoration some years ago and remains in superb condition throughout. Fitted with 5 speed Getrag box, chrome wire wheels, Coopercraft brakes and comes with an extensive history file. **£65,000**



**1958 Aston Martin DB MkIII** finished in Silver with Burgundy hide interior and fitted with the essential overdrive. This is a fine example, sold by us to the last owner. It is in excellent order both bodily and mechanically and comes with a huge history file that includes "Four Ashes" maintenance records and HTP papers. **Please enquire.**



**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**



**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**

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1963 ALFA ROMEO  
GIULIA 1.6 S. S. - A.S.I.



1961 ALFA ROMEO  
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1929 ALFA ROMEO  
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1966 AUSTIN HEALEY  
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1956 AUSTIN HEALEY  
100/4M Bn2 - CSAI



1977 AUTOBIANCHI  
A 112 ABARTH SERIE 3



1961 CHEVROLET  
C 1 SERIE II - A.S.I.



1972 LANCIA  
FULVIA SZ 1300



1982 FERRARI  
308 GTSI - ASI



1988 FERRARI  
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1985 FERRARI  
MONDIAL 3.0 4V CABRIOLET



1965 FORD MUSTANG  
289 CABRIOLET



1974 FIAT  
124 SPORT SERIE 1



1955 JAGUAR  
XK 140 FHC SE - A.S.I.



1957 JAGUAR  
XK 150 DHC



1964 JAGUAR 3.8  
Mk2 OVERDRIVE (manual)



1962 JAGUAR MK II  
3.8 OVERDRIVE - A.S.I.



1959 LANCIA  
APPIA ZAGATO GTE



1973 LANCIA  
FULVIA ZAGATO 1300 S



1942 LANCIA  
ARDEA SERIE I - RHD



1973 LOTUS EUROPA  
TWIN CAM SPECIAL



1955 MERCEDES  
190 SL SERIE 1



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



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356 B6 S COUPE 75CV



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**1986 MERCEDES 280SL SPORTS.** (Rare alloy engine). Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 60100 miles with full service history. In original, concours winning condition, we have not seen a better example ever. Truly stunning .....**£18,950**



**1958 BENTLEY SI.** Oxford Blue with Original red Leather trim. RHD matching numbers car, last owner many years, 70000 miles only, maintained to the highest of standards all of its life. One of the finest and most original examples in the UK .....**£45,000**



**1948 FORD F1 PICKUP.** 6 cylinder flat head petrol. Spent most of its life on a farm in Ohio. Ground up restoration to a very high standard, so good in fact that it was on display for some time at the Henry Ford Museum. ....**£29,950**



**1997 FERRARI 355 GTB. LHD.** Rosso Corsa with Tan leather. Sports Exhaust and rear challenge grill. 27000 Miles from new with full main agent Service history, EX Rene Arnoux signed collection and concours .....**£89,950**



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**1990 MERCEDES 500SL W129 SPORTS CONVERTIBLE.** Silver with Blue Leather, Blue Power Hood, and Silver Hard Top. Flat Face Alloys, Aircond, Cruise, ASR, ABS, Sports Box, etc. FMBSH, 2 previous owners, in our Chairmans collection for the last 7 years, Concours winning Example, and the best we have ever seen .....**£14,950**



**1939 BSA SCOUT, SPORTS TOURER** Goodwood Green, Black Trim. Concours restoration by last owner, of many years, a Very Rare car, Total perfection .....**£24,950**



**1988 PORSCHE 911 (930 TURBO RUF SPORT) CABRIOLET.** 500 BHP. GP white with Marine blue leather. Trim and blue Mohair Hood. Fuchs alloys, aircond, power hood, Sports seats, 30500 miles only with full documented history. Stored in a private collection for many years, was recently re-commissioned by a leading, Porsche specialist at a cost of over £26000. A stunning and unmarked mint example .....**£79,950**



**1989 JAGUAR 2.9 XJ SOVEREIGN SPEC. AUTO.** One Famous DR owner. 49000 miles only with Full Documented History. All Tools, Books, etc. Concours Example .....**£9,950**



**2000 PORSCHE 3.2 BOXSTER S.** Midnight blue with Tan leather Alloys, full electric pack. 52000 miles only with FPSH. In virtual Concours Condition. Best we have seen ever! .....**£POA**



**1994 FERRARI 348 SPIDER RHD** (one of only 75 cars built). Rosso Corsa with Nero leather, and Nero mohair hood. Alloys, Aircond, Two owners, 19000 Miles only with Fully documented service history. All Books, Tools, and total documentation. AS NEW !! .....**£89,950**



**1959 AUSTIN HEALEY 100/6 BN6. LHD.** Last known chassis number to exist. Rare 2 Seat BN6 ( less than 470 built). Chrome wire wheels, overdrive, stainless exhaust, full weather equipment. Subject of a 100 point concours restoration. The finest we have ever seen!! .....**£POA**



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**1989 MDL MERCEDES 300SL SPORTS.** Classic Alpine white with Black/Grey trim. Hard and unused soft top alloys/big spec, two owners, 60,000 Miles with FMBSH. In concours show winning condition. You will not find better .....**£29,950**



**1967 LOTUS ELAN S3. DHC.** Tartan red with black trim. 2 owners, restored to concours. Several years ago, then stored. Has just had a full Engine Rebuild, and total re-commission. One of the finest examples there is ..**£38,950**



**1957 ROLLS ROYCE SILVER CLOUD I.** Two tone sage green with beige leather, PAS, original RHD example, with all books, tools etc. Known by us for many years, and sold by us to its last collector owner. 72000 Miles only, original build sheets in history file, lovely Original. Stunning, example .....**£49,950**



**1983 JAGUAR XJ6 4.2.** Masons Black with light tan leather. One Family Owner from new, and 24000 Genuine miles from new (repeat 24000 miles only), 2012 Norwich Union "champion of Champions", described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only .....**£24,950**



**1979 MERCEDES 450 SL SPORTS.** Alpine white with Original Blue Leather, 80000 Miles Full Service History, Hard & Soft tops and Stunning Original example, sold by us twice in 25 years .....**£18,950**



**1987 PORSCHE 944 TURBO.** GP white with Bordeaux leather and pinstripe trim, cup alloys, sports exhaust, Electric sunroof, windows and mirrors. Superb and original example with sensible Mileage and FSH **£16,950**



**2009 COBRA 427 by Magnum Engineering** Factory built with no expense spared, this Kevlar and aluminium bodied road going race car has a bullet proof 7.1Ltr Chevy engine developing 571bhp. Engine built by Rick Wood including being run in on the Dinocato cost of over £7,000. The lightweight carbon/Kevlar and aluminium body was built by the famous Aston and Ferrari body maker/restorer Bodylines of Olney. Original Magnum, computer designed, round tube, fully adjustable rose jointed space frame chassis, Tremec 5 speed gearbox, Jaguar Powerlock diff, rare American racing wheels, twin aluminium fuel tanks, black classic look leather interior, full weather equipment and painted to the highest standards in Jaguar turquoise. Over £70,000 was spent on this magnificent Cobra. For full spec sheet please contact us .....**£49,950**



**1953 BENTLEY R Type (Big Boat)** Chassis number B27SP. Burgundy over cornish grey with grey leather piped St James. Last owner over 12 years and restored to concours standards several years ago. All books, Tools and vast history. A Stunning and correct, matching numbers example ..... **£54,950**



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**1955 Triumph TR2.** BRG with Beige upholstery, full weather gear and body coloured wires. 300 miles since nut and bolt rebuild, lots of mechanical upgrades and perfect for long distance touring. UK car and Fantastic to drive..... **£34,995**



**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 BMW 1602.** A true show piece that has had a full nut and bolt rebuild with photo record. Very unique, needs to be seen to be appreciated, quite simply outstanding in every respect. Very retro..... **£16,995**



**1996 AC Cobra by AK Sportscars.** Unbelievable machine and probably the very best Cobra replica we have had. 6.7 Chevrolet V8, 5 speed gearbox, full weather gear and beautifully presented. 20k miles..... **£37,995**



**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 Gray leather trim, Dark Blue hood and CWV. 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**



**1960 MGA 1600 Roadster.** Subject of complete nut and bolt restoration by our sister Company Malton Coachworks in 2013. Beautifully finished in Iris Blue and only 500 miles since completion..... **£36,995**



**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**



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1933



Desoto Tuscher S5  
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Ferrari 308 GTB  
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Talbot Suresnes  
T120 1936



Ford Super Deluxe  
Burgundy 1946



Porsche 911  
2.4T Targa 1972



Ferrari 512 TR  
1992



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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**



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**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**



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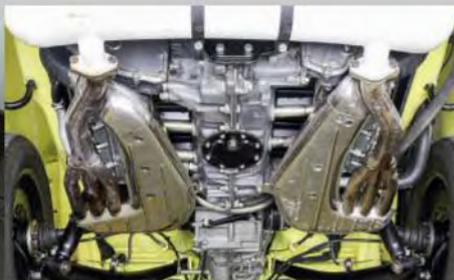


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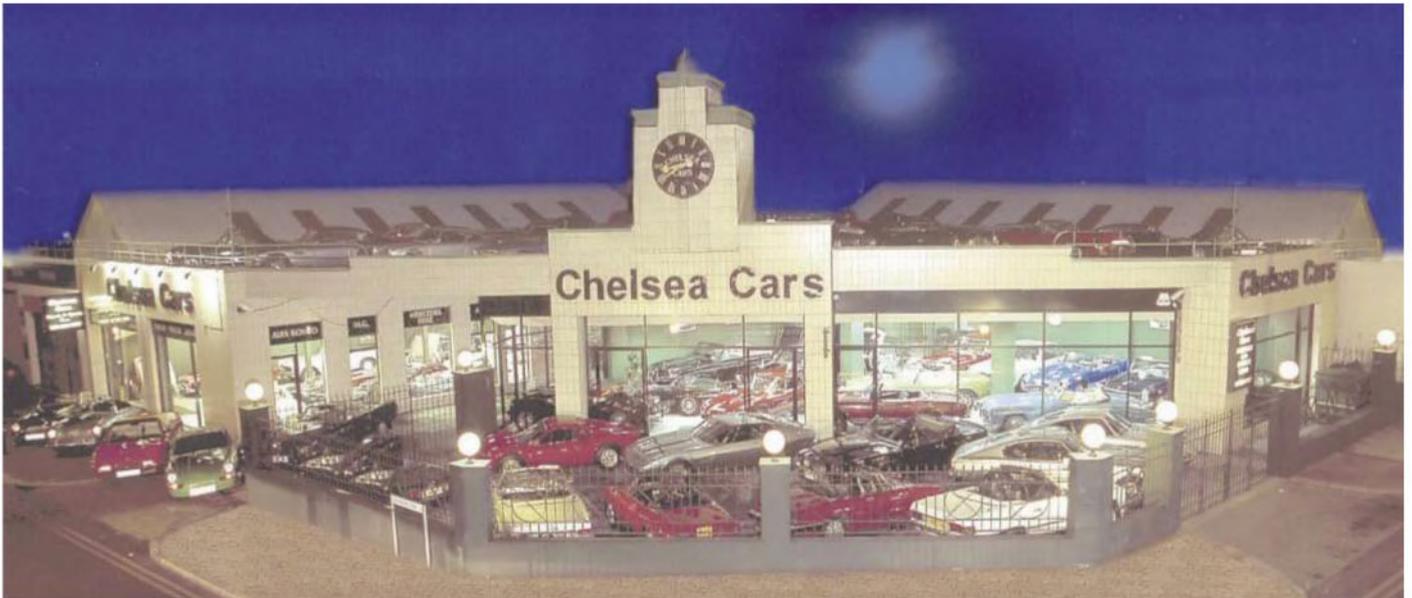
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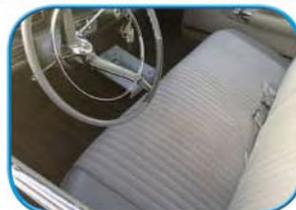


### 1974 CITROEN MASERATI SM 2.7 V6 ON CARBURETTORS. £39,950

5 speed gearbox, cream coachwork almost unmarked with unmarked tan leather trim, never been conolised, oatmeal carpets, stainless steel exhaust, electric windows, PAS, original rear spats and suspension works perfectly, UK market car with 64,000 miles. 5 previous owners, owned by the late David Chaulkin, the SM aficionado. The car has just had a reground crank shaft, mains and big end bearings. When new, this car was the fastest front wheel drive production car with a top speed of 140mph. Left hand drive. These cars are really increasing in value. One fetched last month £68,000 - just check the auction prices. You will not be disappointed.

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According to Tom Lush in his definitive book on Allard, the company built only ten P2 Safari station wagons. One of only four remaining and one of the best. The car has been well maintained and used over the last 20-or-so years and is in almost original condition except for the colour scheme, white being preferred to the original metallic bronze. (This was done deliberately because it was the same colour as the only other P2 Safari in the UK). The upholstery is brown Connolly hide, which has been restored and is in lovely condition with, while the high quality carpeting has been partially renewed of late. Other recent refurbishment has included over £2,000 of work on the body, removing and replacing defective woodwork. Five new radial tyres were fitted three years ago and new rear shock absorbers last year, both contributing to an immensely improved ride. 21,000 miles have been covered since the restoration's completion in 1992 and the accompanying extensive file of history testifies to the fact that this is a much-loved vehicle. '4009' has been a concours winner in the past and needs only a little more love and attention to return her to that status. A truly lovely example of a very special car. Would make a great touring car for Goodwood.



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Black unmarked coachwork, grey leather and fabric interior, auto, PAS, electric windows and seats, tinted glass, correct wheels, self-closing boot, original radio. The '59 with the icon of the Cadillac range and with the rear lights horizontal in the fins, this car is possibly the best available in Europe having covered only 26,000 miles from new. It cannot be over described, chrome is immaculate and drives as smooth as when it was first delivered. This is definitely a blue chip investment. Very interesting history.



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**Mercedes E220 Cabriolet Sportline**, 1996P, 4-speed auto, 34,000 miles, fmbsh & just serviced, azurite blue metallic, mushroom leather, electric navy soft top, aircon, electric heated seats with driver's memory, wood/leather steering wheel, otg, sports chassis. Rare late model. **£19,950**



**Mercedes E320 Sportline Coupe**, 1996N, 4-speed auto, 63,000 miles, fmbsh, green/black metallic, mushroom leather, aircon, cruise, electric sunroof, sports chassis, heated seats, otg, headlamp wash/wipe etc. Gorgous example and the best in UK. **£12,950**



**SL 600**, 1997P, 5-speed auto, 60,000 miles, fmbsh, brilliant silver, grey leather, electric black soft top, hard top, climate, cruise, electric steering column, electric heated seats, rear seats etc. Outstanding original car. **£19,950**



**Mercedes SL 60 AMG**, 1998S, 5-speed auto, 3 owners, 60,000 miles, fmbsh & just serviced, brilliant silver, black leather, electric black soft top, hard top, climate, cruise, electric steering column, electric memory seats, and-dazzle rear view mirror, rear seats, ASB etc. Very rare 129-series car 1 of just 50 in RHD. Exceptional example. **£34,950**



**300 SL**, 1986D, 3 owners, 59,000 miles, fmbsh & just serviced, champagne metallic, mushroom MB-Tox, original dark brown soft top, factory fitted hard top, Gorgous original unmarked example. **£25,950**



**190E 2-litre**, 1990G, 4-speed auto, 59,000 miles, fmbsh & recently serviced, pearl blue metallic, grey check cloth, air conditioning, electric sunroof, rear headrests, front & rear electric windows, leather steering wheel & gear knob etc. Magnificent example. **£5,950**



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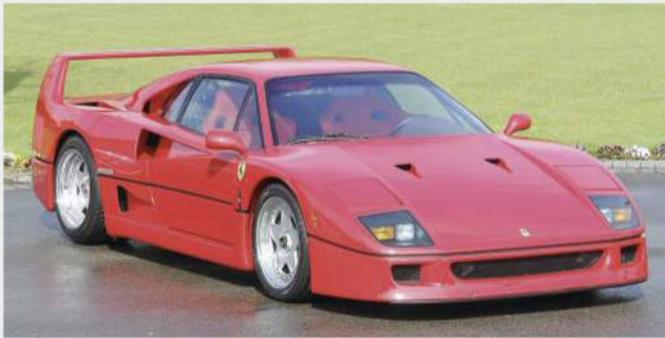
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**AUSTIN HEALEY 3000** 1962, 75,080 miles. OEW/red interior with matching numbers. Photographic body off restoration, manual/overdrive, soft top, tonneau & original rare factory h/top. £48,500 TEL: 01395 224898 DEVON



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**BENTLEY 3 LITRE 1925**, Gurney Nutting Tourer, matching numbers, nicely patinated condition. [www.realcar.co.uk](http://www.realcar.co.uk). £235,000 TEL: 01248 602649 N. WALES (T)



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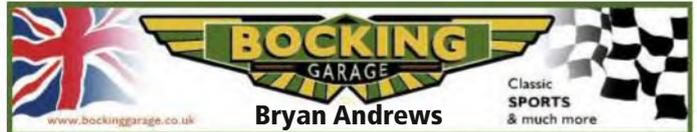
**FORD GALAXIE** 1962, 73,694 miles. 500 Sunliner convertible, owned since 1972. MoT's from 1982, original car price £15,000. Evening contact number: 01443 479595. £POA TEL: 01443 475757 UK



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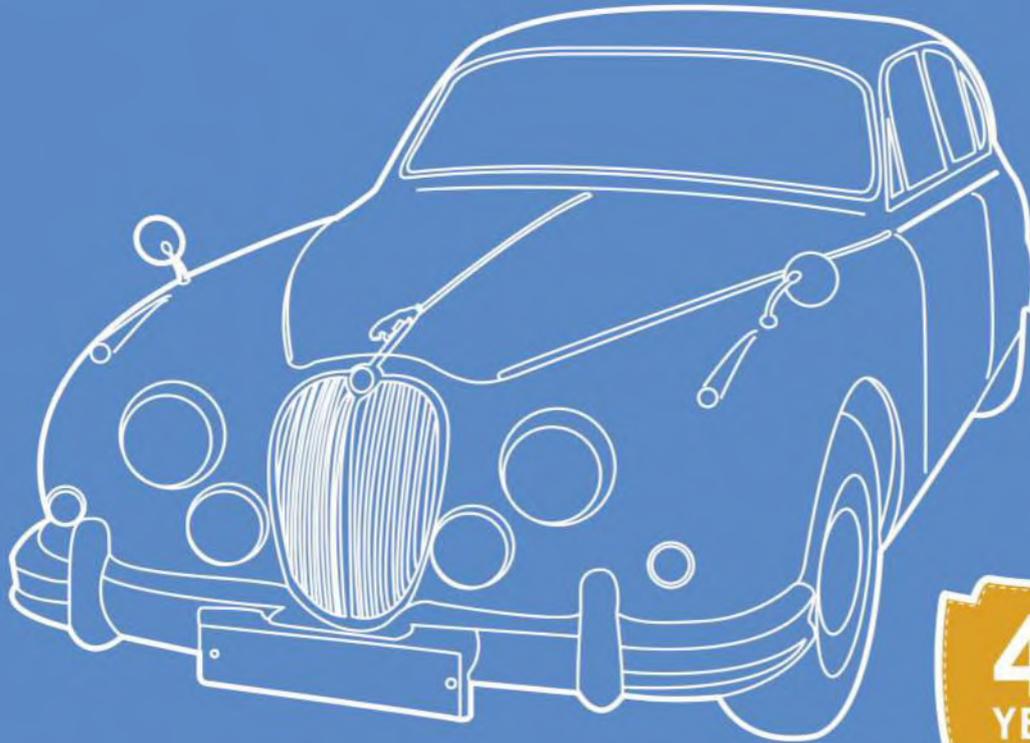
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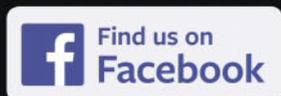
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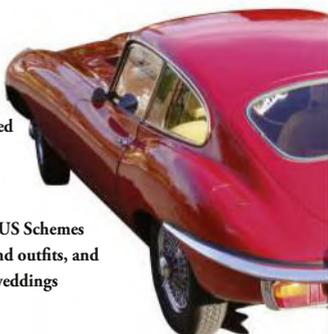


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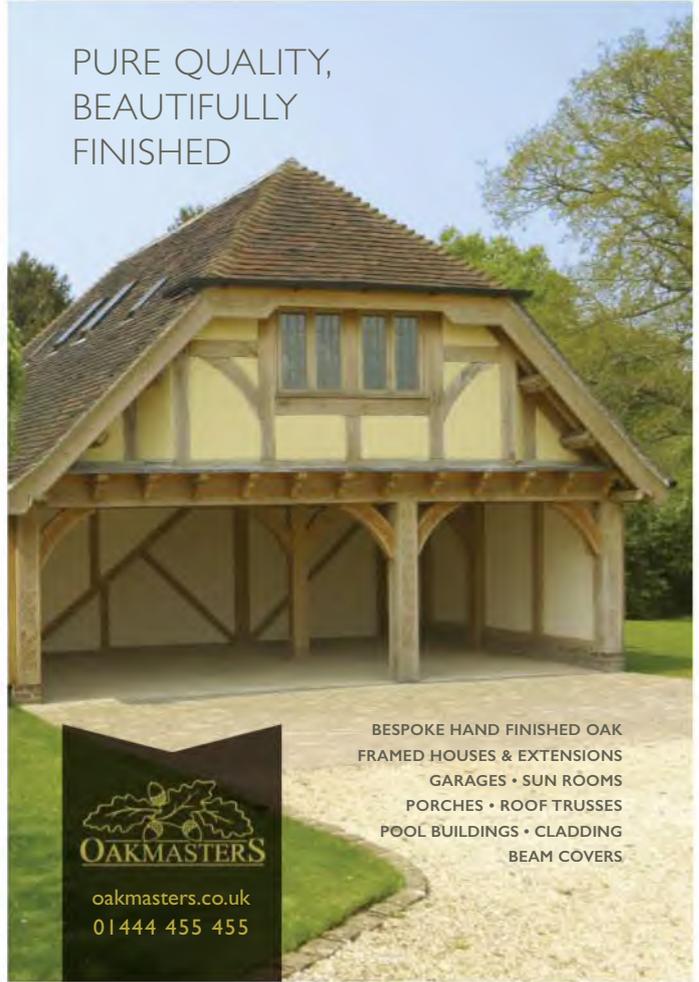


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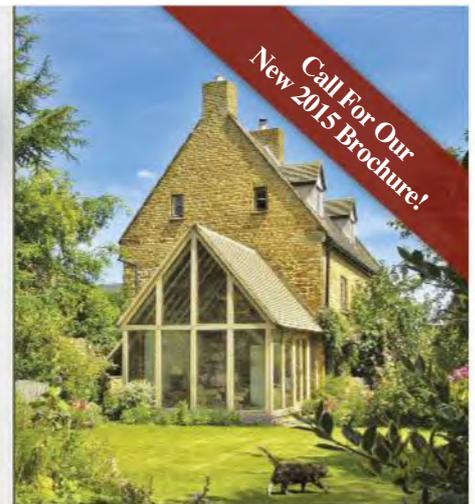


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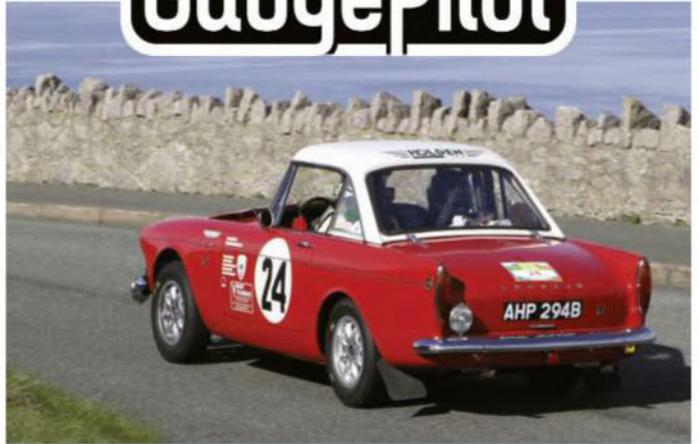
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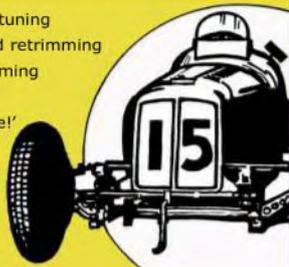
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# → CLASSIC PUNTS

Your tales of classic cars bought and sold on a whim



Guy Rolfe bought his Bentley and Range Rover dream cars – now he's after a Jaguar too

## Three times a winner?



I've drooled over cars since I was a lad (I'm now 38). On top of my wishlist was a Range Rover Vogue SE – I love the sound of the V8 and the distinctive styling. In 2006 I decided to take a punt and buy one. I wanted a late model with the soft dash and found a 1994 model on eBay that looked good, so I began bidding. I knew nothing about them but I thought, 'What the hell, it's only a couple of thousand, what could possibly go wrong?'

I lost the auction by just a couple of hundred pounds, but I asked the seller to let me know me if the sale fell through. It did – and we agreed a price that matched my highest bid before I lost the auction. It was dark and wet when I went to see the Range Rover, so I had no idea what condition it was in – but I bought it anyway.

It turned out it used to be owned by John Craddock, a well-known Land Rover spares and accessories dealer – and a serial Green Oval enthusiast. The car turned out to be in very sound condition. Other than an LPG kit, it was totally original, had no towbar and didn't seem to have been off-roaded. I had no idea what I was buying, but nearly nine years later I know now that it's the best car I've ever owned. Even though I could make a massive profit, I will never sell it.

A few months ago I decided it was time to buy the next car from my boyhood wishlist – a Bentley Turbo R. In my opinion these

were the last of the proper British hand-built Bentleys. After a little research I decided to get a Turbo RT – the last, most powerful and expensive of the SZ models. Bentley only made a couple of hundred and apparently only about 50 were right-hand drive, so I never thought I'd find a good one I could afford. To my surprise I found a low-mileage example on eBay and won it with a fantastically low bid of £14k. Driving it home to Warwick, I couldn't believe I was driving my own Bentley.

I had no idea what work might need doing, but I knew it would be expensive. I booked the car in with my local Bentley specialist, which produced a full report of faults ranging from a squeaking leather door card to needing a hydraulic overhaul. I was right to be nervous about the cost – after three months in the workshop the bill was £10k.

It sounds a lot to spend on remedial work but I now have a Bentley Turbo RT in top condition, and all in it hasn't cost me any more than other RTs I've seen without knowing how much they might need spending on them. Only time will tell whether the RT will appreciate in the same way as the Range Rover, but I really don't care – every time I get into the car I sport a massive grin.

I'm now looking for my third childhood classic and won't hesitate to take another punt on eBay. It's a late Jaguar XJS 6.0 V12 convertible, but at the moment it seems like I'm looking for a needle in a haystack. This could take a while.

Guy Rolfe

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# NEXT AUCTION

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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 GTs, history and provenance are as crucial as condition, so our price spread reflects that.

## USING THE GUIDE

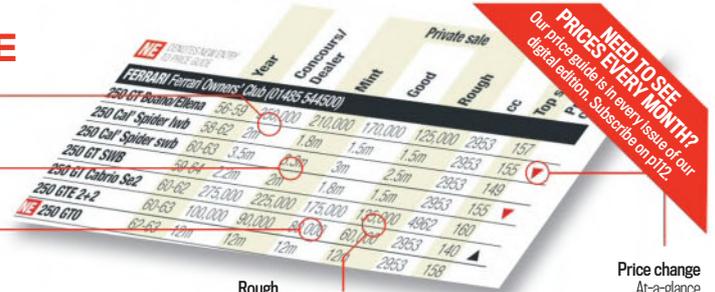
**Concours/Dealer**  
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

**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



Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ABARTH</b> 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

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>AC</b> AC Owners' Club (01904 793663)							
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
Acoca-AC	54-63	90,000	70,000	47,500	35,000	1991	104
Acoca-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

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ALFA ROMEO</b> 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

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ALLARD</b> Allard Owners' Club (01438 773428)							
K1K2/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	Mint	Good	Rough	cc	Top speed	Price change
<b>ALPINE-RENAULT</b> Club Alpine-Renault (01902 895690)							
AT10	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

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ALVIS</b> 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

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ARMSTRONG SIDDELEY</b> 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
Whitton coupé	46-50	13,500	10,500	6000	3250	1991	70
Thelyph	50-53	11,500	8500	4250	2500	2309	85
Sapphire 346	53-59	12,500	9500	4750	1750	2309	97
Sapphire 234/236	56-58	11,500	8500	4000	1600	2309	100
Star Sapphire	58-60	14,000	11,000	5500	2500	3990	104

Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
<b>ASTON MARTIN</b> 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 MkII	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	400,000	320,000	240,000	180,000	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	250,000	200,000	145,000	115,000	3995	140
DB6 Vantage	66-69	320,000	250,000	175,000	140,000	3995	148
DB6 Volante	66-70	600,000	475,000	375,000	300,000	3995	145
DBS 6	67-72	100,000	70,000	45,000	32,000	3995	138
DBS 6 Vantage	67-73	120,000	80,000	52,500	40,000	3995	141
DBS V8	69-73	110,000	75,000	50,000	35,000	5340	162
V8	72-90	80,000	57,500	35,000	24,000	5340	147
V8 Vantage	77-89	150,000	110,000	75,000	40,000	5340	168
V8 Volante	78-90	110,000	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	Mint	Good	Rough	cc	Top speed	Price change
<b>AUDI</b> Audi Owners' Club (07788 588449)							
100S Coupé	69-76	7750	5250	2500	1000	1871	112

Year	Concourse/ Dealer	Private sale			Top speed	Price change
		Mint	Good	Rough		
NE	DENOTES NEW ENTRY TO PRICE GUIDE					
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	7,250	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	8,000	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	8,250	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	8,500	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	6,500	2,500	6750 120
T2 saloon	77-80	15,000	12,000	6,000	2,250	6750 120
MPW/Corniche coupé	66-80	45,000	35,000	22,500	10,000	6750 120
MPW/Corniche conv	67-85	55,000	45,000	30,000	16,000	6750 118
Mulsanne/Eight	80-92	12,500	10,000	6,000	2,000	6750 119
Mulsanne Turbo	82-86	15,000	12,000	6,500	2,400	6750 135
Turbo R/L	85-97	22,500	16,000	7,000	2,500	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	7,000	6750 140
<b>BERKELEY</b> Berkeley Enthusiasts' Club (01483 473330)						
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
<b>BIZZARRINI</b> (isobizclub.com)						
5300 GT Strada	65-69	475,000	400,000	325,000	250,000	5354 165
<b>BMW</b> BMW Car Club (01225 703009)						
328	36-39	640,000	525,000	400,000	300,000	1971 100
501 V8/502/6.3/6.3	55-63	45,000	32,000	15,000	8,000	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
Isotta 250/300	55-65	26,500	20,000	14,000	8,000	298 60
600	58-59	30,000	24,000	16,000	9,500	585 65
1600/1800	62-72	6,000	4,500	2,000	1,100	1766 100
2000/i lux/ti	66-72	8,500	6,000	3,000	1,400	1990 105
1600/1602/1502	66-77	5,000	3,500	1,650	650	1573 100
2002 touring	68-75	10,000	7,000	3,500	1,600	1990 112
2002 cabrio/targa	71-74	13,500	10,000	5,250	2,400	1990 110
2002ti	71-75	13,000	9,500	5,000	2,500	1990 120
2002 turbo	73-74	50,000	40,000	27,500	18,500	1990 130
2800CS/CSA	69-71	16,500	12,000	6,500	3,500	2788 120
2500/2800/3.0/3.3	69-77	7,500	5,250	2,500	1,400	2494 110
3.0CS/CSI	71-75	20,000	15,000	8,500	5,000	2985 130
3.0CSL	72-75	65,000	50,000	30,000	20,000	3003 134
3.0CSL 'Batmobile'	72-75	125,000	110,000	90,000	65,000	3153 138
633/628 CSI	76-87	8,500	6,000	2,750	1,200	3210 132
635 CSI	78-89	11,000	8,000	4,000	1,850	3453 140
M635 CSI	85-89	20,000	16,000	10,000	5,000	3453 158
M1	79-80	195,000	160,000	105,000	80,000	3453 162
323i (E21)	77-82	6,500	5,000	2,500	1,300	2315 126
320i/325i Baur cabrio	81-85	6,250	4,250	2,000	650	2495 135
M535i	80-87	5,500	3,500	1,600	600	3453 136
M5 (E28)	85-88	22,000	16,500	8,250	4,500	3420 152
M5 (E34)	88-95	15,000	11,000	5,500	3,000	3535 155
M3 (E30)	86-90	37,500	29,000	20,000	12,500	3202 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	8,500	2494 140
840/850 coupé	90-99	12,000	9,000	4,500	2,200	4941 155
Z3M Coupé	98-02	26,500	20,000	12,500	8,250	3201 159
Z8	00-03	120,000	100,000	80,000	60,000	4941 155
<b>BOND</b> Bond Owners' Club (0121 784 4626)						
Minicar MkA-G	48-65	5,000	3,600	1,750	750	250 55
GT2-2/GT4S	63-70	4,250	2,850	1,500	600	1296 90
Equipe GT	67-70	4,750	3,000	1,500	600	1998 100
Bug	70-74	7,950	5,250	2,500	1,500	701 75
<b>BORGWARD</b> Borgward Drivers' Club (01536 510771)						
Isabella TS	54-61	8,500	6,500	3,000	1,400	1493 93
Isabella coupé	56-61	24,000	16,500	9,000	4,000	1493 98

Year	Concourse/ Dealer	Private sale			Top speed	Price change
		Mint	Good	Rough		
NE	DENOTES NEW ENTRY TO PRICE GUIDE					
<b>BRISTOL</b> 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
Arnold-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	9,000	1971 94
405 con	55	100,000	80,000	45,000	30,000	1971 100
406	58-61	35,000	25,000	13,500	8,000	2216 104
407, 408, 409	62-69	32,500	22,500	12,500	7,000	5130 122
410, 411	69-76	37,500	27,500	14,000	8,000	5900 140
412, Beaufighter	76-93	35,000	20,000	12,000	6,500	5900 150
603, Britannia, Brigand	76-94	32,000	22,000	12,000	7,500	5900 150
<b>BUGATTI</b> 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 Stalvio 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
36-38	5.5m	4.75m	4m	3.2m	3.257 115	
EB10	92-95	285,000	240,000	180,000	130,000	3499 209
<b>CATERHAM</b> Lotus Seven Club (01483 277171)						
Seven (solid axle)	73-89	15,000	10,500	7,000	4,500	1599 108
Seven (de Dion)	87-91	16,000	11,500	7,750	5,250	1715 112
<b>CHEVROLET</b> 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	60,000	45,000	22,500	15,000	5359 142
Camaro	67-69	22,000	17,500	9,500	5,000	5735 130
Camaro conv.	67-69	25,000	20,000	14,000	8,000	5735 130
Corvette Stingray	68-72	25,000	21,000	14,000	5,500	6997 151
Corvette Stingray	73-77	21,000	15,000	10,000	5,000	5737 125
Corvette	77-82	15,000	11,000	6,500	3,500	5733 125
Corvette C4	84-96	11,000	9,000	4,500	2,000	5733 145
Corvette ZR1	90-95	17,500	14,500	11,000	7,500	5727 180
<b>CISITALIA</b> (cisitalia.net)						
202 coupé	47-54	260,000	210,000	160,000	125,000	1089 105
<b>CITROËN</b> Citroën Car Club (07 000 246258)						
Light 15/Big 15	35-55	20,000	14,000	7,250	4,000	1911 72
2CV	48-60	7,500	5,000	2,400	1,200	425 49
2CV	60-90	5,850	4,250	1,650	500	602 71
DS19/ID19	56-68	16,000	12,000	5,000	2,000	1911 88
Safari estate	59-75	17,500	13,000	6,000	2,500	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	8,000	3,500	2347 120
SM V6	70-75	60,000	37,500	22,000	10,000	2670 135
GS/GSA	70-85	3,750	2,500	1,000	450	1220 100
CX GTI/GTI turbo	77-89	6,000	4,500	2,000	900	2347 137
<b>CLAN</b> Clan Owners' Club (01656 744741)						
Crusader coupé	71-74	5,000	3,750	1,650	700	875 102
<b>DAF</b> DAF Owners' Club, 56 Ridgedale Rd, Bilsborrow, Chesterfield, Derbys S44 6TX						
55 Marathon coupé	68-72	3,500	2,200	800	350	1108 83
<b>DAIMLER</b> Daimler & Lankester Owners' Club (01253 352076)						
DB18 Consort	39-53	8,500	6,250	2,750	850	2522 76
DB18 con	39-50	30,000	22,500	12,500	6,500	2522 76
DB18 Sports Special	49-53	32,000	24,000	14,000	8,000	2522 80
Regency	52-56	9,000	6,000	3,000	1,250	3468 85
Conquest/Century	53-58	8,250	6,000	2,500	1,000	2433 90
Century drophead	54-55	12,500	9,000	6,000	2,500	2433 90
Conquest Rdster/DHC	54-57	29,000				

# PRICE GUIDE

Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	cc			
NE DENOTES NEW ENTRY TO PRICE GUIDE								
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)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
500 Topolino	48-55	12,000	8,000	4,000	2,000	569	60
600/600D	55-70	9,500	7,000	3,000	1,250	633	66
600 Multipla (MPV)	55-60	22,500	17,000	9,000	5,000	767	59
500D/F/L/R	57-75	11,000	7,500	3,500	1,650	499	61
1600S/1600S Osca sp	59-66	37,500	30,000	16,000	9,000	1568	105
2300S	61-68	26,500	18,500	12,500	7,500	2280	120
850 Coupé	65-73	6,500	5,000	2,400	850	903	96
850 Spider	65-73	12,000	9,000	4,250	2,000	903	96
124 Special 1.2/1.4	66-73	2,500	1,600	750	300	1438	100
124 Coupé	66-75	6,750	4,750	2,000	800	1756	115
124 Spider 1.4/1.6	66-72	14,000	10,000	4,500	2,000	1608	112
124 Spider 1.7/2.0	72-81	10,000	7,000	3,000	1,500	1756	108
124 Spider Abarth	72-75	25,000	18,500	12,000	6,500	1756	118
Pinarifina Spider	82-85	12,000	8,000	3,750	1,650	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	5,500	3,750	2,000	750	3235	112
130 Coupé	72-76	16,000	12,000	6,500	3,250	3235	114
127 1300 Sport	81-83	3,250	2,400	1,000	450	1301	102
128 3P coupé	75-78	6,000	4,500	2,000	1,000	1301	102
X19	77-89	4,000	3,000	1,400	650	1290	100
Barchetta	95-02	5,000	3,750	2,250	1,000	1747	118

FORD							
AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sporting Escort OC (01359 231384); Mustang CC (moogb.net)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Prefect	40-53	5,000	3,850	1,750	950	1172	88
Pilot V8	47-51	12,000	9,500	6,000	3,000	3622	82 ▲
Anglia/Popular 103E	46-59	6,000	4,250	2,000	1,100	1172	61
Anglia 100E/Popular	53-62	4,500	3,000	1,250	625	1172	71
Prefect 107E	59-61	5,000	3,500	1,600	700	997	73
Anglia 105E	59-68	5,000	4,000	1,750	750	997	74
Anglia 123E	62-68	5,500	4,250	2,000	950	1197	82
Consul Mk1	50-56	6,750	5,000	2,500	1,250	1508	73 ▲
Zephyr Six Mk1	50-56	10,000	7,000	3,500	1,750	2262	82 ▲
Zephyr Zodiac	53-56	12,500	9,500	4,750	2,250	2262	84 ▲
Consul Mk1 con	52-56	16,500	12,500	6,750	4,000	1508	73 ▲
Zephyr Mk1 con	52-56	25,000	20,000	12,000	6,500	2262	82 ▲
Consul Mk1	56-62	8,500	5,000	2,500	1,250	1703	79 ▲
Zephyr Mk1	56-62	12,000	8,000	3,500	1,600	2553	88 ▲
Zodiac Mk1	56-62	13,000	9,000	4,000	1,800	2553	88 ▲
Consul Mk1 con	56-62	12,000	8,500	4,750	2,500	1703	78 ▲
Zephyr Mk1 con	56-62	20,000	15,000	9,000	5,500	2553	88 ▲
Zodiac Mk1 con	56-62	22,500	16,500	10,000	6,000	2553	88 ▲
Zephyr Mk1	62-66	6,750	4,850	2,000	750	2553	95 ▲
Zodiac Mk1	62-66	7,500	5,500	2,600	1,250	2553	100 ▲
Zephyr 4/6 MkIV	66-72	4,250	2,850	1,250	625	2994	100 ▲
Zodiac MkIV/Exec	66-72	5,250	3,850	1,500	750	2994	100 ▲
Consul Classic	61-63	5,600	4,000	1,750	800	1498	79
Consul Capri/GT	61-64	8,500	6,000	3,000	1,200	1340	80
Corsair/V4	64-70	4,750	3,250	1,500	700	1663	90
Corsair GT	64-67	5,250	3,500	1,750	800	1996	100
Corsair 2000E V4	67-70	6,500	4,500	2,000	1,000	1996	100
GT40	64-68	2.5m	1.9m	1.5m	1.25m	4736	198
Mustang coupé	64-68	20,000	15,000	9,000	5,000	4727	120
Mustang fastback	65-68	30,000	22,500	14,000	7,000	4727	120
Mustang con	64-68	27,500	21,000	14,000	7,250	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 Mk1	62-66	6,000	4,250	1,900	850	1498	82
Cortina Mk1 GT	63-66	14,000	9,500	5,000	2,650	1498	91
Cortina Mk1	66-70	5,000	3,500	1,750	800	1599	87
Cortina Mk1 GT	66-70	8,500	6,000	2,650	1,300	1599	98
Cortina 1600E	67-70	10,000	7,000	3,250	1,500	1599	98
Cortina Mk1	70-76	4,500	3,200	1,500	700	1993	104
Cortina 2000E	73-76	6,500	4,500	2,200	1,050	1993	105
Cortina 2.3 Ghia	76-79	3,250	2,200	875	425	2293	110
Escort Mk1 1.1/1.3	68-75	5,000	3,250	1,600	800	1298	83
Escort Twin Cam	68-71	39,500	32,500	24,000	17,500	1558	113
Escort GT Sport	68-73	8,000	5,750	3,000	1,500	1298	96
Escort 1300E	73-75	7,500	5,500	2,750	1,400	1298	94
Escort Mexico	70-75	20,000	14,000	7,500	4,000	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	8,000	1993	108
Escort Mk1 Ghia	75-80	4,500	3,250	1,500	650	1599	97
Escort Mk1 Sport	75-80	8,000	6,500	3,500	1,500	1599	101
Escort Mk1 Mexico	76-78	14,000	11,000	6,000	3,500	1593	105

Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	cc			
NE DENOTES NEW ENTRY TO PRICE GUIDE								
Escort Mk1 RS1800	75-77	35,000	30,000	22,500	15,000	1835	112	
Mk1 RS2000	75-80	14,000	11,000	6,000	3,500	1993	109	
Escort XR3i/XR3i	81-86	4,500	3,000	1,500	400	1597	116	
Escort RS1600i	83-84	6,000	4,000	2,000	1,100	1597	117	
Escort XR3i cabrio	84-90	2,750	1,950	950	400	1597	107	
Escort RS Turbo	84-90	8,000	6,000	3,000	1,250	1597	122	
Capri Mk1 1.3/1.6	69-74	7,500	5,250	2,500	1,300	1599	95	
Capri GT 1.6/2.0	69-74	9,000	6,500	3,250	1,750	1996	107	
Capri 3000GT	70-74	12,500	9,250	4,500	2,500	2994	113	
Capri 3000E/GXL	70-74	13,500	10,000	5,000	2,750	2994	113	
Capri RS3100	73-74	26,500	21,000	12,500	7,500	3091	125	
Capri III 1.6/2.0	74-82	6,000	4,250	1,950	1,000	1993	110	
Capri III 3.0	74-82	12,000	8,500	4,000	1,750	2994	116	
Capri III 2.8i	81-87	11,000	7,500	3,500	1,400	2792	129	
Capri 280 Brooklands	87-88	12,500	9,000	4,500	3,000	2792	129	
Consul Granada 3.0	72-77	6,750	5,000	2,250	1,000	2994	113	
Granada 3.0 Coupé	74-77	11,000	7,500	3,250	1,500	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	7,000	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	7,250	1993	144	

FRAZER NASH							
VSCC Frazer Nash section (01285 720483)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Le Mans Replica	48-52	650,000	500,000	275,000	220,000	1971	115

GILBERT							
Gilbert Owners' Club (01926 512136)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
GT Mk1 950-1800	59-67	12,500	9,000	5,000	3,000	1588	111
Genie	66-70	9,500	6,750	3,500	1,600	2994	120
Invader I/II/III	71-74	11,000	8,500	4,000	1,750	2994	120

GINETTA							
Ginetta Owners' Club (01724 352801, email: membership@ginetta.org)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
G4 1.0/1.5	61-68	20,000	16,750	12,000	8,000	1498	115
G15 875/998	68-74	8,500	6,750	3,500	1,500	998	108
G21 1800/1800S	71-78	9,000	6,500	3,250	1,500	1725	120
G33	91-93	12,000	9,000	6,500	4,750	3946	137

GORDON-KEEBLE							
Gordon-Keeble Owners' Club (01280 701009)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
GK/VIT	64-67	75,000	60,000	40,000	25,000	5395	135

HEALEY							
Association of Healey Owners (0							

Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
		Mint	Good	Rough	cc			
<b>LAMBORGHINI</b> Lamorghini Owners' Club UK (lamborghiniclubuk.com)								
350 GT/400 GT Inter	64-67	450,000	365,000	275,000	200,000	3497	147	
400 GT	67-68	425,000	350,000	265,000	190,000	3929	150	
Miura P400	66-69	550,000	450,000	350,000	250,000	3929	170	
Miura 400S	69-71	750,000	650,000	525,000	400,000	3929	172	
Miura SV	71-75	1.2m	1.1m	900,000	700,000	3929	175	
Islero	68-70	175,000	140,000	90,000	60,000	3929	160	
Jarama	70-78	75,000	56,000	35,000	20,000	3929	162	
Espada V/III	68-78	80,000	55,000	35,000	20,000	3929	154	
P250 Urraco	73-74	29,000	22,500	14,000	9,000	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 Periscopio	74-76	85,000	70,000	50,000	30,000	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	

<b>LANCHESTER</b> Daimler & Lanchester Owners' Club (07000 856285)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69
Fourteen	51-54	6500	4750	3000	1750	1968	75

<b>LANCIA</b> Lancia Motor Club (lanciamotorclub.co.uk)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Aprilia	37-49	30,000	22,000	12,000	6500	1486	80
Appia saloon	53-63	10,000	7,000	4,000	2,000	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	825,000	675,000	550,000	425,000	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 S/III	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	5200	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 O37 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 B.32	88-90	10,000	7500	3500	2000	2927	140

<b>LAND ROVER</b> Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Series I	48-53	30,000	20,000	7500	4000	1595	60
Series II	53-58	15,000	10,000	5000	2250	1997	60
Series IIIA 2.2/2.6	58-71	12,500	8000	4000	1750	2625	70
Series IIIB 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

<b>LEA-FRANCS</b> Lea-Franco Owners' Club (01866 407515)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
14hp/14/70 saloon	46-54	10,000	7750	4000	2750	1767	75
14hp/2 1/2-litre Sports	50-53	35,000	27,500	16,000	9000	2496	100

<b>LOTUS</b> Club Lotus (01362 694459); Historic Lotus Register (01293 87154); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
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 MkI	63-64	48,000	37,500	25,000	16,500	1558	103
Lotus Cortina MkII	64-66	42,000	32,500	22,500	14,000	1558	103
Cortina II Lotus	67-70	21,000	16,000	10,500	6500	1558	102
Elan S1 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

<b>NE</b> (NOTES NEW ENTRY TO PRICE GUIDE)							
Year	Concours/ Dealer	Mint	Good	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	16,500	12,000	6500	4000	1558	121
Europa S2	67-71	18,000	12,000	6500	3750	1470	110
Europa TC/Special	71-75	22,500	16,000	8500	5000	1558	123
Elita, 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

<b>MARCOS</b> Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
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-Coupe	65-74	8250	6000	3250	1600	1275	100
Mini-Coupe	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

<b>MASERATI</b> Maserati Club (01494 717701)							
Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
A66/2000 Zagato cpé	54-57	1.2m	1.05m	900,000	750,000	1986	131
A66/2000 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
6000 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	50,000	37,500	22,500	16,000	4719	150
Indy	66-74						

# PRICE GUIDE

NE	SENOTES NEW ENTRY TO PRICE GUIDE						
	Year	Concours/Dealer	Minor	Good	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	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)							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
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)							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
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)							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
GT	68-73	12,000	8000	3750	2000	1897	111
Manta A coupé	70-75	5000	4000	1750	850	1897	105
Manta GT/E	75-88	4250	3000	1400	600	1979	122
Ascona/Manta 400	79-83	20,000	15,000	9000	5000	2410	125

PANHARD Panhard et Levassor Club GB (0161 483 8262)							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
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)							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
J2 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)							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
GT	57-62	25,000	18,000	12,000	7000	1991	105

PEUGEOT Club Peugeot UK (020 8888 8772)							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
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 GTi 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							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
GT1/P2.1.6	68-74	30,000	24,000	16,000	10,000	1599	115

PORSCHE Porsche Club GB (01608 652911); Enthusiasts' Club (01246 273353)							
Year	Concours/Dealer	Minor	Good	Rough	cc	Top speed	Price change
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	130,000	105,000	72,000	52,000	1991	131
911 2.0	66-67	72,500	52,500	33,000	26,000	1991	131
911S 2.0	66-69	140,000	110,000	75,000	60,000	1991	140
912	65-69	35,000	27,500	17,000	11,000	1582	112
911L/T	67-73	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	130,000	100,000	70,000	50,000	2195	144

NE	SENOTES NEW ENTRY TO PRICE GUIDE						
	Year	Concours/Dealer	Minor	Good	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	600,000	520,000	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	95,000	75,000	55,000	40,000	2995	156
Carrera 3.0	76-77	45,000	35,000	22,500	15,000	2994	146
924	76-85	3000	2250	1000	400	1984	126
924 Turbo	78-83	5250	4000	1800	850	1984	144
924 Carrera GT	80-81	50,000	36,000	22,000	16,000	1984	150
924S/Le Mans	85-88	5000	3000	1500	500	2479	136
928S/S2	77-87	10,000	7750	4000	1750	4664	155
928 S4	86-95	12,000	9250	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	2999	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	2900	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 CAS/C2S (993)	95-97	42,500	32,500	24,000	15,000	3600	171
911 Carrera RS (993)	94-95						

Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
<b>SUNBEAM</b> <small>NE DENOTES NEW ENTRY TO PRICE GUIDE</small>							
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 Mk's)	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	6250	4500	2250	1000	1725	95
Rapier II-IIIa con	58-63	9250	7000	3500	1750	1592	87
Rapier/Alpine	67-76	5000	3500	1500	700	1725	102
Rapier H120	68-76	6500	4500	2000	1000	1725	106
Imp Sport	66-76	4500	2850	1300	650	875	90
Siletto	67-72	5000	3250	1600	750	875	90

SUZUKI <small>SC100 EC (suzuki-sc100.demon.co.uk); SCORE (suzuki-cappuccino.com)</small>							
SC100	79-82	2850	2000	900	450	970	87
Cappuccino	92-96	3750	2750	1750	750	657	83

SWALLOW <small>TR Register (01235 818866)</small>							
Doratti	54-55	30,000	22,500	16,000	8500	1991	102

TALBOT <small>Sunbeam Lotus Owners' Club (01423 734624)</small>							
Sunbeam-Lotus	79-81	18,500	13,500	7500	4500	2174	120

TOYOTA <small>Toyota Enthusiasts' Club (020 8898 0740)</small>							
2000GT	67-70	750,000	600,000	500,000	400,000	1988	128
Celica GT 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 2.0i	82-85	3650	2800	1400	550	2795	126
MR2	84-90	4250	3000	1250	500	1587	124
Supra Turbo	88-92	3750	2850	1300	550	2954	142

TRIDENT <small>Trident Car Club (020 8644 9029)</small>							
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 <small>Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)</small>							
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
TR6 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 MkI	66-68	5000	3250	1500	750	1998	95
Vitesse MkI conv	66-68	7500	5500	2650	1300	1998	95

Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
<b>VITESSE</b> <small>NE DENOTES NEW ENTRY TO PRICE GUIDE</small>							
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 MkI	66-70	10,500	7500	3250	1100	1998	109
GT6 MkII/III	70-74	11,000	8000	3500	1250	1998	112
2000/2500 MkII	63-77	4500	3000	1250	450	1998	98
2.5P/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 <small>(tuckerclub.org)</small>							
Torpedo	48	1.05m	950,000	850,000	n/a	5474	120

TURNER <small>Turner Register (01895 256799)</small>							
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 III/III	59-66	15,000	12,000	7500	3500	1498	100

TVR <small>TVR Car Club (01952 822126)</small>							
Grantura F-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
V8/350 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 <small>VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA7 5PS</small>							
4-litre Princess	57-68	12,500	9500	4250	2000	3995	89
3-litre III	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 <small>Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)</small>							
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

Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
		Mint	Good	Rough			
<b>VICTOR</b> <small>NE DENOTES NEW ENTRY TO PRICE GUIDE</small>							
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
Ventura 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		

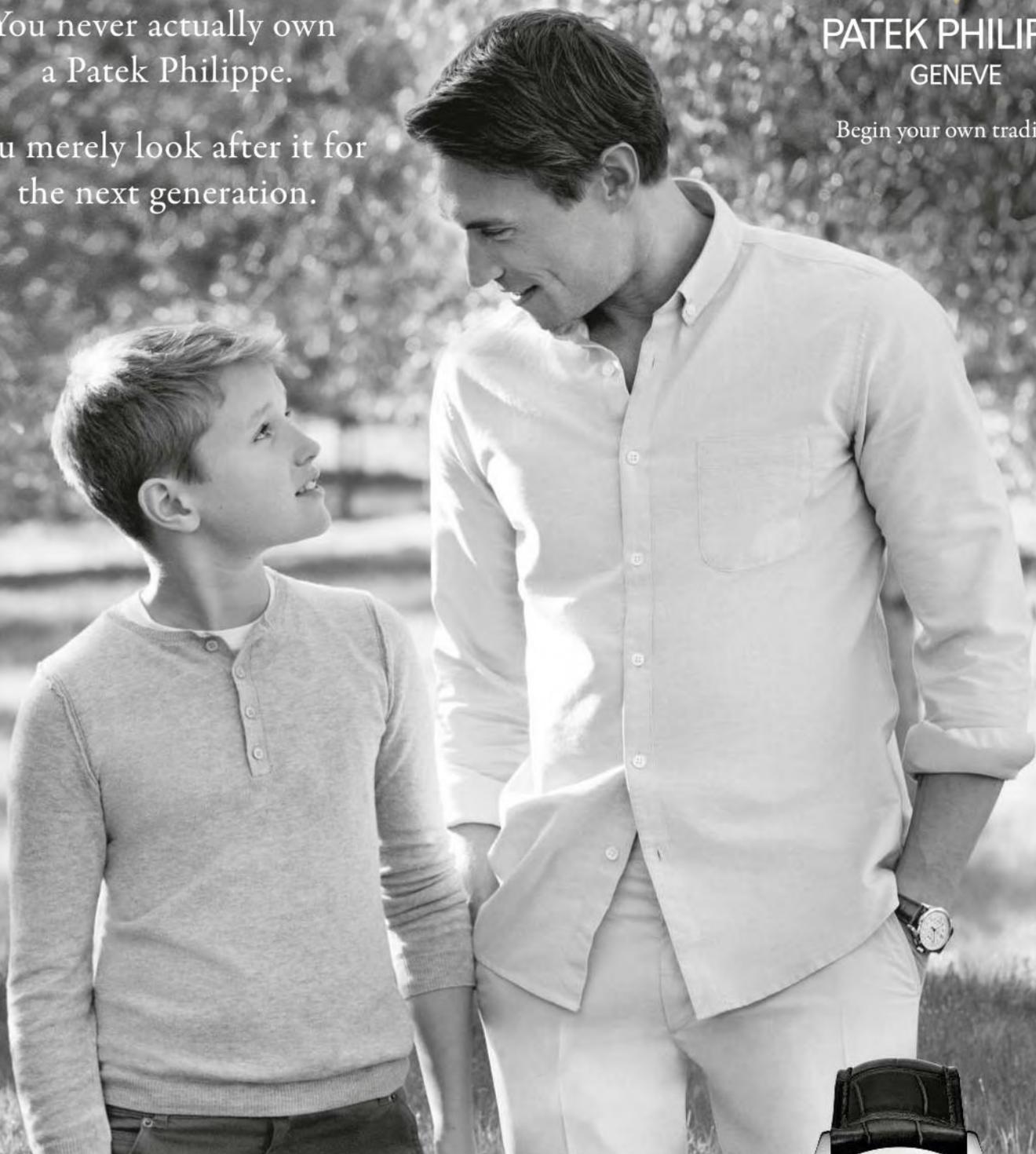


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