

Quentin Willson
drives Mike Hailwood's E-type

Lamborghini Miura
'The biggest restoration I've done'



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Maserati Ghibli
'It's like we're about to take off'



classic cars

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>Vanquish >DB9

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PLUS

ALVIS TO GULLWING
Inside a 45-car collection

The Ginetta that shouldn't exist

GORDON MURRAY reveals his car CV

TOM TJAARDA on the surprising prelude to his Pantera design

BENTLEY S1 COUNTRYMAN
Decadent Radford camper conversion tried for size



ISSUE 506






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WELCOME TO *CLASSIC CARS* SEPTEMBER 2015 ISSUE



There's something about Aston Martins, a unique aura that transcends how they look, how they drive even, ensuring that for me they exert the gravitational pull of a black hole. From the V8 Vantage that I dreamed of as a school kid to the Goldfinger DB5 that I drove for a feature a few years back, I remain under their spell. And yes, I'm well aware of their shortcomings but, just as I know that mountain biking tends to be a muscle-busting experience on the uphill bits, with the risk of the odd bump or scrape on the downhills, the thrill far outweighs mere practicalities.

It seems the rest of the world is under the same spell, judging by the price trajectory of most models – the £10k AM V8 or £15k DBS6 is a fantasy I had to park a long time ago. So we set our market guru Russ Smith on a mission to find the last remaining good value Astons. Starting at £15k for a decent DB7 and rising to £85k for a Virage-era Vantage, they're not exactly cheap, but in all cases they represent a richly textured motoring experience for the price of something two-dimensional.

Of course the black hole metaphor could describe an Aston's enthusiasm for plundering your bank account, if you buy the wrong example. Don't worry, Russ will guide you around the worst problems and steer you towards a safe landing.

Enjoy the issue,



Phil Bell, editor

TAKE A BOW



QUENTIN WILLSON
Each month he keeps us ahead of the market with his buying advice, but he also has a talent for great stories, like the ex-Mike Hailwood Jaguar E-type, p64



NIGEL BOOTHMAN
After stalking the almost but never quite finished restoration story of this Miura Nigel had to move fast when it was suddenly complete, p78



LAURENS PARSONS
'I strove to balance natural and artificial light to enhance areas on and around the Bentley, working with the moving pools formed by trees,' p70

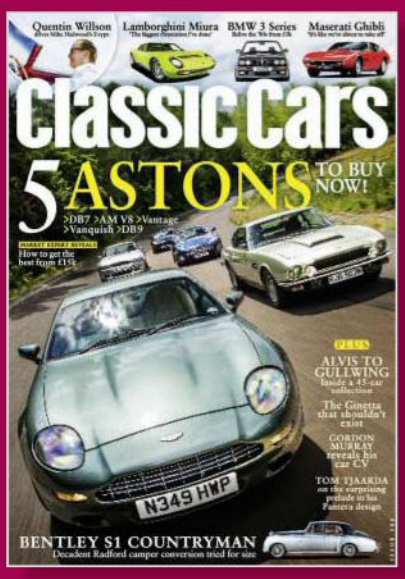


RUSS SMITH
With Aston Martins becoming so expensive we asked Russ to find any that still represent good value. He frowned a lot, consulted his data and came up with five, p50

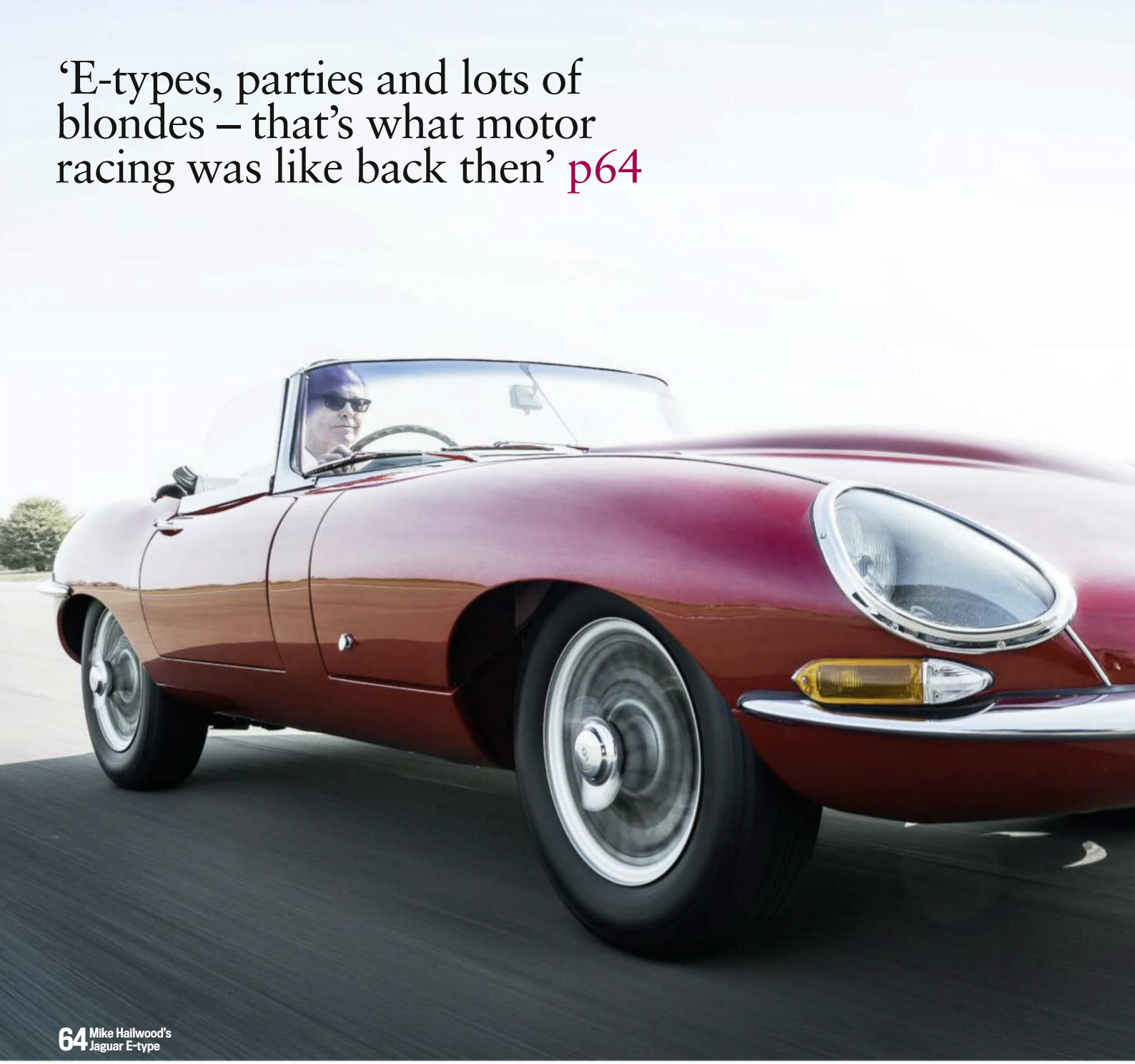
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‘E-types, parties and lots of blondes – that’s what motor racing was like back then’ p64



64 Mike Hailwood’s Jaguar E-type



94 Life Cycle: Ginetta G23



70 Bentley S1 Countryman

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THE LIST

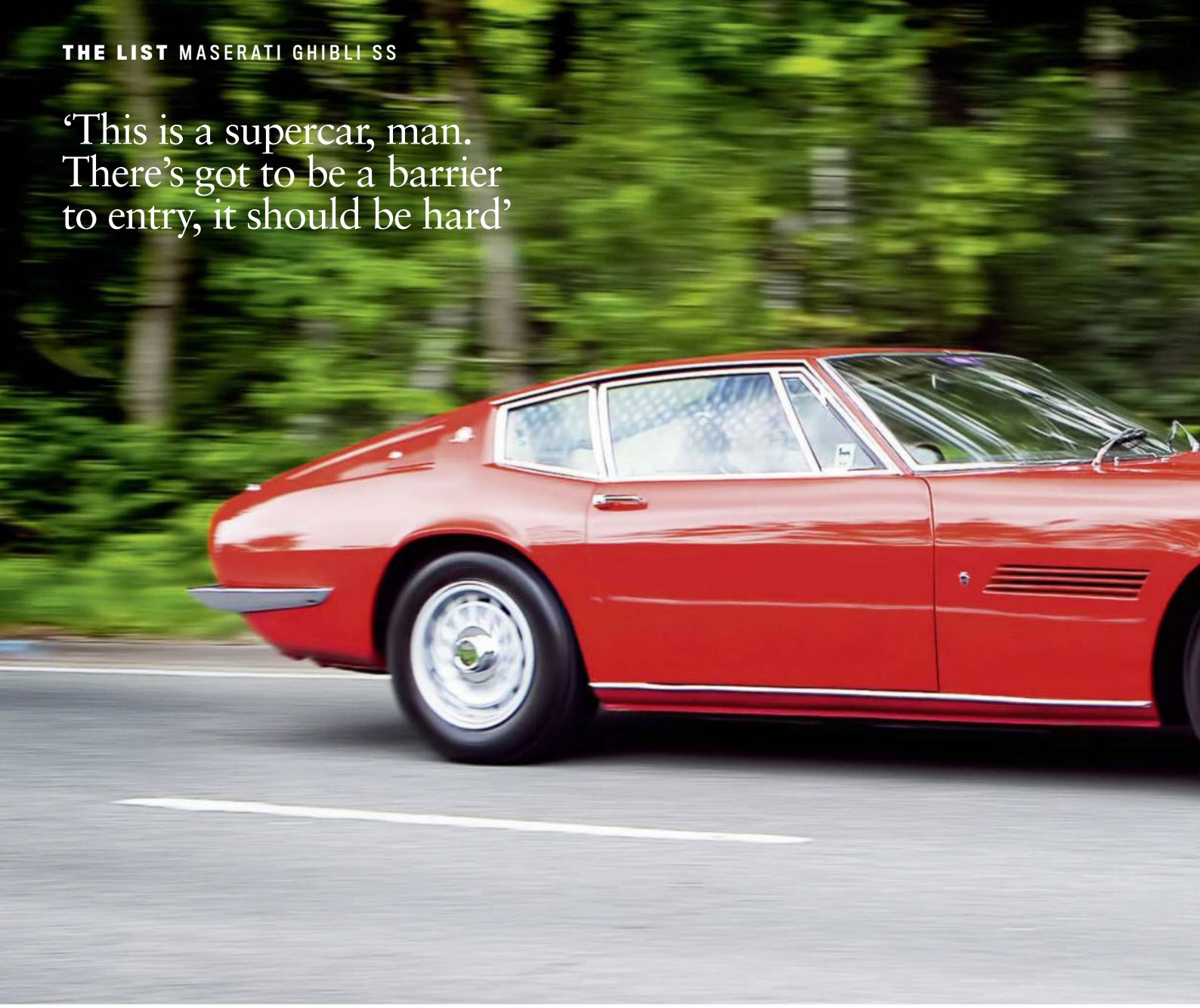
‘...If you were a kid and you drew a car, this would be it’



Richard Head has wanted to drive a Maserati Ghibli since he heard it described by an owner as the best car ever. We give him the chance to find out

Words ROSS ALKUREISHI Photography NEIL FRASER

‘This is a supercar, man. There’s got to be a barrier to entry, it should be hard’





RICHARD HEAD

His diverse car CV includes a London FX4 Taxi – in which he toured France as a student – Bertone X1/9 and Subaru SVX. Today Environmental Manager Richard Head’s toys include a trio of BMWs – 3.0 CSL, M635 CSi and Z1, as well as Lamborghini Silhouette.

HIS WISHLIST

BMW M1
Lamborghini Countach
Maserati Bora
Porsche 911 (Pre-’73 Targa)
Mini Cooper S
Citroën SM
Maserati Ghibli SS
Facel Vega HK500
Studebaker Avanti
Bizarrini Iso Grifo

I get the train to work in Chiswick. Each day it stops at Kew Station, and I look out to see what DD Classics has in the window,’ explains Richard Head, who sent his wish list to *Classic Cars*. ‘I’ve often thought I’ll knock off a bit early today and pop in… Now here I am.’ Here he is indeed and here too, parked by the pavement, is a bright red 1970 Maserati Ghibli SS, ready and waiting. ‘Absolutely beautiful,’ he says, taking in its long sleek profile. ‘If you were a kid and you drew a car, this would be it.’

But for some reason he’s frowning. ‘I have a bit of an issue with the colour, if I’m honest. Ferraris are red, Lamborghinis are your ridiculous new kid on the block kind of rebel colours, but if I was going for a GT Maserati I’d have something more dignified and gentlemanly.’ A fair point – its Giugiaro-penned lines do look better in more subdued metallic tones, but from the look on his face now I can tell it’s not going to detract from what’s about to follow. ‘It looks like a speedboat and even stationary, at the side of the road, it’s as if it’s doing 100mph.’

John Barlow of DD Classics hands over the keys. ‘Ever sampled one?’ he asks us both. ‘No,’ we answer in unison. ‘I’ve scooted it around London quite a few times and it’s more like driving an American car, such as a Mustang.’ Intrigued, we lower ourselves down into the Ghibli’s cabin with Richard at the helm.

It’s deceptively spacious and luxuriously finished; there’s an acre of luggage room in the rear, and occupants sit low down with an

Dry sump engine helped Giugiaro achieve that seductively low bonnet line that turned Richard's head



4.9-litre V8 produces 335bhp in SS trim, around 20bhp more than the standard 4.7-litre Ghibli

epic upward view over the long bonnet. 'It's a comfortable driving position,' says Richard. 'But I do feel like we're about to take off.' A key turn starts the fuel pump, filling the cabin with a vociferous metronomic ticking – think Tick-Tock, the crocodile from *Peter Pan* – before a further twist sees the big V8 rumble into life.

There's one incongruous item in here – the handbrake. Situated in the driver's footwell it looks about two feet long, with the handle resembling that of a Victorian policeman's truncheon. Richard reaches down to release it but he's bound tight by a fixed seatbelt. I lean over to see if I can get it, but to no avail. A couple walking by give strange looks to the two grown men in the red sports car, bent double, fumbling around.

Anchor finally free – after a seatbelt release – my driver starts to manhandle this non-power-assisted car away from the kerb. 'I hope you had spinach for breakfast,' I offer, in response to hearing his efforts. 'This is a supercar, man. There's got to be a barrier to entry, it should be hard,' he says, laughing. 'Any classic car should have its idiosyncrasies, but Italian ones more.'

As the Ghibli approaches a big speed bump we both breathe in, unsure just how low this car sits. We needn't have worried. Despite being just 3ft 9½in tall, the use of dry sump lubrication ensures its aesthetics don't compromise ground clearance.

'The steering is much lighter at speed,' says Richard. 'It's actually quite easy to drive, not intimidating at all,' he adds, re-evaluating his earlier statements. 'With the name Maserati you expect highly strung but the engine seems relaxed; power takes a while to build up, though; maybe I need to take it higher up the rev range.'

It's a Friday morning just after rush hour so, while the traffic has lightened, it's still a relatively slow crawl out of the capital. The car's colour and sleek-lined combination is ensuring plenty of attention – perhaps red's no bad thing after all. 'The clutch isn't that heavy,' says my driver, thankfully. 'Imagine hill starts with that comedy handbrake if it were?' The ZF gearbox is also winning him over. 'It's a bit knobbly, especially when I take my foot off the throttle, but I quite like that mechanical connection.'

As we join the M4 the road clears and Richard starts to open it up; a potent rumble fills the cabin, the nose rises and we start to devour tarmac. Half an hour of motorway cruising later we come off for some cross-country work. I'm wondering if he's thinking the same as me – nice car, but what's all the fuss?

‘I was tiptoeing around it, probably being too respectful. It needs to be driven hard, and itresponds best to that’

THE EVOLUTION



1956 450S

The Tipo 54 was a fearsome race car developed for the FIA World Sportscar Championship and was raced by Stirling Moss and Carroll Shelby. It featured a 90-degree 4.5-litre V8 engine and five-speed transaxle. Initial power output was around 400bhp – later cars had more – but all were somewhat underdeveloped and overpowered. Only one prototype and nine examples were built.



1959 5000GT

The jewel in the post-war, roadgoing Maserati crown, the 5000GT boasted huge performance – 170mph and 0-60mph in 6.5sec – thanks to the quad-cam V8, inherited from 450S racer. Initially with gear-driven camshafts and four Weber carburettors, a chain-driven unit with Lucas fuel injection replaced this in ’61. Only 34 built, bodied by seven different coachbuilders, though 22 were by



1963 QUATTRO-PORTE

The Italian car that made its equivalent to the English term ‘four-door’ sexy. Capable of 130mph, this high-performance luxury saloon took the title of fastest four-door car in the world. The Quattro-Porte's sleek bodywork was courtesy of Frua on a tubular steel chassis, and it was powered by a 4.1-litre version of the quad-cam V8, which later grew to 4.7-litres.



1965 MEXICO

Notchback coupé styled by Michelotti and built by Vignale. Mechanically it was essentially a Quattroporte on a shortened wheelbase, so it featured the same engine and gearbox choices but had air-con as standard from 1969. Despite heavy kerb weight and mid-teens mpg, its performance was strong with a 260bhp V8 capable of 0-60mph in 7.5sec.



1966 GHIBLI

Exquisite Guigiaro-penned lines with a shortened Mexico chassis underneath. That meant it had the same outdated live rear axle and leaf springs. Mechanicals were also identical save for its larger 4.7-litre version of the Maserati’s trusty quad-cam V8 – now in dry-sump configuration – and a higher power output of 330bhp. The drop-top Spider – only 125 built – arrived in 1969.



1970 GHIBLI SS

Now the quad-cam V8 was bored out to 4930cc to meet tighter US emissions standards. On paper the power hike was only 5bhp, but it meant torque was significantly higher and knocked 0.5sec off the 0-60mph time. Stunning looks, lavish interior and prodigious grunt ensure its ranking as one of the all-time great grand tourers. Production ended in 1973.



Richard enjoyed the Ghibli's physicality and top end power

Suddenly, I'm brutally pinned back in my seat, the cabin transformed into an aural cathedral to all things mechanical. Richard has finally taken his own advice. 'I've been driving this all wrong,' he says, smiling. 'Look, it needs the revs. I've been shifting too early because I thought the engine wanted it, but it doesn't come alive until 3000rpm and it needs to go right through to 5500rpm. It's not a rev limit now, it's a space on the road limit,' he adds, nailing the throttle again. 'Just, listen to that music!'

Both car and driver are transformed – it's now full fat, after the skinny version we'd been experiencing. 'I thought I knew Italian V8s but this is totally different from what I'm used to. My Lamborghini spins so fast to its 7500rpm redline; this one doesn't move through that quickly but it still wants those revs. It all happens above 3000rpm, and that's where it needs to be. It's a hybrid, American low-end-like grunt but still the Italian high end.'

Emptying the left fuel tank and swapping to the right via a dashboard rocker switch prompts a driver change. Behind the wheel I identify the culprit for our initial driving experience – the accelerator mechanism. The pedal has a strange hinging movement, one that doesn't encourage full engagement; I almost have to lift my entire foot over and then drop it down for it to open completely, but when it does 354lb ft of torque booms along in an instant, providing staggering levels of acceleration.

The braking prowess comes as a bit of a surprise; vacuum-assisted Girling discs, with ventilated rotors all round, were highly specified for the time and 45 years on they still impress, allowing me to shave off speed in an instant. At the other end of the technology spectrum is the Ghibli's rear suspension; it's not just the V8 engine that has links to the preceding decades, but a live axle carried on semi-elliptic leaf springs, with just a torque reaction arm – located on the offside – to stop all that power folding the springs over like a Bologna sandwich. Yet it works. The handling is predictable, with the car giving a surprising amount of poise.

The steering feels a little low-geared, and a touch vague, for such a big vehicle, and fast through long sweepers there's an element of correction necessary. I wonder if the optional power-assisted system is any more precise, or simply removes the necessary effort at low speed. But that's a minor grumble and doesn't detract from the main show – a glorious race-derived V8. It makes this one of the all-time great GTs, one that keeps me grinning like a fool.

For the journey back to London I hand the keys over to Richard once more and he's instantly in the zone, keeping the revs high – even pulling away in first – and using the full range of the torque band. It's thrilling outside-lane, traffic-devouring stuff. 'I didn't grab it by the scruff of the neck early enough,' he explains. 'I was tiptoeing around it, probably being too respectful. It needs to be driven hard, and responds best to that.'

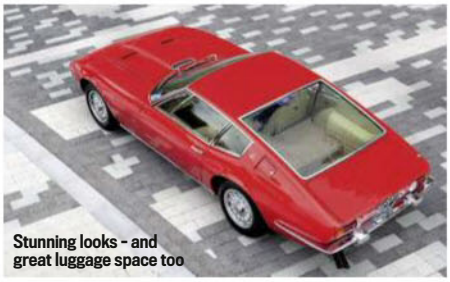
It's been an epic drive today, and one that demonstrates the need to spend enough time getting to know a classic car – even more important if you're buying one. If we'd given it back after an hour,

we'd probably both have thought 'Yep, that was nice...' but once its hard-edged alter ego made itself apparent the Ghibli changed into an entirely different car.

Richard said driving a supercar should be hard, but with this it's not. There are no histrionics and the only real compromise is the heavy steering, and finding a power-assisted car resolves that. Richard's happy, driving with ease and now tapping the steering wheel, singing 'My Maserati does 185. I lost my licence, now I don't drive…' I meet him with a nonplussed look. 'Joe Walsh, *Life's Been Good*?' he asks. 'Wrong generation, sorry,' I reply, deadpan.

As we pull up I ask if its place in his dream garage is secure. 'I would buy one. It could be the best GT in the world; it has the looks, the pace, the luggage space, and a relaxed – yet wild, when you need it – engine to make a grand tour a joy. Is it more desirable than a Ferrari Daytona? Yes, to me it is,' he replies. How does it live up to the original claim to the title of 'best car in the world' by the former owner of his Lamborghini Silhouette? 'It could be, but if it's not, then I'd bet the best car is one of the others on my List. I need to try the others…'

Thanks to: *Daniel Donovan Classics (ddclassics.com)*



Stunning looks - and great luggage space too

1970 MASERATI GHIBLI SS

Engine 4930cc all-alloy V8, dohc per bank, four Weber 40DCNF carburettors **Power and torque** 335bhp @ 5500rpm; 354lb ft @ 3500rpm **Transmission** Five-speed ZF manual, driving rear wheels **Brakes** Ventilated discs all round, servo-assisted **Suspension** Front: independent by wishbones, coil springs, telescopic dampers, and anti-roll bar; Rear: live axle, semi-elliptic leaf springs, radius arms, torque reaction bar telescopic dampers, anti-roll bar **Steering** Recirculating ball, optional power-assistance **Weight** 3637lb (1650kg) **Performance** 0-60mph: 6.0sec; top speed: 174mph **Fuel consumption** 15mpg **Cost new** £11,615 **Value now** from £150,000

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.**

FROM TRACK TO SHOWROOM



4930cc V8 – part of Maserati's bid for the Sports Car World Championship

MASERATI'S RACE-BRED V8

The 450S's career ended with disbandment of the marque's racing team in the 1957 season, yet its engine powered on until 1990

Say Maserati and you instantly think racing heritage. That's because the links run throughout its history like the V8 engine that powered many of its roadgoing Grand Tourers.

Originally commissioned by Southern Californian businessman Tony Parravano, two 4.2-litre V8 engines were built with banks at a 90-degree angle and two overhead camshafts each. The idea was to fit them in a Kurtis chassis for an assault on the Indianapolis 500, but the project never got off the ground.

Instead Maserati began the development of a sports racing car – Tipo 54, the 450S – to challenge Ferrari in the World Sports Car Championship. Now with a bore and stroke of 93.8mm x 81mm and enlarged to 4477cc, it featured aluminium cylinder heads with two plugs per pot, and an aluminium cylinder block featuring a five-main-bearing crankshaft and lightweight aluminium pistons. Power was 400bhp at 7200rpm, with later versions adding 20bhp.

'Two cars were ordered with race units to create what must have been the hairiest of beasts'

During the 1957 season the race cars were beset by numerous crashes and breakages, but came within a whisker of taking the title. With the parent company haemorrhaging money, the team was disbanded and the 450S's career ended.

That should have been that, but the Shah of Iran commissioned a road-friendly 450S, with the result being the 5000GT. An exclusive grand tourer, powered by a 450S-devised engine, only 33 examples were built.

'Incredibly, the first two actually had proper race engines in them,' says Andy Heywood of McGrath Maserati. 'But they realised that wasn't practical and started to develop the road car version.'

The racer's gear-driven camshaft layout was swiftly replaced by a more road-friendly chain-driven arrangement. 'There were many different variants of that early engine, with different capacities. Some had carburettors, others had Lucas fuel injection; some were wet sump, others dry. Giulio Alfieri was experimenting.'

Further development continued with it powering the Quattroporte, Mexico, Indy and Ghibli models. It was the last that proved to be of most interest with its racing-type dry sump design – a return to its roots – allowing the production of incredibly low and lithe bodywork.

By now the V8 had morphed into an extremely smooth and sophisticated production engine but it was by no means done. It would continue to power the top models in the Maserati range before finally bowing out in 1990 after an incredible 33 years as a production road car engine.

'It's a terrific design,' says Andy. 'And is a reflection of the man that built it. He was about making sophisticated cars and producing something civilised to drive.'

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The ex-Robert Graves
1927 AMILCAR C6 RACING VOITURETTE
Chassis no. 90037
£250,000 - 300,000



The ex-Robert Graves
1927 AMILCAR C6 RACING VOITURETTE
Chassis no. 90032
£400,000 - 500,000

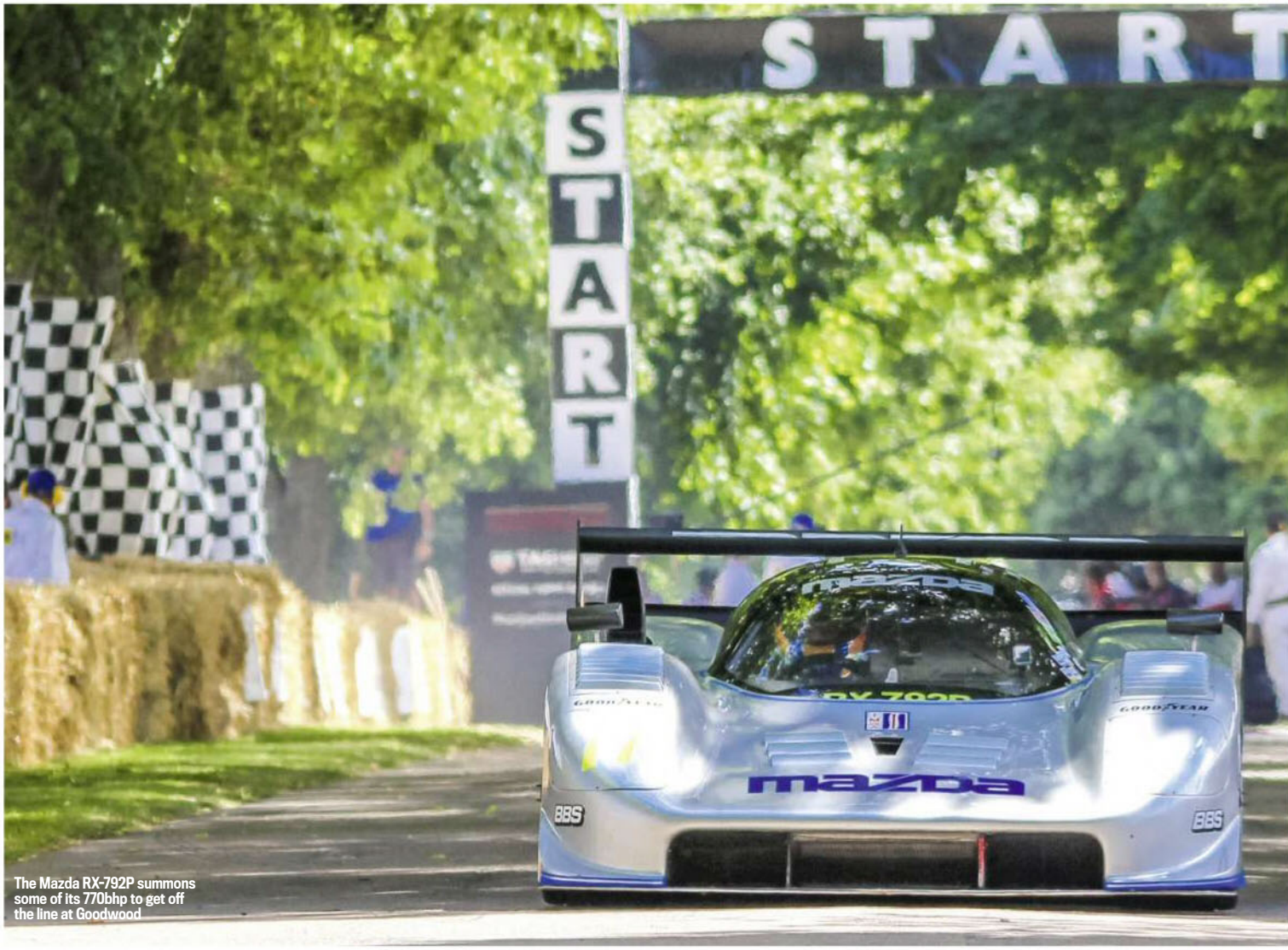
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1965 BENTLEY S3 CONTINENTAL FLYING SPUR SPORTS SALOON
Coachwork by H J Mulliner
£400,000 - 600,000

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THE MONTH IN CARS

Mazdas marvel at Goodwood, a Riley treats Tours and BMC rally cars return to Gaydon



The Mazda RX-792P summons some of its 770bhp to get off the line at Goodwood

GOODWOOD FESTIVAL OF SPEED

The Rotary Club

The howl of rotary engines dominated the Goodwood Festival of Speed, as Mazda celebrated its racing heritage by bringing together six cars from its Le Mans and IMSA GT campaigns, the largest gathering of the cars ever assembled.

'Most of these vehicles have never been to the UK before,' said Jeremy Barnes of Laguna Seca-based Mazda Heritage. 'The most unusual is probably the RX-792P (above). Mazda won the IMSA GTO class in 1991, and wanted to step up to the top level, so the RX-792P had a full carbonfibre bodyshell by Crawford Composites. It wasn't massively successful and caused the Japanese management to cancel the race programme at the end of the season, but it was generally considered to be the best-looking and best-sounding car of 1992, with 770bhp, 8000lb of downforce and full-tunnel ground effects. Dan Gurney – who was running the works Toyotas at the time – said it was the only car he feared.'

Mazda's display also featured the 787B (right) that won the Le Mans 24 Hours the previous year. 'In Japan they call it "The One"; it's the only Asian car to win Le Mans,' said Barnes. 'You find its image everywhere over there. It transcends motor sport.'



A Le Mans-winner and Japanese cultural icon, Mazda's 787B puts in a shift on the hillclimb





1970 CHEVRON-MAZDA B16

The car that began Mazda's Le Mans heritage was tucked away, motionless, elsewhere in the paddock. 'Mazda wanted to put its rotary engine in a racing car, so it sent one over to Bolton to be installed in a Chevron B16,' said owner Kent Abrahamsson. 'They first started it up in the middle of the night and woke all the neighbours up – it's extremely loud.

'It only did three races, coming second in Group 5 at the Nürburgring and Spa, but it only lasted two hours at Le Mans – it just didn't have enough torque. It's too original to use – we'd destroy its originality getting it race-ready – the pipework, fuel tanks and electrics would need upgrading. We daren't risk starting it, given how prone the engines are to rotor-tip wear.'



1922 VAUXHALL TT

'It was built for the 3.0-litre grand prix formula, but this was superseded by 2.0-litre rules before Vauxhall could race it, so it was only eligible for the Isle of Man TT,' said Vauxhall archivist Andrew Duerden. 'They were complex cars, with engines by Harry Ricardo and supercharging by Amherst Villiers, before he worked with Bentley. They didn't fare too well in the race, but this was the only example that finished, so it remained in standard specification while the other cars were evolved along Bugatti lines, with a tapered tail and wider wheels. It was sold to David Brown, long before he bought Aston Martin, but he didn't do much with it, which is probably why it's so original.'



1965 PORSCHE 904/6 BERGSPYDER

'This car won the European Hillclimb Championship in 1965 and came second on the Targa Florio with Gerhard Mitter,' said the Porsche's driver, Max Viessmann. 'But unlike all the other five 904/6 Bergspyders this one escaped a factory dismantling programme that saw the chassis re-used for 906 racers, because it was sold to American ex-Ferrari works driver Chris Doyle, who raced it briefly in the Sixties before putting it into storage. It's changed hands twice since but it hasn't been seen in public for 25 years.

'It's insane to drive – very easy to oversteer thanks to a short wheelbase, 15-year-old tyres and a rear-mounted engine that comes alive between 4000 and 7500rpm.'





1955 MERCEDES-BENZ SLRs

Mercedes brought together seven of the eight surviving 1955 SLRs – the ultimate racing car from the factory's final year of official competition, including two 'Uhlenhaut' coupés named after team boss Rudolf. 'Most of these cars are usually kept at Mercedes-Benz Heritage in Stuttgart,' said chief mechanic Gert Straub, 'which is why we're so pleased to get chassis number five from the Schlumpf collection at Mulhouse – driven by Juan-Manuel Fangio and Karl Kling, it came second on the Dundrod TT and the Targa Florio, helping to seal the World Sport Car Championship win in 1955. That said, for me chassis four is still the most important – Stirling Moss's Mille Miglia-winning 722.'

1983 AUTODELTA ALFA ROMEO GTV6

John de Heijde's ex-works Autodelta GTV6 rally car was an unusual sight, but as he explained, it's a significant car: 'It was Bruno Bentivogli's car, winning the Italian Group A Rally Championship in 1983, '84 and '85 – as well as finishing sixth overall on the 1983 San Remo Rally. It's unfortunate in a way that all the interest was in Group B back then, because as soon as it was banned the Lancia Delta Integrale arrived, replacing the GTV6 as the Fiat Group's works Group A car. It's very heavy compared to the Lancia, plus it's only rear-wheel drive. Great handling, though.'



1974 RENAULT 17 RALLY CAR

Celebrating 60 years of its Alpine division – and announcing a new model – gave Renault Heritage a fine excuse to wheel out its rally car fleet, including the unusual ex-Jean-Pierre Nicolas 17.

'It was the first Renault, as opposed to Alpine, to win a championship rally – la Ronde de la 1eme Terra in 1974,' said Jean-Louis le Tohic of Renault Heritage. Successful though the Alpines were, Renault saw motor sport purely as marketing exercise, and wanted to use a volume-production model in a higher profile role.

'It was built to Group 5 specifications, the category ultimately replaced by Group B, and fitted with a very special 16-valve engine from a Formula Renault car, a 186bhp Type 64.

'Only four were made and it was quickly replaced by the 5 Turbo, but it was successful in the right hands.'





1984 VOLVO 240T TOURING CAR

It's the first time this unlikely track star has visited Britain since the Silverstone round of the 1984 European Touring Car Championship. 'Volvo only built two, and the other one was written off in an accident during practice at Brno,' said mechanic Nigel Medcalf. 'This car won Volvo's first-ever ETCC race, at Zolder with Ulf Granberg and Robert Kvist, and paved the way for Volvo's ETCC championship victory in 1985.

'In 1985 it went to Potugal to be raced by Artur Mendes for a couple of years, but after 1986 he just left it, untouched but mechanically maintained. It's just been restored by Moto Historics and now races in the Heritage Touring Cup. It's currently 15 points in the lead with three rounds to go!'





1979 PORSCHE 935

The Festival marked the UK debut of the Porsche that put Paul Newman on the podium at Le Mans in 1979. 'It was the first Le Mans I went to – I was 17,' said spectator Mark Saxby, who also won a competition with Mazda to make the first drive up the hill in the new MX-5. 'This car very nearly won – all the prototypes including Porsche's own 936 had problems in the bad weather.

'This car and the Kremer 935 suddenly moved into the lead, but the Kremer was suffering engine problems. Paul Newman was catching it, lap by lap. A screenwriter couldn't have written it better, especially had it lasted a few more laps – the film star, up against all odds, winning the race. Steve McQueen never managed that!'



1965 WILLYS INTERLAGOS

'It's essentially an Alpine A108, but built in the Willys factory in Brazil with Jean Rédélé's authorisation,' said Jean Louis le Tohic. 'The mechanical parts are similar to the Renault Dauphine – it uses an 845cc Dauphine power unit in an A108 body, but various details differ, especially around light clusters, to accommodate readily available parts from Brazilian cars.

'Emerson Fittipaldi raced this car early on in his career, appropriately at Interlagos, and won.'

He participated in several sports car races alongside his Formula Vee career, before leaving for Europe in 1969 having won the Brazilian Formula Vee Championship aged 21.



1939 TALBOT-LAGO FIGONI ET FALASCHI TEARDROP

'The Teardrop is the most beautiful of all Figoni et Falaschi designs,' said Peter Mullin of his Cartier Style et Luxe-winning Talbot-Lago, one of five cars from his collection entered in a class honouring the French art deco coachbuilder.

'You cannot find an angle that's not perfect – most "beautiful" cars have at least one three-quarter view that's awkward. The reason the Talbot-Lago works is that there are no straight lines and every curve is complex – it curves in two directions – and the water droplet is the most perfect shape in nature, formed by gravity and the friction of air.

'We tested it scientifically against other famously aerodynamic shapes, including an SR-71 Blackbird, a Formula One car and a Dodge Viper GTS. It had the lowest drag coefficient with the exception of the plane – and Figoni did the Talbot-Lago in 1939 without a wind tunnel.'



1989 FORD SIERRA RS COSWORTH

'This car was built for Jimmy McRae and Rob Arthur to contest the 1989 Autoglass Tour of Britain – which they won,' said collector Steve Rimmer of his recently restored ex-works rally car. 'The competition was supposed to be for Group N (production class) cars, but Ford filled it with RS500 Group A bits to give it an advantage – it had a boost controller cunningly disguised as a heater knob, for example.

'It was bought by a Welsh privateer, but Ford had to strip all the Group A parts out of it to avoid being found out. He did four rallies and fell out with it, clearly disappointed with its lack of performance, and it lay in his garage for years. I bought it four years ago, and gave it a sympathetic restoration – we had to reproduce the Autoglass livery, but avoided touching things like the original scrutineering tags.'



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GRAND PRIX DE TOURS

Tramlining at Tours

The annual Grand Prix de Tours presented a unique challenge, with drivers having to share the circuit and paddock with an active tramway system – the demonstration races were scheduled to avoid colliding with services. The tight 1km track plus 230 cars meant crammed grids, too.

1934 RILEY 12/4 TT SPRITE

After a covert test run at Donington the week before, Eric Perou gave this Riley its first French outing in his ownership at Tours. Better known for 'Healeys, Perou bought this car six months ago to prepare it for the 2016 Le Mans Classic. It had been off the radar for many years, its last public appearance being in 2008. Although classic car restoration and preparation is his business, he's had to do little to this 12/4 special. 'Its chassis and frame were sound,' said Eric, 'and its unusual Armstrong Siddeley aluminium coachwork caught my eye. 'While it's not really tested by this short circuit, it's a pleasure to drive and a good racing car. The engine's not quite sorted though. It'll will need more work before the Le Mans Classic next year but I hope to finish in the top 20 of the 1923-39 grid there.'



1928 BUGATTI TYPE 43

The octogenarian Count Léo de Malet Roquefort drove his 1928 Bugatti Type 43 from Château la Gaffelière, his ancestral Saint-Émilion vineyard near Bordeaux, to Tours for the GP – a round trip of 700 kilometres and ten hours.

He took the time to talk about the car while waiting on the roadside, some distance from the circuit, for the arrival of a replacement for his failed battery so that he could drive home. 'For events like this, my Type 43 is perfect. It's more practical than my 1936 Type 57 Stelvio, more comfortable than my 1925 Type 35 and the supercharged 1931 Type 51,' said the Count. 'It handles long distances well.'

The count has owned the Type 43 for about 20 years. 'Sadly I know nothing of its history,' he said. 'It's needed some mechanical and paint work, but it's largely as it was when I found it.'



1930 RALLY NCP SALMSON

A contemporary of but less well-known than the sporting Bugattis, this Rally NCP has been restored from the ground up by Xavier Delaunay in time for this season. 'Ten years ago I bought the chassis and the Salmson engine,' Delaunay explained, 'and the following year I acquired the cyclecar bodywork. Six years' restoration work followed before it was running again. At present it has a three-speed gearbox but originally it had a four – which I'm reinstalling later this year in my search for more performance.'

The short wheelbase sporting N series was manufactured in north-west Paris for a only few years in the Thirties, but a large number survive.

'The 'CP' stands for court et puissant – short and powerful. That's exactly what it is!' said Delaunay. 'I've demonstrated it this year on the banked circuit at Montlhéry, the hill climbs at St Brieuc and la Pommeraye and the street circuit at le Puy Notre-Dame. It's a driver's car and I want it to drive it regularly. It has the patina of age rather than a museum shine.'

CHATEAU IMPNEY HILLCLIMB, WORCESTERSHIRE

Impney on the rise

1965 AUSTIN-HEALEY FROGEYE SPRITE

Re-instigated after a 50-year hiatus, the hillclimb track in the grounds of Chateau Impney in Worcestershire played host to a new event, and as a result motor sport has an infamous new corner – the Roundabout. Drivers couldn't stop talking about it – or spinning off on it.

This 1965 Austin-Healey Frogeye Sprite was a highlight. 'It was the first attempt at a lightweight racing Austin-Healey Sprite, in 1965,' said owner-restorer James Thacker. 'It was the first to use glassfibre body cowls front and rear and Minilite wheels, plus a 1275cc engine before the road cars. Alec Poole raced it – he could beat E-types in the wet with this Sprite. The mesh grille and removable headlight is a nod to his work – he removed it to use as an air intake for the carburettor but we've got to run with two. I raced it in ModSports, but rolled it six times when the brakes failed at Silverstone in 1977. It's been off the road since – this is it's first outing.'





1968 ELDON MK6

'This is the second of just four Eldon Mk6 Formula Fords made. They were all shipped to the US, and the other three were written off in accidents at Lime Rock,' said the Eldon's owner Duncan Andrews. 'This came back ten years ago and I've just finished restoring it.

'It was the only example – and the first of its kind – with inboard suspension, a forerunner of today's pushrod suspension.'



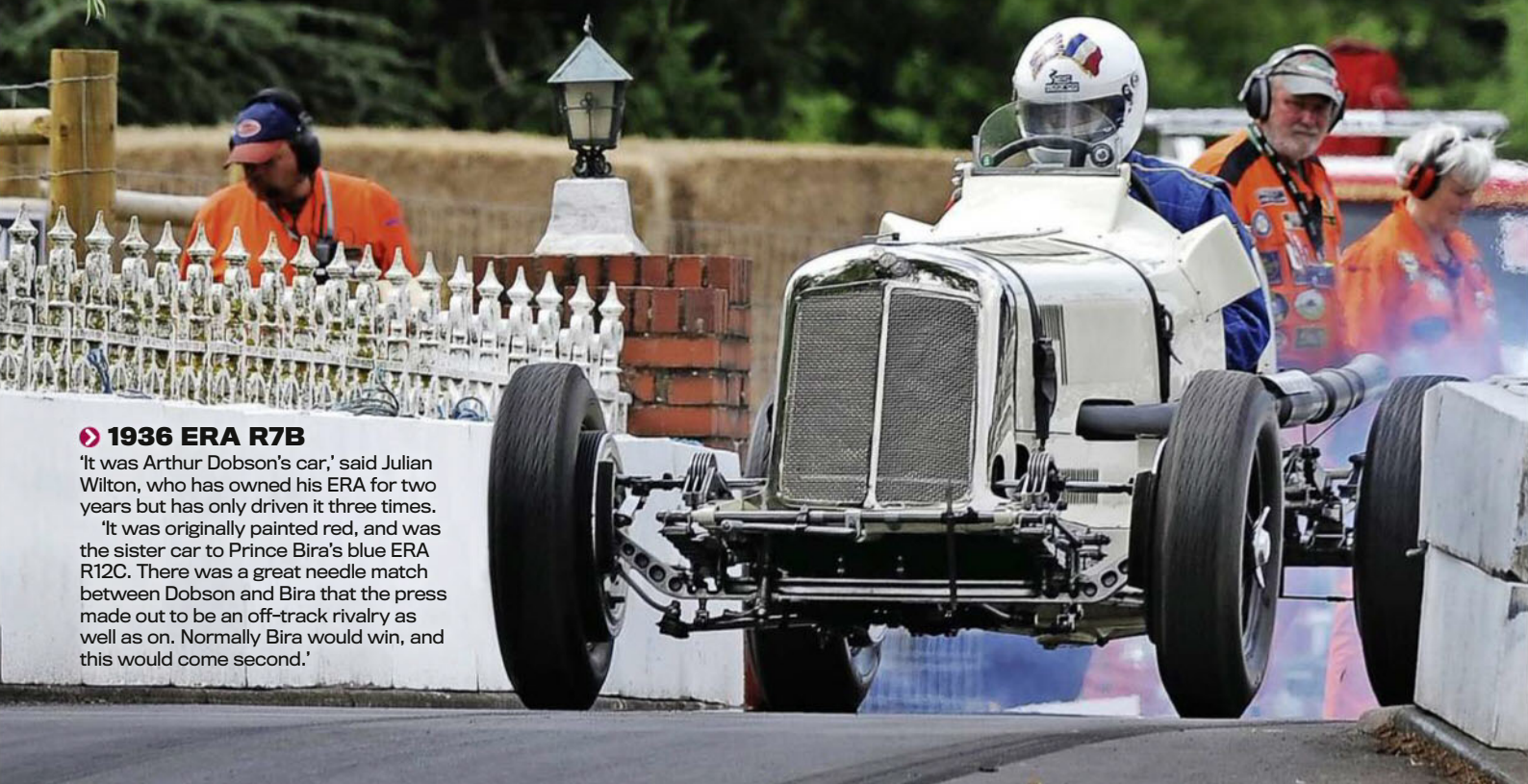
1959 TVR GRANTURA LIGHTWEIGHT

'This was the first Lightweight TVR Works car, originally raced by John Wolf who went on to found Wolfrace wheels,' said owner-driver Ivan Dutton. 'It raced in 1959 and was sold in 1960 minus its engine. Its second owner fitted an MG unit. I bought it two years ago and fitted an original-style Climax engine, but the rest of the car only needed a stripdown and rebuild.'



1965 FISHER-ALFA

'It's a total one-off,' said Pete Speakman of his Anglo-Italian single-seater. 'It was built by Jack Fisher in 1965, an Edinburgh engineer whose hobby was good ideas. This car has a corrugated lightweight steel floor and spaceframe for stiffness, and the Duetto 1.6-litre engine has a compact wet sump from a Giulietta, baffled against oil surge. Rivals had dry sumps but this made it more reliable.'



1936 ERA R7B

'It was Arthur Dobson's car,' said Julian Wilton, who has owned his ERA for two years but has only driven it three times.

'It was originally painted red, and was the sister car to Prince Bira's blue ERA R12C. There was a great needle match between Dobson and Bira that the press made out to be an off-track rivalry as well as on. Normally Bira would win, and this would come second.'

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HISTORIC RALLY CAR REGISTER, MG LIVE, GAYDON

Ex-works heroes headline at Gaydon



1970 TRIUMPH 2.5PI

The Heritage Motor Centre at Gaydon welcomed a display of long-distance rally cars of the Sixties and Seventies for its MG Live show, which waived marque loyalty to honour the era of continent-crossing flat-out challenges. One highlight was this Triumph 2.5PI. 'It's one of four prepared for the 1970 World Cup Rally,' said owner Pat Walker. 'It features a Lucas experimental fuel injection pump and a special induction control mechanism to compensate for the high altitudes over the Andes.

'Driven by Andrew Cowan, Brian Coyle and Aldarco Ossio, the car went off the road in Argentina so badly that the crew ended up being taken to hospital.'

1968 MORRIS 1800S

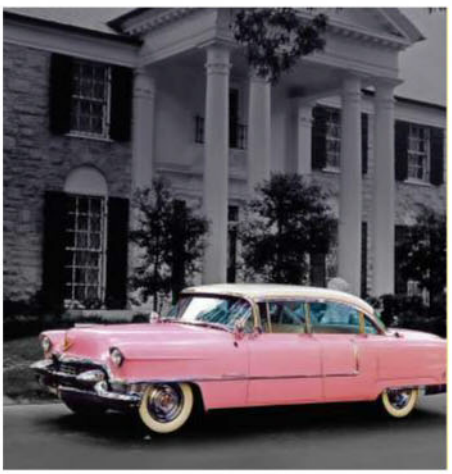
Built for the 1968 London to Sydney Marathon, this Morris uses the 1800S rally specification with underbody protection and a kangaroo siren, but no roo bar. Underneath, additional dampers compliment the Hydrolastic suspension.

'The car was driven by Brian Culcheth and Henry Liddon for recce duties to Delhi, and then reverse recce'd back to Italy,' said owner Bill Cleyndert. 'It was sold to rally driver Peter Riley in 1969.

'It was as re-shelled after a crash in 1973. I bought it in 2013 and finished fourth in the 2014 East African Safari Rally.

'I thoroughly enjoy driving it – the handling is superb although it does feel a little underpowered.'





O2, LONDON

Elvis' Caddy goes travelling

This 1955 Cadillac Series 62 Sedan, bought new by Elvis Presley, is visiting the UK for the first time to front an exhibition celebrating the life of The King of Rock 'n' Roll.

Elvis bought the car on July 7 1955 – just two days after his first Cadillac was destroyed after having caught fire while returning to Graceland from a concert. The Sedan was originally blue with a black roof, but Elvis had it repainted pink to replicate the previous car.

While he remained a loyal Cadillac customer throughout his life – often buying them on a whim for passing fans as well as himself while visiting showrooms – he kept this car throughout its life, and it's still part of his estate.

Elvis at the O2: The Exhibition of His Life is open until January 10 2016 – go to elvisattheo2.com for details.

SOVAM 50TH ANNIVERSARY, PARTHENAY, FRANCE

To mark the 50th anniversary of SOVAM, the Club des Automobiles SOVAM visited the Etalmobil factory near Parthenay, France. The reunion saw 27 cars gather under the roof where 160 were built between 1965 and 1968.



1966 SOVAM 1100

Pascal Jeanot bought his 1966 SOVAM 1100 two years ago. Wanting a locally made car, he'd been looking for a SOVAM for some time. 'This one was found by the club, in Rheims, dismantled after an accident. The restoration was not easy as parts are difficult to source.'

This was only the second post-restoration outing for the car. 'It's not finished yet. I've work to do on the bodyshell. But the four-cylinder Renault Cléon-Fonte engine gives it ample speed. I really enjoy driving it.'



1968 SOVAM 1300

Aimé Dubin's SOVAM 1300 is unique. The final SOVAM built, it came off the Parthenay production line in September 1968. But when Dubin recovered the vehicle it was no more than a rolling chassis with its 1.3-litre Renault engine and rare five-speed gearbox. It required a full rebuild but he was better equipped than most to achieve this. 'I worked for SOVAM for ten years,' said Dubin. Back in 1965 I was involved with the construction of the body moulds.'



1967 SOVAM 850

Dutch mechanic Léo Kemp has owned his SOVAM for nearly as long as the marque has existed. He bought it in Holland 46 years ago and still drives it regularly. 'I bought it secondhand. It was badly damaged in a fire but I rebuilt it meticulously,' he said.

'There was a Dutch distributor, Motim Maassluis, in Amsterdam,' said Kemp. 'Mine is not the only SOVAM still on the road in Holland. I know of another four. That's not bad for a car with a production run of 160.'

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VINTAGE TYRES

EVENTS PLANNER

As summer hots we highlight the best ways to spend it



Who needs a bucket and spade when Renaults meet Mustangs between the dunes at the Historic Grand Prix of Zandvoort?

Photography: Rashbadot.com

WHAT'S COMING UP

August

31 July-2 CarFest North, Oulton Park, Cheshire **carfest.org**
1-2 CSCC Mallory Park raceday,Mallory Park, Leicestershire **malloryparkcircuit.com**
7-9 Oldtimer Grand Prix,Nürburgring, Germany **nuerburgring.de**
8-9 Croft Nostalgia Weekend, Croft Circuit, North Yorkshire **croftcircuit.co.uk**
11 *Classic Cars* at the Ace Café, **ace-cafe-london.com**
13-16 Pebble Beach Concours d'Elegance, Monterey, California, USA **pebblebeachconcours.net**
13-16 Monterey Motorsports Reunion, California, USA **mazdaraceway.com**
14 The Quail, A Motorsports Gathering, California, **signatureevents.peninsula.com**
14-15 Ulster Historic Rally, Enniskillen, Northern Ireland **ulsterrally.com**
22 Bob Gerard Memorial Race Meeting, Mallory Park, Leicestershire **vscc.co.uk**
22-23 Passion for Power, Tatton Park, Cheshire **cheshireautopromotions.co.uk**
23 Tewkesbury Classic Vehicle Festival **tewkesburycvf.org**
28-30 Historic Grand Prix Zandvoort, Netherlands **historicgrandprix.nl**
28-30 Car-Fest South, Laverstoke Park Farm, Hampshire **carfest.org**

FIVE THINGS YOU NEED TO KNOW ABOUT PASSION FOR POWER

It's two big shows combined
The first 'Passion for Power', a show dedicated to supercars both modern and classic and featuring some significant show debuts including Peter Wheeler's one-off TVR 'White Elephant', wasn't a major success but its location – an exhibition hall tucked behind Manchester's Trafford Centre – worked against it. Cheshire Auto Promotions has decided to combine it with one of the UK's largest and most successful outdoor classic car shows – the Tatton Park Classic Motor Show – creating a huge event in the process and topping the 2000-strong pre-1990 exhibits with a new class of specially-invited concours exotics, all on the picturesque lawns of Tatton Hall, hopefully in the August sunshine.

It's not all about the high end...
The show doesn't lose any of the Classic Motor Show's original features, so this includes the Cheshire Autojumble. There are 250 plots and is a great source of old tools, unusual parts, and if you're lucky, entire cars for sale.

There is a Dream Cars Pavilion
Supercars will be displayed in their own pavilion. If you want to exhibit your supercar, you can show it free of charge. Go to cheshireautopromotions.co.uk.

It's supported by Bentley
Expect a strong presence from the marque, especially as the show is only 20 miles from Pyms Lane.

Interested in going?
Ticket are £7.50 for adults, £5 for 10-15-year-olds, and under-10s go free. It costs £5 per car to park. To find out more, and to book your pre-1990 car or club in to exhibit, go to cheshireautopromotions.co.uk.



Snakes in the grass are among many highlights at Tatton Park's Passion For Power show



Experience swishing rear-wheel drive Ford Escorts in their element on the Roger Albert Clark Rally

Photography: Tony Turner

THE MONTHS AHEAD

September

3-5 Salon Privé, Blenheim Palace, Oxfordshire **salonpriveconcours.com**
4-6 Concours of Elegance, Edinburgh, Scotland **concoursofelegance.co.uk**
5 Brighton Speed Trials **brightonandhovemotorclub.co.uk**
5-6 Beaulieu International Autojumble, Beaulieu, Hampshire, **beaulieu.co.uk**
6 Chantilly Arts & Elegance, Chantilly Estate, France **peterauto.peter.fr**
11 Watkins Glen Grand Prix Festival, New York State, USA **grandprixfestival.com**
11-13 Goodwood Revival, Goodwood Circuit, Sussex **grrc.goodwood.com**
18-20 Spa Classic Six Hours, Belgium **spa-francorchamps.be**
17-20 Gran Premio Nuvolari, Mantua, Italy **gpnuvolari.it**
18-19th Salute to Style, Hurlingham Club, London **hurlinghamclub.org.uk**
18th-20 Circuit des Remparts, Angoulême, France **circuit-des-remparts.com**
30 Stamford Car Show, Lincolnshire **stamfordroundtable.co.uk/car-show**

October

2-3 Tour Britannia, Great Britain – route TBA **tourbritannia.com/tour-britannia-2015**
2-4 CSRG Charity Challenge, Sonoma Raceway, Sears Point, California, USA **csrgracing.org**
2-4 Dijon Motors Cup, Prenois, France **mastershistoricracing.com**
3-4 Prescott Autumn Classic, Prescott Speed Hill Climb, Gloucestershire **prescott-hillclimb.com**
8-11 Mdina Grand Prix, Mdina, Malta **vallettagrandprix.com**
10 Throckmorton Challenge, Pershore, Gloucestershire **heroevents.eu**
10-11 VSCC Welsh Trial, Presteigne, Powys, Wales **vscc.co.uk**
16-18 Bund Classic Concours, Shanghai, China **bundclassic.com**
31 Flame & Thunder, Santa Pod, Northamptonshire **santapod.co.uk**
31-November 1 Regent Street Motor Show, London **regentstreetmotorshow.com**
31-November 1 Walter Hayes Trophy, Silverstone, Northamptonshire **hscc.org.uk**

RECOMMENDED



Spa Six Hours

September 19th-20th The Spa Six Hours follows a similar setup to the Le Mans Classic, but on an arguably more enchanting circuit, with racing beginning at 4pm on the Saturday and continuing on into the night. Saturday's feature race itself is for Sixties GT-class sports cars, and this spectacle precedes a packed Sunday of historic racing, featuring everything from FIA Masters Formula One to the Seventies Historic Touring Car Klassik, rekindling memories of Formula One and the infamous Spa 24-Hours touring car races. Go to spasixhours.com for information on tickets and camping.



Bund Classic

October 17th-19th The importance of China in the classic car market is on the increase, especially as the country is considering relaxing a ban on the importation of historic vehicles (currently, only cars built in China can be driven there, hence the number of Western car factories setting up shop), which means the Bund Classic Concours, held in Shanghai, could become a major date in the diary in years to come. Judging by the previous two Bund events, you're likely to see American and French art-deco cars in abundance, as well as European supercars. Visit bundclassic.com.



Flame & Thunder/Fireworks Frenzy

October 31st/November 7th Santa Pod hosts two automotive takes on the traditional British bonfire night celebrations, with the usual bonfire and fireworks augmented by the presence of jet-powered dragsters.

It's noisy, raucous and messy, but if you fancy forgoing the usual 'oohs and ahhs' in your local park in favour of the sight of rockets exploding above a pair of moonlit wheel-standing Seventies American muscle cars running on methanol, it's perfect.

Visit santapod.co.uk and remember to bring your earplugs with you.

Photography: Mark Godfrey, Montjuic Press

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WILLSON'S SMART BUYS

Quentin on a muscular Maserati with rarity on its side, the Volvo shooting brake with persuasive style and reasons why an Aston DBS6 is a wise buy



'We might be talking £100k for a Maserati Shamal'

Since the market likes rare Maseratis we really ought to look at the Shamal. Just 369 were built between 1991 and 1996 and there were only 23 right-hookers. And before you say the Shamal is too much like the ill-starred Biturbo – it's not. Sure, it shares some of the body and chassis architecture but there's a 326bhp, 3.2-litre, twin-turbo V8, fat Countach blistered arches, gorgeous cabin, active suspension control, six-speed Getrag gearbox and a top speed of 170mph. And if you can find one buying at between £40k and £50k feels like a strong long-term investment. Track down one of those 23 RHD cars and you'll have a seriously cool and ultra-rare Maserati.

Marcello Gandini's shape is all aggression with a steely-eyed front, muscular rear quarters and neat rump. Road presence is enormous and most onlookers will have never seen a Shamal before. In the flesh it's pure Nineties excess,with styling cues from the Integrale, Countach and Mangusta – all of which work really well. Inside there are soft, pillowy Recaro seats, a suede headliner and optional walnut.

But what makes the Shamal such a clever buy is the way it drives. The thrust from the twin-turbo V8 really is brisk with very little lag, the BMW 8 Series 'box is slick and the combo of active suspension and Ranger differential gives great grip and a decent ride. Sometimes the Shamal feels secure enough to make you think it's all-wheel drive. You'll be impressed.

Richard Grace Cars in Cheshire has a black LHD '92 with 73,000 miles and history for £47,950 while a dealer in Rome has a mint red LHD '92 with 40,000 miles and all history for £51,500. These two are the only Shamals for sale in Europe, which shows how rare they are. But the Biturbo confusion can still be an issue and last year Silverstone Auctions offered a 55,000-mile '92 in its Race Retro sale that surprisingly went home unsold. But if you find a decent Shamal, remember oil changes at 6000 miles, valve adjustment at 12,000, belt change at 24,000 and new timing chains at 48,000, so that means continuous history is an a must. Find a good RHD one and we might be talking £100k before too long.

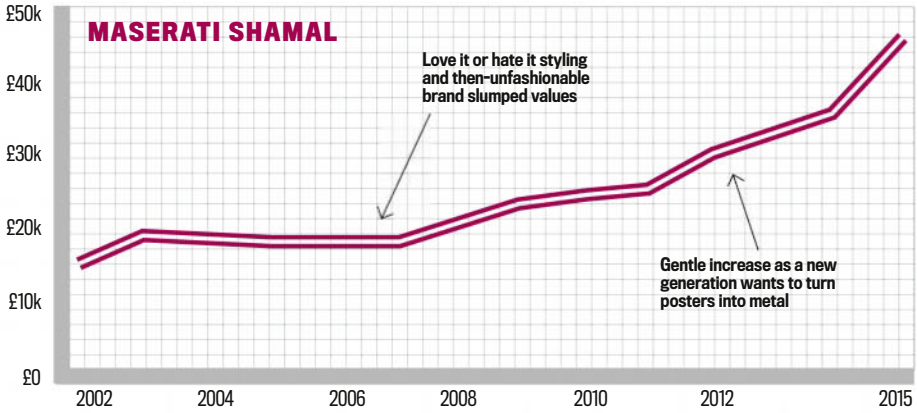


'The Volvo 1800ES is looking better by the day'

With Sixties Volvo P1800 coupés now heading for £35k territory I'd look at the much more exclusive Seventies estate version for less than half that. From 1961 to 1972 Volvo cranked out 39,415 P1800s but only 8077 ES versions between '72 and '73 making the 1800 wagon a rare sight. The Swedes called it The Fish Van and there may only be 125bhp on tap but the ES is looking better by the day, with Seventies metallic colours and comfy leather cabins, plus that frameless glass tailgate opens up a really practical load area. Prices in Europe are moving up and Belgian and Dutch dealers often price good ES 1800s up at £25k plus. Last year Bonhams broke a world record for an ES in its US Greenwich sale, drawing £60k for a mint 13,000-miler. Prices in the UK haven't caught up yet though with a private seller in London offering a blue 1972 car that's been restored and refreshed with 87,000 miles for £11,495, while another seller in Kent has a green '72 daily driver that needs light cosmetics for £9750. Both cars have potential at this money.

The ES is a more refined than the early P1800, with more supportive seats, a Borg-Warner auto option, Bosch fuel injection and 117mph from that unburstable B20 2.0-litre four pot. They're not quite as rusty as the Sixties coupés but that doesn't mean you won't find some feathering round the door and wheelarch edges. Parts are reasonably available but fuel injector wiring harnesses and dashboard rocker switches can be hard to find – and expensive.

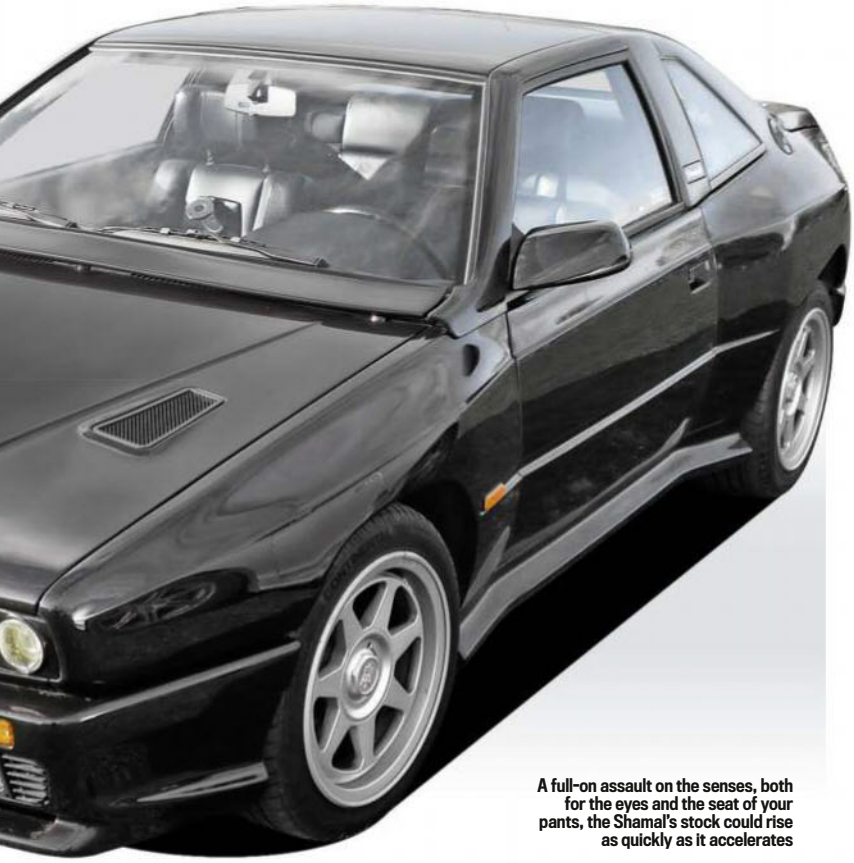
While the market slowly brings ES values closer to the coupés there will be opportunities from private sellers to buy at sensible prices. A fine ES can still be bought for £15k and that should easily climb over time. I can see good examples with sub-70k mileages at £30k in the next few years so buying now would be shrewd. But a tired runner could easily cost £25k to just freshen up so only buy really well-preserved examples – and mileage, low-ownership and history are all. Even for a Volvo.



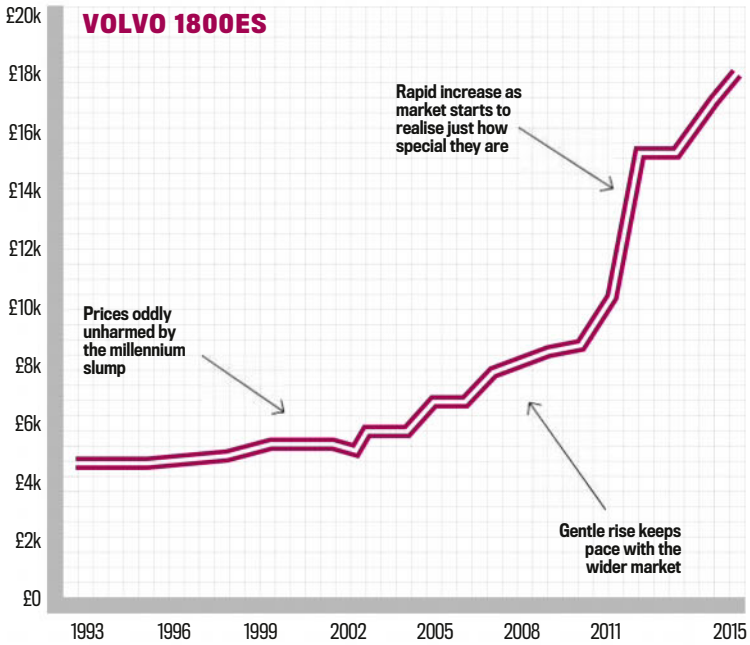
With Maserati enjoying a renaissance for its new cars and Nineties fever likely to hit the classic market, now is a good time to buy

'The Aston Martin DBS price ceiling could be £300,000'

Last year I remember scoffing when several DBS6 restoration projects sold for £40k, but now those purchases look inspired. Like all other Aston values DBS prices have gone nuts and finding a good late Sixties DBS under £100k is getting enormously hard. Most dealers are advertising Price on Application only and there are solid signs that this Aston is going into a secondary orbit. But this time the ceiling could eventually be as high as £300k. We shouldn't be surprised of course. If you



A full-on assault on the senses, both for the eyes and the seat of your pants, the Shamal's stock could rise as quickly as it accelerates



Often in the shadow of the more desirable earlier cars, the 1800ES is better built and more practical

Better-built and sharper to drive, the Volvo 1800ES offers a significant saving over its coupé sibling too



TRADING HIGH



Coopers are flying again, especially project cars for some reason. Finished ones look better value

YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1975	**Alfa Romeo Spider S2**	**CCA/Jun 6**	**11,872**	**3372**	**39.7**
1975	Alfa Romeo Spider S2	Historics/Jun 6	12,880	1880	17.1
1937	**Austin Seven**	**ACA/Jun 13**	**7875**	**1875**	**31.3**
1969	Austin Mini Cooper project	ACA/Jun 13	5512	1512	37.8
1969	**Austin Mini Moke**	**Historics/Jun 6**	**17,080**	**3080**	**22.0**
1959	Austin-Healey Frogeye Sprite	Historics/Jun 6	25,200	7200	40.0
1968	**Bentley T MPW coupé**	**H&H/Jun 20**	**29,120**	**14,120**	**94.1**
1974	BMW 1602	Bonhams/Jun 20	6900	1900	38.0
1925	**Bugatti Type 13 Brescia**	**Artcurial/Jun 22**	**596,000**	**417,430**	**233.8**
1979	Chevrolet Corvette L82	ACA/Jun 13	6405	1655	34.8
1949	**Daimler DE36 Limo**	**Bonhams/Jun 20**	**13,800**	**4800**	**53.3**
1967	Daimler 2.5 V8	Barons/Jun 16	7050	1550	28.2
1981	**DeLorean DMC-12**	**Historics/Jun 6**	**57,120**	**18,120**	**46.5**
1986	Ferrari 328 GTS	Artcurial/Jun 22	63,000	13,000	26.0
1991	**Ferrari Mondial T**	**Historics/Jun 6**	**43,120**	**11,120**	**34.8**
1991	Ferrari Testarossa	Historics/Jun 6	89,600	19,600	28.0
1972	**Fiat 500**	**Barons/Jun 16**	**9530**	**2530**	**38.9**
1972	Fiat 500L	Bonhams/Jun 20	9775	2775	39.6
1972	**Fiat Dino 2400 Spider**	**Artcurial/Jun 22**	**134,525**	**70,240**	**109.3**
1955	Ford Popular	ACA/Jun 13	3675	1175	47.0
1987	**Ford Sierra RS Cosworth project**	**ACA/Jun 13**	**47,250**	**27,250**	**136.3**
1955	Jaguar XK140 dhc	Historics/Jun 6	104,160	40,160	62.8
1960	**Jaguar XK150SE dhc**	**Historics/Jun 6**	**96,320**	**24,320**	**33.8**
1971	Jaguar E-type SIII 2+2	Historics/Jun 6	34,720	6720	24.0
1994	**Jaguar XJS 4.0 auto**	**ACA/Jun 13**	**4620**	**1120**	**32.0**
1974	Jensen Interceptor S3	Bonhams/Jun 20	43,700	13,700	45.7
1939	**Lagonda V12 Sedanca project**	**Bonhams/Jun 20**	**32,200**	**12,200**	**61.0**
1970	Lamborghini Espada SII	Historics/Jun 6	91,840	36,840	67.0
1962	**Lancia Flaminia Sport Zagato**	**Artcurial/Jun 22**	**332,000**	**74,857**	**29.1,**
1992	Lancia Delta Integrale Evo	CCA/Jun 6	22,790	4790	26.6
1962	**Maserati 3500GT project**	**ACA/Jun 13**	**117,600**	**82,600**	**236.0**
1969	Maserati Ghibli 4.7	Artcurial/Jun 22	251,171	58,314	30.2
1971	**Maserati Mexico 4.7**	**Artcurial/Jun 22**	**106,429**	**20,715**	**24.2**
1976	Maserati Khamsin	Artcurial/Jun 22	195,829	67,259	52.3
1959	**Messerschmitt KR200**	**Historics/Jun 6**	**23,240**	**9240**	**66.0**
1964	Mini Cooper 1071S project	Bonhams/Jun 20	39,100	24,100	160.7
1956	**Morris Minor SII sal**	**ACA/Jun 13**	**4410**	**1410**	**47.0**
1987	Porsche 911 Carrera Targa	Historics/Jun 6	27,440	8440	44.4
1989	**Rolls-Royce Corniche II conv**	**Bonhams/Jun 20**	**50,600**	**25,600**	**102.4**
1995	Rover Mini Cooper 1.3i	ACA/Jun 13	2415	415	20.8
1965	**Sunbeam Alpine Series V**	**ACA/Jun 13**	**4830**	**1030**	**27.1**
1965	Triumph TR4A	ACA/Jun 13	28,350	6350	28.9
1971	**Triumph TR6**	**ACA/Jun 13**	**11,920**	**2920**	**32.4**
1974	VW Beetle 1303	ACA/Jun 13	6615	1115	20.3
1958	**Wolseley 15/50**	**H&H/Jun 20**	**5824**	**2324**	**66.4**

TRADING LOW



Alvis saloon sold well below estimate – let's hope this one will retain its original body

YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1937	**Alvis 4.3-Litre Sports Saloon**	**Bonhams/Jun 20**	**32,200**	**17,800**	**35.6**
1984	Austin Mini Mayfair	ACA/Jun 13	3675	825	18.3
1986	**Bentley Turbo R**	**H&H/Jun 20**	**3360**	**2140**	**38.9**
1983	BMW 635 CSi	ACA/Jun 13	4200	1550	27.0
1988	**BMW 320i Cabriolet**	**ACA/Jun 13**	**4200**	**1550**	**27.0**
1989	Jaguar XJS V12	ACA/Jun 13	1600	400	20.0
1955	**Morris Minor SII sal**	**CCA/Jun 6**	**3445**	**1055**	**23.4**
1970	Morris Minor convertible	ACA/Jun 13	1600	400	20.0
1937	**Rolls-Royce 25/30 limo**	**H&H/Jun 20**	**19,040**	**4960**	**20.7**
1956	Rolls-Royce Silver Cloud I	H&H/Jun 20	31,920	8080	20.2
1961	**Rolls-Royce Silver Cloud II**	**H&H/Jun 20**	**17,800**	**6200**	**25.8**

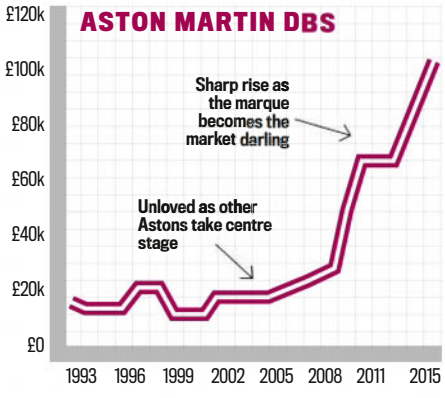


Unloved when new means the Aston Martin DBS6 is ultra-rare - and desirable - nowadays

wince at DB4/5/6 prices you look at the DBS, and when you do you find a gorgeous Aston that still has a Sixties bloodline and lots of connections to the early cars like cheese cutter grilles, bonnet scoop, wing vents and even some of the same factory colours. The early DBS now looks almost as sexy as a DB5 – it has the same imposing majesty but arguably even better lines. If you want a safe investment bet for 2016/17 I reckon the early DBS is gilt-edged.

And that's because the DBS is an Aston Martin landmark car. At launch in late '67, the Tadek Marek V8 engine around which the car was designed wasn't ready so the DBS had to use the aged six until the new engine appeared in 1969. Sales of the six-pot cars were glacial and they disappeared in 1973. Only 823 coupés were built plus three estates and 70 Vantages, so the DBS is rarer than the DB4, DB5 or DB6 and also the car that marks the end of Aston Martin's golden years. This is the last of the DB Astons and historically very special. Vantage manuals are the most desirable but if you can find an experimental fuel injected car it's likely to become very collectable, along with the earliest Series 1 cars with their air vents in the rear C pillar. With prices of perfect DB5s now £650k I can see the DBS climbing hard in sympathy.

You haven't got long though. Lots are now in the hands of Aston restorers being readied for sale, owners are hanging on, waiting for a strong uplift and there are eerily few DBSs on the market. Brace yourselves for some very high prices soon. And to think, I once bought a Silver Birch 1968 auto for six grand, sold it for seven three weeks later and thought I'd done jolly well. Those were the days.



DBS prices may be rising rapidly but there is still headroom

CLASSIC ON THE CUSP

Dodge Challenger Hellcat

With 707bhp-worth of thrills and spills on tap, this is no pussycat



Cost new £40,000 Value now £40,000

When your passenger pees herself you know you're in a very scary ride. That most awkward of awkward moments happened last summer on the Pacific Coast Highway outside Malibu in a Dodge Challenger Hellcat SRT. I'd got it hopelessly out of line showing off and ended up stalled and sideways across two carriageways. When the tyre smoke cleared my producer made her embarrassing confession and I drove her (slowly) to the nearest restroom. But that's the Hellcat for you – the fastest and most powerful muscle car in history and an insane homage to the legendary Chrysler Hemis of the Sixties and Seventies. It cranks out 707 horses from a 6.2-litre V8, does the standing quarter in 11 seconds – on street rubber – and hits 60mph in 3.5 seconds. I've been in planes that seem slower.

> 'It sticks up two transatlantic fingers to any semblance of European finesse'

But while a fine '69 Dodge Charger Six Pack is now $150k, the 2015 Hellcat costs just $61,000 – or forty grand sterling to you. That's epic value for the sort of straight-line performance worthy of an original seven-litre Cobra.

On corners the Hellcat is useless. Too much weight, girth and understeer. But on the strip very few cars actually feel faster. I totally understand why one of the first buyers totalled his Hellcat within an hour of leaving the showroom. Driving this explosive missile is a constant exercise in monastic restraint. Get the throttle pressure ever so slightly wrong and the tyres light up, you're wreathed in smoke and suddenly pointing in the opposite direction. But that's the total wonder of this car – that and the fact it sticks up two transatlantic fingers to any semblance of European finesse. The Hellcat feels tons more fun than a 458.

And it looks so horny with its coke bottle shape, vibrant Seventies colours and rubber wide enough to roll a polo field. At idle that monster supercharged V8 rocks angrily on its mountings and makes a noise like the devil's kettledrum. Shift the eight-speed auto into drive (there's also a manual option for the brave) and you find yourself concentrating like you're in a full-on fistfight. Visceral doesn't begin to describe the experience – more like petrifying but in a hugely exciting and exhilarating way.

Bringing one into the UK won't be simple and taxes will inflate that tempting US sticker price, but if you want a proper hardcore act of absolute one-upmanship the Hellcat will make most other supercars look like suburban clichés.

Will it appreciate in value? Who knows? Will owning one be one of the wildest things you've ever done? Absolutely. And that's why the Hellcat will always have a place in history as one of the most amazing muscle cars ever to come out of America.

MORE QUENTIN WILLSON p45



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MARKET WATCH

Russ Smith explains why seeing a car in the flesh is still essential, muses on why the Triumph GT6 is one to watch and suggests that now is the time to strike if you fancy a Ford Capri



MARKET MOVES

In the last classic car boom some people made a lot of money blowing cheap coats of resale red over all manner of dubious sports cars. That it hasn't happened to anything like the same extent this time is due in part to higher standards and better-educated buyers, but also because legislation and changes in technology have made the quick backstreet blow-over that much harder to come by.

However, in the past year greater numbers of quickly tarted-up cars have appeared at auction. The wiser market often sees them return home unsold but quite a number have found homes, often to online or phone bidders. So much so that 'that'll need a phone bidder' has become a bit of a catchphrase among auction watchers during the pre-sale prowl. The bottom line, as ever, is that it pays to see a car in the flesh and not to trust shiny internet photos.

TRIUMPH GT6

Thought of in period as the poor man's E-type, and you can see the point, the GT6 has a charm of its own. The straight-six engine makes them handy for tours and the parts situation and excellent club support makes them easy cars to own. So it's no surprise to see that prices have been rising steadily and keeping pace with the market. They still don't look expensive though.

From a driving point of view the MkIIIs are the best to buy, and fetch a small premium over earlier cars. But if you want to jump the market, there are very few MkI GT6s left. As with 3.8 E-types, once that becomes more widely known they could step up to become the sought-after model.

FORD CAPRI

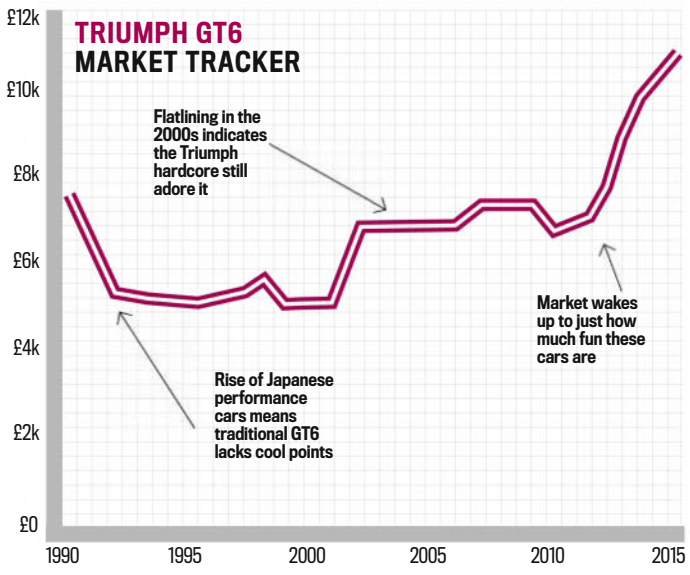
It's official – Capris are cool. Much as when they were new, a smart Capri now cuts quite a dash. Plenty of people who dreamed but couldn't buy in the Seventies now have the wherewithal and are buying them up.

By a long way the bulk of survivors are MkIIIs, but that doesn't seem to hurt their values at all – indeed prices for nice 3.0Ss are starting to challenge those for MkI 3.0-litre cars, which have traditionally run second only to the rare RS models.

As you can see from the table, they can still be had for reasonable money, but anything with low miles or good restoration work is soon going to be in five figures.



Triumph GT6 has fantastic parts support and a superb straight-six – it's no wonder they're going up in value



GT6 has always been a good way into classics – but now the window is closing on cheap cars

ANALYSIS FORD CAPRI



Old cliches of B&H-touting medallion men no longer apply – the Capri has now become deeply desirable

YEAR	MODEL	Which sale	Estimate	Sold for	% diff.
1970	Capri MkI 3000E	Silverstone/16.11.14	14,500	11,813	-18.5
1970	**Capri MkI 3000GT**	**Silverstone/24.5.14**	**16,500**	**24,380**	**47.8**
1974	Capri MkI 2000 GT XLR	Barons/16.6.15	8500	8970	5.5
1976	**Capri MkII 1600L**	**Historics/30.8.14**	**5250**	**7168**	**36.5**
1978	Capri MkII 1600L	Barons/26.2.15	4500	4032	-10.4
1978	**Capri 3.0 S**	**Silverstone/23.5.15**	**21,000**	**23,625**	**12.5**
1979	Capri 1600 GL	ACA/4.4.15	6000	6300	5.0
1983	**Capri 1.6 LS**	**ACA/4.4.15**	**8500**	**9345**	**9.9**
1983	Capri 2.8i	ACA/13.6.15	6500	5775	-11.2
1983	**Capri Cabaret 1.6**	**ACA/13.6.15**	**3000**	**3150**	**5.0**
1985	Capri 1.6 Laser	ACA/13.6.15	4250	4410	3.8
1985	**Capri 2.8i**	**ACA/13.6.15**	**5000**	**4200**	**-16.0**
1986	Capri 1.6 Laser	ACA/13.6.15	3500	2835	-19.0
1987	**Capri 2.8i**	**H&H/24.4.14**	**6500**	**7000**	**7.7**
1987	Capri 2.8i	ACA/4.4.15	10,400	11,130	7.0
1987	**Capri 280 Brooklands**	**ACA/13.6.15**	**13,750**	**14,910**	**8.4**

1987 Ford Sierra RS Cosworth ▲ £47,250

ANGLIA CAR AUCTIONS, JUNE 13. ACA did well whipping up pre-sale interest in this barn-find Cossie, stored for 12 years and with 59k on the clock. It was always going to beat the £20k top estimate, but the amount by which it did is mind-boggling. Something to do with the romance of dust, I feel. As a reality check, at the time of the sale a dealer was offering a lovely black two-owner Cossie with two owners and 33,000 miles for £32,995. Answers on a postcard please… very well sold.



1976 Maserati Khamsin ▲ £195,829

ARTCURIAL, JUNE 22. We've covered the swift rise of the Khamsin before in these pages but this one really ups the ante. A one-owner car that's covered the equivalent of around 40,000 miles, much was made of its originality and patina. Nice, but on the other hand it meant a scruffy engine bay, rusty toolkit and an Eighties respray. Bidders were obviously not bothered by these factors, with the winning bid coming at 50 per cent above top estimate and more than twice where we rate mint examples.



1974 Jensen Interceptor ▲ £43,700

BONHAMS, JUNE 20. Still looking good eight years on from a comprehensive restoration, this Interceptor went for very strong money – £13,700 above the top estimate despite all the hot rod dress-up items under the bonnet and incongruous silver-on-black plates. Usually it's the SI cars that attract the big money so perhaps this heralds a market shift. It has to be said that all Interceptors look quite cheap against their natural rival, the Aston Martin V8, so realignment may be due.



1971 Citroën SM ▲ £61,980

BONHAMS, JUNE 26. The effect celebrity ownership has on a car's value depends on both who they are and how much they used it. Rolling Stone Bill Wyman's Citroën SM wins on both counts as the bassist has owned it from new and put almost 40,000 miles on the clock. Bonhams' £35-40k estimate was correct for a non-star SM in this condition – nice but with microblistered paint and tired chrome – so we can draw some satisfaction from the Wyman connection's 50 per cent mark-up.



1962 Maserati 3500GT ▲ £117,600

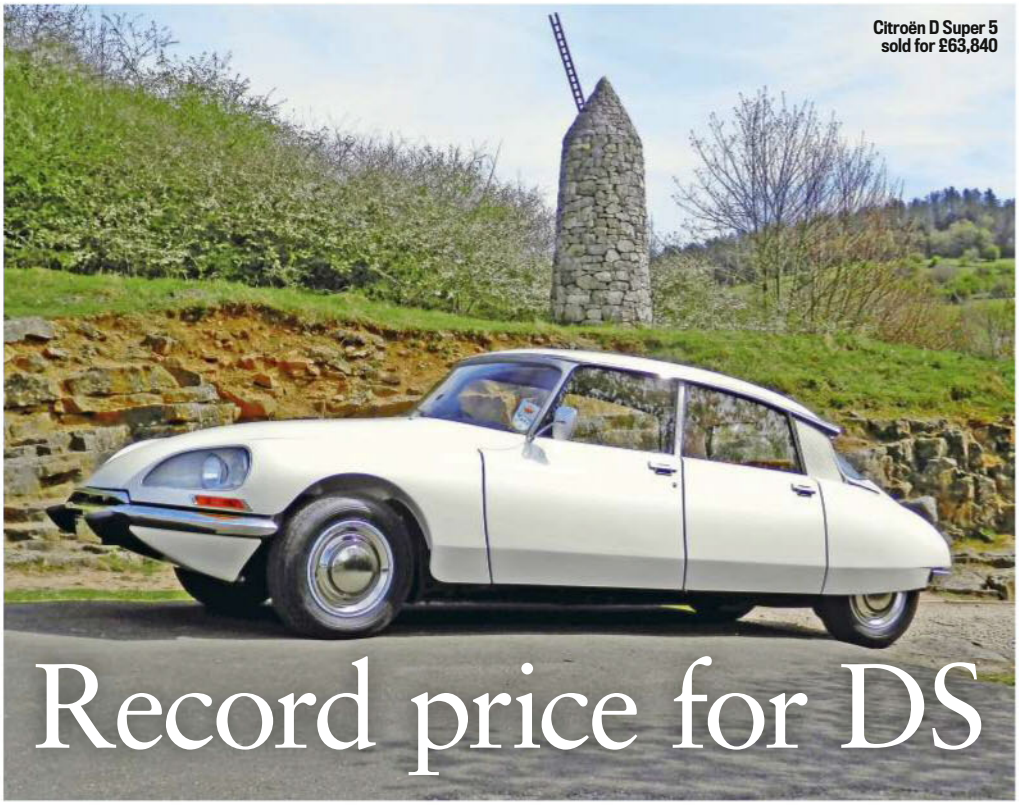
ANGLIA CAR AUCTIONS, JUNE 13. This was ACA's party piece, with the vendor in attendance, come-and-get-me guide price of £25-30k and much applause when the hammer fell. My guess of £75k in the pressbox sweepstake was the opening bid. This was a lot to pay for a car bought as a project 28 years ago but never touched – somewhere between Mint and Good values. Restored, it'll be worth around £200k at current prices, so this seems to have been bought with more heart than head.



1962 Bentley S3 Continental ▼ £71,166

BONHAMS, JUNE 26. This month's smart buy has to be this canted headlamp Bentley; not just any old Continental but the very car displayed on Bentley's stand at the 1962 Earls Court Motor Show. It's also been featured in a book on the marque. Cosmetically restored in recent years, the only shame is that it is not in its original Shell Grey livery. It would have been a fair buy at Bonhams' low estimate of £90k, so someone can feel smug at having bagged themselves a £19,000 discount.





Citroën D Super 5 sold for £63,840

Record price for DS

H&H may only have sold 40 of the 71 cars on offer at its Chateau Impney sale on July 11, but good prices were achieved. The Citroën D Super 5 featured in our Temptations section last month set what we believe to be an auction record price for a DS saloon. The £63,840 paid for this car, which has won more than 200 trophies in the last 28 years, was within the estimate, but it still sets a new milestone for the model. To put it in context, a nice DS23 EFi Pallas – the Holy Grail of Citroëns – that was later in the same sale only made £20,160.

Also of note was a barn-find Riley 12/6 Kestrel, complete and running but in need of plenty of work. The pre-sale estimate of £14k-£18k was always a pessimistic, but the £26,230 paid really was an unexpected win for H&H.

Bargains were in short supply, apart from a Fiat 500 L that had been bodily restored four years ago and given a recent engine rebuild. That alone must account for the £5k paid, which was £3k below estimate. We're surprised the seller let it go for so little.



MIAMI VICE TESTAROSSA UNCOVERED

Other than PM Thatcher and Duran Duran on a boat, few images of the Eighties are as memorable as the white Ferrari Testarossa from *Miami Vice*. 'Sonny' Crockett's car could now be yours because Mecum is auctioning it at its Monterey sale on August 15. Originally black, it was repainted white to look better in night scenes. Still with only 16,000 miles on the clock, the Ferrari was put into storage in 1989 when the show ended after 111 episodes over five seasons. The Testarossa appeared from the start of season three.

It has recently been revived with the aid of an $8000 engine-out service. It has been authenticated by both Ferrari North America and Ferrari Classiche. You'll need to provide your own Armani jacket and Ray-Bans. See mecum.com



IN BRIEF



WORKSHOP SPACE TO RENT

This Is Your Garage is a new DIY car repair facility that has opened in Culham, Oxfordshire. Rentable by the hour, the workshop contains seven work bays equipped with two-point, four-point or scissor lifts. There is also a wide variety of tools for hire, along with a shop selling basic supplies, and even a café. Storage facilities are available too. Rates vary according to how long you use the work bay, but as an example a seven-hour session would be £157.50 (£22.50 per hour). See thisisyourgarage.com.



WORLD CUP LANDCRAB

Anglia Car Auctions is to offer an unusual rally car at its August 22 sale. This is the Austin 1800 'Landcrab' sponsored by *Woman* magazine that Jean Denton (later Lady Denton of Wakefield), Pat Wright and Liz Crellin drove in the 1970 World Cup Rally from Wembley to Mexico. They finished a creditable 18th, in a race a lot of cars dropped out of. Now restored, the car comes to auction with an estimate of £20,000-£25,000. See angliacarauctions.co.uk for more details.



BLUE DIAMOND HANDOVER

Pre-war Riley specialist Blue Diamond Services is under new management and in new premises. After running the business for 40 years, Ian Gladstone is retiring, but will stay on in a consultancy role for 18 months to smooth the handover to new owner John Lomas. Gladstone said, 'I did not take the decision to pass on the business lightly and thought John was best-placed to take Blue Diamond on.' The new facility is five minutes from the old one at Fivehead in Somerset. See rileyspares.co.uk.

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TEMPTATIONS

Russ Smith scours the adverts and auction listings in his quest to find the most compelling cars on offer



1953 JAGUAR C-TYPE LIGHTWEIGHT
For sale at RM Sotheby's, August 13, rmauctions.com
Why buy it? This is XKC 052, one of three Works lightweights and with a long list of period race history including fourth overall at the 1953 Le Mans and four wins at Goodwood. Restored 15 years ago and shown at Pebble Beach. Shame about the modern brakes. **Price estimate** tba

1964 AUSTIN MINI COOPER 997
For sale with Percival Motors, Kent, percivalmotorco.co.uk
Why buy it? This rare Fiesta Yellow Cooper has never been restored and still doesn't need it. Paint and interior are still factory fresh. It comes with full history going back to the sales invoice and even has both sets of keys on the original fobs. **Price** £28,495





1953 AUSTIN-HEALEY 100/4 'WARWICK'
For sale at South West Vehicle Auctions, July 31, swva.co.uk
Why buy it? The 19 Warwick-built pre-production Austin-Healeys are highly prized and this was the 19th of them, to Le Mans spec, and has been with the current owner for 60 years. Later 100/6 windscreen has been fitted. **Price** £60,000-£80,000

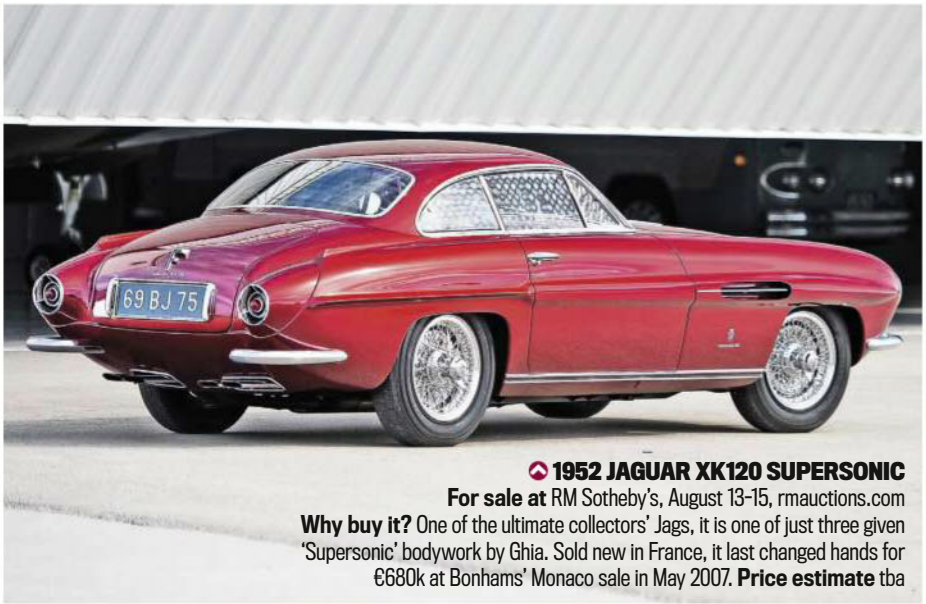
1963 FORD GALAXIE 500 R-CODE LIGHTWEIGHT
For sale at Bonhams, August 14, bonhams.com/cars
Why buy them? One of 212 Lightweights built with stripped-out body, NASCAR-spec 427ci/425bhp big block V8 and heavy-duty drum brakes. It was recently subject to a six-year bare shell restoration. St Mary's Trophy, anyone? **Price estimate** £89,000-£110,000





1987 FORD SIERRA COSWORTH RS500
For sale at Anglia Car Auctions, August 22, angliacarauctions.co.uk **Why buy it?** 63,000-miler owned and fastidiously maintained by the chairman of the Perrys car dealership empire. Modified in period by Collins with 400bhp engine and traction control. **Price estimate** £45,000-£55,000

1957 ASTON MARTIN DB2/4 MKII FHC
For sale at Gooding & Co, August 15-16 goodingco.com
Why buy it? A Southern Californian car all its life, this rare notchback has had just two owners and covered a mere 45,000 miles. Cared for but never restored, this is the first time it has been publicly offered for sale **Price estimate** $300,000-$400,000



1952 JAGUAR XK120 SUPERSONIC
For sale at RM Sotheby's, August 13-15, rmauctions.com
Why buy it? One of the ultimate collectors' Jags, it is one of just three given 'Supersonic' bodywork by Ghia. Sold new in France, it last changed hands for €680k at Bonhams' Monaco sale in May 2007. **Price estimate** tba



1983 AUDI QUATTRO
For sale at UK Sports Cars, Kent, uksportscars.com
Why buy it? This is a lovely example of this four-wheel drive icon in favoured Mars Red. The engine was rebuilt and new clutch fitted five years ago. The cheeky 'FRY 911D' number plate is included in the sale. Fire up the savings account? **Price** £17,995



1978 FORD CAPRI 3.0 GHIA
For sale at H&H, July 29, handh.co.uk
Why buy it? Capris are hot stuff at the moment and this one ticks a lot of desirability boxes. It's a top-specification car with three owners from new including one family for 34 years. It's also only covered 30,000 miles. **Price estimate** £10,000-£12,000

UPCOMING SALES

JULY

Wed 29, Derbyshire. H&H Classics, Pavilion Gardens, Buxton. **handh.co.uk**
Fri 31, Gloucestershire. Richard Edmonds' Pre-war & VSCC eligible cars, Toddington Railway Station. **richardedmondsauctions.com**

AUGUST

Thu-Fri 13-14, California, USA. Bonhams, Quail Lodge, Carmel. **bonhams.com/cars**
Fri-Sat 14-15, California, USA. RM Auctions, Portola Hotel & Spa, Monterey. **rmauctions.com**
Sat-Sun 15-16, California, USA. Gooding & Company, Pebble Beach.
Sat 22, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. **angliacarauctions.co.uk**
Sat 29, Surrey. Historics at Brooklands, Weybridge. **historics.co.uk**
Sat 29, Hampshire. Classic Car Auctions, Carfest South, Laverstoke Park Farm. **classiccarauctions**

SEPTEMBER

Sat 5, Hampshire. Bonhams, National Motor Museum. **bonhams.com/cars**
Sat 5, Oxfordshire. Silverstone Auctions' Salon Privé sale, Blenheim Palace. **silverstoneauctions.com**
Sat 5, Chantilly, France. Bonhams, Chateau de Chantilly. **bonhams.com**
Mon 7, London. RM Auctions, Battersea Evolution. **rmauctions.com**
Sat 12, West Sussex. Bonhams, Goodwood Revival, nr Chichester. **bonhams.com/cars**
Tue 15, Surrey. Barons Auctions' British Heritage sale, Sandown Park, Esher. **barons-auctions.com**
Wed 16, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. **charterhouse-auction.com**
Wed 23, Herefordshire. Brightwells, Easters Court, Leominster. **brightwells.com**



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BARN FINDS

Nigel Boothman reveals a low-mileage Aston Lagonda, Sammy Davis Jr's Rolls-Royce and other automotive treasures

STAR FIND



ALFA ROMEO 1750 GTV and GT JUNIOR A reader found them thanks to a tip from a postman - though the scale of the restoration effort could be a little too much for most



This brace of Irish Alfas were true barnfinds - it's a surprise anyone was able to find them



Right-hand drive Alfa 1750 GTV certainly looks complete enough to be saved

Irish Alfa Romeos

Ken Cusack wrote to us from Kilbride in County Carlow, Ireland, with an exciting tale of discovery and a tip for anyone who is keen to discover barn-finds of their own.

'I regularly hunt for old cars and occasionally find some,' he says. 'Pictured here is what I found following a tip-off from a postman (postmen know it all!). The cars turned out to be a 1977 Alfa-Romeo 1750 GTV and a 1974 GT Junior. I bought the two of them for 1000 euros.

'The body on the GTV can be saved, but the Junior is just a donor. I'm going to restore the GTV and hope to record my efforts for posterity.'

We can only assume that Ken is a dab-hand with a MIG welder – if the GT Junior is too rotten to save, the equally well-composted GTV is likely to need a lot of surgery too. Let's hope the shared parts from the Junior and the rock-bottom purchase price make for an enjoyable, successful restoration.

Rapier and Minx dropheads

Philip Jones of Byron International is better known for his Aston Martins than his pre-war Hillman Minxes, but when a client came to him wanting to move on a couple of family heirlooms he was intrigued.

The cars have emerged from storage in rural Hertfordshire, and while Jones prefers not to name the owner, he's able to share a war-time photograph of the owner's father in RAF uniform standing proudly next to his Hillman Minx of about 1934. The car seems to be a Carbodies two-seat Sports Tourer and must be one of very few Minxes to survive with this coachwork. The attractive wire wheels have been replaced with pressed steel items and the roof fabric is missing, but the car is said to run and drive, suggesting it could be roadworthy without much expenditure.

The Minx's uniformed owner bought a 1936 Lagonda Rapier in the early Sixties and ran it for a year or two until someone stole the magneto – it hasn't run since.

A replacement magneto has been found and, while the 1100cc engine turns over on the starter, the current owner thinks it would be wise to inspect it thoroughly before running it.

The Rapier (built from 1936 by a short-lived, separate company from Lagonda) boasted twin chain-driven overhead camshafts, two carburettors and a safe 6000rpm – when new, anyway.



RAPIER DROPHEAD COUPÉ Unused since its magneto was stolen in the Sixties



HILLMAN MINX SPORTS TOURER Rare Carbodies-clad survivor is said to run and drive



ASTON MARTIN LAGONDA Not driven for the past two years and stored for a decade until 2005, this Lagonda is due to be sold



ROLLS-ROYCE CAMARGUE Former wheels of Sammy Davis Jr



JENSEN CV8 Aston and Rolls-Royce sales will fund restoration

WORTH RESTORING

1936 RAPIER DROPHEAD COUPÉ

RESTO ESTIMATE: £30k-40k

The Rapier is well supported by the Rapier Register, allied to the Lagonda Club, and specialists such as LMB Racing in Belgium. This means parts are easier to find for this 79-year-old, low-production (fewer than 1000 built) sports car than for many younger, more common machines.

It's hard to know what should be spent on this car – much of the budget could be put aside for peace of mind for an engine rebuild, plus the same for the brakes and steering, a repaint and new roof fabric. Anything left could deal with chrome and woodwork, but a full nut-and-bolt job would surely exceed our figure and the car's finished value.

Rapiers are successful in VSCC competition, but this one is too complete and original to be made into a special or Le Mans replica. Worth restoring, but hard to price when finished. Could it crack £50k?

Rolls-Royce Camargue and Aston Martin Lagonda

Of all the fates to befall a rare Rolls-Royce once owned by Sammy Davis Jr, resting in a quiet parking space in a seaside town in Norfolk must be the least likely.

Yet that's where this example was photographed by Triumph specialist Jason Wright of TRGB. He put us in touch with owner John Edwards who explained how the car came to be there.

'I bought it from a dealer in Palm Springs, California, and imported it about six years ago to use for trips on the Continent, as it's left-hand drive,' he says. 'I knew nothing of its history then, but I sent the chassis number to the Rolls-Royce Enthusiasts' Club, which said it was one of a pair of cars ordered in January 1977 by Frank Sinatra and Sammy Davis Jr. They took a long time to build and were eventually delivered in September of that year – I have copies of the build sheets. This one was Sammy Davis Jr's car and was originally a horrible Seventies shade of red.'

Sammy Davis Jr was a confirmed car nut, with several Rolls-Royces passing through his ownership plus a DeLorean and various American cars customised by George Barris. The Camargue hasn't been used for a year or so, and an adjacent 1981 Aston Martin Lagonda has been unused for two years.

Edwards bought the Lagonda in 2005. Before then it was stored for more than a decade and still shows only 38,000 miles. Both this and the Camargue will probably be sold because of problems Edwards faces in constructing further storage. He does have one large garage, in which is a 1963 Jensen CV8 – off the road since 1979 and in



CYPRIOT BMW STASH With a Fiat X1/9 centre stage and a Triumph Spitfire MkIII just visible on the right, a haul of BMW '02s awaits its fate, fronted by an Alpina-liveried bodyshell



AUSTIN-HEALEY 3000 Abandoned amid Alaskan bushes, this presumably once-cherished US-export Big 'Healey surely deserved a far kinder fate

need of a restoration, which the sale of the Lagonda and the Camargue will fund. Sharing the space is a 1956 Bentley S1 sports saloon with Mulliner's 7401 body style, the precursor to the Flying Spur and one of probably just 27 built. Both the Camargue and the Lagonda will be returned to road-ready condition before sale. Interested parties can contact *Classic Cars*.

Cypriot BMWs

Stewart Davidson from Dundee has sent pictures of an outdoor stash of BMW '02 models he discovered in Cyprus, including a bodyshell with Alpina graphics and several more still on their wheels. Also present was a Fiat X1/9, a Triumph Spitfire MkIII, a Lancia Beta coupé, a Porsche 914 and a BMW E9 coupé.

Any hopes that the Mediterranean climate might have preserved these cars is shaken by a quick look at the E9 coupé, which is as rusty as any UK example, though a 2500/2800 saloon appears to be more solid.

All seem to be available. 'There is a large handwritten 'For sale' sign up on the fence,' reports Davidson. 'And it's next door to the main BMW dealer in Limassol!'

Austin-Healey 3000

Dr Phil Hart was driving down a coast road on the Kenai Peninsula, south of Anchorage, Alaska, when he spotted something unusual in the undergrowth.

'Only a small section of the rear was visible from the highway,' he says. 'I had to stop and drive the four-wheel drive into the bushes to identify what it was. It's a sad end for an Austin-Healey 3000.'

It certainly is. A great many Big Healeys were exported to the USA but we're willing to bet this is the only one abandoned in rural Alaska – unless you know different?

BARN FINDS
IN ASSOCIATION WITH Chopard



Send us your stories and photos of barn finds and restoration dreams to classic.cars@bauermedia.co.uk – we'll pay £100 for the Star Find.



Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO_2 emissions 194–189g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption figures. Image for illustrative purposes only, includes optional extras.

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QUENTIN WILLSON

The golden era of motoring is dead – so let's cherish the cars that made it happen



There's a ton of reasons why old cars have become so desirable but there's one, perhaps unconscious reason more powerful than every other. The Golden Age of Motoring is over. Sorry to be a harbinger of gloom but deep down inside we all know our motoring future looks about as much fun as a three-day seminar on circuit boards. Autonomous cars, fuel cells, telematics, smart motorways and hybrids are the new E-types, superchargers and twin-cam engines of the 21st century. They've even taken away our tax discs.

And this tsunami of technology will sweep away the two things that made cars and driving so exciting – free will and the liberty of movement. The idea of sitting in a driverless pod, following a caravan of other pods humming along an electronic road is a dreary vision of mass transportation that feels as enjoyable as a long weekend with food poisoning. No choice, no control, no visual beauty. No wonder we've raised our non-conformist classics to the level of fine art. Unconsciously we know a door is softly closing on an era's end.

If you were lucky enough to buy an AC Cobra in the Sixties you did so in the knowledge that it was a dangerous and very silly way of going shopping. But that's the wonderful, essential point. We bought these wildly unsuitable cars because we liked their craziness, risk and glamour – and they marked us out as interesting. And that's why we're now paying hundreds of times the original cost of these classics to buy into this rapidly evaporating dream. A dream where you could choose what you drove, where you drove and how fast. Free will and the liberty of movement were defined by the M1 motorway and a £500 Jag Mk2. It was an age of endless possibilities.

> 'We bought these wildly unsuitable cars because we liked their craziness, risk and glamour'

And that's why we're hanging on to these totems of another time like never before. These weird, low-tech cars mean an lot to us because they connect us to simpler world of uncomplicated freedoms. The impulse to restore and preserve classics has never been greater and that's telling. A moral obligation by the previous generation to keep these industrial and social artefacts preserved for the next. I like to think that this noble duty of keeping our history visible has something to do with the rise in values of classics. As long as our cars are worth money they'll survive and be a reminder of the way things used to be. Right now we seem to be cherishing them like Uncle Norm's medals.

The self-driving car may be coming, but on a sunny day the sight of XK Jags, Mini Coopers, Escort Mexicos and Austin-Healeys feels like an act of rebellion. We won't stop the automotive landscape from changing but our continuing presence on the roads might show how bland and anodyne our motoring future looks. The way we power our cars must change (I drive an electric car every day) but one of the 20th century's greatest achievements was to turn personal mobility in a square box into an emotionally charged act of joy. Losing that delight in movement will take away something very rich and special.

Magazines like this one will keep that enrichment of the human spirit alive for as long as possible. Because that's what this odd little hobby is really all about.



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.



Enjoy the delights of the AC Cobra and its ilk while you can

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TOM TJAARDA

It was the first day on the job at Ghia and De Tomaso wanted two prototypes... *now*



My new stint at Ghia in 1968 started with an urgent request. De Tomaso needed some quick cash to pay the bills and the only immediate solution was to design and construct two prototypes for Isuzu. The contract stipulated that only when the finished running prototypes were delivered would Isuzu honour the payment. So De Tomaso told me to 'get busy, do what you want, just get the two prototypes out the door as quickly as possible'.

I started with the mid-ship-engined sports car, which was to be followed by a sport wagon. A complete running platform with a 1600 engine had already been sent to Ghia, plus a thick book on the requirements to be incorporated in the finished car. It was the first time I had seen such a complicated set of requirements for a prototype project, but this was the beginning of a new era when packaging specs, market research reports and cost studies were taking over from natural instincts. I tried my best to comprehend just what Isuzu expected but after some gallant efforts realised that this reading material was better suited as a substitute for sleeping pills.

I decided to do something a bit out of the ordinary and 'do what I wanted' as De Tomaso had said. What I wanted was to design a sports car that incorporated a design focal point to where the engine was located behind the driver's position in a mid-ship location.

All this was taking place in the winter of 1968 and there were a few mid-engined sports cars in production but I had noticed that it was never obvious where the engine was located – front or rear. There was no powerful styling theme that drew attention to the engine location.

> 'After some gallant efforts I realised this material was better suited as a substitute for sleeping pills'

My first efforts were not very convincing – rather crude in fact – and I worked intensely to come up with a styling theme. I had to work at night at home because in the day De Tomaso was breathing down my neck to get started on the prototype. I still did not have a clear idea but decided to go from one of my many sketches into making the full-size drawing, just to keep De Tomaso calm, and stall for time. Things started to come together as I was lofting the full-size drawing, which would be used to make the styling buck. These styling bucks were sometimes made of wood, but at Ghia they used plaster. I tried to make the engine area the focal point of the design, not too bulky or heavy looking, just enough to make sure that the observer could understand that this vehicle was a mid-engined sports car. This rush project was not the most elegant or innovative design of my career, but it *was* an important starting point for another project. I often thought if I hadn't designed the Isuzu Bellett then the Ford De Tomaso Pantera could have been a different story, a less innovative design. It was the missing link that laid the foundation for the Pantera design.

We eventually shipped off the sports car and sport wagon to Isuzu, which then honoured its payment to Ghia. Recently I was the guest of honour at the international fest in Houston, Texas, of the De Tomaso Pantera clubs all over the world. After 45 years thousands of members still love their Pantera sports cars.



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



The Ford De Tomaso Pantera's styling roots lay in a high-pressured prototype job for Isuzu

The Footman James

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SIMON KIDSTON

Selling a beloved but under-used Mercedes hot rod sends Simon into deep reflection



On a crisp autumn morning a few years ago, a British motoring enthusiast stepped from a flight from Geneva to Stuttgart, hailed a taxi and arrived soon afterwards outside a suburban AMG-Mercedes dealer.

Entering the building, he was finally confronted with the gleaming black machine he had ordered ten months earlier: the latest 476bhp supercharged E55 saloon, the fastest four-door Q-car in town, capable of humbling a Ferrari or Porsche but with the stealth capacity of a Swabian taxi, especially shorn of any badging.

Boys being boys, it wasn't long before the brutal Benz was despatched to mad Swiss tuner Digit Power who upped output to more than 500bhp, boosting torque to a tree-stump pulling 800nm, and stiffened the chassis to cope with it. The resulting dragster could smoke tyres for 50 yards, pounce from walking pace into flat-out acceleration at the twitch of the right foot, and go on to reach an unrestricted 324km/h (201mph) on an empty autobahn. This only ever occurred in Germany, Your Honour.

Fast forward a decade and the same car sits in a lonely underground car park deep beneath Geneva. Its days of harassing two-door exotica on the highway are over, and it slowly gathers dust day after day, week after week. Such is the fate of cars not new enough to enthral their owners nor old enough to deserve the classic accolade. The service book carries more stamps than a post office and the maintenance bills in the file would make an accountant weep, but the quad tailpipes have been silent for months. A younger model has replaced it and the next visit to the dealer that has looked after it since new will cost more than its value. A dilemma? Yes, a classic one.

> 'I wonder what fate awaits it. Will 911 drivers ever honk and wave again after duels through the Alps?'

It's ironic that when you've spent years tracking down cars once owned by your family in the hope of bringing them back into the fold, when confronted with exactly the same situation as your forebears, what do you do? Exactly – I sold the car.

There's now an empty space in the garage where my much-loved Mercedes once sat, and all I have to show for those memorable high speed continental dashes is an envelope – a very thin envelope – from an Eastern European car dealer who's now driving my pride and joy back home. I wonder what fate awaits it. Will 911 Turbo drivers ever honk and wave again after spirited duels through the Alps? Will smart hotel valets waft it from check-in to secure parking nestled between supercars and limos? Or is it destined for a life of supermarket car parks, used car lots and finally the crusher?

Most improbably of all, what if one day, polished and immaculate under the spotlights, it graces the hallowed carpets of a classic car auction, attracting the attention of collectors fawning over its specification and period mods? No, I don't think so either, but would it change anything? It would still cost a fortune to store, insure and maintain until then.

So thanks for the envelope, Mr Car Dealer – it'll pay a few bills – and I'll pass your details on to my offspring should they want to track you down in decades to come. Until then I'll practice my best pub story voice in readiness for 'You'll never guess how much I once let one of those go for…'



Simon Kidston is a classic car consultant, concours judge and event presenter. His own classics include a Lamborghini Miura SV and Porsche 911 RS 2.7.



Simon bids a fond farewell to his Mercedes-Benz E55 AMG - in limbo between modern and classic



Clockwise from centre left: DB7, V8 Vantage, DB9, Vanquish and V8



ASTONS
TO BUY NOW

With Aston prices on the march these five models look good value for now, if you buy carefully

Words: RUSS SMITH Photography CHARLIE MAGEE



One of our publishing directors used to have an old smoker of a DB5 that appeared regularly in the office car park (when it wasn't being fixed), and for a four-figure sum a friend bought a DBS V8 that just needed some floorpan welding. Those days are gone – Aston Martin has been elevated from a marque to a brand that rivals Ferrari, and values of many have risen to the point where they are bought to admire more than drive.

Things don't look great from an aspiring enthusiast's point of view, but the Aston Martin boat hasn't quite pulled out of port yet. There's a selection of models that can still be bought for less than £80k – some for a fraction of that amount – and which have the potential to thrill and beguile. Astons you can enjoy driving for what they are without worrying about the weather, the road surface or how many miles you're putting on the dial.

We've brought five of them together to see what they're like behind the wheel and to talk about ownership realities. History tells us that all Astons eventually rise in value, and our chosen cars all look to have that potential.

ASTON MARTIN V8

Sheer ubiquity probably delayed the V8's rise in the market; the shape was around in its various slightly tinkered forms for more than 20 years. But the tide has turned; Vantage and Volante versions now fetch serious money and the DBS that it was based on has flown past the £100k mark. The best regular V8s are now around £75-£80k, nearly double what you would have paid four years ago.

That means more of them have been getting the care they both need and deserve. The first V8 coupé I drove some years ago left me unimpressed; it felt kind of baggy and loose, like a larger version of a very secondhand Ford Capri. But Ian Brown's 1974 example made me think again. From the driver's seat it is vastly more taut and together, much more the smooth and capable GT you expect it to be. Voicing my opinion on the contrast to our seasoned bunch of Aston enthusiasts, it seems this is common with V8s. There was a lot of variation from car to car even when they were new, and that is exaggerated over time by wear and different degrees of maintenance. You should definitely expect to drive a few examples before you find the one that feels right to you.

Don't expect a sports car; the V8 was always intended as a smooth grand tourer for covering a lot of ground in. Despite the big V8 it's no quicker off the mark or faster flat out than a six-cylinder E-type, but with roomier, more comfortable surroundings. Like the Jag it has a dashboard in a variety of blacks rather than any fancy wood, with a full set of seven gauges dead ahead of the driver to reinforce the impression that you're at the helm of something important that needs your full attention, not merely steering.

And on that subject the V8 is quite heavy to manoeuvre at low speeds, and retains a pleasantly meaty feel even when tanking on a bit. It's not hard work, because the near-prefect driving position has



As a carb-fed model, this V8 benefits from larger boot space as there's no need for a surge tank for fuel injection



V8's snout added 3in of length over the DBS V8



It took a good V8 to win Russ over



On the production line each engine was run in for two-and-a-half hours

the wheel quite low-slung, just where you want it for ease of use, but it does mean you quickly feel confident to drive the car with a fair degree of enthusiasm.

You might compare the Aston V8 with a Ferrari 400, and it holds up well. The Ferrari is slightly (but only slightly) more involving to drive, but not as pleasing to behold. And though the Aston is now twice the price of the Ferrari it should prove cheaper to run, and while Prancing Horse fans bear deep prejudice towards rear seats, Aston buyers don't, so the price differential is likely to remain.

OWNING A V8



'This was my first Aston Martin, bought 13 years ago,' says Ian Brown. 'I nearly bought a DB6 before that, but got divorced instead. I've known this car for most of its life as it belonged to a Cambridgeshire potato farmer I used to go shooting with, and was fitted with a long-range 29-gallon tank from new. It's the only Aston you can get a match-shooting rifle across the back of. After my friend died I bought it from his family, though it took some persuading. There were 45,000 miles on the clock then and that's up to 101,000 miles now.

'Early on I had the front suspension rebuilt by RS Williams. It cost about £6000. The firm sets up a lot of racers so it drives well now.

'I also chose to have the differential rebuilt last year, which cost another £3000, but that included changing it to a taller ratio for easier cruising.

'Also to improve usability I've fitted Carbotech brake pads, which make a big difference to stopping from motorway speeds, along with Avon CR6 tyres. They are twice as expensive and last half as long, but are worth every penny.

'In general I expect to average £2000–£2500 a year on servicing and consumables.'

1974 ASTON MARTIN V8

Engine 5340cc alloy V8, dohc per bank, four Weber 42 DCNF twin-choke carbs **Power** 280bhp @ 6000rpm; 320lb ft @ 3000rpm **Transmission** Five-speed ZF manual, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: independent by wishbones, coil springs, anti-roll bar and Koni telescopic dampers. Rear: independent by De Dion axle, trailing links, Watt linkage, Koni telescopic dampers **Brakes** Ventilated discs, 273mm front and 264mm rear, servo-assisted **Weight** 1811kg (3990lb) **Performance** Top speed: 145mph; 0-60mph: 7.5sec **Fuel consumption** 16mpg **Cost new** £12,765 **Values now** £32,500–£75,000

‘The way it drives should have the Vantage worshipped like some kind of deity’



Rear light clusters, unlike some parts of the car's exterior trim, are bespoke to the Vantage


Twin Eaton superchargers help 5.3-litre V8 develop a mighty 550bhp



1920kg of Aston needs huge ventilated discs and AP Racing calipers to stop it. DB7 was 200kg lighter

OWNING A V8 VANTAGE



'I bought my Vantage from HWM in 1996 when it was just 18 months old,' says David Cawthorne. 'It's mostly used for touring or Aston Martin Club events – with twin superchargers and 550bhp it's not the sort of thing you go to the shops in. A lot of my trips are abroad so it's now done 75,000 miles with very little trouble. Preventive maintenance helps, and annually I spend £3000–£4000. It gets serviced every year by HWM, and goes to Newport Pagnell every 20,000 miles for supercharger belts, which is an engine-out job.

'There was one incident when the alternator packed up in Macon on the way back from a tour in France and we were towed to a Renault garage. At least it was after the tour had finished. Aston Martin flew out a new alternator but it had the wrong pulley. Luckily the French guys were able to modify it and Aston fitted a new one for free when I got home. The most important thing is that even after all this time, whenever I drive this car it puts a smile on my face.'

1994 ASTON MARTIN V8 VANTAGE

Engine 5340cc alloy V8, dohc per bank, Bosch sequential fuel injection, twin Eaton superchargers **Power** 550bhp @ 6500rpm; 550lb ft @ 4000rpm **Transmissio**n Six-speed ZF manual, RWD **Steering** Rack and pinion, power-assisted **Suspension** Front: independent by wishbones, coil springs, anti-roll bar and gas-filled dampers. Rear: independent by coil springs, multi-link De Dion axle, gas-filled dampers **Brakes** Ventilated discs, 362mm front and 285mm rear, servo-assisted **Weight** 1920kg (4224lb) **Performance** Top speed: 191mph; 0-60mph: 4.6sec **Fuel consumption** 12mpg **Cost new** £177,600 **Values now** £60,000–£120,000


Chunky steering wheel lets down an otherwise impressive cockpit

ASTON MARTIN V8 VANTAGE

The last time I felt thrust like this was on a drag strip, surrounded by a rollcage and wearing a crash helmet and race overalls.

So to feel it again while sat in an oversize leather armchair, surrounded by walnut and wearing my best corduroys was a shock as immense as the V8 Vantage's two-tonne kerb weight. 'You're smiling,' said owner David Cawthorne after my acceleration run. Sat in the passenger seat, he was smiling too. There was no wriggle from the rear end or squeal of tortured rubber, the Vantage just hooked up and headed for the next county with no tail-off at all before we ran out of road and confirmed that the enormous brakes are equally impressive.

When unveiled in 1993 this was the world's most powerful production car engine, largely created by bolting two superchargers to the old four-cam Aston V8.

However, I wouldn't want you to get the impression that this is some kind of one-trick pony, because this Aston is remarkably composed and capable in corners too, with a lovely weight and feel to the power steering.

The shift on the six-speed gearbox borrowed from a Corvette ZR-1 is light and smooth too, so must improve with age – it was criticised by testers in period. I'm warned about the heavy clutch, but it's lighter than that of the V8 so I'm more than happy. My sole criticism is that the firm seat is a bit wide and slidy for my skinny backside, but we all have our cross to bear.

Lateral slippage aside, the cabin is a fine place to be, with a well-padded softness to its leather-covered lines and the impression that it's all better screwed together than Astons of old. Only the steering wheel spoils the ambience, as its chunky rectangular boss looks like a small attaché case and at anything other than dead ahead obscures your view of the gauges.

The V8 Vantage grew out of the unpopular Virage, but the only panels they share are the doors and roof. The clever rework by Ken Greenley and John Heffernan added 100 per cent beef to the rather spare and ill-proportioned lines of the original. Wisely, it was never called the Virage Vantage, and to mistakenly do so now without the safety net of inverted commas is guaranteed to cause offence. This is very much a different car and owners like to keep that fact clear.

Perhaps that hasn't been made clear enough because the way it drives should have the Vantage worshipped like some kind of deity. Only 239 were built during a five-year production run, so they have the benefit of exclusivity too. Yet at the moment they are only worth about three to four times the price of a Virage, and though that might sound a lot, it isn't. Think of this as Aberdeen Angus fillet steak alongside a quarter-pounder from the freezer shop.

Sometime soon collectors will wake up to this – the best examples are already changing hands for £120k or so – so get in ahead of them. One like our test car that's got a few miles on the clock can still be had for around £85,000. In Aston Martin circles that's not expensive – it wouldn't buy you a corroded, non-running DB6. And I have absolutely no doubt which is the better buy.



‘This is one of those rare performance cars that you can instantly drive quickly without feeling threatened by it’

ASTON MARTIN DB7 COUPÉ

Widely acclaimed at launch as the best-looking British sports car since the E-type, by the time it was superseded by the V12 Vantage model in 1999 the DB7 coupé had become the best-selling Aston Martin of all time. And that was despite a £78,500 price tag that made it £5000 more than a Porsche 928 GTS. They remain rivals, with both priced in the high teens today, but I’m willing to bet that the DB7 will soon regain its price premium over the 928. Time and familiarity may have taken the edge off the Aston’s visual appeal, and it’s a less focused driving tool, but it’s still a whole lot sexier than the Porsche, and that’s why people will buy them. Well, that and the fact that they are still by some margin the cheapest way to buy into the Aston Martin dream.

To make sweeping judgements about DB7s based on today’s test car is a little unfair as it’s a daily driver that has covered more than 120,000 miles, but it should also provide reassurance for potential DB7 buyers for that very same reason. In fairness it does feel a bit loose in places, but almost anything does at this mileage. None of it detracts from the enjoyment of driving the car. It’s a thoroughly pleasant experience, as is the XJS that it was heavily based on. Plenty of that comes through in the way the DB7 feels and handles, and the delicate and sublime ride/handling balance is what you expect from a Jaguar and more. This is one of those rare performance cars that you can instantly drive quickly without feeling threatened by it.

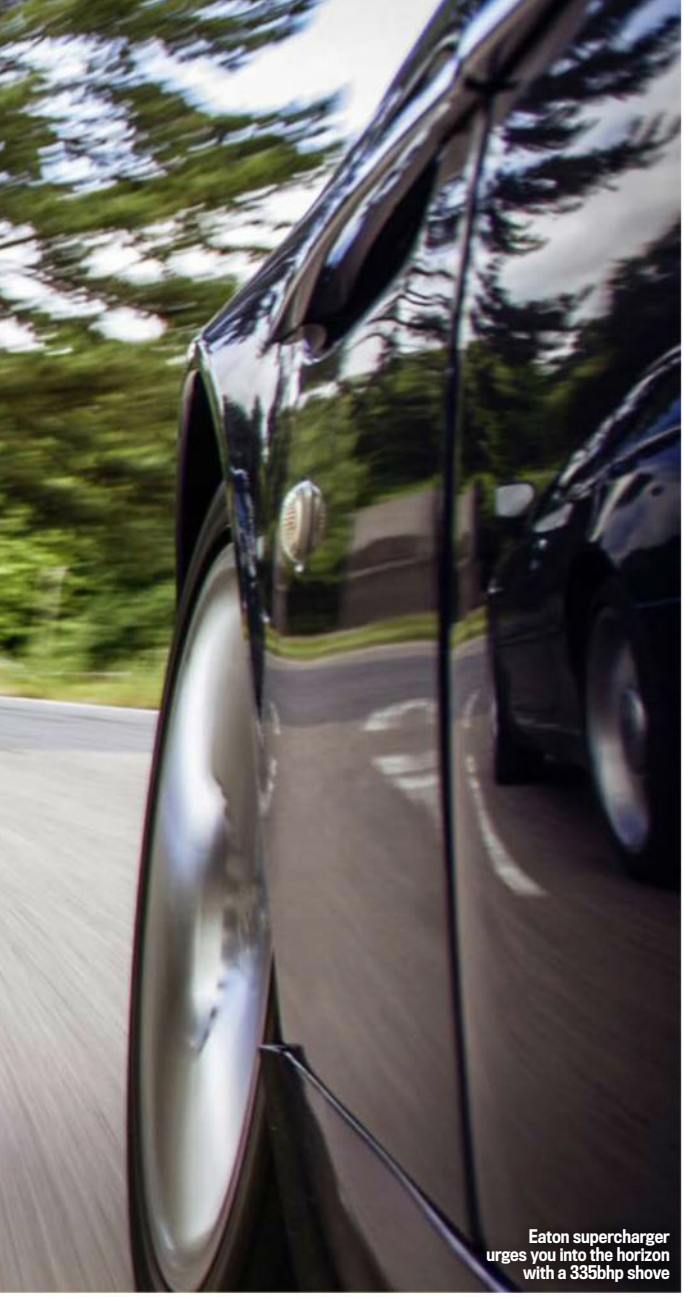
As a past XJ-S owner I felt right at home with the familiar slight vague indecision as I started to turn the wheel from one lock to the other. I had to ask and owner Chris Done confirmed that both cars use the same Adwest power steering rack. In a way it makes the DB7 feel like an older car to drive, more Seventies than Nineties, but that only adds to its classic cachet in my mind, and the surroundings are certainly bang up to date and assembled with a quality that wasn’t always present in the Jag.

What the DB7 also has over the six-cylinder XJS is a lot more poke. As with the V8 Vantage, the credit here belongs to an Eaton supercharger – just the one this time – which helps the Aston’s 3.2-litre straight-six engine crank out more power than even a 6.0-litre V12 XJS. Even with the optional four-speed automatic gearbox that was specified for just more than half the DB7s sold, this is a swift car with an intoxicatingly instant throttle response thanks to that supercharger. It also adds a faint but endearing vintage-like whine to the engine note, loud enough to provide character without becoming an irritation.

Some testers have grumbled about the driving position being too ‘Italian’ with no reach adjustment for the steering wheel, but I look right at home in downtown Turin so it wasn’t an issue – everything is an easy, tangible reach.

And I don’t mind all the parts that have come from Mazda, Jaguar, Ford and other parts bins; they’ve all been well-integrated and have the appeal of lowering ownership costs. It all adds up to one Aston I could realistically see myself owning.





Eaton supercharger urges you into the horizon with a 335bhp shove



Jaguar AJ6-derived straight six was built and tuned at TWR's workshops



Interior is classy, despite some of the controls coming from a Ford Granada



Ian Callum-shaped body was built by Motor Panels in Coventry and painted by Rolls-Royce

OWNING A DB7



Chris Done not only owns a DB7 but specialises in their service and repair, and is also building a database of what they share parts with.

He says, 'You want a cheap Aston Martin? It's do-able. I've had this coupé for five years now and it's my only car so it gets used all year round. Before that I owned a DBS V8 for 29 years.

'The DB7 now has 122,000 miles on it but apart from rubber bushes all the running gear is original including the exhaust system, though I did have to replace the chrome tips. I do all the work on it myself so it hardly costs me anything to run, but for most people I'd say you could run one for £1000 a year, and that's everything bar fuel.

'They do last really well if cared for – I know a guy who has 194,000 miles on his.

'You have to be careful when buying one, though – there are a lot of lemons about. Cars got to a certain age and value, then owners didn't want to spend Aston money to fix them so did nothing.

'You need to be paying about £15-£20k for a DB7 or you're asking for trouble.'

1995 ASTON MARTIN DB7 COUPÉ

Engine 3239cc alloy straight-six, dohc, Zytec sequential fuel injection, Eaton supercharger **Power** 335bhp @ 5500rpm; 360lb ft @ 3000rpm **Transmission** Four-speed auto, RWD **Steering** Rack and pinion, power-assisted **Suspension** Front: independent by wishbones, coil springs, anti-roll bar and telescopic dampers. Rear: independent by wishbones, longitudinal control arms, coil springs, anti-roll bar (from chassis 100172) and telescopic dampers **Brakes** Ventilated discs, servo-assisted **Weight** 1723kg (3794lb) **Performance** Top speed: 157mph; 0-60mph: 5.8sec **Fuel consumption** 20mpg **Cost new** £78,500 **Values now** £15,000-£23,000



5.9-litre V12's 400lb ft torque proved too much for early semi-automatic cars' clutches - thankfully this one's a manual





Car magazine described the Vanquish as the best executed, best engineered Aston Martin ever


Cosy interior brings a more modern approach to luxury motoring

ASTON MARTIN VANQUISH

Prepare for a culture shock – Aston's technological leap from DB7 to Vanquish was akin to Kenny Ball and his Jazzmen releasing a hip-hop album. Only the V12 engine was carried over from the DB7 Vantage, and that was heavily revised to rev higher and kick out an extra 40bhp. It's clothed in carbonfibre and aluminium to an Ian Callum design that's still recognisably an Aston Martin, but drawn so taut that it looks like you could pop it with a pin.

Nail the throttle pedal and you'll think someone has, it's that explosive. Not quite as awe-inspiring as the V8 Vantage, but there's only a fraction in it; this is a genuine supercar with near-200mph capabilities that provides a more than credible alternative to Ferrari's 550 Maranello. I'm drawn to that comparison because my first thought from behind the wheel was 'am I in a Ferrari?' It has that same engine revviness and darty steering response that makes people love Italian sports cars. So while on the one hand it doesn't really feel like an Aston Martin any more, on the other hand I really don't care. If this is the brave Newport Pagnell world, I'm in.



Muscular body barely contains the Vanquish's gigantic V12 heart

Even the way the cockpit (and it is one) wraps around you is a big departure from the cosy comfort of past Astons. Don't get me wrong, it's still very comfortable, but well-fitted Armani rather than off-the-peg Harris Tweed. All the controls are just where you want them; Aston listened to previous criticism and made the wheel fully adjustable for reach and rake this time. A lot of buyers went for the semi-automatic gearchange option, but David Such's car has the desirable six-speed manual. This takes some getting used to because the gate is so narrow it's easy to hit fifth instead of third and second rather than fourth, but after a while I get the hang of it.

The nice thing is that you don't have to drive the Vanquish as if your pants are on fire – it's a car of split personality, happy to be driven as a docile GT for regular use. But when the mood takes you, just crank it up over 3500rpm and it becomes a testosterone-fuelled cage fighter. 'Do you want some?' Actually, yes please. At any rational speed it instantly goes where you point it and just grips and grips, daring you to try harder. It felt way beyond my capabilities to upset either end of the car, or even call on assistance from the traction control. Some have marked the brakes down for not being up to snuff, but they must have been driving like complete lunatics as even slowing from track speeds I've got them noted as stunning.

The Vanquish is set to be a legend, and the market is taking notice. A few years ago you could pick them up for £35k. They're double that now. Only 1503 were made, plus another 1000-or-so of the 60bhp more powerful Vanquish S, so the market will never be crowded. Look after a nice manual one and you can't go wrong.

OWNING A V12 VANQUISH



'Last year I took early retirement and thought, "Who needs somewhere to live?" So I bought this last November,' jokes David Such. 'It's the only blue one with a manual gearbox. I haven't got a garage so it lives outside, but that hasn't stopped me entering it for Club concours. Before this I raced a fuel-injected V8 for 26 years but wrote that off by hitting the pitwall at Donington sideways – it wound up banana-shaped.

'I always go to Le Mans and took the Vanquish this year. It coped with a six-hour queue for the campsite, though I'm glad it's not an auto – they eat the clutch packs. The "check engine" light comes on regularly, so I now carry a code reader I can plug in to see what's wrong and reset the light. It's never actually broken down, it just doesn't like being driven slowly – that upsets the lambda sensor, which is what sets the light off.

'Values of these are really taking off, and you have to pay a premium for manual cars. Low-mileage stuff has already gone stupid, with prices heading for £100,000.

'I wouldn't be surprised to see them at their original sale price in three years.'

2003 ASTON MARTIN V12 VANQUISH

Engine 5925cc alloy V12, dohc per bank, sequential fuel injection **Power** 460bhp @ 6500rpm; 400lb ft @ 5000rpm **Transmission** Six-speed ZF manual or auto, rear-wheel drive **Steering** Rack and pinion, variable power-assistance **Suspension** Front and rear: independent by wishbones, coil springs, anti-roll bars and telescopic dampers **Brakes** Ventilated discs, 355mm front and 330mm rear, servo-assisted **Weight** 1835kg (4040lb) **Performance** Top speed: 196mph; 0-60mph: 4.4sec **Fuel consumption** 14mpg **Cost new** £158,000 **Values now** £55,000-£80,000



ASTON MARTIN DB9

Yes, there is a bit of a game of spot the difference when you are first confronted by the DB9 and Vanquish. Aston Martin is keen on its new generic look but there are big clues to help distinguish these cars – just don't ask me to identify any of the current range. Things like the DB9's bonnet continuing all the way to the grille, the Vanquish's large auxiliary front lamps instead of brake cooling ducts, and its rear arch blisters extending into the doorskins, while the DB9's stop short. Overall the DB9 looks that bit less aggressive, and that's deliberate as it was intended to be a grand tourer rather than a bruiser, a rival to the Bentley Continental GT rather than anything with a Prancing Horse on the nose.

The first car built at Aston's new Gaydon factory, it uses less composites and more aluminium in the structure, which along with other production streamlining allowed it to sell for two-thirds the price of a Vanquish. The engine is basically the same, but remapped with 10bhp at the top end traded for a bit more mid-range oomph.

All of which of course means that the DB9 will never be as coveted and collectable as its noisy older brother. It may come as a surprise, but you can still pick up decent early ones for £30-£40k. Where they go from there is still anyone's guess, because this is the car here whose future stardom is least assured, but as I said at the start all Aston Martins go up in the end.

If you want to shorten the odds, seek out one with a manual gearbox. It won't be easy as only about one in 20 DB9s were so equipped, but that also means there will be an orderly queue when you finally come to sell.

As it stands, having driven the Vanquish and DB9 back-to-back, the latter feels like a half-price bargain. The difference in performance between the two cars is marginal on the road, where the DB9 feels more civilised and less darty, just well planted on the road and with similarly unreachable limits of grip.

And at the risk of having my manhood called into question, I actually prefer this car's six-speed auto over the manual gearbox in the Vanquish. I think the novelty of having dash-mounted push buttons for the gearshift rather than a stick – something I've not seen outside a Fifties De Soto – was a factor here. Spaced either side of the starter button, being able to quickly prod P, R, N or D seems so logical and easy when you try it. The automatic gearbox also suits the car's nature, and gives me more time to enjoy the rest of its dynamic abilities.

And just like owner Gary Bownes I also don't try the flappy-paddle gearchanges. It has a whiff of a gimmick, especially when the gearbox's computer seems perfectly in tune with what you want and when, and shifts between ratios in microseconds.

The electrically adjustable driver's seat provides a perfect driving position and was both my size and very supportive. Unfortunately I turn on the seat heating function by accident and can't find the off button while on the move. It's very effective, but not what you want on a warm summer's day in Surrey. But at any temperature this is a superbly easy car to drive fast.



Aston built 93 prototype DB9s. Just a decade or so prior they struggled to sell that many cars in a year

OWNING A DB9



'I only bought this three weeks ago,' says Gary Bownes. 'It's my first Aston Martin and was a total impulse buy.

'I took my car in for a service and this was sat on the forecourt. I joked about taking it as a courtesy car, and it turned out that it was there being prepared for sale. So I did a deal – and I have no regrets, it's that fantastic. Even better, I was able to add it to my Admiral multi-car policy for a couple of hundred quid. It seems their rates are really low for DB9s for some reason.

'I can probably get my money back on it in two years, but then again I probably won't. Would you sell a car like this once you've got it? It's a real mood-changer – you cannot help getting out of it in a better mood than when you got in. And that's priceless.

'I shall now be joining the Aston Martin Owners' Club and will get along to a few meetings to see what that's like.

'And I really must get round to trying the semi-automatic gearshift; I've only driven it in automatic mode so far, I just haven't felt the need for anything else.'

2004 ASTON MARTIN DB9

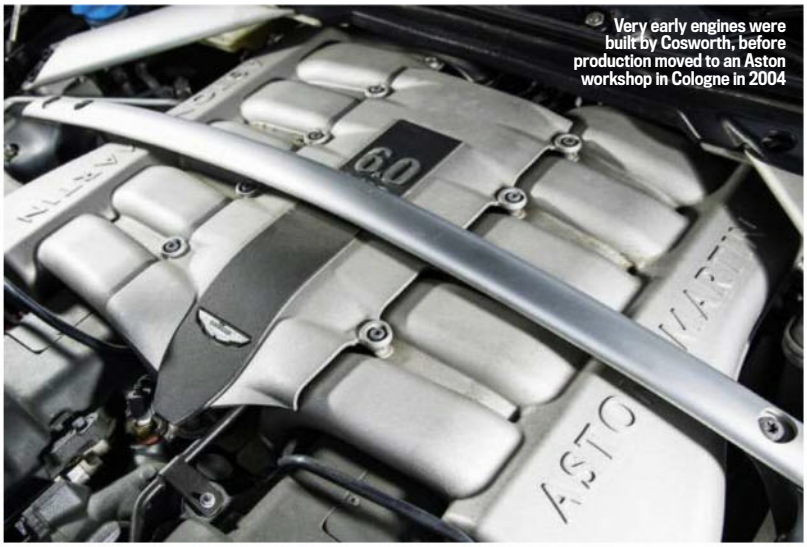
Engine 5935cc alloy V12, dohc per bank, sequential fuel injection **Power** 450bhp @ 6000rpm; 420lb ft @ 5000rpm **Transmission** Six-speed auto, rear-wheel drive **Steering** Rack and pinion, variable power-assistance **Suspension** Front and rear: independent by wishbones, coil springs, anti-roll bars and telescopic dampers **Brakes** Ventilated discs, 355mm front and 330mm rear, servo-assisted **Weight** 1760kg (3876lb) **Performance** Top speed: 186mph; 0-60mph: 5.4sec **Fuel consumption** 16mpg **Cost new** £103,000 **Value now** £27,500-£50,000



Carbon fibre torque tube between engine and gearbox provides a stiff backbone to the car - meaning the DB9 never gets soggy in the bends



Silky-smooth ZF 6HB26 automatic gearbox controls located either side of the starter button in the centre of the dashboard



Very early engines were built by Cosworth, before production moved to an Aston workshop in Cologne in 2004



'There are no duds here. Buy with care and you are unlikely to be disappointed'

BUYING ONE

So how Aston can you afford to go? Taking them in order of value, you really can still buy a DB7 worth having for £15,000 – less than a fifth of what it cost new. If necessary, it is worth paying a little extra for one with the right service history – in specialist hands and not tailing off five-ten years ago. Check that the aircon works and there are no signs of rust breaking out in the bulkhead, both of which can cause expenditure in thousands.

There are plenty of DB9s about with not a lot of mileage for prices in the low thirties, but you'll need to add £6000-£7000 for a manual 'box, despite it being £3000 less than the auto when new. Check underneath for signs of leaking transmission fluid, and make sure everything electrical works – especially seat adjustment, windows and central locking. Constant improvement means the newer the better.

Decades of being the cheap Aston means the condition of V8s can vary wildly. Nice aluminium outer panels are no guide and can hide quite serious corrosion in the steel sub-structure so be prepared to get grubby looking at everything or hire a pro to inspect it. Blown cylinder head gaskets are common so look for water in the oil and vice versa. You might find something for less, but think of £50k as the starting point for 'safe' purchases.

Already it's hard to find a Vanquish for much below £60k, and prices are firming up all the time – low-milers will easily fetch £80,000. And consider 5000 miles a year to be average for Astons, not the usual 10-12k. Don't buy without removing the front undertray to check the crossmember for rot, because it will cost many thousands to repair. And check the gearbox shifts cleanly and without much clutch slip as repairing that can cost five grand.

The V8 Vantage is one of the old-school Astons, which means that if you do get problems the expense can be enormous. So above all the others this is a car to have professionally inspected by an Aston expert before buying. At close to the price of a house, think of it as a matter-of-course survey. Check when the supercharger belts were last replaced because it's a four-figure engine-out job that needs doing every 20,000 miles. And those superchargers have the potential to put a lot of strain on the old V8.

THE BOTTOM LINE

There are no duds here, either from the point of view of driving enjoyment or being able to at least get your money back (and possibly a bit more to cover running costs) when you come to sell later on. So take your pick by era or budget. Buy with care and you are unlikely to be disappointed.

For something that everyone will instantly see as a classic, it has to be the V8. If you'd prefer a car for more than weekend use, either the DB7 or DB9 come to the fore, and I'm particularly drawn to the DB7's potential for more affordable running costs.

Any debate over whether the Vanquish – launched 14 years ago – is old enough to be considered a classic ends here. It's a proper hero car and the queue for them has already started to form. The James Bond connection never hurts, either, even if this Aston's appearance was in the underwhelming *Die Another Day*.

But the real hero here, the car that to my surprise I am finding it hard to get out of my mind, is the V8 Vantage. It may be an over-engined dinosaur, but it also provides one of THE great driving experiences. I'm just glad it exists.

Thanks to: *The Aston Martin Owners Club, particularly David Such for gathering the cars together, AstonDB7.com and astonmartins.com*



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MIKE HAILWOOD'S E-TYPE

'IF ONLY THIS CAR COULD TALK'

Motorcycle racer Mike Hailwood was among a special group of names privileged to be allowed a new E-type in 1961. Quentin Willson relives the experience

Photography TIM ANDREW





Mike Hailwood's E-type – as dashing now as it ever was

No matter who you were, back in 1961, you faced a long wait for an E-type. Browns Lane had massively underestimated demand, planning to build just 250 Es, but were besieged with orders. Within weeks of the launch Sir William Lyons promised to increase production to 1000 units but the waiting list was out of control. Dealers were forbidden from selling demonstrators for three months, hopeful buyers placed orders at several dealers and if you were one of the lucky ones you could sell your new Jag for 25 per cent over list. But few did – because this was the car everybody wanted.

Sixties Pop singer Adam Faith told me he rang Lofty England ten times begging for a roadster, and eventually had to settle on Lofty's factory demonstrator. Canny Sir William Lyons knew he had a huge supply problem so made sure the earliest cars went to influential motor sport teams and drivers in what's now regarded as one of the British motor industry's most brilliant examples of product placement. Tommy Sopwith got the fifth right-hand drive roadster 850005 (ECD 400), John Coombs 850006 (BUY1) and 850007 (9VPD), privateer racer Sir Gawaine Baillie took 850008 (GB 8488) Peter Lumsden had 850009 (898 BYR), Bruce McLaren raced 850010 (3 BXV), Robin Sturgess campaigned 850012 (2 BBC – which went on to be used in *The Italian Job*, Briggs Cunningham had 850014 (4BXV) and Jack Lambert raced 850016 (RL 26).

These first hand-built cars with handpicked owners were raced through the summer of 1961, battling with Aston Martin DB4GTs and Ferrari 250 GTOs in front of huge cheering crowds. The press printed rousing stories about the 'sensational new 150mph Jaguar' but only a tiny dribble of RHD roadsters left Browns Lane – most cars went to the US – and production of home market fixed-head coupés wouldn't start until August. Each early roadster was placed to guarantee maximum publicity. Sir Hugh Ropner got 850017, the Earl of Warwick took 850021, *The Daily Mail* bought 850024 as a competition prize, Castrol had 850034 for TV commercials and the Duke of Bedford bagged 850041. For everyone else the wait must have been agonising.

Particularly for motorcycle champion Mike Hailwood, who at 22 was a rising star for a then little-known team called Honda. In June 1961 Hailwood was the first rider ever to win three Isle of Man TT races in a single week and had become a national celebrity. He too desperately wanted an E-type – he'd learned to drive in his Mother's XK120 – but like everybody else had to join the queue. In fact his E, 850070, was built on the 14th of July 1961 and was one of the 56 early soft tops famously photographed outside the Coventry factory. In July 1961 British Jaguar dealers were given roadsters for customer test-drives and chassis number 70, along with 40 other roadsters, was delivered to Henlys in London. But it wouldn't be until September 1 when it was released from duty and registered to Hailwood as VJY 237. The fact that this was a used demonstrator and not new shows that seven months after launch supply was still running woefully behind demand. Even someone generating his own sensational national newspaper headlines still had to wait.

Hailwood and VJY 237 became regular sights at race meetings across the country and it was in the paddock at Brands Hatch in late September 1961 that an aspiring 16-year-old racing driver, Mike Wilds, was introduced to Hailwood and his red roadster for the first time. They got on instantly and a ride in the magical Jag followed – Wilds still remembers that first momentous trip. 'What surprised me most wasn't that we were hitting 100mph on country roads but the reaction of other drivers. We stopped for petrol and the forecourt was mobbed with passing cars and crowds of people. They didn't know who Mike Hailwood was but they certainly knew an E-type when they saw it.' Wilds and Hailwood's lifelong friendship began with that E-type and he fondly recalls the car's powerful allure. 'Mike really had an eye for the ladies and the E-type was like a magnet. Gorgeous girls would line up for trips in the car and he loved all the attention. Everybody knew that anyone driving an E-type was special so women would wave autograph books at him. And some of those girls were really, really pretty.'

Hailwood used 850070 as a daily driver through 1961 and 1962 and Wilds would often come along for the ride. 'E-types were so rare you felt like you were in a spaceship from another planet. If you parked you'd come back to a crowd, clamouring to know everything about it – all pointing at the 160mph speedometer. We felt like film stars.' But Hailwood wasn't impressed with some of the faults on his pre-production roadster. 'It was absolutely appalling in the rain – just like driving in a swimming pool.' He can't have been that unhappy with E-types because he later bought Colonel Ronnie Hoare's '61 fixed-head, 9555 DP, that he kept until '64. But VJY's ability to hypnotise women was incredible. 'Mike always had a different girl in the passenger seat of that car. That's what motor racing was like back then – E-type Jags, parties and blondes, lots of blondes. If only this car could talk.'

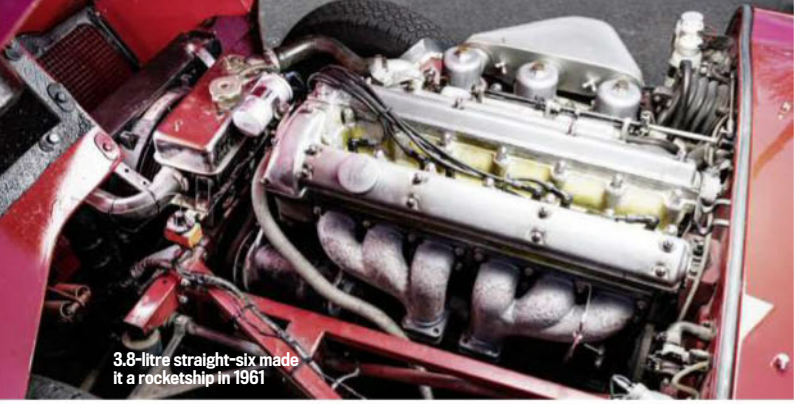


MIKE WILDS

Mike Wilds has 50 years of competitive racing under his belt and has driven in eight F1 championships, eight Le Mans races and worked for March, Ensign, BRM, Ecurie Ecosse and Nissan racing teams. As well as F1 he's raced in Formula 3 and Formula 5000. Growing up in West London he hung round the famous Chequered Flag Garage in Chiswick and watched enviously as they sold Cobras, Ferrari 250s and D-type Jags. 'Chequered Flag campaigned a pair of Gemini Formula Juniors to raise PR and I'd go to Brands Hatch in the Gemini transporter and that's when I first knew I wanted to make racing my career. In 1964 I bought my first car – a DRW Mkl in which I came third in its first outing at Snetterton in 1965. Later that year I got a second and then a first at Silverstone. After that I raced a Titan MkIV in F3 and F5000 and by 1974 was sitting on the grid of my first F1 race in Watkins Glen.' Can Am races, Thundersports and GT racing followed. Now he takes things a little easier racing at Goodwood Members Meetings in a Dolomite Sprint and Mario Andretti's Porsche 956. His road car is a 1988 Porsche 911 Club Sport and he's one of Jaguar's team of professional tuition drivers at the Heritage Driving Experience at Fen End in Warwickshire.

Those days with VJY may have been the catalyst for Hailwood's life-long obsession with fast road cars. After the two E-types he went through three Jaguar MkII 3.8 saloons, a BMW 2500, Ferrari 330GT (not his favourite as the gear lever came off in his hand more than once) no less than three Iso Grifos – one he crashed spectacularly hitting a cow – and a Citroën SM that he adored.

After Hailwood's ownership VJY was sold into the trade and became just another tired old Jag. Used car dealers Spencer Harris Ltd in Cirencester and West End Motors in Swansea appear in the buff logbook in the Sixties followed by a handful of private owners. VJY then fell off the radar for decades and only reappeared in June 2005, when I wrote about it in the *Sunday Mirror* having spotted it on eBay with a derisory (even back then) high bid of just £17,500. The Cardiff-based private seller had bought it in 1983 and performed a two-year restoration, run it for ten years and then put it on the auction site (wrongly describing it as the 30th convertible built), where it didn't reach its reserve. That's when we think car-crazy dentist Dr James Hull snapped it up for his £100 million collection of classics. Hull kept the car in one of his string of large Hertfordshire warehouses and then sold the 500-car collection to the



3.8-litre straight-six made it a rocketship in 1961



Quentin gets acquainted with Mike Hailwood's former crumpet catcher

'That's what motor racing was like back then – E-type Jags, parties and blondes, lots of blondes'



Hailwood had to wait to get his hands on an E-type - Quentin thinks it was worth it



A distinguished gearknob indeed

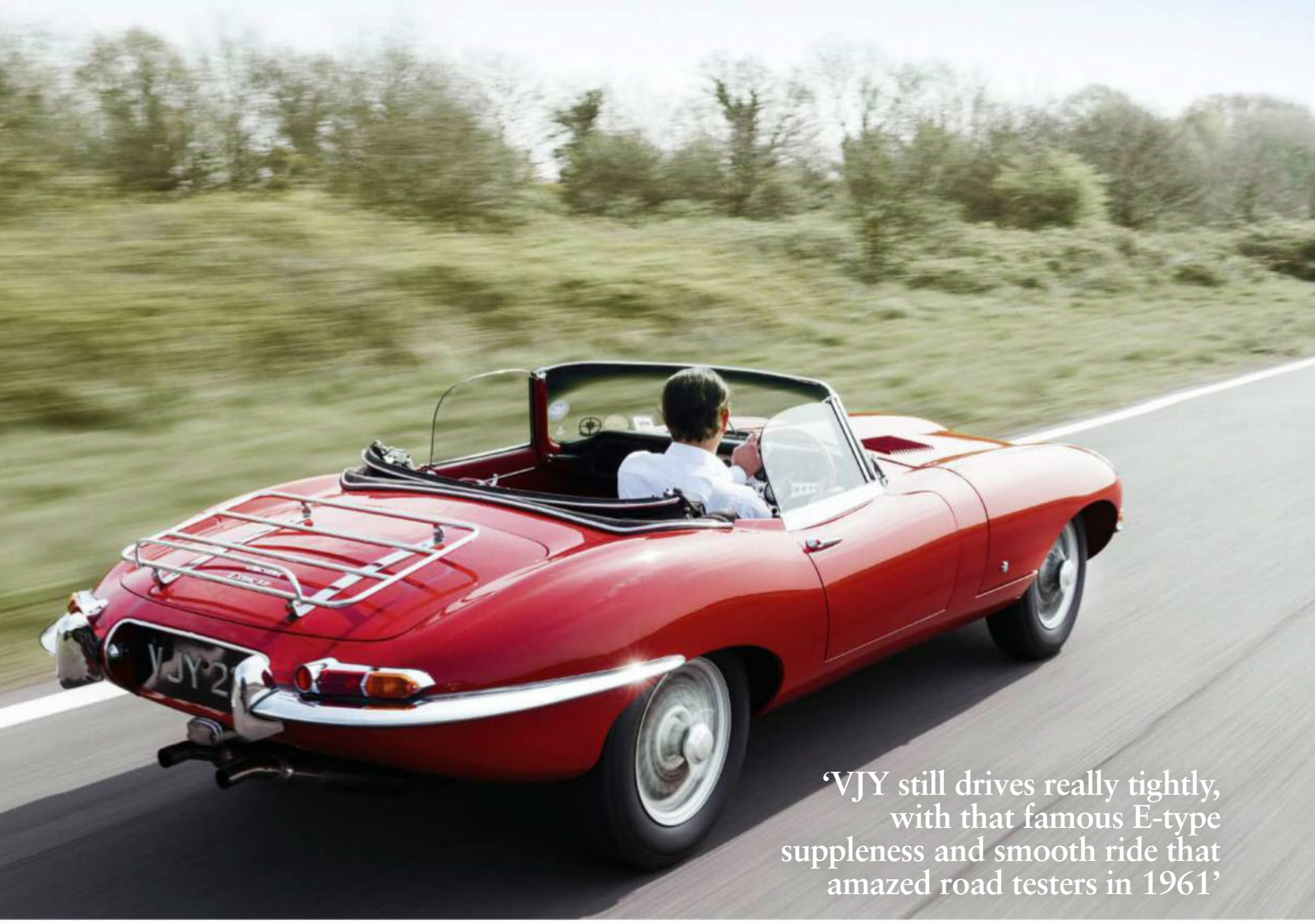


Mike Wilds tells Quentin an unprintable Hailwood anecdote





VJY wears its history with pride



Jaguar and Daimler Heritage Trust in 2014 – which brings 850070's story up to date. VJY's future is now secure as a permanent part of Jaguar's Heritage Driving Experience collection.

As an older restoration, VJY 237 is now nicely patinated – looking gently worn and faded. Sure, its been repaired and refreshed over the years and a few of the unique early parts have disappeared but it still carries the original Moss gearbox, Kelsey Hayes brake booster, 1961 carburettor linkage, chrome bonnet catches, flat-top dash, early steering wheel and even the factory chassis plate. That it's one of the few 500 outside-latch E-types built that hasn't been turned into a trailer queen gives it a powerful charm. And VJY still drives really tightly, with that famous E-type suppleness and smooth ride that amazed road testers in 1961. The synchromesh may have the usual weakness on second but the gruff 3.8 is full of urge, the steering has no float and 100mph was an easy 4000rpm. Round the tighter corners the body control is just as an E-type should be, with very little roll thanks to that brilliantly engineered independent rear suspension and stiff central tub. To meticulously restore 850070 would be sacrilege and all JDHT needs to do is fit early Cheney hose clamps, Butlers rear number plate lamp lights, paint the headlamp buckets body colour, the cylinder head pumpkin orange and reinstate those all-important welded louvres in the bonnet.

But the most wonderful thing about this rare and famous 70th RHD E-type roadster is that enthusiasts can now drive it at Jaguar's Heritage Driving Experience in Fen End, Warwickshire. For £250 you can chose between 15 minutes at the wheel of VJY and then go on to sample a V12 roadster or try out a new 5.0 F-type convertible. Ask nicely, and you might even get Jaguar's professional heritage driver Mike Wilds in the passenger seat who'll tell you VJY's story himself while you experience the tactile magic of a 1961 E-type. And it's proving one of the most popular rides. Several times during our photo shoot we had to interrupt photography and hand over the keys to excited visitors who had booked drives in 850070 months in advance. Watching them sailing round the track clearly mesmerized by the thrill of being able to drive a 1961 E-type roadster somehow seems an appropriate high point of VJYs fascinating life story. To spend its years sleeping in some millionaire's heated motor house, hidden from view and only brought out a few times a year would be a tragic waste. As an important survivor of those exciting months in 1961 when an E-type roadster was the most fiercely desired car in the entire world, 850070's open access to the public will guarantee that that special moment in British automotive and social history is kept alive. I'm sure Mike Hailwood would heartily approve.

Thanks to: *Jaguar Heritage Driving Experience. Jaguar's best kept secret is their Heritage Driving Experience in Warwickshire where you can take to the wheel of not just Mike Hailwood's E-type roadster but a D-type, C-type, XK150S, Coombs Mk2, XKSS, V12 E-type plus F-type and XFR. Prices start at £95 for passenger rides in an E, D or 150S going up to £300 for a drive in a genuine D-type. £2000 buys you time in nine classic and modern Jaguars including an XKR-S GT followed by lunch. Details at and bookings can be made on 0333 577 0156.*

1961 JAGUAR E-TYPE

Engine 3781cc in-line six-cylinder, DOHC, three SU HD8 carburettors **Power and torque** 265bhp @ 5500rpm; 260lb ft @ 4000rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: double wishbones, torsion bars, telescopic dampers, anti-roll bar. Rear: independent, tubular transverse links, radius arms, twin coil springs over damper units **Brakes** Hydraulic-servo Dunlop discs, 11in front, 10in rear **Weight** 1227kg **Performance** Top speed: 150mph; 0-60mph: 6.9sec **Fuel consumption** 18mpg **Cost new** £2097 **Values now** £60,000 to £140,000

E-TYPE UPGRADES



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THIS SPORTIN' LIFE

Rolls-Royce? All very well – but where's a chap to put his fishing rods, hamper and retriever? Answer: in a Bentley Countryman

Words ANDREW ROBERTS Photography LAURENS PARSONS





The Countryman bridged the gap between town and country with a mix of sumptuous luxury and versatile practicality











Britain was a nation in a state of rapid change 59 years ago, when this car was created. Colonel Nasser was stirring up trouble in Egypt and just when you thought Dickie Valentine was the last word in decadence along comes an American delinquent called Elvis Presley with sideburns and a hound dog obsession. At least a new Bentley S1, converted to Countryman specification by Harold Radford of Melton Court, South Kensington offers some stability in a world that's changing far too fast.

The 1956 car featured here is perfectly equipped for a good day's huntin', shootin' or fishin'. The boot incorporates a folding table and there are compartments for bottles and glasses to celebrate a successful morning of field sports. The rear backrest folds down to create space for dogs or fishing rods. The fully reclining split backrests on the front bench permit a rest after an exceptionally good luncheon and the back seat armrest contains a vanity unit and writing accoutrements.

The detailing even extends to provision for a water bottle in the driver's door, and proud owner Richard Stancomb notes that, 'originally there would have been a plastic bowl too – the sort of washing and shaving kit familiar to anyone who served in tanks.'

This S1 Countryman was originally delivered to the Clement Clarke medical instrument company of London. Three years later a 1959 invoice now in Stancomb's archive reveals that Jack Barclay sold the Bentley for £4000 (twice the cost of a new Jaguar MkIX) to Aquascutum of 100 Regent Street. Thereafter it was exported to the US, where it lived in California and Delaware. The S1 returned to the UK in 2011 and three years later Stancomb came across it at The Real Car Co in north Wales at a time when he was contemplating buying a Bentley R-type. However, he decided the R-type's right-hand gearchange would have eventually tired him out, while the Countryman that was also on sale perfectly fitted the bill.

The man behind the Countryman, Guy Harold Radford, was originally a Rolls-Royce and Bentley dealer. In 1948 he designed a shooting brake conversion for the Bentley MkVI and bought a complete rolling chassis from Bentley Motors, commissioning specialist coachbuilder Seary & MacReady to undertake the work. The car won first prize at that year's Cannes concours d'elégance, and two years later Radford acquired Seary & MacReady to form Harold Radford (Coachbuilders) Ltd.

Radford offered Countryman interpretations of other large British cars, but it was the Bentleys that attracted most attention and over the next seven years he refined the nature of his conversion. The advent of the R-type in 1953 allowed him to take advantage of the new car's greater length and the Countryman now sported a discrete hatchback rather than the earlier model's timber-clad rear bodywork. Another difference was that Radford now bought Bentleys that were almost complete, making his cars not so much coachbuilt as extensive conversions. A challenge for traditional coachbuilders was that their cars could be ruinously

expensive to buy, but Radford's decision to use standard ex-factory cars as the basis for the Countryman helped to lower prices from vast to merely steep.

In the early Fifties most Countrymen were derived from Bentleys, with only three Rolls-Royce Silver Dawn conversions. The advent in 1955 of the Silver Cloud and its Bentley S1 twin led to an even more elegant Countryman that could be ordered with 40 different options. The conversions were undertaken by HJ Mulliner & Co, with some cars boasting a split tailgate, others an extended boot and a few, such as the example here, with an exterior that belied the extensive changes within. Such quality came at a high price – Radford's brochure lists a package of folding rear seat and 'folding picnic table covered in Formica' for £280, with the reclining front backrests costing £180 and the water bowl £50. Cocktail cabinets added another £60, the offside unit containing four leather-covered flasks and the nearside holding four large and four small glasses.

The back seat armrest containing 'one pigskin cigarette case, one pigskin notebook and pencil' plus 'one pigskin holder containing clothes brush and comb' cost a mere £25 – or three weeks' wages for the average Briton in 1956. In all, the conversion cost £595 – the price of a new Morris Minor or Austin A35. Even so, sufficient clients believed it to be an inheritance well spent for Radford to offer a Countryman conversion throughout the lifespan of the Bentley S-series.

My initial impression of the Countryman is that the detailing goes beyond the exquisite into the near perfect. To complement a picnic Radford offered two small toadstool cushions that can be screwed into the rear overriders. Inside, you would not refer to a Bentley S1 as having anything as commonplace as split-folding rear seats, but seven years before the Hillman Imp made them familiar to British motorists this feature helps to make the Countryman a genuine dual-purpose car, and flicking a few levers – Countryman conversions are also easy to operate – turns a town car into comfortable and practical rural transport.

The S1's restrained blue-over-silver body is so familiar that it's easy to overlook how elegant it appears. Rolls-Royce began work on the Silver Cloud and its Bentley twin in 1950 under the direction of Henry Grylls, the company's future chief engineer of the motor car division. Grylls was told to devise a new car around the familiar 4887cc engine; and John Blatchley, chief stylist of Rolls-Royce from 1950 to 1969, devised the magnificent coachwork constructed of 20-gauge steel on a box-section frame that was believed to be 50 per cent stronger than that of the preceding Silver Dawn.

This Countryman certainly feels as if it's carved from solid steel, despite the doors, boot and bonnet being made from aluminium. The Silver Cloud/S1 used its predecessor's coil and wishbone front suspension with a new semi-trailing configuration and the addition of a rear anti-roll bar. Opening the split bonnet reveals the B60 straight-six, as fitted to the 1954 R-type Continental but with origins dating back to the 1922 Rolls-Royce. After all, change for the sake of change would be frightfully vulgar, although the Silver Cloud is notable as being the first Rolls-Royce to have exactly the same motor as its Bentley counterpart (the Silver Dawn had one Zenith carburettor while the R-type had twin SUs).

The Silver Cloud officially debuted in April 1955 and was one of the major stars of that year's London Motor Show, providing welcome relief from the strange new world of the Citroën DS and the ostentation of the Hooper-bodied Daimler DK400 Coupé with zebra-trimmed interior. For well-heeled motorists who regarded the Silver Cloud as just the slightest bit ostentatious there was the alternative of the Bentley S1. The earlier MkVI and R-types were advertised under the slogan 'Take a Bentley into partnership', the implication being that here was the ideal transport for an industrialist building a New Britain rather than a denizen of Mayfair cocktail parties. The S1's initial advertising material was low-key to the point of being taciturn – it was a 'new motor car representing a logical advance in the design of chassis and coachwork'. The Bentley cost £135 less than the £5079 Silver Cloud but this marginal price saving was less important than the S1's air of discretion.

After appreciating the pleasures of Countryman's fittings it's time to grasp the three-spoke steering wheel and pilot the Bentley – a seemingly formidable prospect given its length and weight. However, these turn out to be foolish qualms because the S1 sets out to put you at your ease. The GM-sourced automatic transmission is standard, but the handles on the doors are charming reminders than in 1956 electric windows were only available as options, as were power steering and air conditioning. It was the US market that demanded such luxuries at a time when a Cadillac customer expected them as a matter of course, but 'refrigeration' and power steering were not available as options on the home market S1 until 1957.

Clearly this unassisted car was for a hardier breed of motorist, and manoeuvring the S1 at low speed is a task best left to your chauffeur because it's akin to moving a contemporary Bedford lorry.

'Once moving, it's fine,' says Stancomb – and he's right, because as soon as the Bentley exceeds 30mph its nature is transformed, with the steering remaining heavy but becoming very well balanced, the S1 deviating from its road position not one iota. The overall impression is of being cocooned in a gentleman's study, far removed from Nissan Qashqais, Citroën C3s and other reminders of the 21st century. The acceleration was never intended to be blistering, but by the standards of the mid-Fifties it's more than acceptable.

Then there's the quality of the ride, enhanced by electric rear dampers and still able to bring a party of sporting types refreshed for their G&Ts after celebrating

CHOOSING A BENTLEY S1



One aspect of the S1 – or indeed the Silver Cloud – that always needs to be taken into consideration by any potential owner is rust. The front wings are especially vulnerable in the region of the firewall, as are the mounting points for the body – so a corroded Bentley will not be a cheap restoration prospect. Likewise, revitalising a tired interior calls for deep pockets. One particularly annoying problem with these grand classics is restoring a dashboard that has been ineptly and unsympathetically modified to accommodate a modern sound system.

This is a car that should stand proud – if it doesn't this could indicate badly worn suspension. At least the challenge of rebuilding a lacklustre engine probably should be less daunting than it would be with the V8 of the subsequent S2 and S3 models.

As far as the lack of PAS on the early S1s is concerned I personally found the steering quite agreeable but others may find it a tad heavy...





Fully reclining front seats added £180 to the price – equivalent to nearly £4500 today

‘The back seat armrest containing a pigskin cigarette case, notebook, pencil, clothes brush and comb cost £25 – three weeks’ wages for the average Briton in 1956’



Steering wheel needs to be this vast to manoeuvre almost two tons of Bentley with no power assistance. Modern stereo’s a temporary fitment



As well as picnic tables the rear houses cocktail cabinets and split folding



4887cc B60 straight-six has its origins in the motor that powered Rolls-Royces back in 1922



Comfortable enough to sleep in – handy because it cost the price of a decent house in 1956

'I plan to bring it up to a good but not ridiculously concours state. A lot of the work involves unbodging the bodged jobs that occurred when the car was in the USA'

the Glorious 12th. Approaching a T-junction I am reminded that I'm charged with bringing an awful lot of Bentley to a graceful halt with the aid of drum brakes, but my fears prove unfounded. Servo assistance means the Countryman stops as well as it drives, and my only wish was that the Ford Mondeo closely following the S1, presumably in order to fathom its marque and model, would suddenly vanish.

The Fifties was a decade when traditional British coachbuilders were facing immense challenges from the increased use of unitary bodyshells and the changing tastes of the carriage trade. Rolls-Royce designated Harold Radford (Coachbuilders) Ltd as an official coachbuilder, but in 1958 the company was acquired by the Swain Group, which already owned Rolls-Royce agency HR Owen and coachbuilder Freestone and Webb. Countryman conversions continued to be built throughout the run of the Silver Cloud/S-series, the options list eventually numbering 50 (including a dog guard), but 1963 was a watershed for the firm. It was the last year when Harold Radford had a display at the London Motor Show, and in April the coachbuilder announced its Mini Cooper de Ville conversions as 'the most luxurious small car ever offered for prestige motoring in busy town traffic'.

The Sixties would see other Radford conversions, ranging from sublime Aston Martin DB5 and DB6 shooting brakes to the amiably bizarre PB Series Vauxhall Radford Cresta. But when the Silver Cloud and its lower-key Bentley alternatives were replaced by the Silver Shadow range in 1965 the Countryman's era already seemed long distant. Fifty years later Stancomb, plus Clippy the dog, find the Bentley ideally suited to Wiltshire's roads. 'My plans for it involve bringing it up to a good but not ridiculously concours state. A lot of the work involves unbodging the bodged jobs that occurred when the car was in the US; they fouled up the demisting system, for example, and you certainly need that in this country. They also threw out the radio, but the Real Car Co gave me a Motorola unit as gift and I have had that converted to modern FM setting.'

Today the Bentley is used whenever the sun shines, a phrase reminiscent of a long-gone country where you can imagine the archetypal S1 owner fuming over his copy of *The Times*. There's that ghastly trouble over the Suez Canal and any number of subversive elements – Teddy boys, people no longer standing for the National Anthem at the end of cinema bills... But with a Bentley S1 Countryman by Harold Radford all is right with the world, be it 'in town – or out of town'.

Thanks to: *The Real Car Co (realcar.co.uk)*

1956 BENTLEY S1 COUNTRYMAN

Engine 4887cc, in-line six-cylinder, inlet over exhaust valve, two SU HD6 carburettors **Power and torque** 'Sufficient, sir'; 'More than adequate, sir' **Transmission** Four-speed automatic **Steering** Cam and roller **Suspension** Front: independent, coil springs, hydraulic dampers, anti-roll bar Rear: semi-elliptic leaf springs, adjustable hydraulic dampers, anti-roll bar **Brakes** Drums front and rear **Weight** 1924kg (4242lb) **Performance** Top speed: 103mph; 0-60mph: 13.1sec **Fuel consumption** 14mpg **Cost new** £5539 (including Harold Radford conversion) **Value now** £28,000



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1971 LAMBORGHINI MIURA SV

The team spent 1970 painstaking hours on this Miura – and found it shares more than the Lamborghini name with the Fifties tractor beside it. Prettier though

‘It’s the biggest job we’ve ever done’

When a leading Lamborghini specialist tells you that after 45 years in the business, you know this Miura received the ultimate restoration

Words NIGEL BOOTHMAN
Photography LAURENS PARSONS



If your Miura-owning fantasy were to include breakdowns, puddles of oil and rotten floors, it wouldn't be much of a daydream. It would, however, be realistic. Bear in mind, though, that Lamborghinis were never expected to last for 40-plus years without a major rebuild. What's more, it's only in recent times that prices have risen to a point where painstaking restorations can pay for themselves.



Graham Robertson (above), owner of the car here, recounts his experience, 'I got six or seven years out of it, having it fixed up as necessary. By 2011 it was getting silly to fix any of the leaks without doing the whole job, but I dropped it off with Colin Clarke Engineering in Hertfordshire for a service anyway. A few days later Colin rang and said, "Graham – it's time".'

Clarke has worked on Italian supercars for nearly 45 years and pulls no punches when asked to describe this task. 'It's the biggest job we've ever done,' he says. 'It took three years, but it turned out pretty well.'

The Miura is a 1971 SV. Robertson knew it had unoriginal features, such as incorrect rear lights probably fitted after an 'airbrake moment', when the rear clamshell is left unfastened and catches the air at speed. The red paint was also not as new – Robertson had bought the only RHD SV originally painted Lime Green, and the restoration has returned it to that hue.



Beneath red respray lay the only RHD SV in Lime Green



Just a slight coolant leak...



Living the supercar dream - this can be the grim reality behind the shiny paint of an original 44-year-old Lamborghini

STRIPDOWN AND ASSESSMENT

'I could see daylight where the floor meets the back bulkhead'



With the somewhat scabby scarlet Miura on the ramp, Leigh Huggett (left) could see evidence of 40 years of hard use – at least by supercar standards. 'There was quite a bit of rot in the tub,' he says. 'The floor looked bad and it had obviously struggled through a few MoTs with a patch here and a patch there.'

The Miura comprises a central tub with supporting structures to carry engine, transmission, steering and suspension. There is no separate tubular chassis, so strength in the tub is crucial. That strength comes from large box-sections in the sills and under the centre console, all with large holes punched in them from new to save weight.

The quality of the original workmanship didn't help. 'There are lots of really ugly welds on these cars,' says Huggett. 'Most are strong enough but not all, and after years of rust the car can lose a lot of rigidity.'

Evidence of this was most obvious after removing the seats and carpet. 'The back edge of the floor, where it meets the rear bulkhead, takes a lot of the stresses and I could see daylight through there,' says Huggett

Corrosion wasn't the only problem, says Clarke. 'The car has had a few fights in its life; both the front and the rear have had to be pulled out at some point and there was some crash damage remaining on the front nearside corner. Nothing ever goes back on properly with these cars, but this one looked likely to be worse than most.'

Oil leaks had eaten the rear suspension bushes and from the way the car drove Clarke suspected he would uncover more trouble during the mechanical restoration.

Hours taken: 400.



Rust shows no mercy for thoroughbred metal



That's not much of a gap for a V12 and transmission



Lamborghini V12 holds no fears for Colin Clarke, and this one wasn't in terrible shape



That's not a lot of metal to take the giant stresses the Miura's performance can create – it needs to be sound



Eddie Noone's patient TIG welding meant the numerous repairs to the outer panels would blend in perfectly



Substantial amounts of new steel went into floor



Lower pieces of rear shroud were renewed

METALWORK

'Just sorting out the front shroud took me two and a half weeks'



The repairs to the steel tub, doors and those huge front and rear shrouds were by some distance the longest and most important aspects of this restoration. The central tub needs not only to be strong, but also straight – everything else depends on that, from the fit of the doors and shrouds to the steering and suspension alignment.

The tub of Robertson's Miura was sent to a sub-contractor who had previously been part of the team that created a Jota recreation for renowned Lamborghini enthusiast Piet Pulford, who was the owner of this Miura before Robertson acquired it. A purpose-built jig provided rigid datum points around which the lower half of the tub could be extensively rebuilt with as much of the original structure preserved as possible.

After many months of painstaking effort based on original factory working drawings the tub came back to Clarke's workshop, where a dry fit was carried out. Sure enough, all the mechanical components fitted perfectly – apart from being 1mm out at the handbrake mounting. That was easily fixed, and the car could progress to the next stage.

Ask Clarke whether body panels or repair sections are available for the Miura and he'll shake his head ruefully, telling you, 'No, you need an Eddie.' Eddie Noone (pictured above) of Vale Cottage Motors in Hornsey was also part of the Jota team, and took on responsibility not only for the Miura's bodywork but for the paint too.

He describes some of the trials he had to tackle. 'We found there was a ¾in gap at the back of the passenger door, so we had to cut and tilt the rear of the door to re-gap it,' he says.

'Then we started on the front shroud, which was really weak. We had to cut the lower front panel, make an outer and inner front panel and make sections of the frame to support this, while trial-fitting the headlamp assembly. Only then could we start fitting the shroud to the car.'

Noone had to cut and re-frame the whole rear edge of the Miura's shroud, because matching its curve to the curve of the front edge of each door is vital for the correct appearance.

'It took me about two-and-a-half weeks just to sort the front shroud,' he recalls. 'We had it on and off maybe 20 times.'

Fixing and fitting the rear shroud entailed an equally involved performance, this time including extra work to replace the incorrect rear lights. These turned out to be Maserati Ghibli units fitted possibly fitted by the factory following that early airbrake moment, with the gaps around them welded up.

Hours taken: 500.

EXPERT TIP

'You fit the front shroud on a Miura to the position of the doors – not vice versa – because the position of the doors is defined by the tub itself and can't really be altered. But there's no adjustment in the shroud's hinges so you just have to keep working on the metal until it's right.'



The transverse-mounted 3929cc V12 before its total strip down and rebuild

ENGINE AND TRANSMISSION

‘A broken selector bolt meant the gearbox was near to disaster’



Colin Clarke (left) has become so used to rebuilding complex and apparently frightening Italian V12s that he’s able to dispel a few myths about the classic Lamborghini engine. ‘The bronze valve guides wear and porous pistons are common, but otherwise they’re pretty bulletproof,’ he says. ‘Most Miuras had engines and transmissions that shared their oil, which could be a problem when bits of gearbox began circulating and damaging the crankshaft bearings. But this car, being one of the final 50-plus SV models produced, has a split sump, so that problem didn’t arise.’

What did arise was a worn camshaft, replaced with a new one from Clarke’s store of spares. Wear of this kind is caused by less-than-attentive servicing in the distant past, for which reason the cam follower buckets were also replaced. The little-end bushes, which are bronze, needed replacing and after a crankshaft re-grind to remove minor imperfections the crank assembly was dynamically balanced.

Unlike body and interior parts, the availability of mechanical spares is good, reports Clarke. ‘The factory is the first port of call. They’ve started reproducing things and they can usually supply what we need within 48 hours as long as we can give them a part number.’

With the gearbox removed from the engine and stripped, Clarke discovered how close to disaster the Miura had come.‘A broken gearbox selector bolt would have allowed third and fourth gears to be selected together,’ he explains. Happily, little else was needed except the synchromesh cone for second gear, which is a weak spot and gets replaced as a matter of course. The clutch design is so similar to that of a Mini that the puller used to remove it is identical, except that it has a metric thread.

A few wry smiles appeared when Clarke bought a Fifties Lamborghini twin-cylinder diesel tractor as a project: its starter motor was identical to the oil-contaminated one he had to replace on the Miura.

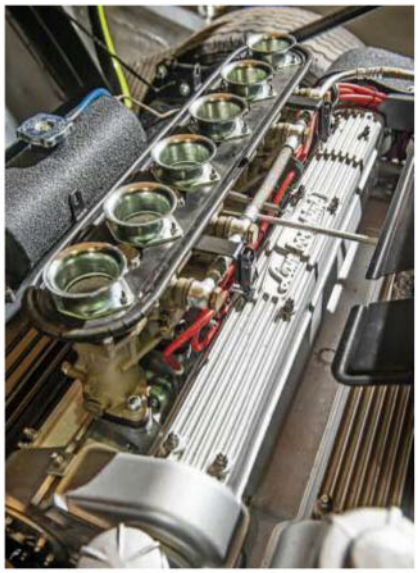
Hours taken: 400.

EXPERT TIP

‘The timing chains need adjusting by hand because the tensioners are not automatic. They use eccentric cams and pegs and are easy enough to do, except that one of them is behind the water pump, so it tends to get ignored, which can allow it to seize.’



The V12 received a new camshaft, cam follower buckets and little-end bushes, plus a crankshaft regrind



Carbs feed inlet mixture between the cams on each bank



Miura uses four triple-choke Weber 40 IDA carbs



Nearly there now. Front shroud required immense amounts of work to its frame and sheet metal



Door gaps will betray any distortion to the tub



No eyelashes on the Miura SV, more like eye-liner

PAINT

'I used a traditional flipper and dolly to raise the shallow dents'

There's an obvious benefit in having the bodywork repairs and preparation done by the man who's team also has to paint the end result, and Eddie Noone brings immense skill and experience to each task.

Getting the metal surfaces ready for paint sometimes called for more than a skim of high-build primer, and Noone employed a traditional technique to raise shallow dents in the centre of the front shroud. 'I used a flipper and dolly,' says Noone. 'The flipper is like a file bent into a loose Z-shape. You hold the dolly behind the area you're working on and strike the dent with the flipper, so it flattens any high spots but also grips the metal and raises the low spots a tiny bit. When it's level all over you file back the surface to get rid of the marks made by the flipper.'

Once Noone was happy that even the finest adjustments to the sheet metal were finished, a complex set of steps marked the process towards a perfect finish. 'Our painter, Raz, started with small amounts of hand-applied filler, rubbed down, and then used a very fine Glasurit spray filler, again hand-rubbed.

'After that came a two-pack Lesonal primer and three coats of Glasurit 22 Line high solid colour in full gloss so we could look at the body lines and check everything's right. This got rubbed down again and we applied two coats of Lime Green from Glasurit's 90 Line range, which is water-based. Three coats of lacquer finished the job.'

Next the various black components of the car including those distinctive window louvres received two-pack satin black paint.

Hours taken: 350.



The 350-hour transformation from inappropriate red to original Lime Green is complete and bodywork and paint maestro Eddie Noone gives the Miura a final inspection



Graham took the car to Villa d'Este Concours in May of this year and won Class H - 'How fast is fast enough? Mid and rear-engined supercars from the disco era'

ASSEMBLY

'The finished car is perhaps the definitive right-hand-drive Miura'



While the engine rebuild, metalwork and paint were being completed, Tom Ransom – who has built Lamborghinis for Clarke for 28 years – built up the four corners of the running gear.

After this he transformed the rebuilt bare tub into a running car. First new pipework for brakes and clutch went on, then a new wiring loom. Next came the engine bay panels followed by the headlining and rear screen.

The engine and gearbox were dropped in from above, with tiny amounts of room to spare. Linkages, fuel tank and cooling pipes went in, then the pre-built corners were bolted on. Suddenly, it was a mobile Lamborghini.

Next the interior trim was fitted, with Auto Lounge recreating the perfect original look for seats, door cards, dash and centre console. 'They came along at the stripdown stage to take paper patterns from what was there,' says Ransom. Finally the front and rear shrouds were fitted, receiving their lights and trim.

The finished car is perhaps the definitive right-hand drive Miura – the SV's bigger hips give it a subtle extra dose of aggression while the deeply unsubtle green paint is surely the one we associate most with the model.

The only issue now is the effect this restoration may have on the car's use. 'I used to have a car I was happy to go for a blast in any time,' says Robertson. 'Now, I'm not so sure.' What a nice problem to have.

Hours taken: 320.

Thanks to: *Colin Clarke Engineering (colinclarke engineering.co.uk, 01923 274545), Vale Cottage Motors (valecottagemotors.co.uk, 020 8348 1159)*



Each Miura interior is slightly different, so paper patterns were made of original parts to get them just right



Plenty to check on, isn't there?



SV was - and is - ultimate Miura spec

NEXT MONTH

We track how expert craftsmen returned a 8.0-litre BRM Chevrolet P167 Interserie car to glory in time for Goodwood FoS after being left in bits following its final race – way back in 1973.

The Footman James SYWELL CLASSIC

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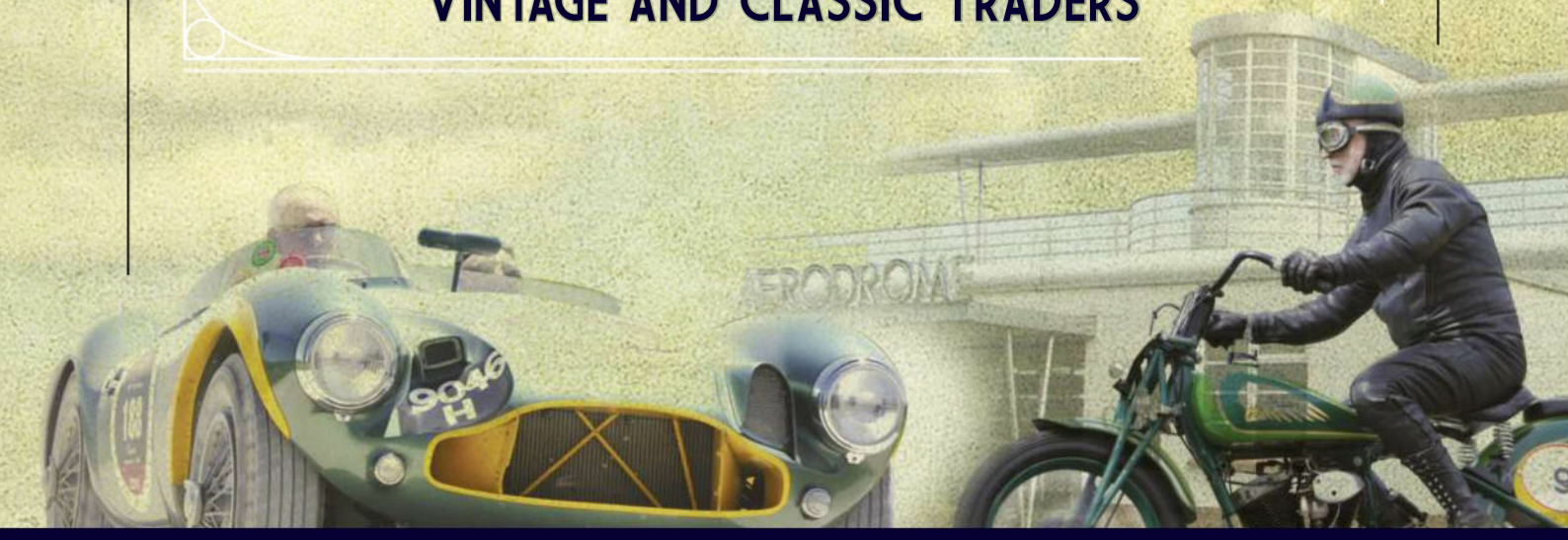
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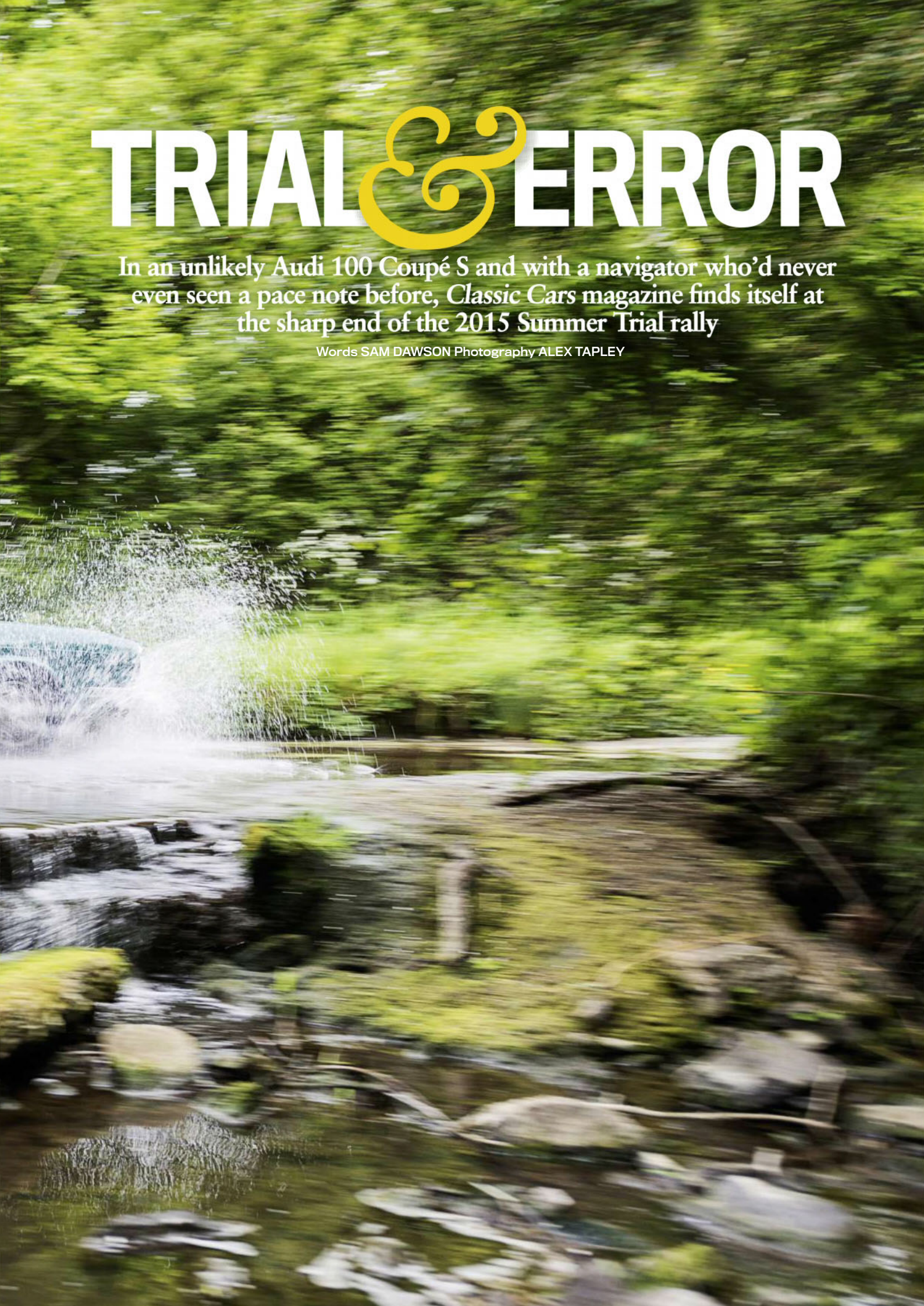
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TRIAL & ERROR

In an unlikely Audi 100 Coupé S and with a navigator who'd never even seen a pace note before, *Classic Cars* magazine finds itself at the sharp end of the 2015 Summer Trial rally

Words SAM DAWSON Photography ALEX TAPLEY



I'm sitting on the start line of the 2015 Summer Trial at the Woodland Grange Hotel, Leamington Spa, feeling completely out of my depth. Alex Tapley, juggling photographer and navigator roles, had never seen a tulip diagram until a few hours ago, and ever since taking delivery of our Audi 100 Coupé S I'm getting the distinct feeling I've brought a sparkler to a gunfight.

The inoffensive thrum of its completely standard 1.8-litre engine is completely drowned out by the sledgehammers-on-steel pounding of Patrick Burke's Porsche 911 to my left; and on my right the restless gurgle of Chris Stone and Peter Mason's Sebring-spec MGC GT, festooned with hardcore stage-rallying modifications. Ahead, Barry and Roma Weir's highly modified Mercedes-Benz 280 SL thunders into life. By contrast our Audi doesn't even have a roll cage (and yes, those are steel wheels with faux-alloy dustbin-lid hubcaps). Thanks to the Audi's 1974 build date and the fact that it's a coupé, we're all in the same class.

The rallymeter is zeroed, the flag is raised, and I squeal the Audi off the line, out of the car park and off on a tour of some of Warwickshire's more obscure and challenging roads. Immediately I'm sensing problems with the 100S's rallying potential. With more than 60 per cent of its weight biased towards the front thanks to an engine mounted ahead of the front axle line, exacerbated further by the addition of a sump guard and a heftier anti-roll bar, it understeers heavily on the most minor of corners, quickly overcoming the meagre grip of its Yokohama 185/70 R14 tyres. With no fewer than four turns lock-to-lock on the big feedback-free plastic steering wheel, understeer-correcting Scandinavian flicks are out of the question. It's no Saab 96.

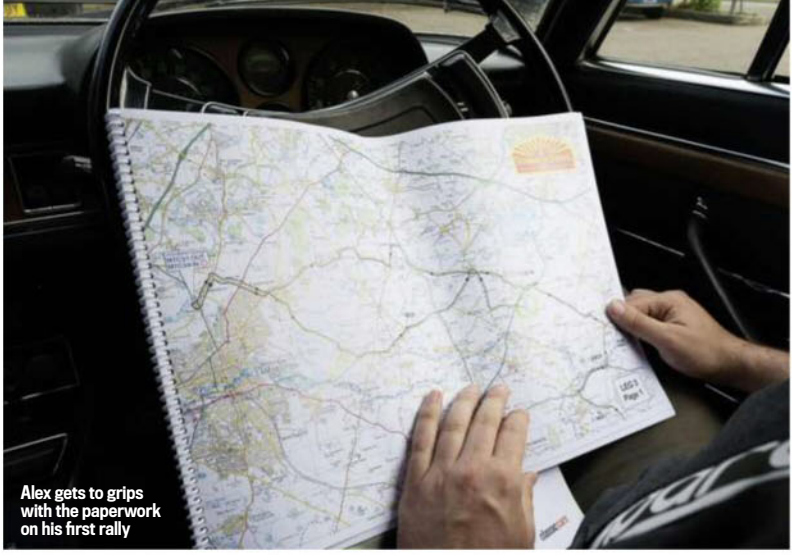
Thankfully, after a quickly corrected mishap that nearly had us headed towards Coventry city centre, Alex is getting the hang of the pace notes, although we soon realise our GPS-based rallymeter sometimes struggles with readings, failing to add sufficient miles if we run through a tight complex of turns. We soon learn to back up our readings by spotting landmarks and road layouts, and not relying completely on the instruments.

> 'With four turns lock-to-lock on the feedback-free steering wheel, understeer-correcting Scandinavian flicks are out of the question'

Before we can properly hit our stride we arrive at the first special driving test, a challenging-looking gravel stage at Stoneleigh Park. Our flamboyant four-seater towers over more purposeful machines as we queue up for our timed start, slightly intimidated by the sight of Chris Howell and John Briggs' Lotus Cortina hurtling round the loose gravel course, flicking gracefully into oversteer on every hairpin. Even as the marshal counts us down, I'm struggling to shake visions of ploughing headlong into the iron gatepost at the first right-angled corner, followed by an awkward phone call to Audi, who kindly lent us this car for the event.

However, as the marshal shouts 'go!' and we leave the tarmac, this Audi exhibits a completely unexpected advantage – especially given the reputation of its modern cars. The loping, long-travel springs and dampers, plus relatively tall skinny tyres, result in a ride quality genuinely comparable to an early Jaguar XJ6. The bumpy, pothole-strewn course that pummelled the Cortina into lairy behaviour leaves the 100S completely unruffled, the body staying level as the suspension takes the strain.

Negotiating the hairpins is still fraught. It's hard to judge the nuances of the gravel with such vague-feeling steering, so I have to use the car's lump-hammer weight distribution to some kind of



Alex gets to grips with the paperwork on his first rally



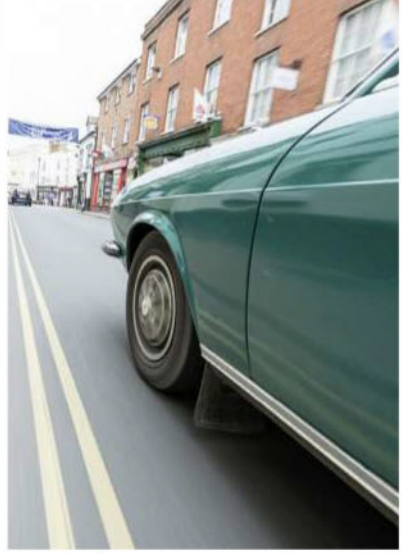
A nervous smile is the best Sam can muster for the TV camera



A much-needed cooling off for both car and driver at Shelsley Walsh



In more familiar surroundings for the 100S, its Giugiaro-penned lines are a treat for the eyes





Making use of every centimetre, Audi couldn't have placed the engine any further forward





Long-travel springs and dampers meant the Audi coped surprisingly well on gravel stages





Audi conquers a ford - not the first time for that sequence of words







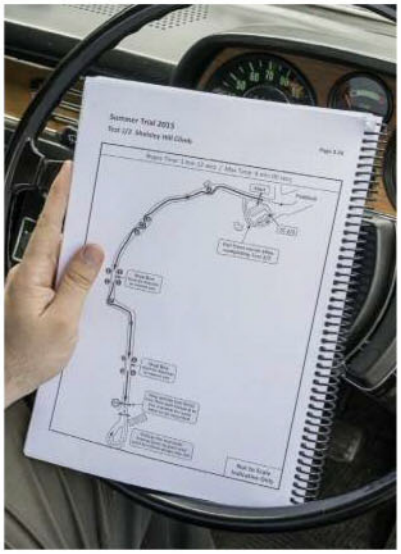
100S cruises well but long-winded steering is vague



Attempting the Shelsley Walsh solo reduced weight but didn't improve times much

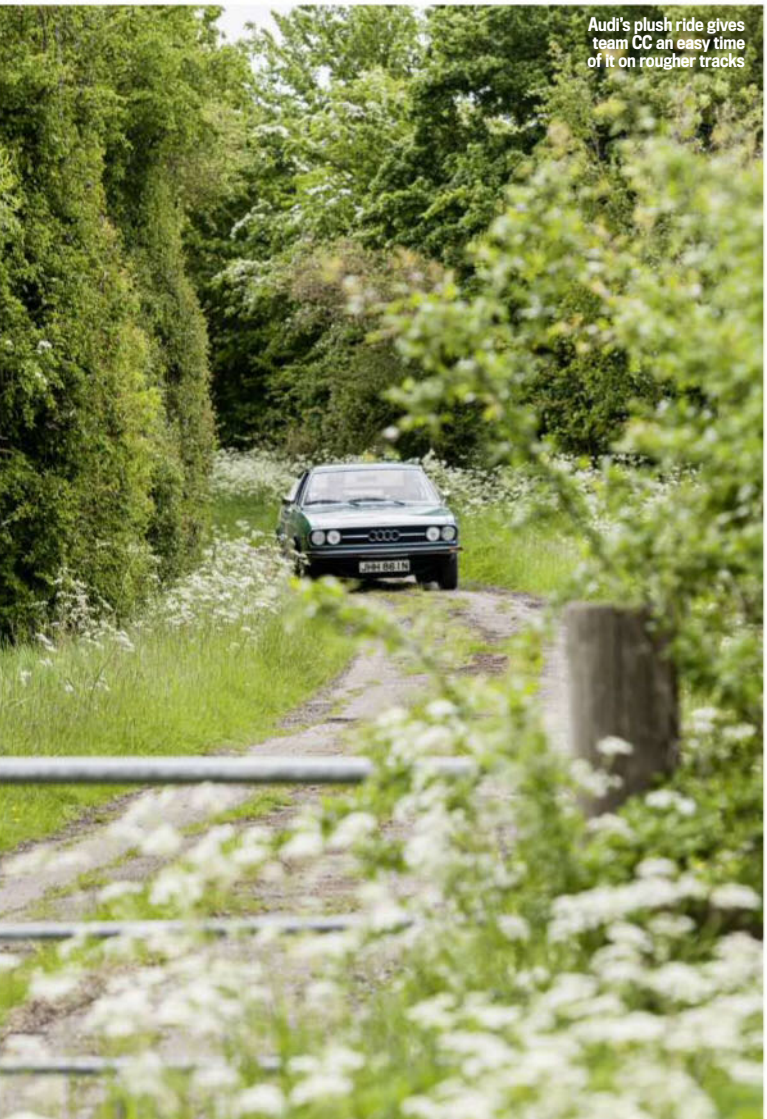


On the more rural stretches of the route, this is what a filling station looks like





Soft suspension dived under pressure



Audi's plush ride gives team CC an easy time of it on rougher tracks



'No Sam, we don't have time to stop at Burger King again'



Rolling hard on the Gaydon autotest

advantage. After a few tight bends it seems the trick is to lift off and brake in a straight line, feel the heavy nose bob down, coast deep into the corner making sure the front tyres stop sliding before aggressively hurling the car back towards the apex, with a handbrake yank to lock and slide the rear wheels for the slimmer hairpins. It's an involved technique, but it seems the car won't be as truculent as we first feared.

When we pull up at the end of the special stage a marshal comments that 'the way it bounced along reminded me of a Citroën DS'. Committed Citroënians may bridle at the thought of an overgrown Volkswagen Scirocco being compared to the Goddess, but he's right – the 100S does behave in a similar way.

Out on to the lanes towards Stratford we quickly get the hang of the pace notes, but it's evident we need to work out our timing technique. Chunks of the route are timed regularity stages, where average speeds must be maintained. But we quickly get lazy, realising that the Downton Mini Cooper S of Hubert and Diane Lynch hasn't put a wheel wrong. We figure that by following its every move but keeping a distance that'll see us coasting up to the next time control one minute behind will result in a similarly low number of penalty points.

We're spectacularly wrong. By the time we return to Woodland Grange after running the Stoneleigh special stage in the opposite direction we check the scoreboard. We're languishing at 21st of 27 cars and last in Class 4. We clearly need to get the hang of regularity stages. Over evening beers we figure it might be a good idea to work out what the other teams have been doing with their seemingly indispensible stopwatches. Merely keeping pace with the car in front isn't going to work. Then we study the pace notes for the rally's second day. The route will take in Warwickshire, Worcestershire, Gloucestershire and Oxfordshire. We've got our work cut out.

Next morning, we have a plan. Forget what the other teams might do – a heavily modified car is no indication of success. Unlike yesterday, we'll try to keep to those average speeds, and more crucially try to pass landmarks at the times suggested on our timecard, so Alex will tell me to speed up and slow down as well as negotiate turns.

The first section takes us on to the A46, transplanting the action to Worcestershire and giving me the brief chance to evaluate the Audi as a road car. Cruising at 70mph, it gives the impression of being an excellent sub-Jaguar luxury coupé, with cossetting ride quality and undemanding steering, still reminiscent of an XJ6. Unfortunately it's undermined by an intrusive engine note – it gives off a lovely clean rasp under in-gear acceleration, but this soon turns to a booming drone at 4000rpm. Fourth gear just isn't long enough.

This doesn't matter, though – this rally mainly favours short-sprint gearing and, although the interior is elegant and comfortable, the poor ventilation forces us to drive with the windows open anyway.

We hit the first regularity between Alcester and Droitwich and, although it seems we're keeping good time, the open windows and thrust-forward engine soon encounter a series of deep fords. There's no time to wind the windows up or baffle the grille. In order to avoid engine-bay flooding and maintain a decent average speed, I drop a gear and surge the Audi into the water, sending spray from the bow-wave over the roof. Amazingly none of it ends up in the cabin. A plume of steam dramatically wreathes the Audi's nose as the moisture sizzles off the exposed engine block when we stop at the time control, having drenched Motors TV's camera crew at the last ford.

Next, we're off to a two-run hillclimb stage at Shelsley Walsh – hardly an appropriate challenge for a car like this when I'm up against Porsches and Mini Coopers. I'm worried too – as we climb, the temperature gauge edges into its upper quadrant. The Audi relishes the rest in Shelsley's paddock, frantically ticking itself cool.

On the first run up the hill – a task made more difficult by the addition of chicanes – the Audi flounders ungracefully round the bends like a drunk through a crowded restaurant. For the second run we try some impromptu weight-saving, and I attempt it solo. The car feels slightly sprightlier but I don't think it made much difference to my time.

However, as I leave the hillclimb's return-loop a marshal directs me back on to the road. Alex has been left on the wrong side of the gate, so I have to double-back into the Shelsley paddock to pick him up. The clock's still running and we're behind. We hurtle towards Worcester Beacon, barrelling the Audi through right-angled Malvern bends like a hot hatch, leaving black lines from the hard-working front tyres. The steering can barely keep up with our new-found sense of competitiveness, and I even ignore the temperature gauge until we reach Little Malvern Priory, where we can back off, let the downward slope maintain momentum and feed the engine bay with a rush of cold air.

As we pass through Tiddesley Wood just outside Pershore I catch sight of another open-window-related problem in my rear-view mirror. 'Alex, there's an angry bee in the car.'

The poor thing must have got in while we were driving through the woodland near Great Malvern. Secured in our four-point harnesses and driving against the clock, we can't just stop, turn in our seats and waft it out either. While we drive, the air pressure keeps the bee on the parcel shelf, but when we stop it buzzes angrily towards our necks. It manages to escape when we reach the next driving-test stages at the disused Throckmorton Aerodrome.

This one is even more frantic and punishing than Stoneleigh, with rocks rather than pebbles and potholes deep enough to bathe in. It's harder too – solid wartime concrete rather than slippery gravel, causing the tyres to screech, demanding the handbrake more often. Eventually it just gets too bewildering, and I drive the wrong side of a marked cone. I've no idea how many penalty points this has gained, but it's bound to knock us down the order. I can't apologise enough to Alex. Our standing suffers another blow when we find ourselves stuck behind a funeral cortege in Stanway. Although frustrated, we glide by the church on a respectful dipped clutch.

We try and keep close to our timing points on the remaining few regularity stages threading our way back past Stratford-upon-Avon, realising that we can stay closer to them by speeding up towards junctions to accommodate for the time spent waiting. At first I thought it'd be like negotiating average-speed cameras on the motorway, but it's more like an athlete metering out energy reserves during



AUDI'S MISSING LINK

How did Audi go from producing solidly unsporting cruisers to four-wheel-drive rally monsters seemingly overnight? The answer lies in the army.

After acquisition by the Volkswagen Group in 1965 Audi's DKW facility had built the Munga military jeep. When engineering its successor for 1978, the Iltis, in order to keep costs down the team adapted as many saloon-car parts as they could lay their hands on.

With its Volkswagen Golf engine it was underpowered but, during 1977 winter testing in Finland, suspension engineer Jörg Bensinger noticed it handled exceptionally well for an off-roader, and upon his return to Ingolstadt persuaded VW Group chairman Ferdinand Piëch to let him fit the modified drivetrain and a turbocharger to an Audi 100 to create a completely new kind of performance car.

In 1978, after the prototype was demonstrated to sales director Lars-Roger Schmidt as being capable of driving up and down Alpine passes in winter on summer tyres and without snow chains, the rallying application became obvious.

A prototype using Iltis bodywork and driven by Freddy Kottulinsky won the 1980 Paris-Dakar – only the second running of the event – so convincingly that other competitors petitioned the FIA to ban four-wheel drive.

Thankfully it didn't – instead, it introduced Group B rules for 1982.



Teamwork and concentration crucial to maintaining average speed on regularity stages



Kicking up dust on the Stoneleigh gravel stage



Second in class and a trophy – yes, really

a marathon, calculating when to sprint and when to back off, despite the overall pace never relenting.

By the time we reach Woodland Grange, we're in for a surprise. Nimbler opposition may have carved out an unmovable place at the top of the table, but it seems our class of powerful sports cars has been struggling to minimise penalty points, overshooting bends and going too fast on regularities.

Our underpowered, overweight, mild-mannered Audi bizarrely finds itself at an advantage, bumped up to second in class, a position strengthened when 911 driver Patrick Burke changes navigator, accruing more penalties in the process.

Day three is centred on Warwickshire and a series of driving tests in the grounds of Gaydon's Heritage Motor Centre. We study our standings. A neat drive by Stone and Mason in the MG could overhaul our class position if we're sloppy, and although Burke has dropped out of contention for the win, his new navigator is multiple-rally-winning Seren Whyte. If anyone could give him the chance to claw some places back, it's her.

Arriving at Gaydon, we're faced with a surprise – a classic car show has drawn a crowd. We're about to complete a special stage in front of hundreds of spectators with cameras and brand allegiances. A couple with a Group 4 rally-specification quattro marvel at our car's rarity, then ask us to 'do it proud'. I'd far rather be in their quattro for this. I fear we're about to let them down.

Acutely aware of the 100S's Cunard Line cornering manners, I opt to keep my lines wide for the test, rather than attempting to slide the car on high-grip asphalt. Spending most of its time under braking, the Audi adopts the nose-down stance of a hot-rod as it bounds around the tight course. In the queue for the start line we saw the Stone/Mason MG lock its brakes, its fat tyres breaking traction and overshooting a stop-astride line. Our brakes pull the Audi neatly up between each set of cones. Alex and I permit ourselves terse smiles – there may still be a couple of regularities to go, but they won't be threatening us for the time being. The Burke/Whyte Porsche remains an unknown quantity. There's no way we'll catch the Weir Mercedes-Benz.

We drive on, careful to avoid any sneakily deceptive pace notes including one instance where a propped-open farmer's gate turns out to be the entrance to a single-track road – we're holding our nerve, trying to maintain every average speed we can. At the last timing point before Woodland Grange Alex punches the air as he zeros the stopwatch. 'We're bang-on!'

We're almost reluctant to end the rally. It's a shame we only started to get to grips with the regularity system half way through, as it's possible we could have made a better showing right from the start. However, neither of us is unhappy with our second-in-class – it's my first trophy outside of karting and Alex's first-ever rally. We'd happily do the whole thing again tomorrow.

Thanks To: *the Historic Endurance Rally Association (heroevents.eu), Audi UK (audi.co.uk)*

1974 AUDI 100 COUPÉ S

Engine 1871cc in-line four-cylinder, Solex 22/35 TDID carburettor **Power and torque** 112bhp @ 5600rpm; 118lb ft @ 3500rpm **Transmission** Four-speed manual, front-wheel drive **Brakes** Discs front, drums rear, servo-assisted **Suspension** Front: independent, unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: beam axle, trailing arms, transverse arm, coil springs, telescopic dampers, anti-roll bar **Steering** Rack and pinion **Weight** 1082kg **Performance** Top speed: 116mph; 0-60mph: 10.4sec **Fuel consumption** 35mpg **Cost new** £2472 **Values now** £2500-8000

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THE LIFE STORY OF A GINETTA G23

A concept car never intended for the road, this Ginetta went from inanimate motor show model to one couple's obsession

Words SAM DAWSON Photography JONATHAN JACOB



This Ginetta G23 hits the road for the first time since 1993

1981 The G23's story seems to be over already



'We had intended the G23 to be a V6-engined follow-on from the G21,' says Ginetta co-founder Bob Walklett. 'That Ford Cologne V6 was a fantastic engine – we built a special based around that V6 and took it to Brands Hatch, where Chris Meek beat Jaguars with it. We knew we had to use it after that, so we designed a car around it – the G23.

'We built two in the end,' he continues, 'the running concept with Triumph independent rear suspension and this one, with a Ford live rear axle. However, we soon realised it could never be a production model because we had difficulty with parts supply. It wasn't that Ford was difficult to work with – we always had a very good relationship with Ford, who supplied us with almost all our engines over the years. However, Ginetta was always debt-free – a difficult task for a specialist manufacturer – and the key to that was ensuring we always paid our suppliers on time every month. Most don't do that, racking up debts and causing the suppliers to charge more for their parts, which in turn gets passed on to the customers and makes the cars expensive.

'We'd briefly used the Ford Essex V6 before, in a few G21s, but as Essex production was being brought to an end and the Cologne wasn't in Ford's UK range in 1981, the cost of importing the engines from Germany would have been too high to make the G23 viable, and would have made it difficult for us to avoid debt.

'In the end it didn't matter,' adds Walklett. 'I sold the Witham factory – leaving the half-built Ford-axled car behind – bought a new facility in Scunthorpe and launched a cost-effective new range based on British Ford parts. It was a marvellous era, but sadly the G23 couldn't be part of it.'

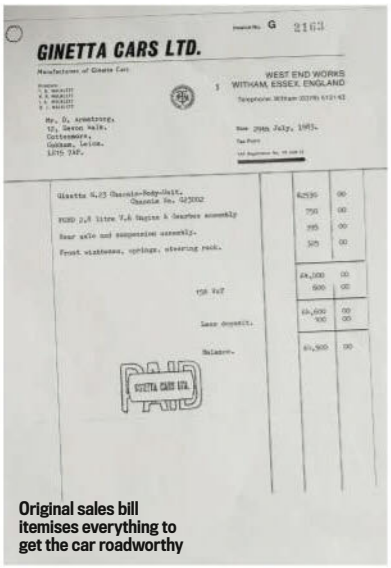
1983 Enter Don and Sue Armstrong, who buy the G23 for £4500



'We took our old G15 down to the Witham factory for a service in 1981, and saw the first G23



Don fits the G23 with Triumph GT6 front suspension to move it from the Ginetta factory


GINETTA CARS LTD.

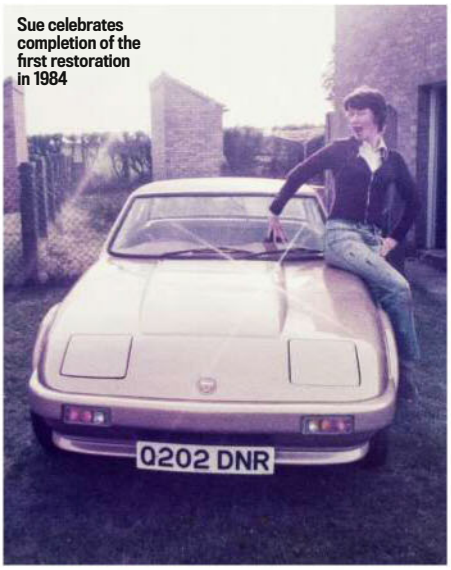
WEST END WORKS
WITHAM, ESSEX, ENGLAND

PAID

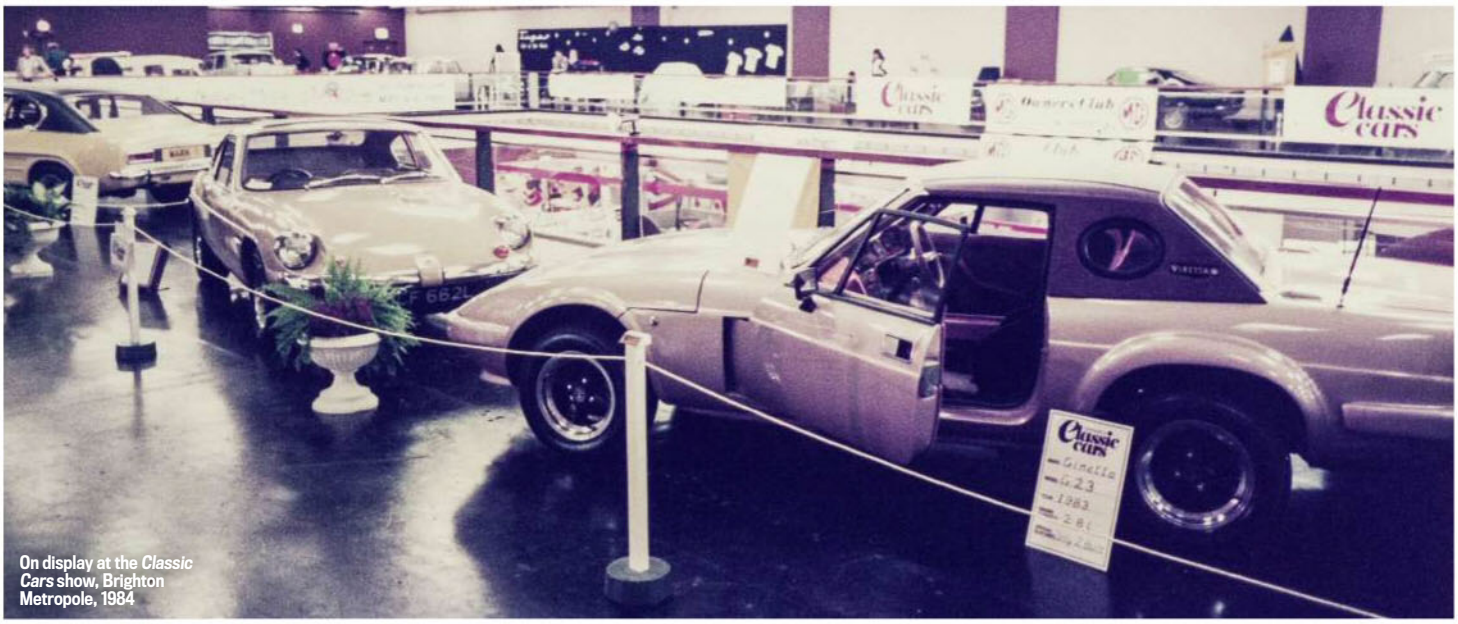
Original sales bill itemises everything to get the car roadworthy


Showing Sue's handiwork with the roof at G-Mex Manchester in 1988


Original temporary plastic dashboard replaced with African rosewood



Sue celebrates completion of the first restoration in 1984



On display at the *Classic Cars* show, Brighton Metropole, 1984

prototype – a blue car – sitting in the showroom,' recalls Don Armstrong. 'I said to Bob Walklett if he ever wanted to sell it, I was interested. A year later I was at a Ginetta club show at Santa Pod and saw it again, but they'd sold it. The owner said there was another car, slightly different, sat behind the factory with a Ford Capri live rear axle rather than the independent rear suspension the blue car had.

'I went down to Witham, found it and bought it for £4500 from Bob Walklett – essentially brand-new, but it'd been sat in the yard for three years clearly unfinished – I had to fit front suspension before I could move it. I was in the RAF at the time, and got it roadworthy enough to pass the MoT test in the machine shop at RAF Cottesmore. It was like a jigsaw with half the pieces missing, but I cobbled enough together – largely adapting Triumph GT6 suspension bits – to get it roadworthy by February 1984. Annoyingly it ended up with a Q-prefix registration number – 1983 was the first year of Q-plate legislation, and I don't think the DVLA had really got to grips with it by this point. It should have been registered on an A-prefix plate, but the tester asked, "Does it have any secondhand parts?" I jokingly pointed out that the wiper motor came out of an old donor car – which was true – and his response was "Right, it gets a Q-plate then!" Frustratingly the only other example of the G23, the blue car, has a normal age-related registration, so no one calls it a kit car. Presumably it has a new wiper motor.'

February 1984 The real £7827 rebuild gets under way

'It was technically roadworthy, but very rough,' recalls Don. 'It was on steel wheels, the dashboard was a slab of acrylonitrile butadiene styrene (ABS) plastic, the drivetrain didn't quite fit the chassis properly and the paint was awful.

'I took it to my local paint shop in Oakham, Rutland, and they said it would have to go back to bare glassfibre, but they obviously didn't know much about painting composites so they poured paint stripper on it, completely ruining it.

'We took it back and Sue got to work on it in the garage, flatting the gel coat back down and she repainted it in what turned out to be Volkswagen-Audi Pearl Beige – I was somewhat disappointed by the paint-code name, I thought it would be gold!

'Sue also set about trimming the car. The architecture of the G23 is based around that of the old G21, which has a specially moulded ABS plastic dashboard, but Ginetta didn't have any spares available so we had to make our own.

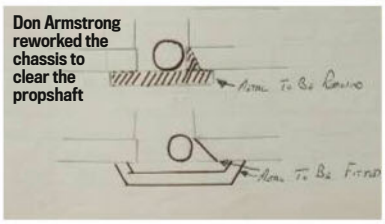
'I tended to work on the mechanical bits, Sue on the structure, bodywork and trim, and anything we hadn't got the skills to do we farmed out to professionals, but it seemed no one could make a proper veneered dashboard. Sue fashioned one out of marine ply, and veneered it with African rosewood in the back bedroom.'



Car is now ready except for a too-restrictive exhaust



Sue inspects the G23 just after purchase


Don Armstrong reworked the chassis to clear the propshaft



2.9-litre Cosworth V6 was harvested from a Ford Scorpio


Chassis was truly manky in 2002 when the body was peeled off


Morris Marina headlights were replaced in 2002

Don digs out the book he compiled documenting the car's first build. 'I bought some Revolution wheels from Ginetta for £140, the sort that were being used on the GRS Tora estate, to replace the steels, and I had to reprofile the centre of the chassis to stop the propshaft from scraping on it. According to my calculations, the car had cost us £7827 by the end of the build.'

June 1984 The Ginetta finally hits the classic show circuit

'I took it down to Witham to show the Walklett brothers, and they took it for a drive down the Witham bypass,' says Don. 'I waited nervously to hear what they had to say after pulling up, and Bob just said, 'Suspension's too hard – Doug, get the man some softer springs." Doug Walklett duly obliged, free of charge.

'I ran it as a daily driver for nine years after the build – went shopping, went on holiday, drove Ginetta Club regalia round the country, even collected building materials in it,' says Don. 'But it did a lot of shows back then.

'It made its debut post-build appearance in the August 1984 issue of *Classic Cars*, and was shown at the Brighton Metropole in October. It was hoisted onto the first floor in a lift, and I remember wandering down the seafront afterwards to look at the damage that had been done to the Grand Hotel by the IRA bomb.

'We suspect the car was always meant to have a proper soft-top roof, but being a prototype they only bothered with a bolt-on hardtop,' says Don. 'In 1988 Sue went round various shows taking photos of T-bar-style roof structures, and took a glassfibre mould of the hardtop so that a canvas hood could be created. She based the roof design on the glassfibre T-bar structure of a JBA Javelin (a MkII/III Ford Capri convertible conversion), similar to a Triumph Stag's but with two lift-out panels ahead of the crossbar.

'It was funny finding parts for it back then. In 1989 the Walkletts sold the firm to Martin Phaff. I remember snapping a speedometer cable in 1991 and calling in at my local Ginetta dealer in St. Andrews to ask which part I needed. He phoned Phaff, who in turn called Bob Walklett, who then rang me up asking, "Someone's wanting a speedo cable for a G23 – do you know which one they use?"'

1993 Off the road for nine years

'Sadly, in 1993, Sue was diagnosed with MS,' recalls Don. 'We were living in Scotland at the time – I was working for Rolls-Royce Aerospace – and were in the middle of restoring a G11. Because of this we decided to put the G23 on a Statutory Off-Road Notice so we could concentrate solely on the G11. In the event, Sue's condition worsened and neither car got touched. Rolls-Royce relocated me to Lancashire so that Sue could be closer to her family, and the Ginettas went to my brother



Don modified the arches and fitted bigger wheels to accommodate bigger brakes


Don wants to fit a deep-dish steering wheel



Chassis number two - of two


As ever, Don just has one or two jobs to finish

Richard's house for storage while I concentrated on looking after Sue in her final years.' Understandably, car projects were put on the back burner indefinitely.

2002 Don starts ticking off items on his wish list

'Even though I ran it as a daily driver for nine years, I had built up a wish list for the G23,' says Don. 'I wanted improved headlights, a five-speed gearbox, better brakes and a fuel-injected 2.9-litre Cosworth Cologne V6 rather than the 2.8 on carburettors, which were often difficult to balance – most UK-market Cologne engines were injected.

'A while after Sue passed away Richard gave me a call and said, "Why don't we get started on the wish list?" He acquired an old Ford Granada Cosworth, so we had the engine and gearbox we wanted, and the first thing we changed were the headlights – the originals were from a Morris Marina and I suspect candles would have been much more effective!

'We took the body off and realised the chassis was in an absolutely dire state – too rusty to save, let alone reconfigure to take the new engine and gearbox. It made more sense to build a new one, so I contacted Dave Sewell, an ex-Ginetta staffer up in Barton-on-Humber, to fabricate one around it. I replaced the GT6 front discs with 320mm AP Racing discs and four-pot calipers. This meant a wheel upsize – still Revolution – and reprofiled wheelarches to stop them scraping the bodywork.

2014 It's finished! Sort-of...

After 12 years of part-time fabricating and fettling – including a smaller-diameter propshaft to clear the new chassis – the G23 hit the road again in 2014, in time for the NEC Classic Motor Show where it was seen in public for the first time in 21 years.

'It's not quite finished yet. It needs de-snagging,' says Don. 'I took it to Emerald's rolling-road and came back with another list – lights (again!), speedometer codes, brake balance bar, air control valve, fuse box panels and so on. The main thing that needs upgrading, though, is the exhaust – this Granada-derived unit's not free-breathing enough and could overheat. The bore doesn't extract enough heat from the back box. However, I think the boys at Emerald just want it to be louder!

'I need to learn to drive it again – although a dished steering wheel will improve the driving position – but it still feels right every time I get in it. Bob Ridgard, who made the original seats, made these new ones to fit – they're not in velour and tweed this time though. 'At the NEC Sue's sister Jo came up to look at it. I asked her, "Do you think she'd be happy with it?" and she just said "Yes."'

'It was then I knew I'd finally got it right.'

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THE COLLECTORS

‘I buy cars as automotive art’

Robert Lewis and his wife Tanya gave up life on the open sea to indulge their passion for cars. But these are not just static exhibits – all are enjoyed

Words: ANDREW ROBERTS
Photography: LAURENS PARSONS

From a large, innocuous bunch of keys Robert Lewis unlocks the door and switches on the lights of the single-storey building. The effect is mesmerising.

Bathed in subdued light, we’re surrounded by mouthwatering cars from the Fifties to the Eighties. Next to me is a vivid orange Lamborghini Muira. Centre stage is a silver Mercedes SL Gullwing. In the far corner stands a brutish black Lamborghini Countach. Around the perimeter are colourful petrol pumps with illuminated globes, all adding a further feeling of drama to the effect. On the walls



Clockwise from centre left: Lagonda Le Mans replica, Lagonda V12 saloon, Alvis Speed 20 Vanden Plas SA, Sunbeam 3-litre Twin Cam and Ford Model TT recovery truck

are advertising hoardings dating back to the start of motoring. To one side is an office with its own extensive motoring library. It's a stunning introduction to Robert and Tanya's very personal motor museum.

'My wife and I are keen sailors,' reveals Robert. 'We kept a yacht in the Mediterranean and spent our free time sailing. We're passionate about cars and one day in 2006 we just decided to sell the boat and begin collecting cars. We went to Monte Carlo to buy a Mercedes-Benz 280 SE Cabriolet once owned by Cher at a Bonhams auction. Sadly it was withdrawn. Then I saw a beautiful black Mercedes 300SC Cabriolet and bought it.' The 300SC takes centre stage alongside the Gullwing.

With nowhere to keep it Robert acted swiftly and bought a farm. Here, purpose-built barns were quickly erected and today they form the nucleus of the museum. The current tally stands at around 45 cars.

We walk on, through a short narrow corridor and into the pre-war suite. Here, the elegance of Thirties motoring emanates from each example, from a diminutive Austin Swallow to the majesty of Lagondas. In the centre is a Ford Model TT breakdown truck. Behind lurks a British Racing Green replica Lagonda race car.

1939 Lagonda Le Mans replica

'When I started the collection I decided to concentrate on Lagondas rather than Bentleys. This is a copy of a 1938 Le Mans car; only eleven of these models were built. I bought it seven years ago. It was previously owned by Dick van Dyke who rallied it, entering events like the Atlas Mountain rally – it won its class in the Tulip Rally.

'It has a 4.5-litre V12 engine with downdraught SU carburettors to clear the bonnet. You get in by climbing on the seats and then sliding your legs astride of the steering wheel. It has a central throttle – you only make the mistake of pressing the wrong pedal once.

'It took a great deal of restoration. We stripped it down to the bare chassis and changed it back to its original specification. For example, when it was rallied the

exhaust was routed over the top of the rear axle. Since then we've raced it extensively. It has won quite a few races and last year we entered it at the Spa Classic and Classic Le Mans. At the latter the battery was flat so it had to be push-started. Then I clawed my way up from 65th to 11th place.

'During my early ownership, while being driven by a great friend of mine, it had a serious accident at Donington and was rebuilt by Rob Stacey, our resident engineer. More recently, Rob rewired it. There are no silencers so it's hugely noisy. There's no speedo and the suspension is very hard. Even so it's great fun to drive.'

1926 Sunbeam 3-litre Twin Cam

By complete contrast we move to the back of the museum to focus on a delightfully elegant Sunbeam Super Sports Tourer.

'This was bought in 2010 and took a year and a half to restore. When I saw it I thought it looked beautiful. It oozes elegance and it's easy to imagine ladies sitting in the back wearing huge hats and the driver with enormous whiskers.

'The body is by Sunbeam with a single nearside front door because the gearstick and handbrake are on the driver's right-hand side and would get in the way. In the rear there's single door on the offside because, when it was built, it was thought to be the safest side to get out.

'We began restoring it by taking the body off and only got a little way when we thought, "maybe we shouldn't have done this". It was a complete restoration job including the chassis, body and an engine rebuild. Everyone who worked on it did a fabulous job. To start it after a period of non-use we use a Fairy Liquid bottle to squeeze fuel into the system. Once running we re-connected the fuel line. Using it every day, the fuel wouldn't have a chance to drain back. It's a nicer car to drive than a Bentley, with better ride quality. The only issue is double de-clutching down the 'box, but the gearbox is silky smooth.'

1935 Alvis Speed 20 Vanden Plas SA

In stark contrast to the tall Sunbeam we move to the glorious Vanden Plas bodied Alvis alongside. 'I fell in love with this Alvis at the Essen Show in 2010 and bought it on the spot. The coachwork is sublime. It is a wonderful example of true automotive art. I can easily look at this car rather than a picture in my house.

'When we bought the Speed 20 its condition was fairly close to what it is today, though we have done our usual refresh programme and we are continuing to do more work on it now. We are going to fit new air cleaners and tune the engine.

'The tourer-type hood arrangement deflects wind from those in the back while there's a recess in the rear floor for ladies to use when they were wearing fashionably long Thirties-style dresses.

'It drives very nicely although the crash gearbox takes a little getting used to and the chassis does flex a lot over uneven road surfaces, causing it to rattle and shake.

'A while ago we had a group here from the Alvis Owners Club and a chap came up and remarked, "Lovely car Mr Lewis, it looks better now than when I had it."

'When we go out it in people just crowd around, the Speed 20 is so regal. However, the last trip I did very memorable because I broke down and had to be brought home with the car on an AA low loader.'

Next, we move on to one of Robert's prize pre-war possessions, its provenance making it very special indeed.

1939 Lagonda V12 Saloon

'For many years this Lagonda was the personal transport of Earl Howe. It was on display at the Bonhams Christmas auction at Olympia in 2007. The lines are very graceful. Tanya sat in the back and fell in love with it, saying in very royal tones, "Drive on, James" – it's that sort of car.

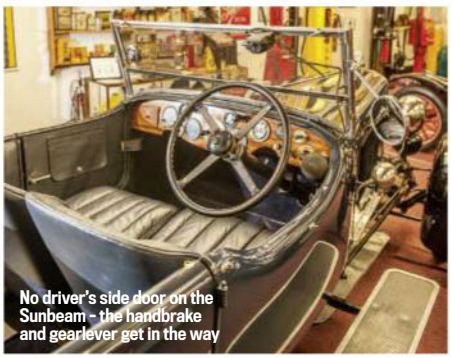
'There's been an effort to make the body aerodynamic, with the wings fared into the front apron. There's great attention to detail. There are wind/rain deflectors covering the side windows and there's even a water outlet to drain the sunroof channels with chrome plates set into the roof.'

As we walk back into the main salon Robert explains the responsibilities of looking after his museum. 'I am the custodian of my cars, which will then be passed on. I don't buy cars because they are the best of their breed or for their speed, but as examples of automotive art.

'Importantly, the events we run raise money for charity. For example, a local group raised £26k in a day from their visit.'



This Lagonda Le Mans replica was exquisitely restored after a serious prang at Donington


No driver's side door on the Sunbeam – the handbrake and gearlever get in the way





This Alvis Speed 20 Vanden Plas SA's gearbox requires some learning







Just 11 Lagonda Le Mans replicas were built


Sunbeam's 3-litre twin cam hemi engine produces a healthy 90bhp

RESTORATION AND REFRESH

'A lot of enthusiasts feel that patina and originality is important. Very few people restore pre-war cars to concours condition. When a car arrives here it is put through our workshops. If it's in good condition we give it a freshen up; the engine comes out and it's checked over because all our cars are used and I don't want it to break down on the road. Rob Stacey handles the mechanical responsibility while bodywork and interior trim work is still sent out to specialists. However, we do have facilities to shotblast and respray smaller items on-site.'

ARTEFACTS FROM A BYGONE AGE

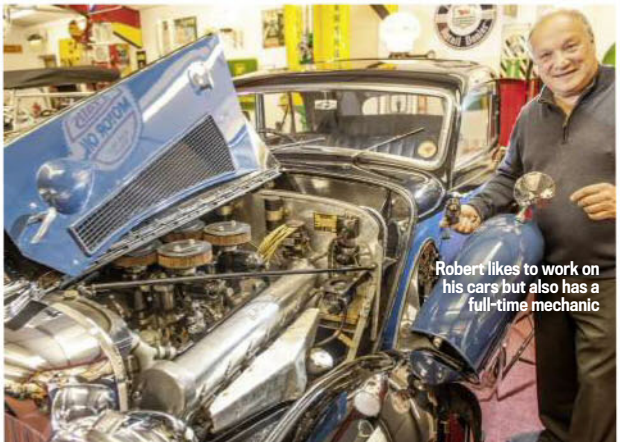
Among his petrol pumps Robert has three examples of the Theo Multiple Pumps made in Liverpool. A lever selects the fuel provider and a second controls the amount of fuel to be served. 'They were very inaccurate,' says Robert ruefully. 'They were exhibited at the London Motor Show in 1930. But the design only lasted about two years because petrol companies didn't like the name Theo on the globe.'

Robert then turns to a very early petrol tester. 'The customer placed a one (old) penny piece into the dispenser, placed his lighter under the dispensing nozzle and then tested the lighter to see if the petrol quality was satisfactory. There were no health and safety regulations in those days.'



Robert's wife Tanya fell in love with this Lagonda V12 saloon the moment she sat in it




Robert likes to work on his cars but also has a full-time mechanic



Small part of Robert's extensive automobilia collection

1955 Mercedes 300 SL Gullwing

'I saw the Gullwing at Kienle's workshops in Ditzingen, Germany. It had just arrived and was a suitable basis for a restoration.

'The firm has amazing workshops and it does work for clients such as the Sultan of Brunei and the King of Morocco. I said I wanted the very best restoration. When I went to collect it, they pulled the dust sheet back and it was the most amazing sight I've ever seen. Tanya was speechless.

'It was flown direct from Kienle's to Pebble Beach in California by Boeing 747 to take part in the Concours d'Elegance and was runner up in the Mercedes class. My second drive was to enter it in the Salon Privé Best in Europe event at Syon Park in 2012, and it won.

'Ventilation is a severe shortcoming of the Gullwing and we cooked in the heat at Pebble Beach. When we stopped at traffic lights I'd raise the door just to get some air into the cabin. Alternatively the side windows can be removed and slotted down behind the front seats.

'The Gullwing has lost nothing of its enormous attraction. There is not a vicious edge on it. The wings curve down gently to the protectors at the apex of the front wheelarches. The rear wheelarches also have protectors, the wings gracefully run round to the sloping tail.

'There is no part of this car that does not flow and harmonise. I never cease to be entranced by it lines.'

Finally, we walk across to another building which houses the spacious two-lane workshops, the domain of his full-time mechanic Rob Stacey who carries out all the intricate engine rebuilds.



Gullwing's beauty still stuns Robert - if not its ventilation

1951 Jaguar XK120 3.4 litre

Lurking in the rear, behind his C and D-type Jaguars, is the object of our visit, a sleek Jaguar XK120. 'I bought it at the Bonhams Goodwood Revival auction in 2007. It was in average condition and has been fully restored, including the drivetrain, body and interior. We've left a lot of the race equipment on the car in place including the fire extinguisher system and the suspension anti-roll bar location points.

'Since the overhaul my wife and I have driven this car extensively, including racing it. Once we managed to take the exhaust off we were driving so hard. Next to the E-type the difference in body envelope outline is obvious. It reflects the elegant styling so prevalent of the late Forties.'

What next?

As we walk out of the workshop I ask Robert what car he'd most like to add to his collection. 'A Talbot-Lago Teardrop,' he says, his eyes growing misty at the thought.



Robert and his wife have raced this Jaguar XK120 - one time losing its exhaust in the process

ALL THE VEHICLES

1933 Alvis Speed 20 SA, 2000cc
1930 Aston Martin International 2/4 Sports Tourer
1960 Austin-Healey 3000 Mkl
1931 Austin Seven
1930 Austin Swallow
1937 BMW 327 Cabriolet
1962 BSA M21 Motorcycle combination & sidecar
1950 Citroën Light 15 Traction Avant
1961 Daimler SP250 Dart
1972 Ferrari 365 GTC/4
1966 Ford Lotus Cortina Mkl
1925 Ford TT Truck Takelwagen
1950 Frazer-Nash Le Mans replica
1967 Jaguar E-type Series 1 convertible
1936 Jaguar SS 2.5 litre Tourer
1937 Jaguar SS100
1951 Jaguar XK120
1954 Jaguar Mk2 3.8 saloon
1951 Jaguar C-type
1955 Jaguar D-type
1935 Jaguar SSI Airline
1933 Lagonda 2.0 litre
1939 Lagonda V12 Le Mans
1934 Lagonda M45 P2
1938 Lagonda V12 saloon
1965 Lamborghini 400 GT
1970 Lamborghini Miura P400S
1974 Lamborghini Countach
1939 Leyland petrol display flatbed truck
2008 Mercedes-Benz S500 LWB
1955 Mercedes-Benz 300 SL Gullwing
1957 Mercedes-Benz 300 SC Cabriolet
1934 MG K1/K3
1934 MG PA
1935 MG race mechanic's van
1951 MG TD Roadster
1960 MGA 1600
1965 MGB roadster
1933 Morgan 3-wheel Supersport
1934 Morris 10/4
1996 New Holland 7635 tractor
1956 Oldsmobile Super Rocket 88
1958 London Taxi SX4 black cab
1925 Renault Type NN light van
1926 Sunbeam 3-Litre Super Sport
1938 Triumph Dolomite 2.0 Roadster
1958 Triumph TR3A

NEXT MONTH

A peek inside a treasure trove featuring gems from a Mercedes Adenauer to Humber Hawks

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‘I needed 100bhp to be competitive. I hand-modified everything, rebuilding the engine in my bedroom’

From a home-built lightweight racer to a souped-up Lotus Cortina and a Mini-based special, McLaren F1 designer Gordon Murray lists the cars that shaped his philosophy

Words: MIKE TAYLOR Photography: ALEX TAPLEY

Gordon Murray has always been surrounded by motorbikes and cars. ‘My earliest recollections are of when I was about six years old watching racing at Snell Parade in Durban’s city centre,’ reflects Gordon.

‘With the exception of those who could afford to import cars like a Thin Wall Special Ferrari or a Maserati, almost everything else was homemade. My dad worked with people to build their own specials, which were all based on the “body-off, tune the engine and fit a lightweight aluminium body” principle. It made me want to be a racing driver.’

When Gordon was 16 his father, Bill, bought him a non-running 50cc motorbike. To make it mobile he took it apart and rebuilt the engine and gearbox. Two years later Bill bought him his first car.

Hillman Minx to the rescue

‘I was desperate to drive and I fell in love with the Austin-Healey Frogeye Sprite thanks to its simplicity, exhaust note and light weight. However, my dad’s budget was limited to £150. In 1964 he bought me a 1956 Hillman Minx and by so doing saved my life. I was a lunatic driver and six weeks later I hit a bus head-on in the wet. I cracked my skull and had to be cut out of the car. The car was a complete write-off. With the insurance proceeds Dad bought me another 1956 Hillman Minx.

‘I didn’t have any money to tune it, but I did everything I could to make it look sporty; I took the hubcaps off and painted a white stripe down the side. The Minx had a steering column gearchange and I found out that the Sunbeam Rapier of the same period had a floor change. I went to a breaker’s yard, bought a Rapier gearbox, cut a hole in the Minx floor and fitted it. The project was done on a shoestring. I never got around to lowering it or changing the suspension.

‘The Minx probably weighed around a ton and was powered by a four-cylinder 1360cc engine. It wasn’t that quick, but it was fast enough for me to have fun. Certainly, fitting the floor-change gearbox was the best thing I did. Every Sunday night we had races called the Burns through the sugar cane fields and I’d go along in the Minx to watch.’



18-year-old Gordon added a speed stripe to his ’56 Minx

Ford Cortina 1200 Plus

‘When I came out of the army after conscription I started work. I sold the Minx and bought a Cortina MkI 1200 and sent off for tuning manuals from Holbay, Cosworth and so on. I was a member of a group of enthusiasts that focused on Ford



Murray would love to make a Lotus Elite part of his life but they are – literally – not a good fit



Gordon has treated his US-import Lotus Cortina to a host of Sixties-inspired mods



The McLaren F1 was designed to be a great road car – it also proved a winning Le Mans car



Gordon created the IGM in his bedroom and won with it. Not bad for a car that cost £200 to build



Gordon has two Lotus Elans – including this Series IV – despite a troubled time with his first

Anglias and Cortinas. By simply dropping the front crossmember and the sump I was able to fit a Consul 315 109E crankshaft, conrods and pistons, which increased the capacity from 1200cc to 1340cc. This was a simple modification and increased power from 39bhp to 54bhp making it quite a quick car for its day and I used it as my road car before swapping it for a Mini when I began building the IGM racer.

'During the past 20 years I've built up a small collection based on the cars that have been a special part of my life. Recalling the fun I had in my first Cortina I brought in a left-hand-drive GT from the US – because of the climate, they're usually rust-free.

'With the car back in the UK I carried out all the usual mods we used to make back in the Sixties, including a 1740cc overbore, twin Weber carburettors, gas-flowed cylinder head and lowered suspension with wider wheels.

'Today, it is still great fun to drive and brings back all those vivid memories of my youth in South Africa.'

IGM, a bedroom-built racer

'At 19 I realised I couldn't afford to go racing unless I built my own car. This coincided with my sandwich course at Natal Technical College [now the University of Durban] while working as an apprentice draughtsman. I bought two books – *Racing and Sports Car Chassis Design* by Costin and Fipps and *The Design and Tuning of High Performance Engines* by Philip Smith.

'I was thinking about aerodynamics and this moved my focus from racing to design. I bought an accident-damaged 105E Anglia and removed the drivetrain and rear axle. In those days the class was 1100cc and my dad brought me home a set of pistons from a Peugeot 404. I needed close to 100bhp to be competitive and I hand-modified and balanced everything, rebuilding the engine in my bedroom. One day my mother fell over it – I was not a popular person.

'Dad was supportive but in a very Victorian way, saying, "You're mad, you'll waste your money." Even so, he taught me how to weld. The chassis frame was fully triangulated with a simple Mallock/Lotus 7ish-looking body. Even then the avant-garde designer in me was emerging. The most expensive parts were the twin Weber 40DCOE carbs. The car cost £200 to build.

'Without doubt, winning the Burnham Drive Hillclimb in Natal in 1967 made all the effort worthwhile. But by late 1968 I was really into design. I sold the IGM and bought a return boat passage to England.'

Roadside repairs with a Lotus Elan

'I'd written to Colin Chapman at Lotus from Durban asking for a job, but when I arrived in the UK it was early 1969, the middle of a recession and Lotus was laying people off so there were no opportunities.

'I'd already saved up £1000 and though I didn't have a job the first thing I did was to spend £840 on a secondhand Lotus Elan. It was probably a kit-built car because it slowly fell to bits over the next 12 months and I spent all my spare time repairing it.

'In 1970 I was taken on by the Brabham F1 team in Byfleet, got married and moved to Walton-on-Thames. Driving to and from work there was a stretch of road where I





Gordon has kept all his car sketches – he's building another MInibug, this time with a hot 1340cc engine



Gordon teamed up with a fellow Brabham staffer to make the Minibug in 1971



Elite being sold by Paul Matty (right) is perfectly formed but is sadly too small for 6ft 4in Murray

could get all four wheels off the ground. On one occasion I landed awkwardly and the chassis snapped. I sold it and I recouped my £840. Years later I bought an Elan Series 3 and a Series 4. I still have them.'

Minbug takes some beating

'The idea for a Mini-based car came while I was working at Brabham, designing racing cars. I wanted to create something different. Using Mini subframes and mechanicals to build a lightweight road car was just such an obvious choice. I had a drawing board at home and drew out my design. I shortened the overall Mini dimensions, moved the occupants further back in the package and styled a convertible coupé based on a stressed aluminium skin with simple curves.

'The body structure was welded up by a local company that also made the frames for Brabham. Neil Percy was a young designer who also worked at Brabham. His father had a shed at Heathrow airport and this was where the Minbugs were built. We built four: mine, one for Neil and sold the other two. It looked quite funky. It only weighed 450kg – so even with a standard 850cc engine it was fantastic fun. For three years it was our only car – it ran faultlessly. It was my first production car, though I never felt I wanted to get into series production. It was about designing, building and driving my own car from prototype to completion.

'I've begun building a fifth Minbug. It'll be powered by a 100bhp 1340cc engine with disc brakes on the front. It'll fly.'

McLaren F1 steals the limelight

'By 1987 I'd won two world championships and many GPs with Brabham and I was getting bored. I was thinking of setting up a design consultancy when Ron Dennis at McLaren asked me to work for him. By year two I was thinking of what to do next. Luckily, Ron and the other directors had discussed setting up a road car company. We found an empty building and made a start. I wrote pages of notes profiling the whole car, I designed every element. All the supercars I'd driven had some major flaw; poor air conditioning, extreme pedal offset, limited visibility. The F1 would be different.

'I was still fanatical about weight, which controlled everything from bolt sizes to suspension design. It featured three seats abreast, the driver sitting centrally. It was the world's first carbonfibre road car, with a $1m price tag and 240mph-plus top speed. We made every F1 customer feel special – each car was different. I remember the thrill of my first drive – the car delivered perfectly the driving experience I had imagined.

'Developing the F1 programme revealed something of my management style. Today, I run my business like a family, everybody feels involved. But when it comes to design I insist on absolute attention to light weight.'

The one that got away: Lotus Elite

'I think the Elan and the Elite are the best cars to come out of Lotus. When buying my Elan Series III from Paul Matty he saw me looking at an Elite and said, "Forget it, you won't fit comfortably." He was right – I'm 6ft 4in tall. That was the end of my dream.'

Thanks to: *Sarah Smith and Paul Matty Sports Cars.*



6 STEPS TO BUYING THE BEST

BMW 3 SERIES

BMW's symbol of Eighties aspiration is now a must-have, but you must buy wisely

Words PAUL HARDIMAN Photography JOHN COLLEY

OUR EXPERTS



Barney Halse has been immersed in BMWs for his entire working life, and set up Munich Legends with his father Tony in 1991. For the past six years he's helmed Classic Heroes, still with BMWs at the core of the company business.



Dan Norris bought Munich Legends in 2009 and now runs the sales and acquisitions side – standing at the pinnacle of an immense amount of collective knowledge gathered by the staff over 25 years.

Crisp handling and silky engines combined with timeless looks make the E30 3 Series a truly usable modern classic. As one owner put it, 'It's the perfect symbiosis between pure driving fun and reliability.'

Once described by our sister magazine *Car* as being 'bang in the middle of readers' aspirational heartlands', the image-defining Eighties saloon is the original 'Ultimate Driving Machine'.

1. Bodywork

Rust is the biggest killer of E30s, and early cars suffer worse than post-'88 versions, which had some galvanising. Barney Halse warns that you can easily rack up £15,000 properly restoring a rotten body, so unless you're sure of what you're looking at, walk away from a well-rusted car. 'The problem is,' he explains, 'that when they were cheap cars people just bodged them up, so we find they've been patched and patched. They rust around the rear wheelarches, and under the front "jacking pads" (the flat area under the front of the sill that looks like it's suitable for jacking but will squash if used so) you want to see the factory profile with a lip, rather than a flat plate. They go at the bottoms of the front wings, and if it's bubbly there the sills will almost certainly have gone too.' Repairing this area costs £840-1680 for both sides, and sorting the rear arches and sills can cost from £720-2000 per side, including painting the rear wings. M-Tech body kits can hide rust. Wings are fairly cheap – £168 each from Munich Legends or £456 fitted and painted.

Further back, check the seams between the rear panel and the wings, and around the rear numberplate lights. 'You can put rear wings on them,' Dan Norris says, 'but it gets expensive and likewise don't ignore rust

'It's the perfect symbiosis between pure driving fun and reliability'



BMW E30 is tough if looked after, expensive if neglected

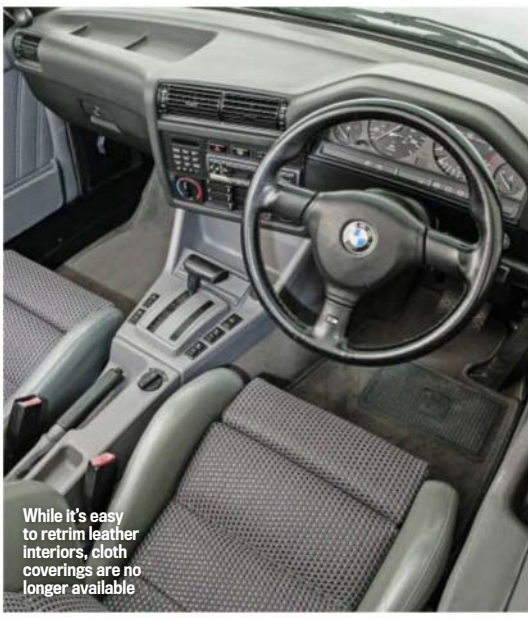
in the roof around the sunroof – it might not be structural but it's a complicated repair, though the actual sunroof panel is only £250. They rust in the windscreen scuttle tops too, and new panels just aren't available at the moment.' Making up repair sections and letting them in costs £420-660 per side, more if it's reached the screen rubber meaning the glass has to come out.

There are three types of convertible roof – manual, electric and electro-hydraulic, in order of complication and cost of repair. A new covering costs about £2k.

2. Engine

All the motors are robust, and will easily do 200,000 miles if maintained properly. Some of the very early four-cylinder cars had the M10 engine carried over from the E21 and '02 series, which drives the camshaft by chain and is very robust, but most will have cambelts, which need changing every three years or 36,000 miles at a cost of £280 (Classic Heroes) to £500 (Munich Legends), Barney Halse says, 'You might as well change the water pump while you're in there – another £78.' Valve clearances are adjusted by eccentrics clamped in the rocker ends and are easy to adjust at home. The twin-cam M42 in the 318iS is a bit more troublesome, 'If it won't go over 4000rpm it's likely worn cams or hydraulic lifters.'

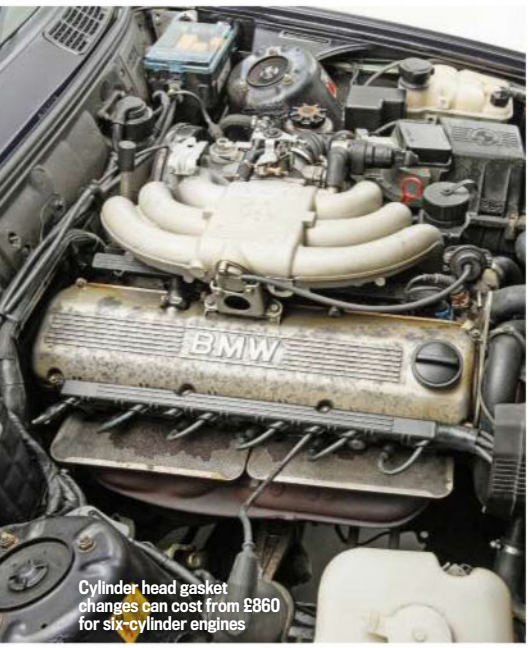
Engine oil leaks are a bigger problem on E30s than that traditional BMW bugbear, cracked cylinder heads,'We change more head gaskets due to oil leaks than we do for combustion problems,' says Barney Halse. The price to change a head gasket on a six-cylinder car is between £860 and £1440, depending on where you go. 'By now you need to be looking at the sump gaskets,' advises Barney.



While it's easy to retrim leather interiors, cloth coverings are no longer available







Cylinder head gasket changes can cost from £860 for six-cylinder engines

Bosch Motronic Engine management is described as bulletproof, though mass airflow meters can play up and cost £377 – changing one is a half-hour job, £468 all in at Munich Legends. 'If the CO won't adjust we take them apart, clean the contacts and recalibrate,' says Barney. That costs £78.

The cooling fan uses a viscous clutch to regulate its speed (with an extra electric fan on cars with aircon), and is a known weak spot, with a failing clutch causing the engine temperature to rise dramatically when the car is left to idle. E30zone suggests the 'newspaper test' – roll up a newspaper and poke the fan with it with the engine running. A good clutch will shred the paper, but if the fan stops the clutch is broken or failing. It's less than £40 for a fresh one.

3. Transmission

Five-speed manuals are all by Getrag and four-speed autos are by ZF. ZF also made the 4wd iX system on 325is. Early 316s and 318is had a four-speed manual, but they always had a five-speed option so you're very likely to encounter one and it will need to be cheap, likewise early (up to 1985) three-speed autos. The 318iS has dog-leg-five-speed gearbox like European M3s.

Clutches cost between £498 (Classic Heroes) and £840 (Munich Legends) to change, though the CV joints 'never really fail' according to Barney. Get underneath and make sure the differential's not leaking and the mountings aren't perished, as they cost £120 to change.

4. Electrics

E30 electrical systems are pretty robust apart from the headlight wash-wipes 'Which never work,' says Barney. 'You can spend lots of money on new motors but we mostly just disable them in the parked position, and the same goes for the

ASK AN OWNER

'I just can't think of a nicer place to be'



Richard Lake

Richard Lake's 325i Motorsport is car 21 of 149 UK examples built, and he's a serial E30 owner, having previously run an M3, 'I think it all started when I was on my work placement and was given the boss's car to run an errand in – a 325i. Of course I hit the rev limiter and it cut out, so I thought I'd broken it! His boss had a Porsche 930 and I've now got a 3.2 Carrera, and a 928... I'm gradually acquiring the full set!

'Barney at Classic Heroes found this car for me, with the rare 'bubble' leather interior, and we've changed the wishbones and bushes and all the coolant hoses – Barney is very keen on his preventive maintenance.

'It's a proper four-seater and I just can't think of a nicer place to be.'



James Strugnell

As a teenager the E30 325i Cabriolet was one of the cars James Strugnell lusted after and now more than 20 years later he's the very proud owner of a 1990 example. 'It's a timeless shape and gets many admiring glances. It's my ideal spec of close-ratio manual sports gearbox, M-tech suspension and manual roof. It never fails to put a smile on my face. Performance and handling (the latter aided by a complete suspension refresh last year) compare very favourably with other more obviously performance-orientated cars.

'It's been entirely reliable, with correct servicing and preventive maintenance being the key. It's suffered the rear wheelarch and lower sill rot and is undergoing a bare-metal respray, which will be the biggest expense to date.'



David Evans

Dave Evans has two E30s, one of which, an early 323i, appears in BMW's current marketing campaign for the new 3 Series, along with his E21 316.

Though he'd owned an E21 when much younger ('you thought you were the bee's knees, and you'd march up to the bar and slap down your BMW keys. They were special then; now everybody's got one'), it was an E23 7 Series 'picked up for a song,' about six years ago that rekindled the interest. 'I joined the BMW Car Club and since then I seem to have gathered up six classic BMWs including two E30s – the 323i and later an '86 325i Convertible. My 323i had already had repairs to both rear wheelarches by the time I got it, but I had it had a few little dings and knocks. I've had no engine problems with it.'



Replacement roof fabric can cost up to £2000

headlight levelling.' If you insist, or want to use inoperative wash/wipes as a bargaining point, then new motors cost £85 per side at Munich Legends, or a complete system rebuild is £548 at Classic Heroes.

5. Suspension and brakes

One of the joys of the E30 is that consumables such as suspension joints and brake parts are 'ridiculously cheap' according to Barney Halse. 'If a lower balljoint goes, you change the whole wishbone.' Complete front wishbones and bushes cost £367 fitted at Classic Heroes, Munich Legends says £156 per side. Just replacing the wishbone bushes costs £110. The rear end isn't adjustable, but subframe bushes can go soft and affect the handling – check whether it knocks on the test drive. Replacing them costs £240.

At Classic Heroes, discs and pads for a 325 are £235 front and £228 rear, and the handbrake shoes will likely need doing – they are another £48. Munich Legends' prices are £180 front £168 rear.

Grab the steering column under the UJ beside the motor to check the joint for wear – new ones cost £48 and £114-150 fitted, and if the rack is leaky the price to rebuild it with new seals is £390. A new rack from Munich Legends is £738, or £924 fitted.

6. Interior

Interior options were immensely varied and too numerous to mention here. Though leather is easy to retrim, the original cloths are no longer available. Make sure the electric windows work (they can be slow) as well as the sunroof, if fitted. Inoperative aircon is almost never a case of simple regassing, so use it as a bargaining point. Central locking failure is often due to moisture corrosion in A-pillar connectors, is free to fix but is another bargaining point.

WHICH ONE?

- First E30s were two-doors built from 1982 with M10 four and M20 six-cylinder sohc engines. The 316 has 1766cc M10 with carburettor, 318i has 1766cc M10 with fuel injection. 320i (123bhp) and 323i (143bhp) use 1990cc and 2316cc M20 with Bosch L-Jetronic, all from outgoing E21. Four-doors became available from late 1983.
- Minor update in 1985 brings the 324 diesel, a 2443cc/87bhp/112lb ft M21 six and 323i is replaced by 2494cc 325i with Bosch Motronic, giving 168bhp. Convertible 325i made available from early 1986, which was soon followed by a 320i. Motronic added to 320i from end of 1986, yielding 127bhp. 4WD 'X' transmission is an option on 325i. The 325e is actually a long-stroke 2.7 (2693cc) version of the M20 with restrictive head, single valve springs and four cam bearings instead of seven, all in the name of low revs and economy – only 120bhp but 180lb ft at 3250rpm. Rare South African 333i was produced with the help of Alpina and has 3210cc M30 'big six' from larger 6 Series with 194bhp/210lb ft. Only 204 made.
- Major update in 1987 involves restyling of bumpers (no chrome) and new, larger rear lights, and brings the option of an estate), marketed as the Touring, plus 318i Convertible introduced. Base M10 engine replaced by 1596cc sohc (by belt) M40 using hydraulic tappets and Motronic 1.3 management/injection, though in South Africa old 316 continues until 1991. The 318iS appears in 1989 with dohc (by chain) 16v 1796cc M42 four-cylinder using individual Motronic 1.7 firing coil packs for each cylinder,yielding 136bhp/127lb ft. Turbodiesel 324td arrives with 116bhp/163lb ft. Convertibles get 1987 facelift in 1991.
- By the end of production (Cabrio 1992, Touring June 1993), almost 2.4m E30s have been made.
- What to pay. For a 316/318i £2500 is the bottom line for anything worth having, with good cars nudging £3-4k. The 318iS goes from £3k-6k, while the 320i £3k plus. You can find a good 325i auto for £4-6k, but exceptional ones are £8-9k, including the best convertibles. 325i Sports cost from £10-17k, 325i Motorsports in perfect order are £20k.

IMPROVING

As both experts and owners remind us, BMWs are hard to improve, and Barney points out that, long term, unmolested cars are more valuable. With so many models to choose from, the easiest way to improve your E30 is to simply swap it for a better/faster/newer version to the specification you want.

Bilstein dampers and progressive-rate springs give a sportier ride and slightly lower the car but it remains compliant and totally usable, Barney says. Price for these is £900 including labour, and Continental or Uniroyal rain tyres are favourite choices for the E30 chassis. 'Strut braces tend not to do anything, though we do use some polybushes for track cars, or if you want it sportier.'

Though E30s aren't as tail-happy as the preceding E21, some owners like to fit a steering rack from an E36 or even an E46 to quicken up the steering, giving the driver a better chance of staying in front of the car.

SPECIFICATIONS

BMW E30 1982-1993
Engine 1596/1796cc sohc four-cylinder, 1796cc dohc four-cylinder, 1990/2316/2494/2693cc sohc six-cylinder, chain or (mostly) belt cam drive, most with Motronic fuel injection **Power & Torque** 89-168bhp, 103-180lb ft **Transmission** four- or five-speed manual or three- or four-speed auto plus 4wd option **Brakes** discs, servo-assisted **Suspension** front MacPherson struts, rear semi-trailing arms, coil springs, telescopic dampers **Steering** Rack and pinion, power assistance optional **Length** 4323-4450mm **Width** 1646-1661mm **Height** 1369-1400mm **Weight** 990-1368kg **Performance** Top speed 109-138mph; 0-60mph 10.1 -7.2sec **Economy** 23-30mpg **Cost new** £5950-£17,250

NEED TO KNOW

Front wing/sills repair £840-1680 (both sides) **Sills and rear wheelarches repair** £720-2000 **Wings** £168 (unfitted), £456 (fitted and painted) **Sunroof panel** £250 **Convertible roof fabric** £2000 **Cambelt change** £300 **Cylinder head gasket change** £860-£1440 **Mass air-flow meter** £377 (£468 fitted) **Cooling fan** £40 **Clutch** £498-£840 (fitted) **Differential mountings** £120 **Headlight wash/wipe motors** £85 per side **Headlight wash/wipe system rebuild** £548 **Universal joints** £48 (£114-£150 fitted) **Steering rack (not fitted)** £738 (not fitted) £924 **Steering rack (rebuild)** £390 **Handbrake shoes** £48 **Discs and pads (front)** £235 **Discs and pads (rear)** £168-£228 **Front wishbones and bushes per side** £156-£367 per side **Front wishbone bushes** £110

Who can help?
Classic Heroes classicheroes.co.uk
Munich Legends munichlegends.co.uk
E30 Zone e30zone.net
Pelican Parts pelicanparts.com
The BMW Car Club bmwcarclubgb.uk
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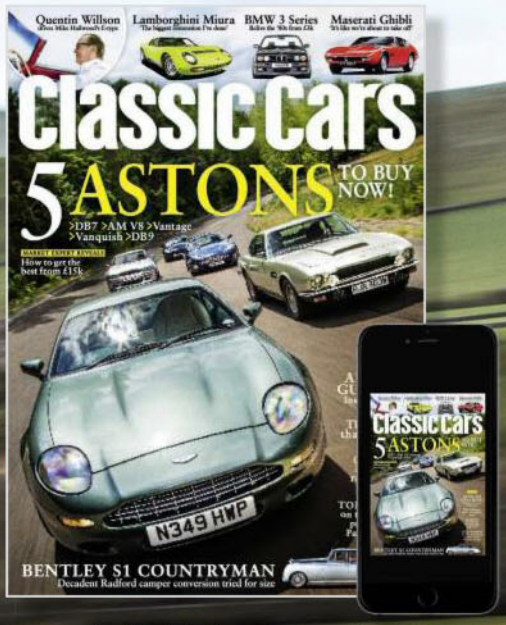
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Manual Gearbox, LHD, Irish Green with tan leatherette interior.


Porsche 911T 1969 Coupe 2.0L
Manual Gearbox, LHD, Bahia/Guards Red (originally – Bahama Yellow) with Black interior.


Porsche (911) 930 Turbo 1985 3.3L Manual Gearbox, LHD, Finished in the most desirable colours Black with black leather interior.


Porsche (911) 930 Turbo 1978 3.3L, Manual Gearbox, LHD, Arena Red with Black interior.


Porsche 911 1974 Coupe 2.7L
Manual Gearbox, LHD, Ice Green Metallic with Black Interior.

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STAR LETTER

Originality isn't everything

I happen to agree with Quentin Willson on most things, but I do take issue with his 'complete originality is king' view (The Insiders, July 2015).

I have a Jaguar E-type 3.8 fhc that is my absolute pride and joy. I went through the whole build process during the restoration to incorporate air conditioning and a new gearbox to make the car more useable.

The classic car world has two camps, the original at all cost, and the tailored car. I believe my car is as desirable as a completely original car with patinated leather. You only need to check out Eagle E-type prices to see they can both be valuable.

Both schools of thought are great as long as the quality is right. On that point, I don't disagree with Quentin.

Peter Wiltshire



Originality does not necessarily trump upgrading, according to Peter Wiltshire

Ferrari Boxer 512

I was drawn to the article on the Ferrari 512BB (The List, August 2015). I was lucky enough to have a drive in its predecessor, the 365 Berlinetta Boxer. This was down at Finmere Airfield – a great facility.

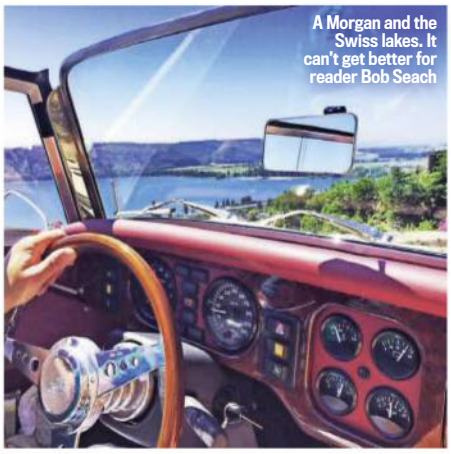
On one of the runways, with the horses released and the four triple-choke Webers gulping in large measures of air and fuel, we saw an indicated 175mph on the speedometer. Things far away became close very quickly at this rate on knots. When we stopped and got the calculator out, we worked it out that we had seen a genuine 162mph. The very same car appeared on the front cover of *Autocar* a few weeks later.

I always preferred the six-light set up of the 365. And having sampled a Testarossa, I always felt that it was a tad too wide and not as involving. I suppose it's personal preferences again.

Gordon Dow

Living the moment

Just thought I would share a simple photo taken by my 19-year-old daughter on her mobile phone as we drove to lunch on my birthday.



A Morgan and the Swiss lakes. It can't get better for reader Bob Seach

It was a typical Swiss lakes touring day and probably sums up why we love to do it. Of course, due to the Morgan's four-seater configuration, mum was in the back. On Facebook the photo pulled more likes than my daughter has achieved in a long time!

Your magazine is preaching to the converted as our family is concerned. But looking at the Facebook reaction, so many more only wish they could participate.

Bob Seach

Invicta memories

Classic Cars magazine never fails to raise a spark each month, either from the details of test vehicles or stories. Your Invicta S-type (Low Down, August 2015) story returned me to a time in the early Sixties.

John, Roy and myself were needed by the Queen for a couple of years and our arrival at the Royal Engineers' barracks did nothing to improve already dejected spirits. However, as the last three National Servicemen in the regiment we were an embarrassment towards the end of our service. Things that we requested were accepted more readily than for earlier recruits, including when we sought permission to bring cars into the camp.

As my father had a garage I wangled a Ford Popular, the one with the vacuum-powered wipers. Roy, who hailed from the East End of London and had some connection with a garage, came in a smart Austin Cambridge but said don't look too closely at the joins.

John came in a Invicta 1½ litre. A black four-seater with a square body, it looked as if it would hang on to the ground whatever you did with it. The smell of leather and the polished dash was fantastic. I had the opportunity to drive it for a few miles, and what a joy it was. Comparison with the Ford? There was none. The preselector box and that wonderful engine just made the car perfect. I had all but forgotten about that period but you have again done a good job.

Peter Smith

Seventies reality, almost

It was great to see the cars of my past given some respect in *Classic Cars* (Splash it all Over, August 2015) but even in the early Seventies the RS3100, BMW CSL or Commodore GS/E were near-mythical beasts. Instead, while my car-mad friends and I drove 3000GTs, hot Escorts and even a 2002, we could only dream of an RS or CSL. I don't think we drove them any slower though as we tried to emulate Jochen Mass and John Fitzpatrick's on-track antics.

Happy daze, as Slade would no doubt have said.

Peter Wright

Proper Opel Commodore GSE

The Opel Commodore GS/E coupe (Splash it all Over, August 2015) is a horribly ugly car. I owned a proper GSE coupé, as raced by Tony Lanfranchi and others.

It was a very handsome car, with 160bhp and alloy wheels, then a rare item. Mine was on the Scottish Motor Show stand and was registered on a P plate, though I can't remember the year. I found it in the back of a local Vauxhall dealer, and negotiated a price similar to a new Rover SD1. One of the best cars I have ever had.

Alan Dickson



Alan Dixon's Commodore was one of the best cars he's had

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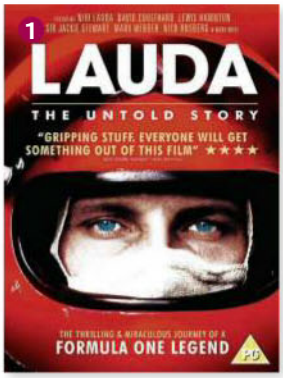
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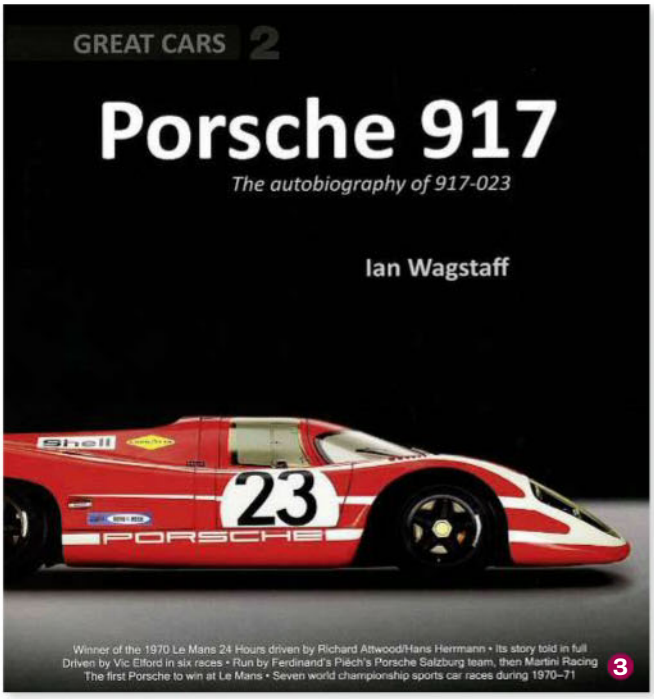
BOOKS & MODELS

Sam Dawson rates this month's most engaging editions

GREAT STORIES







MORE READS

Bugatti Type 57 Grand Prix – A Celebration
By Neil Max Tomlinson, £50, veloce.co.uk
The story of the 'Tank' – Bugatti's radical GP monster, less of a failure than you might think.

Lamborghini Model by Model
By Peter Collins, £25, crowood.com
Every production car, prototype, one-off and racer to emerge from Sant'Agata profiled.

Gilles Villeneuve – A Life In Pictures
By Mario Donnini, £40, giorgionadaeditore.it
Portraits, memories and recollections of one of the greatest F1 drivers never to win the world championship. It's a moving portrayal of a legend.

The Book
By Tom Kristensen, £79.99, speedpool.com
Paving-slab-sized autobiography of the most successful sports-car racing driver of recent years. Staggeringly lavish, packed with great insights.

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

1. Lauda – The Untold Story
Bulldog Film Distribution DVD, £15.99, bulldog-film.com

3 TO GIVE AWAY

In some ways the title here is misleading. Although Niki Lauda features heavily, he serves as a reason to tell a wider story – that of a sport in turmoil, torn between the desire to push the limits of drivers and cars and the need to ensure safety, a conundrum made irreconcilable by the Nürburgring. Using a combination of period and retrospective interviews, Hannes Schalle's film suggests that, far from F1 being set on the right track by Lauda's near-fatal crash, it triggered a protracted debate that was only solved with the death of Ayrton Senna 18 years later. Intriguingly, Felipe Massa's death-defying accident at the Hungaroring in 2009 is seen as final proof that the sport has its priorities right. This excellent film feels like a sequel to *Grand Prix: The Killer Years*. *Classic Cars* has three DVDs to give away at winit.classiccargiveaways.co.uk

2. Il Cavallino nel Cuore
By Leonardo Fioravanti, £75, giorgionadaeditore.it, ISBN 978 88 7911 622 0

'Fall in love with a person and a philosophy', Leonardo Fioravanti requests of his grandchildren to whom his autobiography is dedicated. And over 255 large-format, glossily illustrated pages, Fioravanti demonstrates how he's lived according to his maxim, as it could be said that the 'person' is Ferrari and the philosophy is aerodynamics. Fioravanti would admit that rather than a stylist, he's an engineer who designs cars, a fact borne out by the number of patents he's filed over the decades. He's also revealed to be a genuine car enthusiast and racing driver – he and Mauro Forghieri arrived at the idea of slot-car-inspired slick tyres after a young and hard-up Fioravanti found his Fiat 500 handled better on bald tyres in the dry.

This is a book full of cheerful and amusing stories from an icon of car design – the highlight being the tales of his BLMC 1800 Aerodynamica proposal. A hefty tome, but it's superb stuff.

3. Porsche 917: The autobiography of 917-023
By Ian Wagstaff, £60, porterpress.co.uk, ISBN 978 1 907085 21 5

The Porsche 917 that gave the Stuttgart team its first Le Mans win is documented here in neatly compartmentalised sections that could serve as stand-alone volumes. Its 320 pages start with a brief history lesson, the hasty development history of the early, near-undriveable 917, rushed into service following a change in the rules so quickly that some of the homologation run purportedly sported truck axles. Wagstaff then chronicles the 1970 World Sports Car Championship, profiling the races and interviewing the key figures. Given the shocking attrition of the season and the sheer fragility of the 917, it's a miracle many of these people are still with us.

Post-works history is scant, limited to authentication, classic events and collector owners, but as a deeply personal, intimate story of an exciting race series, it's definitive.

MODELS UP TO £260



1:43-scale Tatra T600
£63.99, neoscalemodels.com

This is an elegant, understated model of a landmark car. Even the traditional resin-model weakness of stuck-on window trims isn't evident thanks to the accurately replicated tumble-home of the doors and waistline, giving it depth and heftiness. The wheel is the right size, the spoon-shaped doorhandles are tiny and the raised rear air scoop has been replicated. Great effort.



1:18-scale Alfa Romeo 6C SS Corsa Spider
£259.99, minichampsuk.com

Captivating, but closer inspection of this Alfa suggests Minichamps' move into large-scale resin isn't entirely convincing. Although the shape is perfect and the rubber-matted interior can't be faulted, too many details give the air of 'things stuck to a solid block' rather than neatly integrated. A nice enough model, but not £260-worth.



1:43-scale Ghia-Chrysler Norseman
£109.99, minichampsuk.com

This must be one of the dreamiest models ever made, into the realms of fantasy given that the source material was lost in the sinking of the SS *Andrea Doria*. It's an exquisitely rendered case of was-it/wasn't-it, its exaggerated proportions recalling both the excesses of the time and the car's mysterious story. Compelling.



1:18-scale Fiat Uno Turbo, 1986 Sanremo Rally
£169.99, Top Marques (bbrmodels.it)

Maybe I'm odd, but I look back on Giugiaro's cubist Fiats of the Eighties with real affection. Wearing the Totip livery of the Jolly Club, this 1986 Sanremo Rally car of Alessandro Fiorio and Luigi Pirollo reminds us of a forgotten world of Group B-era Group A cars. The Uno's appealing blockiness is very well-rendered.

Countach Twin Turbo
The craziest Lambo? We find out



Porsche 911 SC RS
Driving a championship winner



Ford Escort RS2000
Six owners describe its fast life



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

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OUR CARS

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



Convoy of Jag XKR, Jag E-type, Porsche 911 Carrera and Vauxhall VXR8 at a cafe stop en route to Le Mans

Phil Le Mans up with E-type effort

THE STORY SO FAR



1962 Jaguar E-type Series 1 FHC
Owned by Phil Bell
phil.bell@bauermedia.co.uk
Time owned Five years
Miles this month 1050 **Costs** £93.77
Previously Removed a rear hub to replace the wheel bearing, then got distracted

To be honest the euphoria at having the E-type back together in time for its pre-Le Mans MoT was struggling to break through a layer of exhaustion and simple relief. It was 1.30 in the morning at the end of a week-long struggle with several MoT-unfriendly problems. I would have celebrated with a beer and a big sleep, but the test was booked for 9.00 and I wanted the chance to put some miles on the car to clean the surface rust off the brake discs and check everything was working properly.

By 8.00am I was back in the garage, stirring the straight-six into life then freeing off a sticking choke mechanism eager to idle at a busy 2000rpm. Sorry, neighbours.

Two hours later I was clutching the pass certificate like an Oscar trophy and coming to terms with the fact that all I needed to do before the Thursday ferry was wash the dust off the car and put some more miles on it.

By the time I arrived at Portsmouth there were another 400 miles on the odometer and everything was working properly, including the MoT-unfriendly problems I mentioned earlier. Two of them were a product of the car being off the road for a few months. The screenwasher has become clogged by mould forming a white jelly in all of the pipes and the horn had been silenced by a poor earth between the steering wheel boss and the column, the latter diagnosed with the help of the brilliant David Jones on the E-type UK forum.

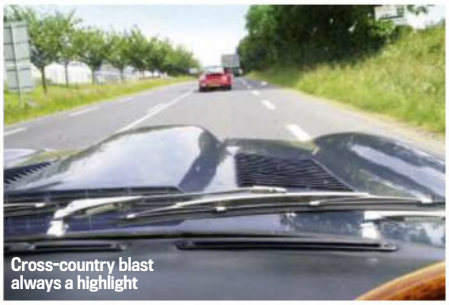
The layup was caused by me feeling my way through the complexities of the rear wheelbearing replacement. Removal and refitting was simple enough with my friend's press and puller tools, but setting the correct endfloat called for a special Churchill tool according to the official workshop manual, and I was struggling to find one. So I called Jaguar specialist Ken Jenkins who runs the Jaguar Enthusiasts Club tool hire scheme. No, he didn't have one, but told me that he uses a 0.15in spacer shim instead.

With the inner bearing pressed in until it was flush with the spacer I had to measure the endfloat with my borrowed dial gauge then calculate the size of spacer shim required to achieve 0.05-0.152in of play. Once I'd got my head round the fact that I needed to fit a thinner shim to reduce the endfloat it all seemed straightforward. The fact that I didn't have the new shim until I returned from the office on the Friday before Le Mans made it seem less so.

And yes, the E-type survived its 650-mile trip. If you've read many of my Our Cars you'll understand why I don't find failing brake lights to be a significant issue.



Dial gauge checks bearing endfloat



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The Alfa's Italian temper has been flaring up. Smart garage will make repairs more pleasant

One thing always leads to another

THE STORY SO FAR



1972 Alfa Romeo Spider
Owned by Russ Smith
too_plus_two@yahoo.co.uk
Time owned Four years
Miles this month 211 **Costs** £474
Previously Replaced every fuse in the car

So much for my freshly organised garage, with everything neatly filed away in a wall of new kitchen units. My first job after this revolution was to replace the Alfa's frayed fan belt. I'd bought one a while ago in preparation, and have photographic evidence that it was hanging on a nail on the garage wall until a week earlier. But that was before I removed all those messy nails and placed the belt somewhere handy. Except I hadn't, as an hour's forensic-level search of the garage and car proved.

All that stopped me from going completely Victor Meldrew was the forced distraction of a trip to the local spares shop to get a set of brake pads for Number One Son's VW Lupo. While their computer system was working out which of the 17 possible options might actually fit the Volkswagen, I tentatively asked the lad behind the counter whether he might also have a fan belt to fit an Italian car that was probably older than his father.

I shouldn't be so cynical. Once a dusty old book retrieved from under the counter confirmed that a 1972 Spider fan belt was the same as a 1993 one we were plugged into the digital age and, Computer Says Yes – there was just such a belt in stock. Fitting it was as easy as can be, which is why my attention wandered to the radiator.

A crude old repair had popped apart and the rad top was no longer joined to one side, and wobbled when provoked. 'Perhaps it's time for a new radiator,' was my first thought. But the revelation that it would cost £216 for a new rad or £174 for a recon unit has pushed me into second thoughts. Before I could effect a crude new repair, the Alfa had other ideas. I pulled into the garage and switched off after an enjoyable blast home from the CC office, and there was a sigh and gurgle from under the bonnet, not unlike Grandad after a fine lunch in the *Rat & Spanner*. I snuck back later and dipped a finger into the header tank. Oily water. Time for a compression tester.

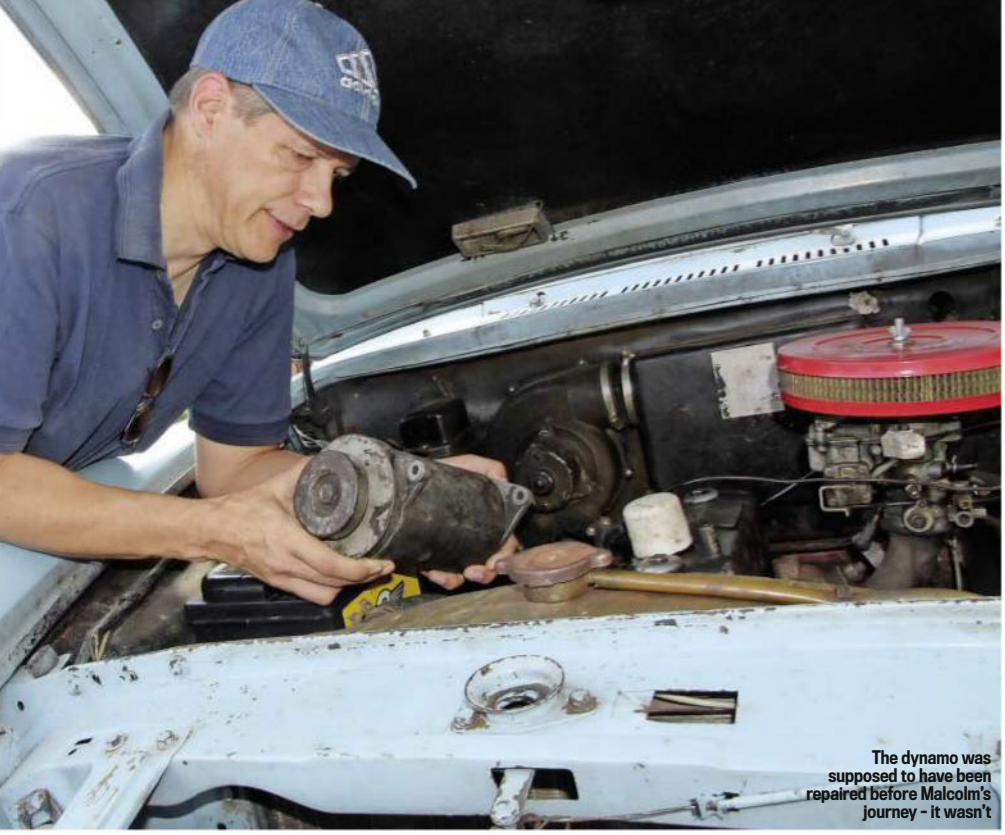
I don't know exactly what figure it should show but I'm sure it's nearer the 155psi recorded by the Saab I checked the gauge on than the 55-70psi the Alfa showed across all cylinders. Close inspection also revealed some fluid weepage from the cylinder head/block joint on the exhaust side of the engine.

A head gasket itself isn't expensive, but the inevitable domino effect of removing the cylinder head is. The exhaust manifold has been cracked by cylinders one and four since I bought the car. It's a common issue and not a worry with everything clamped in place. But as soon as I undo the nuts and bolts it will all fall apart. As will the exhaust system that gained an advisory at the last MoT. And while the head is out of the way it would be daft not to take advantage of accessibility and replace engine mounts that are well past their best. Add on the fixings and gaskets and the chaps at Classic Alfa woke up to a nice, fat near-£500 online order.

So there goes all my spare time for the next few weeks/month/who knows, it's Italian. And in case you're wondering – no, the missing fan belt still hasn't turned up.


The fan belt turned out to be the easy part


Hmmm. Cylinder compression looked low



The dynamo was supposed to have been repaired before Malcolm's journey – it wasn't

Not so dynamo-ic duo

THE STORY SO FAR



1964 Siam di Tella Magnette
Owned by Malcolm McKay
MMcKays@aol.com
Time Owned 15 months
Miles this month 50 **Costs** c£220
Previously Scale of the restoration job becomes clear, but the parts hunt proves fruitful

Argentine cars do rust, and this one has a few scabs, but generally it's remarkably well-preserved. Dismantling the suspension was a joy; all the bolts came undone easily.

The left top bushes were worn out, the right side slightly better, but disconnecting the shock absorbers revealed a more serious problem.

The detachable arm of the wishbone should be clamped tightly onto the damper mainshaft but it wasn't, so all the strain had been put on the other, splined side – which had failed. No wonder the car crashed over bumps; the dampers were disconnected. For now I have tightened the clamps properly and hammered small square nails in around the formerly-splined sides to lock those too. I greased all the swivels and removed one top swivel and greased it internally, as there was no passage for the grease to the bearing surface.



Malcolm gets to work detaching the top trunnions

The non-original fuel pump was stuttering to a halt on hot days, so I swapped it for a Chinese-made one. I had hoped to relocate it to the boot, where the original Lucas pump would have been, but lack of wiring there and urgency of replacement meant it had to go on the front inner wing where the previous pump was located. Sadly it's not much better.

Almost every time I take the Magnette out, something fails. An occasional grinding noise began, sounding like gears crashing in the gearbox. When it got worse, I confirmed it was the front bearing of the dynamo. Not only was the front bearing worn out, the rear bronze bush had disintegrated and vanished – how the dynamo was still charging the battery is a mystery!

The dynamo has now been properly overhauled, with new front bearing and rear bush, by the auto-electrician father of José, who accompanied me on the long drive home with the car. I fitted it back on the car and it performs perfectly and silently.

Infuriatingly, I'd already been charged 260 pesos for overhauling the dynamo by the mechanics who prepared the car in Buenos Aires. Lesson learned – never entrust major work to mechanics you cannot meet beforehand, especially when you are a foreigner in the country… But my friend Atilio has got some compensation from them. Eventually, I'll get the car right!

Bad reception for radio woe

THE STORY SO FAR



1992 Toyota MR2
Owned by Sam Dawson
sam.dawson@bauermedia.co.uk
Time Owned Two years
Miles this month 384 **Costs** £68
Previously Rear wing removed by malfunctioning car wash

OK, lesson learned – regardless of the circumstances I won't be using a car wash again. Thankfully the new rear wing purloined from a car that MR2 Ben was breaking slotted straight on with a minimum of fuss. Appropriately, it was faded to the same orangey shade of Super Red 2 as the rest of the car, so there's no need to respray it.

I did take advantage of the better weather to do some tidying up, though. Surface rust had formed due to stonechips on the A-pillars, the leading edge of the bonnet and around the sunroof aperture, so I ground them back with a glassfibre pen before treating them with Ku-Rust and two-stage Super Red 2 touch-up paint from Halfords.

The rust in the door bottoms is slightly more severe, although removing a water-trapping plastic seal and filling the channels with Waxoyl has at least halted its spread. I suspect it might be more straightforward to source some new doors, but it's not a pressing issue.

However, there is another problem. Remember that OEM CD player I found? Well, I am at a total loss as to how to connect it. The part that supposedly does the job, recommended to me by IMOC members at the NEC show and bought from Millfield Autos, bears no resemblance to the plug hanging off the back of the player, so at the moment it just sits dormant in the dashboard. Frustratingly, the parts manager of my local Toyota dealer said 'I can picture the connector in my mind's eye but I can't remember the last time I saw one.'

Any advice as to how to proceed would be very welcome!



Sam needs help making a connection

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2. £99.98 EXC.VAT £119.98 INC.VAT
3. £49.98 EXC.VAT £59.98 INC.VAT
4. £169.98 EXC.VAT £203.98 INC.VAT
5. £199.98 EXC.VAT £239.98 INC.VAT

EXTRA LARGE BOTTOM DRAWERS

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

	MODEL	DESCRIPTION	DIMS WxDxH(mm)	EXC.VAT	INC.VAT
1	CLB600	6 Dr chest	660x305x365	£78.99	£94.79
2	CLB900	9 Dr chest	660x305x475	£99.98	£119.98
3	CLB200	2 Dr step up	672x310x195	£49.98	£59.98
4	CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
5	CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS



Clarke

- Superb quality & value for automotive workshops

MECHANICS RANGE NOW INCLUDES BALL BEARING ROLLER DRAWERS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

	MODEL	DESCRIPTION	DIMS WxDxH(mm)	EXC.VAT	INC.VAT
	MECHANICS RANGE				
1	CTC600B	6 Dr chest	600x260x340	£52.99	£63.59
	CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
	CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
2	CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
	CTC700B‡	7 Dr cabinet	610x330x875	£124.98	£149.99
	CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
	PROFESSIONAL RANGE				
3	CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
4	CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
	CTC109	9 Dr chest	662x305x421	£74.99	£89.99
5	CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
	CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

‡ was £155.98 inc.VAT



4. £64.99 EXC.VAT £77.99 INC.VAT
3. £49.98 EXC.VAT £59.98 INC.VAT
PROTECTIVE TOP MAT
5. £169.98 EXC.VAT £203.98 INC.VAT

HEAVY DUTY & PROFESSIONAL

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

2. £119.98 EXC.VAT £143.98 INC.VAT

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction

MAX. WEIGHT LOADING 500KG EVENLY DISTRIBUTED



1. RUBBER GRIP SIDE HANDLES
3. EXTRA LARGE DRAWER PULLS
4. 5. £249.98 EXC.VAT £299.98 INC.VAT



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
	CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
3	CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
	CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
4	CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
5	CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
	CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

RUBBER GRIP SIDE HANDLES

ALSO BLUE / YELLOW / BLACK & GOLD



GAS STRUTS Hold lid open

EXTRA DEEP DRAWERS



1. £269.98 EXC.VAT £323.98 INC.VAT

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*



2. £459.00 EXC.VAT £550.80 INC.VAT

EXTRA LARGE DRAWER PULLS



1.5M TALL

* Except on CBB231B & CBB230B

‡ was £215.98 inc.VAT

MODEL	SIZE	DESCRIPTION	DIMS WxDxH(mm)	EXC.VAT	INC.VAT
CBB306BG‡	36"	6 Dr Chest	910 x 305 x 47	£169.98	£203.98
CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
1 CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80

Clarke HD PLUS TOOL CHESTS/CABINETS



1. 2. 3. PRICE CUT £179.98 EXC.VAT £215.98 INC.VAT WAS £227.98 inc.VAT *

NEW

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET



BALL BEARING ROLLER DRAWERS



4. LARGE 37" CABINET

	MODEL	DESCRIPTION	DIMS. LXWXH MM	EXC.VAT	INC.VAT
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



ROLLED EDGE UPRIGHTS GIVE:
- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

Clarke BOLTLESS SHELVING

- Simple, fast assembly in minutes using only a hammer

ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT

FROM £29.98 EXC.VAT £35.98 INC.VAT



150 KG (evenly distributed) Strong 9mm fibreboard shelves PER SHELF

350 KG (evenly distributed) Strong 12mm fibreboard shelves PER SHELF

Contents not included (all items)

MODEL	SHELF DIMS WxDxH(mm)	EXC.VAT	INC.VAT
150Kg	800x300x1500	£29.98	£35.98
350Kg	900x400x1800	£49.98	£59.98

SAVE 10% WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST £17.99 INC.VAT

CHOICE OF 5 COLOURS RED, BLUE, BLACK, SILVER & GALVANISED STEEL

SEE NEXT PAGE FOR MORE!

ALL SIZES/SPECIFICATIONS ARE APPROXIMATE

NEW STORE
MANCHESTER CENTRAL - NOW OPEN

Machine Mart®

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

ALUMINIUM RACING JACKS

BEST SELLER

LOW ENTRY ONLY 85MM

FROM ONLY £84.99 EX.VAT £101.99 INC.VAT

• steel chassis • Quick lift • Non-marking nylon wheels • Rubber contact pad - helps protect vehicle undersides

Clarke RACING

MODEL	EX VAT	INC VAT
1.25 tonne	£84.99	£101.99
2 tonne	£149.98	£179.98
2.5 tonne*	£139.98	£167.98

airmaster TURBO AIR COMPRESSORS

8/250

Superb range ideal for DIY, hobby & semi-professional use

BIG 2HP 7.5CFM

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

MODEL	MOTOR	CFM	TANK	EX VAT	INC VAT
Tiger 8/250	2Hp	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2Hp	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5Hp	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2Hp	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5Hp	9.5	50ltr	£149.98	£179.98

Clarke 2 TONNE TROLLEY JACKS

CTJ2001G

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

Voted Best Buy in Car Mechanics Test

MODEL	TYPE	EX VAT	INC VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY	£24.99	£29.99
CTJ2250LP *	Low Profile	£39.98	£47.98
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ2GLC #	Pro Long High Lift	£169.98	£203.98

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke 3 TONNE JACKS

FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

QUICK LIFT

JACKS ALSO IN STOCK UP TO 5 TONNE

CTJ3000G

MODEL	TYPE	SADDLE HEIGHT MIN-MAX mm	EX VAT	INC VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ3QLG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

Clarke PRO AIR TOOLS

CAT131

CAT127

HUGE CHOICE IN-STORE/ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.59
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3"Cut Off Tool & 1/4" Die Grinder	£47.99	£57.59
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke 3HP V TWIN AIR COMPRESSORS

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

• Ideal for air tools and spraying equipment

TIGER 16/510

MODEL	AIR RECEIVER	AIR DISPLACEMENT	EXC. VAT	INC. VAT
Tiger 16/510	50 litre	14.5 cfm	£219.98	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.98	£323.98

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ ONLINE

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

PRO12C

MODEL	DESCRIPTION	EX VAT	INC VAT
PRO12C/ 14C/18C	1.2mm, 1.4mm, 1.8mm	£19.98	£23.98
PGF14	Pro, Gravity	£26.99	£32.39
SP14/18C	1.4mm/ 1.8mm	£27.99	£33.59
HVLP	AP15, 2.2mm	£27.99	£33.59

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.99 EX.VAT £9.59 INC.VAT

MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke BODY REPAIR KITS

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

CS10BRK

• Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors • Includes metal case * Fast action pump

MODEL	CAPACITY	EX.VAT	INC. VAT
CS4BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

BIG 3" CASTORS

£44.99 EX.VAT £53.99 INC.VAT PER PAIR

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke INDUSTRIAL AIR COMPRESSORS

FROM ONLY £369.98 EX.VAT £443.98 INC.VAT

Offers the durability & reliability demanded by professionals.

UK BUILT

H/DUTY

• Cast iron pumps on SEV11C, SE16 and SE19 • Twin cylinder pumps (except SE11) • Motor overload protection • Petrol models available

MODEL	CFM	MOTOR (HP)	RCVR (LTR)	EX.VAT	INC.VAT
SEV11C*	9	2	100	£369.98	£443.98
SE16C100*	14	3	100	£399.00	£478.80
SE16C150+	14	3	150	£439.00	£526.80
SE16C200+	14	3	200	£519.00	£622.80
SE18‡	18	4	200	£569.00	£682.80
SE26▲^	23	5.5	200	£689.00	£826.80
SE29+◊†	28	2x3	270	£969.00	£1162.80
SE36^•	30	7.5	270	£979.00	£1174.80
SE37+◊†	36	2x4	270	£1099.00	£1318.80
SE46#^	40	10	270	£1499.00	£1798.80

*230V Supply +Run From 30 Amp Supply ‡Run From 40 Amp Supply ^400V 3 Phase •Supplied With Direct On-Line Starter ◊Supplied With Sequential Direct On-Line Starter †V-Twin #Supplied With Pre-Wired Star Delta Starter ▲was £838.80 inc.VAT

Clarke CAR RAMPS

• Lift cars safely and quickly • Tough angled steel construction

FROM ONLY £26.99 EX.VAT £32.39 INC.VAT PER PAIR

UK MADE

MODEL	CAPACITY	EXC VAT	INC VAT
CR2	2000KG	£26.99	£32.39
CRW25	2500KG	£36.99	£44.39

Clarke AXLE STANDS

• Ratchet action for quick height adjustment • Sold in pairs

FROM ONLY £18.49 EX.VAT £22.19 INC.VAT

3 TON & 6 TON MODELS

MODEL	MAX TONS	MIN/MAX HEIGHT	EX VAT	INC VAT
CAX-3TBC	3	300-430mm	£18.49	£22.19
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke ARC WELDERS

For home user, automotive and industrial applications.

FROM ONLY £46.99 EX.VAT £56.39 INC.VAT

SEE THE FULL RANGE ONLINE & IN-STORE

#Turbo fan cooled

‡ was £71.98 inc.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£46.99	£56.39
105N ‡	40-100	£49.98	£59.98
EA165	65-160	£62.99	£75.59
115N	30-110	£64.99	£77.99
EA200	60-200	£89.98	£107.98
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

Clarke CAR CREEPERS

• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY £21.99 EX.VAT £26.39 INC.VAT

MODEL	DESCRIPTION	EX. VAT	INC. VAT
CMC36	Car creeper	£21.99	£26.39
CMC45	With adjustable headrest	£27.99	£33.59
CMC50	Folding car creeper	£44.99	£53.99

Clarke DRILL PRESSES

CDS3

CDF5EB

DRILL STANDS

ONLY £19.98 EX.VAT £23.98 INC.VAT

Drill not included

ONLY £59.98 EX.VAT £71.98 INC.VAT

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

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

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

* Available with/without 7 pce pin, bracket & pressing plate ‡Without kit

FROM ONLY £129.98 EX.VAT £155.98 INC.VAT

Clarke PRO 7" SANDER/ POLISHER

£69.98 EX.VAT £83.98 INC.VAT

CP185

• Variable speed • Includes backing pad and wool bonnet • 1200W motor

Clarke 5 PIECE AIR TOOL KIT

KIT1100

£19.98 EX.VAT £23.98 INC.VAT

NEW

• Gravity Fed Spray Gun • Air Wash Gun • Tyre Inflator • Air Blow Gun • 5 Metre Air Recoil Hose

Also available 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun only £14.99 EX VAT £17.99 INC VAT

Clarke NO GAS/GAS MIG WELDERS

• Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY £169.98 EX.VAT £203.98 INC.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke NO GAS/ GAS MIG WELDERS

• Professional • Turbo Fan Cooled • Fast conversion to gas with optional accessories

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

MIG145

*no gas only

‡ was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 120NG*	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152 ‡	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke ENGINE STANDS

FROM ONLY £49.98 EX.VAT £59.98 INC.VAT

CES500A

• Rotates through 360° • Engines up to 227Kg Only £49.98 EX VAT £59.98 INC VAT

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

ONLY £69.98 EX.VAT £83.98 INC.VAT

• Aids removal of gearboxes and transmissions • Max Cap. 500Kg

DUAL HOOKS

CEC500DS

Clarke ARC ACTIVATED HEADSHIELDS

CWH6

ONLY £39.98 EX.VAT £47.98 INC.VAT

CWH7

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

GWH5

ONLY £44.99 EX.VAT £53.99 INC.VAT

PRICE CUT £49.98 EX.VAT £59.98 INC.VAT WAS £64.99 inc.VAT

Clarke ARC/TIG INVERTERS

• Used for ARC/TIG welding • Low amp operation - ideal for auto bodywork & mild /stainless steel

AT161

PRICE CUT £129.98 EX.VAT £155.98 INC.VAT ‡WAS £167.98 inc.VAT

MODEL	AMPS	ELECTRODE DIA.	EXC.VAT	INC.VAT
AT101‡	10/80	1.6 – 2.5mm	£129.98	£155.98
AT132	10/130	1.6-3.2mm	£169.98	£203.98
AT161	10/160	1.6-4.0mm	£199.00	£238.80
AT135	30/130	3.25mm	£219.00	£262.80

Clarke LOAD LEVELLER

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

CLL500

£29.98 EX.VAT £35.98 INC.VAT

INCLUDES CHAINS AND HOOKS

Clarke ANTI FATIGUE FOAM FLOORING

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling • Ideal for use in garages, workshops etc. • Each tile is 610x610mm & includes detachable, yellow borders

£19.98 EX.VAT £23.98 INC.VAT FOR 6 TILES

Clarke BATTERY CHARGERS/ENGINE STARTERS

BC520N

FROM ONLY £47.99 EX.VAT £57.59 INC.VAT

• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL	MAX AMPS CHARGE/BOOST	EX VAT	INC VAT
BC100N	15/100	£47.99	£57.59
BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E	35/400	£129.98	£155.98
BC520N	50/510	£189.98	£227.98

Clarke MIG WELDERS

• Quality machines from Britain's leading supplier • All models featured are fan cooled (except PRO90) See online for included accessories

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

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

Clarke 24V CORDLESS IMPACT WRENCH

CIR220 ONLY £89.98 EX.VAT £107.98 INC.VAT

CIR220

• Inc. 17, 19, 21 & 23mm chrome vanadium sockets • 2x 24v Ni-Cd Batteries & 1 hour battery charger

HEAVY DUTY

OTHER MODELS	MAX TORQUE	EX.VAT	INC.VAT
Corded CEW1000	450Nm	£56.99	£68.39
Cordless CIR450B	450Nm	£119.98	£143.98

Clarke ENGINE CRANES

BEST SELLER

FROM ONLY £144.99 EX.VAT £173.99 INC.VAT

MODEL	DESC.	EX VAT	INC VAT
CFC500F	1/2 ton folding	£144.99	£173.99
CFC100	1 ton folding	£149.98	£179.98
CFC1000LR	1 ton long reach	£189.98	£227.98

Fully tested to proof load CFC100

Folding and fixed frames available

Robust, rugged construction

• Overload safety valve

Clarke HYDRAULIC MOTORCYCLE LIFT

£349.00 EX.VAT £418.80 INC.VAT

CML3

FOLDS FLAT FOR EASY STORAGE

450 KG

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

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

Clarke PACKAGE DEAL

CHT624

TOOL CHEST AND TOOLS

SAVE OVER £62 OFF OUR NORMAL PRICE

ALL THIS ONLY £259.98 EX.VAT £311.98 INC.VAT

329 HAND TOOLS

• This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet • Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

23644LH

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance
- Integral work light
- 910 includes air compressor
- Long life battery

FROM ONLY £49.98 EX.VAT £59.98 INC.VAT

MODEL	START BOOST	PEAK AMPS	EX VAT	INC VAT
900	400A	900A	£49.98	£59.98
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£109.98	£131.98
12/24	1000A@12v 500A@24v	2000A@12v 1000A@24v	£129.98	£155.98

EXTRA LONG 1m LEADS

HEAVY DUTY 17KG

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SPECIALIST PRODUCTS

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Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

- Ideal for use as a garage/workshop
- Extra tough triple layer weatherproof fabric
- Heavy duty powder coated steel tubing
- Ratchet tight tensioning

ZIP CLOSE DOOR

NEW 10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

FROM ONLY £219.00 EXC.VAT £262.80 INC.VAT

IDEAL ALL-WEATHER PROTECTION

LENGTH UP TO 24'

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015 NEW	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£249.00	£298.80
CIG1020 NEW	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

Clarke 3-IN-1 SHEET METAL MACHINES

NEW

FROM ONLY £169.98 EX.VAT £203.98 INC.VAT

- Bend, Roll & Shear metal up to 1mm thick
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Leather and cloth interior looks fresh from the showroom; carpets are top-notch too


2.5-litre engine pulls strongly and smoothly once wound up – DTM dreams start here

1989 Mercedes 190E Cosworth £19,950

This Maltese Cosworth has escaped the vagaries of the British weather and thus rust, says Ross Alkureishi

THIS IS THE DESIRABLE 2.5-litre version of the 190E Cosworth DTM homologation special and was imported to the UK from Malta in 2013. It comes with the original sales brochure and service handbook. In its history file are receipts for services since landing here and also for a raft of recent work, including £1526.89 for two new shock absorber rams, a reconditioned hydraulic pump, new pipes, bleed and height reset to the self-levelling rear suspension. A new timing chain was fitted too and the clock reads 63,268km.

The Maltese climate has been kind to the body and it presents extremely well. It's very clean on the underside, with no corrosion visible and up top has straight clean flanks with a nice lustre to the blue/black metallic paint. There are a few minor scuffs on the front spoiler but these have been touched in well; the rear boot spoiler has a small crease discernible only when the light hits at a certain angle. Also in the history file is a receipt from MB Guildford for panelwork on all four lower doors; it doesn't state exactly what was carried out, but all fit perfectly and their finish is expertly matched to the rest of the body. The black door handles have faded to grey.

Inside, a new dashboard and centre panel have been fitted, as well as new tops on all four door cards. The air-conditioning functions, as does the sunroof, and it has a fresh lock and key kit. The seats are still in tip-top condition with no signs of wear or tear present. Similarly well presented are carpets and headlining. The wood veneer around the gear lever and on doors is still good, and there are optional rear headrests and illuminating vanity mirrors. All electrics function as they should, except for the nearside front and offside rear windows but the vendor will rectify this prior to sale.

Under the bonnet the engine is relatively dirt-free, there's no evidence of any leaks. The oil is clean and to maximum mark, and the coolant fresh and again to correct level. All hoses and pipes remain in good condition. The original 15-hole Fuchs alloys are unscuffed and there is plenty of tread left on all four Avon ZV-5 tyres.

The 16-valve unit starts first time and settles into smooth tickover. A refined unit, it feels bulletproof and pulls strongly from 2000rpm to its 6800rpm redline. The 'box shifts firmly and the brakes are strong, pulling up straight when called upon. The investment in the suspension means there are no gremlins and other than an as-normal firm ride, the car handles superbly.

Unlike its arch-rival the M3, it's taken a little longer for the Cosworth to start feeling the love; but now Evo I and Evo II prices are disappearing over the horizon and 2.3-litre and 2.5-litre prices are firming. Now could be the time to buy.

CHOOSE YOUR 190E

- Homologation special released in 1984 featuring M102 four-cylinder 2.3-litre engine with a Cosworth dohc 16-valve cylinder head. Power is 185bhp and 0-60mph is hit in 7.5sec, with top speed 143mph.
- Four-speed automatic gearbox an option in 1985.
- Catalytic converter becomes an option in 1986, designed to run on 95 RON fuel and with power down to 170bhp, while US cars have a lower 9.7:1 compression ratio and 167bhp.
- In 1988 the 2498cc unit replaces the old engine and power rises to 204bhp (194bhp in cat form). An automatic electronically controlled limited-slip differential replaces the old unit.
- Evolution I arrives in March '89. Revised engine (194bhp) and rear axle ratio combines with larger brakes, tyres, a sport exhaust and large rear spoiler to make it the fastest variant to date. Optional AMG power pack raises output to 225bhp.
- 1990 Evolution II has 235bhp, larger 17-inch tyres, improved brakes and aerodynamics.
- Production of 2.5-16 ends in 1993, with 5743 sold.

SPECIFICATION

Car 1989 Mercedes-Benz 190E 2.5 16v Cosworth
Price £19,950
Contact Charles Ironside, Alton, Hampshire (01420 520635, charlesironside.co.uk).
Engine 2498cc dohc 4-cyl
Power 194bhp @ 6750rpm
Torque 173lb ft @ 5000rpm
Performance Top speed 146mph, 0-60mph 7.7sec **Fuel consumption** 23mpg
Length 4430mm
Width 1706mm

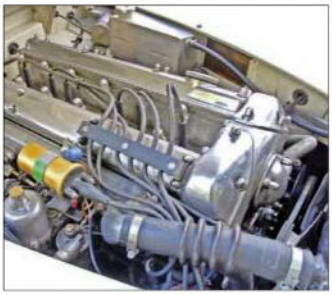
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Interior presents beautifully, and that new Moto-Lita steering wheel begs to be twirled


Rorty-sounding straight-six fires up well, and maintains oil pressure at a perfect 50psi

1962 Jaguar XK140 fhc £90,000

'Probably the best XK140 we didn't build', claims the seller's website. Paul Hardiman checks it out

THIS XK WAS well-restored in 2012 by Paul Cisek in Louth. 546 ATC still wears its original registration and has grown louvres in the bonnet, but at some point it's lost its overdrive transmission and now runs a straight Moss four-speed gearbox.

The body is nice and straight, and the door gaps are good for an XK – they close well too. Paint is decent all over with no blemishes, and the chrome is nice, though the rear light plinths are so good they're probably reproduction items. Discreet flashing indicators are present under the rear bumper. The solid chassis looks only recently painted, showing good sills and securing rivets. It's very clean under the wheelarches and there's no rot in the boot floor. Tyres are decently treaded 185-section Vredestein Sprints on chrome wires… and there's an old 175 taxi radial on the spare.

Inside, it's been retrimmed in new leather, plus there are new door cards and carpet, a Moto-Lita woodrim wheel, excellent headlining and lustrous dash timber; the odometer shows 84,926 miles. The seatbelts have new webbing, with refurbished buckles. There are JEC and JDC stickers in the side windows, signs of enthusiastic ownership. Further history includes MoTs back to 1962, and a 'Best in Show' award from a Cowley Classic Car Show with Norman Dewis's signature on the back.

The engine looks standard, still running a dynamo but with a Kenlowe electric fan and an extra aluminium header tank. Coolant antifreeze seems weak and the oil is dark and just over the max mark. There's an oil leak from the front of the engine, but XKs usually leak from somewhere. The lack of a bonnet stay makes checking the fluids a pain, but it's an easy fix and you have to be careful to clear the badge bar when closing the lid.

The engine starts promptly with no untoward chain or top end noises. When warm it runs at 75ºC while showing 50psi oil pressure at 2500rpm and up, which is just what you want to see on an XK. The chassis tracks nice and straight, with firm brakes, no slop in the steering and the gearchange is easy for a Moss box, not crunchy and typically direct. Lack of overdrive shows up on dual carriageways, however, where it feels short-geared.

As a pre-1960 car it doesn't need an MoT but to see a certificate is a confidence booster, running until March 2016 and showing a couple of advisories for a small amount of play in one balljoint, plus one damper bush.

The price includes sourcing and fitting a five-speed gearbox, which would be advisable for its taller top gear – but if you don't want this feature then a £5000 reduction in price is negotiable.

CHOOSE YOUR XK

- XK120 launched as a roadster in 1948, essentially as a platform to showcase the new 160bhp 3.4-litre XK twin-cam six; first 242 cars are aluminium-bodied, switching to steel from 1950.
- XK120 coupé arrives in 1951, dhc from 1953.
- XK140 from 1954 has same 3443cc six but with more power (190bhp), and it's moved forwards (along with the front bulkhead) to help legroom. XK140s have rack-and-pinion steering, more suspension travel and telescopic dampers. Spot one by its 'Armco' bumpers and fewer, thicker strakes in the now cast grille. Coupés have longer roof and doors, and shorter front wings to aid legroom. Auto is an option from 1956. SE model has 210bhp.
- XK150 from 1957 still based on same chassis but looks bigger and heavier with raised wing line and wraparound windscreen. Most cars have the 210bhp SE engine as base spec is rare, triple-carb S has a claimed 250bhp and from 1960 there's a 3.8 with discs, with 220bhp or 265bhp in S form.
- Production finishes in 1961.

SPECIFICATION

1956 Jaguar XK140 fixed-head coupé
Price £90,000 (£85k as a four-speed, see text).
Contact Fender Broad, Bristol (07794 477785, fenderbroad.com)
Engine 3442cc iron-block, alloy head dohc straight-six, two SU H6 carburettors
Power 190bhp @ 5500rpm
Torque 210lb ft @ 2500rpm
Performance Top speed: 120mph (130mph with overdrive); 0-60mph: 8secs
Fuel consumption 22mpg
Length 4470mm **Width** 1640mm

INSURANCE £214
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1959 JAGUAR XK150 3.8S DHC.
The rarest of all the XK breed. This lovely car comes from long term ownership. See website for detail. £POA



1952 JAGUAR XK120 BROADSPORT
My car for many years and the demonstrator for many similar cars. You will not find a better XK120 anywhere. £120k



1959 JAGUAR XK150DHC.
On the button. extensive Guy Broad history and long term ownership. £89,995



1959 JAGUAR XK150
Reg 15OX. English RHD body off chassis restoration with sumptuous red leather and mahogany trim. Superb 3.8 engine. £99,995



1956 TRIUMPH TR3
Ex Works Car. Prepared for Mille Miglia or other endurance competition events. On the button. £47,995



1959 JAGUAR XK140 FHC
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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(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**



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**



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**



1968(F) Rolls Royce Silver Shadow 1. Tax exempt. Owned by 1 family from new until 2009 and 1 further owner. Original colour Dawn Blue with original Tan leather. Only 32,400 miles recorded confirmed in letters by both owners. Condition of this car speaks for itself. **£19,995**



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**



1966(D) Jaguar 3.8 S-Type Saloon. Opalescent Dark Green with Green leather. Manual O/D, PAS, wire wheels, SS exhaust. 93,000 miles with huge history folder. Half the cost of a similar specification Mk2 but nicer to drive. **£17,995**



1988(E) Mercedes 560SL. LHD. Midnight Blue with Navy Blue leather. California car from new. Auto, PAS, ABS, A/C, e-w, cruise control, original alloys. Recent import from America showing 33,000 miles but with no history. **£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**



2007(07) Audi TT Coupe 2.0T FSi auto 197 BHP. Mauritius Blue with Grey leather. 2 owners with 64000 miles and FSH. Paddleshift, electric and heated seats, 18" smoked alloys, e-w, A/C etc. Immaculate original condition. **£8,995**



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**



2009(59) Audi A3 2.0 TDi SE 138 BHP 3-door S-Tronic auto. Silver with Grey trim and only 29,000 miles from new. Climate control, Audi sat nav, ABS, e-w, parking sensors, cruise, alloys etc. FSH. Superb car still looking like new. **£8,995**



1993(K) BMW 318i E30 Lux Convertible. One of the very last. Metallic Laguna Green with Grey leather. 5-speed, PAS, e-roof, e-w, BBS alloys and only 58000 miles with impeccable history. Collector quality original example. **£8,995**



2004(54) Smart Roadster Coupe. Black and Silver. Black leather. Just over 24,000 miles from new with FSH and in mint condition. Heated seats, paddleshift, dash pods, A/C, c-l, e-w, 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**



Cherished registration number 3100K on a retention certificate and available for immediate transfer. **£7,995**



Cherished registration number H19 BKK available for immediate transfer **£495**

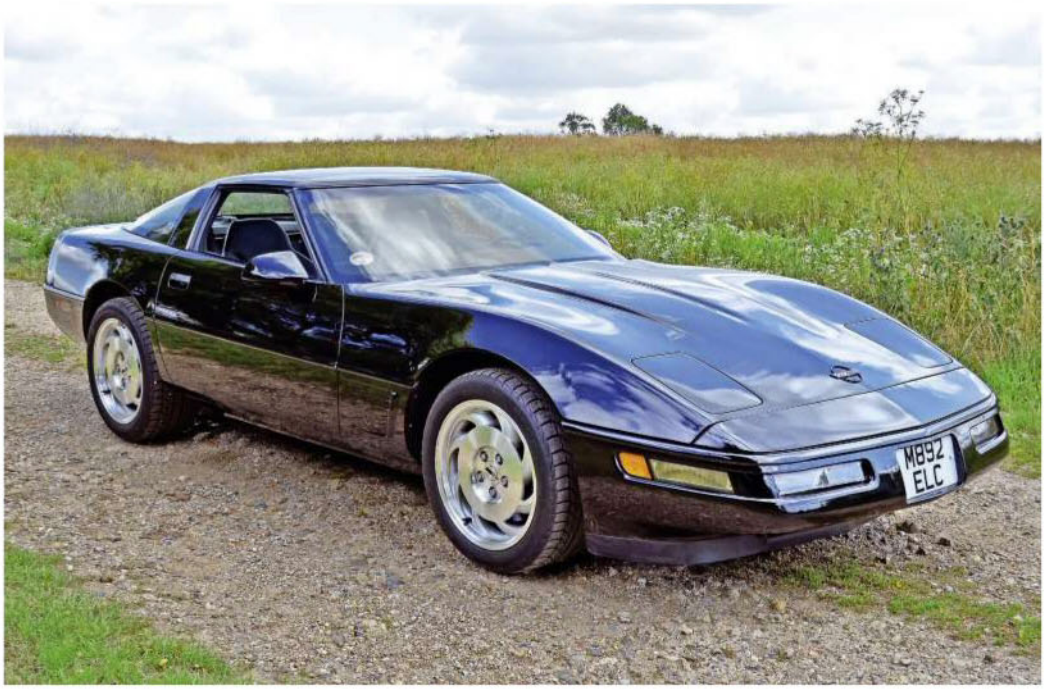
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Interior is still in good condition, and the six-way electric seats still work beautifully



5.7-litre V8 burbles beautifully but it's refined too, demonstrating great smoothness

1995 Chevrolet Corvette C4 £10,995

Most Chevrolet Corvette C4s we see are tired and have needs. This isn't one of them, says Russ Smith

C4 CORVETTES OFTEN have a sketchy, multi-owner history, but this one comes with every bill from new and was owned by a single US family before coming to the UK in 2006, since when it has had two owners. All the documentation – mileage on service bills and all the MoTs since it arrived here – supports its claim to having covered just 64,000 miles. It was well-specced when new too, with climate control, electric seats and blue glass Targa top. A nice touch is the copy of *Auto Trader* it was advertised in during 2006, with this car's ad circled.

It was fresh in when we saw it so the dealer hadn't had time to detail the car, but it still presented well with a deep shine to what appears to be original paint. There are just a couple of stone chips on the nose and a bit of paint flaked off under the bonnet from a lip next to the battery. The battery itself has recently been replaced with a correct and hard-to-get side terminal unit.

The factory-polished alloys are mostly very good, with no lacquer peel, but the offside pair do have a few kerbing marks. All wear good matching BFGoodrich tyres. Under the bonnet it's all very neat and tidy, which because it's fresh from the owner speaks of a car that's been well loved. The fluids are all clear and to the correct level.

It's a similar story in the cabin, which unusually doesn't even have wear marks on the sill-top carpet where you drag your feet in and out. The black leather seats merely look comfortable, with all their adjustment motors functioning as they should, and the only flaw is the usual peeling of the rubbery coating on the centre console. Both sets of chipped keys are present and everything works, including the aircon which blows ice-cold and the Delco Bose sound system which has both CD and cassette players.

The V8 fires instantly and settles to a nice muted burble. It pulls strongly right through the rev range with admirable smoothness. When warmed up, oil pressure was 55psi when driving, falling back to a healthy 40psi at idle. Likewise the four-speed automatic gearbox, which shifts up and down almost imperceptibly. The brakes are strong and even, though you have to push the pedal harder than at first seems right and their bite isn't instant. This may simply be caused by lack of recent use. There are no knocks or clonks from the suspension, or groans from the power steering. All that slightly spoils the party is a bit of wind noise from around the frameless door glass when you get over 60mph. It's quite common as these get older but can be fixed with either a new rubber or possibly adjusting the window runners.

This is an excellent example of a C4 Corvette. Yes, you can find them cheaper, but not with this car's condition, integrity or history. It looks fairly priced to us.

CHOOSE YOUR C4 'VETTE

- Fourth generation Corvette debuts in 1984 with 205bhp fuel-injected 5.7-litre V8 and four-speed auto or manual with overdrive on top three gears.
- Tuned-port fuel injection is introduced for 1985, lifting power to 230bhp; for 1996 the first convertible Corvettes for ten years are built.
- For 1987 power increases further to 240bhp, or you can order the Callaway twin-turbo RPO B2K option that packs a thunderous 345bhp.
- For 1989 a six-speed manual gearbox developed with ZF becomes the new manual option, then for 1990 the ZR-1 is launched with Lotus-developed four-cam 5.7-litre V8 boasting 375bhp.
- There's a mild restyle in 1991, then 1992 sees the 300bhp LT1 version of Chevrolet's 5.7 V8 introduced as the new standard engine. ASR traction control is also introduced, though it could be switched off.
- ZR-1 production ends in 1995, and the following year is the end of the line for the C4 'Vettes, celebrated by several special editions and the option of an LT4 330bhp V8.

SPECIFICATION

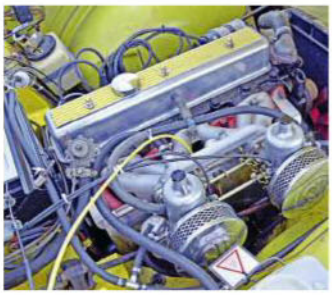
1995 Chevrolet Corvette C4 Targa
Price £10,995
Contact Epping Motor Company, Stanford Rivers, Essex (01277 365415, eppingmotorcompany.com)
Engine 5733cc V8 ohv, fuel-injected
Power 300bhp @ 5000rpm
Torque 340bhp @ 4000rpm
Performance Top speed: 150mph; 0-60mph: 5.4sec
Fuel consumption 22mpg
Length 4536mm **Width** 1803mm

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Interior is in good nick and the wooden dash is a recent addition. Rollbar is optional


Engine was a little lumpy on our test but this will be rectified before the car is sold

1973 Triumph TR6 £12,995

Top TR6s are now expensive, but you could opt for a good driver-quality one like this says Russ Smith

This TR6 has had a lot of owners, but the last of them held on to it for 14 years and invested a lot of time and money to make it an enjoyable drivers' car. He only sold the car to TRGB as age finally caught up with him. The car comes with a boxfile of history that supports the 78,000 miles on the clock and includes loads of receipts for work carried out and a handy master list of what was done when. So we know that it has been treated to a new unleaded cylinderhead in 2000 at 66k, regular rustproofing, a rebuilt differential, Lumenition ignition and Polybush upgrades on the suspension.

The body and paint are generally quite presentable, but there's a crack extending back from the driver's door window slot, and a few bubbles near the top of the offside rear wing by where it meets the door. Also, the driver's door gap is wider at the top than the bottom, though the gaps on the passenger side are all even.

The bumper chrome is a bit thin on the front and lightly pitted at the rear, but apart from a small crack in the nearside rear light surround the rest of it is OK, even on the wire wheels which are shod with matching well-treaded Yokohama 185/65 R15 tyres. The car's underside is not pretty but looks sound in all the important places and well protected against the elements.

Under the bonnet what first grabs you is the pair of SU carburettors fitted a few years ago in place of the troublesome fuel injection. They look pretty new, and the bright plating on their linkage tends to support that. Also on the plus side is a stainless steel radiator shroud, heat-wrapped exhaust headers and an alloy rocker cover. No fluid leaks were evident and all looked healthy and up to level. On the downside, the area of the bulkhead that's prone to brake fluid spillage has been brush-painted in a different yellow.

Inside, the walnut-veneered dash is another recent addition and the seats are in very good condition with lots of bounce left in the foam. The bolt-in rollcage and extinguisher are a matter of taste, though we did like the bullet mirrors on extended twin stalks – you can actually see out of them. There's a modern-ish Sony CD stereo that works fine.

The engine's a bit lumpy until warmed up, but TRGB know and will sort that out before sale. That aside it starts and runs well, showing 60psi at 3000rpm when warm, dropping to 40psi at idle. The brakes are good, the suspension is taut and it feels well-sorted. However, the gearbox needs a hard shove to get into first and second and graunches into reverse.

Rebuilding the gearbox is included in the asking price, or you can take the car as it is and make a sensible lower offer. Either way it looks like a nice deal.

CHOOSE YOUR TR6

- Fitting a 2.5-litre straight-six to the TR4A creates the new TR5 in 1967. Lucas fuel-injected 142bhp for most markets, but only twin Stromberg carburettors and 104bhp for US market TR250 version.
- It was only ever a stop-gap as the styling was becoming rather dated, and for 1969 the TR5 is replaced by the TR6 which has the same central tub but a complete front and rear panel restyle by Karmann which is remarkably effective. Power options remain the same for all markets.
- Sensible rationalisation means the TR6 gets to share the stronger Stag gearbox from 1971.
- Allegedly in the interests of smoothness, in 1973 the engine is detuned to 125bhp, though US engines are re-rated to 106bhp. It's signified by a change in chassis code from 'CP' to 'CR'.
- A front spoiler arrives, and the optional Laycock overdrive is changed from A-type to J-type in 1973, and a year later its fitment becomes standard.
- UK market sales end in 1975, but continue in America for a year. A total of 91,850 TR6s are built.

SPECIFICATION

1973 Triumph TR6
Price £12,995
Contact TRGB, Somersham, Cambs (01487 842168, trgb.co.uk)
Engine 2498cc inline six-cylinder, twin SU carbs
Power 125bhp @ 5000rpm
Torque 143bhp @ 3500rpm
Performance Top speed: 116mph; 0-60mph: 8.9sec
Fuel consumption: 23mpg
Length 4039mm **Width** 1473mm

INSURANCE £112
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JAGUAR MK11 3.4Ltr 1964: Opalescent Silver Blue with red hide interior. Chromium wire wheels. All-synchromesh manual/overdrive gearbox. Two owners. 78,000 miles only from new. Comprehensive history from new. Coopercraft front brakes. Original registration number **£36,995**



JAGUAR S-TYPE 3.4 Ltr 1966: Sherwood Green with Suede Green hide interior. Chromium wire wheel. All-synchromesh manual/overdrive gearbox. 74,000 miles only from new. A very well maintained example, known to us for many years **£24,995**



BENTLEY CONTINENTAL FLYING SPUR 2007: Diamond black with Beluga hide, Birds Eye Maple. 20" seven spoke alloy wheels. One owner. 17,000 miles only from new. Jack Barclay supplied and serviced with a long list of optional features, detailed on our web-site **£44,995**



ALVIS TE 21 DROPHEAD COUPE 1964: Opalescent Dark Blue with Grey hide interior. Navy Blue mohair soft-top and hood bag. Chromium wire wheels. Automatic/P.A.S. Correct wood-rimed steering wheel. Fully restored many years ago by Red Triangle Auto Services. One of only 95 examples of this classic British four-seater open tourer built **£89,995**



MERCEDES-BENZ E320 AVANTGARDE 1999: Blue-black with black hide interior. Alloy wheels. One owner until April 2015. 19,000 miles only from new. Air conditioning. Electric glass sunshine roof. Park-tronic. Twin electric memory seats. Superb value **£6,995**



ROVER P4 110 1963: Charcoal Grey over Steel Blue with red hide interior. Correct '110' style hub caps. Manual / Overdrive. Four owners. 60,000 miles only from new. Original Log Book. Correct period radio panel. **£13,995**

JAGUAR XJ12L 1974: British Racing Green with Olive Green hide interior. Three owners. 26,000 miles only from new. Full history. Air conditioning and other usual refinements. A well known show car back in the 1980's, little used since. ..... **Available shortly**

TRIUMPH TR3 'WORKS PRESS CAR' 1955: Signal Red with Beige hide interior. Chromium wire wheels. Beige weather equipment. Manual / Overdrive. Raced in period and subsequently the subject of considerable expenditure. This highly improved motorcar has been used extensively for continental touring and is presented in immaculate condition. Previously supplied by ourselves, it has recently been the subject of a very nice article in Classic Cars magazine and has its own dedicated book following much research of its extensive history. **£36,995**

MERCEDES-BENZ CLK320 AVANTGARDE CABRIOLET 2002: Silver with grey hide interior and navy blue soft-top. Alloy wheels. Blue tinted windows. Air conditioning, parktronic, driver's memory seat. One owner, 34,000 miles only from new. Full supplying main dealer service history from new. Available shortly **£8,495**

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1935 Rover Fourteen Tourer RHD



1994 Porsche 928 GTS LHD



1971 Rover 3.5 Litre Saloon P5B RHD



1969 Rolls-Royce Silver Cloud II LHD



1964 Bentley S3 Continental Convertible LHD



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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Corvette 1958 Roadster finished in signat red (orange) with white side coves,matching interior,white soft top,4 speed manual,dual quad 283/270 H.P.this very rare 58 Corvette is probably the finest in the world,having covered only 10 miles since full professional restoration every nut and bolt,it boasts every original part with matching numbers even down to the wipers.If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed.This car is just breath taking..... £145,750



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new £250,000



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £120,750



Jaguar V12 E type Roadster 1974/5 Finished in Gleaming Old English White with Cherry Red hide interior, headrests, auto, power, stereo system, overmats, sparkling chrome wire wheels, virtually one owner, only 21,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb £165,500



London Taxi TX1 1998 finished in gleaming black with contrasting interior occasional seats, glass divider, CD system, walnut veneer dashboard, automatic,power steering,wheel chair access,always garaged. excellent value. drives superb,choice of 10 ..... From £2,850



Mercedes 250SL Pagoda sports 1968, Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops,with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old mot's and history invoices, handbook, looks very similar to new.Drives Superb, Garaged, This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one £139,500



BENTLEY 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overrugs to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 1988 560SL sports left hand drive,finished in smoke silver,with brazil hide interior,headrests,hard and soft tops,centre armrest,overmats,first aid kit,light up vanity mirrors,CD stereo system,air bag,air cond,power mirror,cruise control,ABS,power windows,SRS,outside tempriture gauge,tinted glass,auto,power,expensive mercedes wheels,only 38,000 miles,service history,drives like new,just magnificent.... £39,750



Mercedes Sports 560SL 1989, left drive, finished in nautic blue with mushroom hide interior, headrests, hard top and dark blue soft top, overmats, centre armrest, light up vanity mirrors, power windows, cruise control, original stereo system, air bag, air conditioning, outside temperature gauge, alloys, tinted glass, first aid kit, complete with all tools. Automatic and power steering, history, 42,000 miles garaged from new £39,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs,has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Rolls Royce Phantom 11 Sedanca de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concourse wins in its time. Winning the Rolls Royce Owners Club concourse touring P 2 trophy. Also the Dudley trophy in1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of 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 £275,500



Jaguar S Type 3.4 1968 finished in the smartest colour combination of gleaming midnight blue with as new parchment hide interior, overmats, stereo, sundym glass, manual transmission with overdrive, power steering, new sparkling chrome wire wheels and tyres, spare unused, complete with all tools, only 500 miles since total renovation, 3 owners from new last owner 22 years, original handbook,many old mot's lots of bills and history, entered in many shows concours winner,well known car garaged from new,there cannot be better just magnificent and a fine investment £36,750



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overugs, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whiteside tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value. ... £69,750



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MoTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found.....£89,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear,with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect,one of the last of this handsome model,only two previous owners, fabulous history,original handbook, fantastic to drive you can hardly here this car running and could be driven anywhere in the world,it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day..... £86,750



Mercedes 230SL Sports Pagoda,1966 finished in the most striking original colour of brilliant brunswick green with complimented as new deep red carpets and seats, rear seat, new matching soft top, and hard top, radio and cassette, very rare four speed transmission, only used on high days and holidays, hence only 42,000 miles from new and only two owners, garaged from new, lots of history and handbook complete with all tools, thousands spent over the years to keep this car in superb condition, personal registration number to go with car. Just stunning £87,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition, This car is just remarkable..... £165,500



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..£129,500



Aston Martin 2002 DB 7. Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, CD, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history, this car is just remarkable, never seen rain.....£49,750



Corvette stingray coupe 1965 finished in Nassau blue,with complimented blue and white interior,and blue dash and carpets,knock off wheels,and radial tyres, independent rear suspension,disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HP,L79 V8. A super looking and breath taking Corvette £118,750

NUMBER PLATES FOR SALE: 777 BUT - £2,750. F1 HUE - £2000. LOX 11 - £4,500

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Jaguar E Type 3.8 series 1 1963 LHD roadster,Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul,CD stereo system,Brand new sparkling chrome wire wheels and tyres, spare wheel unused,complete with all tools and hood cover,the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world.And has only covered a few hundred miles since.Comes complete with handbook also the amazing history file of the restoration.A chance to own properly the finest of E Types and a superb investment.....£157,500



Rolls Royce 20/25 1934.Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments,side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years.This very elegant car runs and drives silent as one would expect of this superb example.....£57,750



The last E Type sold in the UK

Jaguar E type 1975 Roadster V 12 finished in the rare factory colour of unmarked heather with as new beige hide interior, headrests, stereo, CD, manual transmission, power steering, as new chrome wire wheels, white band tyres, spare wheel unused, complete with all tools, low miles, excellent history file, complete with many old mot's, heritage certificate, pampered from new, garaged from new, totally stunning and in mint condition, a joy to drive while growing in value £135,500



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP.only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb £119,500

Jaguar E Type 1971 V12 2+2 finished in regency red with black hide interior, 8 track stereo system, chrome wire wheels, automatic, power steering, only 2 previous owners, 56,000 original miles, excellent history, original british leyland service book,and handbook,totally original example, drives superb,garaged from new,very well maintained, and unmolested, a pleasure to offer this excellent valued example and fine investment..... £46,750





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.....£135,750



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



Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model. Finished in Ivory with matching tan hide interior, matching power convertible top, lambs wool overugs, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example £49,750

Mercedes 560 SL Sports.Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS,alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning.....£38,500





Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged £39,750



Bentley Azure 1997. Left Hand Drive. Finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, very expensive stereo system, chrome wheels, sundym glass, adjustable front headrests, airbags, anti theft device, burr walnut throughout, 32,000 miles, always garaged £55,500



Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MoTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing £135,750



London Taxi TX 1 diesel 1998, finished in night fire red (maroon) with superb interior, Glass divider, rear fold down seats, Stereo, air conditioning,wheel chair access,automatic,power steering, drives superb ..£3,950



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mots, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types.....£115,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking,also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website. £125,750

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1969 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.

2002 Aston Martin DB7 Vantage Volante £34,950

Finished in Islay blue with navy/light grey trim with full service history with 3 owners from new and only 60,000 miles.



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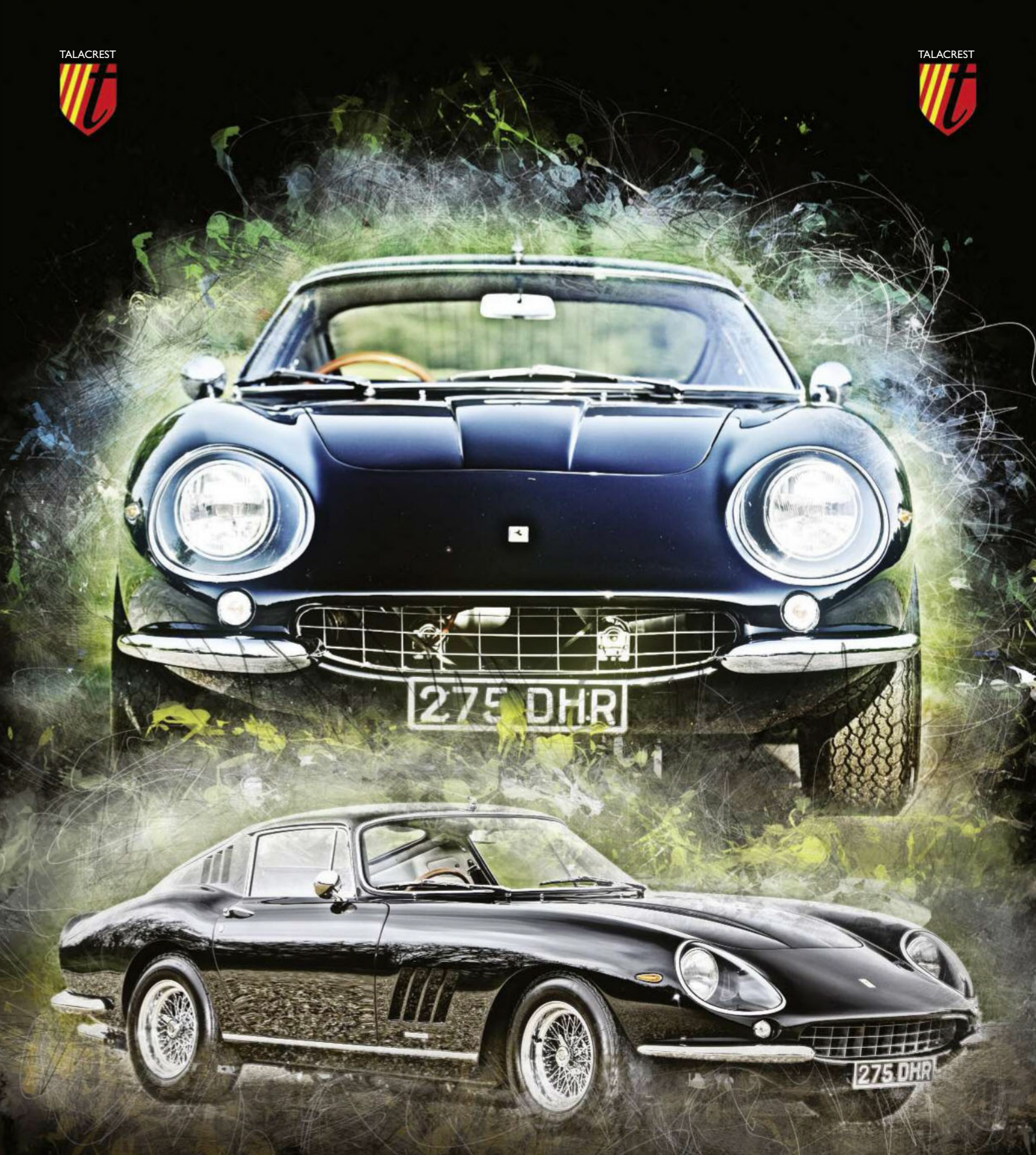




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1996 PORSCHE 993 CARRERA.

Turquoise Blue Metallic. With Marble Hide. Manual, 6 Speed.64,000 Miles with Total Service History. 18 Services. Last Service April 2015. Factory Options include, Air Con, 18" Technology Wheels, Rear Wiper, Top Tint, Air Con, Elec Seats, Lowered Suspension, Lux Spec, Nokia Audio System etc. An Exceptional Low Mileage example of the Last Air Cooled Porsche. In my Opinion the Best of the Breed.

RHD - £49,995



1956 AUSTIN HEALEY 100/4 BN2 M SPEC.

Reno Red with Black Hide. Fitted with an original Westlake Head, 4 Wheel Disc Brakes, Uprated Anti Roll Bar, 72 Spoke Chrome Wire Wheels, Brake Servo, 100 `S` 140 MPH Speedo, Derrington Steering Wheel, Louvered Bonnet with Strap, Uprated Overdrive with Gear Lever Switch, Badge Bar and Spot Lamps, High Ratio Steering Box, 3:9 Diff, Derrington Manifold Works High Capacity Sump. Spin On Oil Filter Conversion, Twin Overtaking Mirrors, Tonneau Cover Etc. Etc. Restored by Marque Specialist for his own collection to a standard seldom achieved. In my opinion the ultimate Healey.

RHD - £79,995



1993 PORSCHE 964 CAB – MANUAL.

Seal Grey with Grey Hide. 94,000 Miles. FSH anf Just Serviced. Equipped with Electric Roof, windows and Mirrors, Seats and Locking. Full Hi-Fi system, Front Fogs, Etc. A superb example of this appreciating classic.

RHD - £31,995



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



1968 MERCEDES BENZ 280 SL PAGODA – MANUAL.

Finished in Grey Blue with Dark Blue Tex Trim & Dark Blue Hood. 76,000 Miles from new with a history file like `War & Peace`. Hard and Soft Tops, PAS, Top Tint, Original Radio Etc. Remained unused for many years. Has since been fully recommissioned by the best in the business. Manual gearbox examples are so very rare and far more desirable. An outstanding ultra low specimen that would be very hard if not impossible to replicate.

RHD - £99,995



1966 AC COBRA – HAWK 289 FIA SERIES.

Black with Black Hide. 351 CU Inch – 400 BHP. Alloy Heads, MSD Ignition, Top Loader Gearbox, Oil Cooler, Peg Drive Halibrand Wheels, Side Pipes, Roll Hoop., Harness`s, Fire Extinguisher, Race Mirrors, Tripod Headlights, Full Mohair Weather Equipment inc. Tonneau Cover & Side Screens. Built and set up by the renowned James Baxter, Race Engineer and Driver. Only 6,000 Miles since completion. Bills on file total in excess of £55,000. Simply Stunning with Blistering Performance.

RHD - £42,995



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



1933 AUSTIN 7 ULSTER REPLICA. - `THE MORLEY SPECIAL`

British Racing Green with Green Trim. Alloy Body, Uprated Engine, Alloy Head, 1 ½ ``SU, Flowed Manifold, Fishtail Side Exhaust, Remote Gear Change, Engine Turned Dash, Period Rev Counter. Twin Aero Screens, Full Tonneau Cover. A cracking example with enough room for a 6 footer ! You could not replicate for twice the price!

RHD - £14,995



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



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 respray, 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



1959 AUSTIN HEALEY FROG EYE SPRITE.

Cherry Red with Black Trim and Black Mohair Hood. Professionally Restored and seriously upgraded for a very well known BRDC racing driver, to his own exacting standards. 1275 Stage 2 Engine, CR Gearbox, 3.7 Diff, Disc Brakes, Uprated Suspension, Front Anti Roll Bar, Long Centre Branch Manifold, Etc. etc. Less than 3000 Miles since. Properly set up. Will sit at 85 MPH all day long and in outstanding order.

RHD - £21,995



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

1928 ALVIS 12/75 SUPERCHARGED FD – FRONT WHEEL DRIVE – TT BODIED. (SWB)

French Blue with Tan Hide. One of the most advanced cars ever produced by Alvis. Lightweight Chassis, Single Overhead Cam with Roots Supercharger, Front Wheel Drive, Inboard Brakes and Independent Suspension, Large Bore Stainless Fish Tail Exhaust, Weighing under 18 cwt and over 75 BHP makes for a remarkably quick and agile performance car. Chassis 7190, Matching Numbers and One of only 39. Cross and Ellis TT Bodied. Was used in competition both in period and latterly. Has VSCC Buff Form and is eligible for just about every event.

RHD - WAS £89,995, NOW £79,995

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

If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.

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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 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 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 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**



TRIUMPH TR5

1968, Finished in Valencia blue with tan interior, original U.K R.H.D model, chrome wire wheels, maple walnut dashboard, very good example. This car was once owned by comedian Frank Carson (Its the way I tell em) **£31,995**



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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3 GHOSTS IN ONE. 1924 ROLLS-ROYCE SILVER GHOST. Three position all weather open tourer with original coachwork by Barker, with all matching numbers and 4 wheel brakes. This very rare example, being able to be fully closed, Sedanca-de-Ville or full open tourer, is in magnificent condition throughout. Having recently undergone a major and total refurbishment, both cosmetically and mechanically through our own workshops, full photographic evidence available. Finished in Sage Green and Masons Black, with beautiful, Beige West of England cloth to the rear, piped in Green with contrasting carpets and occasional seats. Green leather to the chauffeur's compartment. Fully lined Beige Double duck hood, with matching hood bag, fully wind up windows and division when used as a Sedanca de Ville. Twin side mounts with mounted mirrors. Full set of original chassis sheets and now is ready to drive around the world. Definitely a one off and a sheer investment. Really must be seen to be appreciated.

★ £64,500 ★



1934 ROLLS-ROYCE PHANTOM II. Six Light Limousine with Division and coachwork by Barker. Delivered new to Lord Leverhulme the founder of Lever Brothers. The Great Gatsby Era all over again. Being Finished in Coffee and Cream with White wall tyres. Beautiful lush Maroon West of England cloth to the rear with occasional seats and cocktail cabinet. Red leather interior to the chauffeurs' compartment. Having twin side mounts with wheel mounted mirrors, a rear luggage rack, P100 headlamps, twin fog lamps and horns, a very imposing car indeed. Just undergone a major mechanical overhaul including a complete new exhaust system. Lovely sound body, perfect chrome, a very eye catching example beautiful mechanically and ready for extensive Continental touring being British engineering at its best and sensibly priced.

★ £24,950 ★



1928 CHRYSLER 62. Four door, 4 seat open tourer. Right Hand Drive. A lovely large sensibly priced family period car with lots of room and ideal for the whole family to enjoy. With Chrysler being the first manufacturer to produce hydraulic brakes on all 4 wheels. Makes her a very drivable, usable car, in stunning condition. Totally reliable and drives like a dream with full weather equipment.

★ £24,950 ★



1950 MG TD. This car has been the subject of a chassis up nut and bolt restoration over the past 3 years this consisted of a complete engine rebuild, bare metal respray, new tyres, stainless steel exhaust system, new shock absorbers and now having an upgraded rear axle fitted to give her a higher cruising speed. Full weather equipment.

★ £39,500 ★



1925 CHRYSLER SIX LANDAULET CHAUFFEURED CARRIAGE. With occasional seats to the rear. Right Hand Drive many beautiful detailed fittings. Unveiled at the New York motor show in January 1924. With its large 6 cylinder engine and hydraulic brakes on all 4 wheels this rare and beautiful car is streets above everything else of a similar year and is in beautiful condition and must be seen to be appreciated.

★ £26,500 ★



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 magnazine with a stunning report on page 130.

★ £44,500 ★



1934 SINGER LE MANS 2-SEATER SPORTS. This rare and fantastic little gem is probably the finest example to be found on the road today. Having undergone a total body off restoration in 2000 with a very extensive service history file, full weather equipment consisting of hood side screens and tonneau cover, quite faultless and absolutely any inspection invited.

★ £56,500 ★



1935 ROLLS-ROYCE 20/25 with coachwork by Lancefield probably one of, if not the best, I have ever had the pleasure of owning in my 50 years dealing in the Marque. Having just undergone a total engine refurbishment through our workshops in order to bring her mechanically up to the rest of her exquisite condition. Beautiful unblemished coachwork with unmarked fluted Grey leather interior, wonderful detailed Walnut woodwork. full length sunroof, Le Marr hubcaps. The first person to see this car will have to own her.

★ £49,950 ★



1974 BRISTOL 411 SERIES 4. As a Bristol enthusiast for over 40 years being well known for specialising in the marque throughout the 70's and 80's. I can clearly state this is probably one of the finest 411's I have ever had the pleasure of owning. In 2010 she benefited from a total engine out rebuild, reconditioned gearbox, all new suspension, springs and tyres at the cost of over £20,000. She has the fantastic added extras of a factory fitted electric metal sunroof and air conditioning. Extensive service history file. A true classic that drives like a modern car and probably the finest 411 on the market today. First to view will buy.

★ £29,950 ★



1951 DAIMLER SPECIAL SPORTS DROPHEAD with coachwork by Barker. This lovely usable and rare open tourer is in lovely all round condition and comes with an extensive history file and she still retains her continental touring kit as supplied by Daimler from new. Quite unrepeatable.

★ £36,500 ★



SEEN THE REST, NOW SEE THE BEST TRIUMPH ROADSTER IN EXISTENCE. This 1946 Triumph Roadster 1800 has undergone a total and utter nut and bolt body off restoration and is quite faultless in every conceivable way. Undoubtedly would be a concours winner at any meet. She looks like a brand new car in the showroom from 1946 and is just too perfect to describe in detail. She comes with the most unbelievable history file with full photographic evidence of her rebuild right down to the last nut and bolt. It is guaranteed the first person to see this car will have to own it.

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1985 ASTON MARTIN V8 VANTAGE 7.0L — £POA

Ladies and Gentlemen, 'Don't let the sun go down on' this, a 1980's Rocket car once owned by the Rocket Man himself, Sir Elton John. Ordered from and supplied by Nicholas Mee in 1985, this exceptional V8 Vantage was ordered and built to Sir Elton's specifications. Finished in Royal Cherry with Magnolia hides, Sir Elton owned the car for some 16 years before it publicly auctioned along with his significant collection of cars. During Sir Elton's ownership the car was maintained regularly, regardless of the low mileage and the engine upgraded in 1992 to the renowned 7.0 litre / 500 horse power specification, by Aston Martin Heritage specialists R S Williams Ltd. Now with 45,000 miles covered the car is offered with a comprehensive history file, original service voucher book and owner's manual. Last but not least, a copy of the Christies auction catalogue featuring this car and personally signed by Sir Elton John is included.



ASTON MARTIN DB5
1964
£POA



ASTON MARTIN DB5
1963
£POA



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Aston Martin DB5
Left Hand Drive



Aston Martin V8 Vantage Volante 1989
X Pack 6.3 Left Hand Drive Manual



Aston Martin DB4 Series Two
Left Hand Drive



Aston Martin Virage Volante
Factory 6.3 Wide Body Manual



Jaguar XJ220
Left Hand Drive



De Tomaso Mangusta



Aston Martin DB6
Right Hand Drive Manual



Aston Martin DB2/4 MKI
Left Hand Drive

- **Alfa Romeo 2000 Spider Veloce** LHD
- **Alvis Barson Special 1937** Straight Eight
- **Aston Martin DB2/4 MKIII** Left hand drive
- **Aston Martin V8 Volante Automatic**
- **Aston Martin V8 Volante auto** left hand drive
- **Bentley MK6** Totally restored
- **Ferrari 250 GTE** Left hand drive Restored
- **Jaguar E Type V12 Roadster Manual** with hard top
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Black Satin. White Full Leather Interior - 5 speed G50, LE Edition (Fitted by Porsche GB). Air Conditioning. Heated Seats. Electric Front Seats. Service history. Excellent bodywork. Only 45,900 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.



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.



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.



1988 PORSCHE 930 3.3 TURBO CABRIOLET - RHD
Marine Blue. Linen full leather interior. A very rare opportunity - this car has covered a mere 24,200 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)



1983 PORSCHE 911 3.0 SC CABRIOLET - RHD
Metallic Bronze. Linen full leather interior. Totally restored. Only 35,150 miles.



1992 PORSCHE 964 3.6 CARRERA RS - RHD
Black. Multicolour leather sports seats. One of only 72 RHD cars built. Alloy wheels. Only 36,850 miles.



1996 PORSCHE 993 3.6 CARRERA VARIORAM - RHD
Arena Red. Grey Full leather interior. Hard Back Seats, Roock S/S Exhaust system, 18" 5 Spoke Alloys. Only 46,800 miles.



1993 PORSCHE 964 3.6 CARRERA RS - **LHD**
Black. Tricolour leather sports seats. Alloy wheels. Only 60,700 miles.

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STOCKLIST

PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 MILES
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History

2006 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 56,000 MILES
Black Leather Intr, PSM/PASM/PCM-Sat Nav, Telephone, Chrono Pack, Sports Exhaust, BOSE, CD Changer, White Dials, Heated/Memory Seats, Fully Electric Seats, Alcantara Headlining, Sunroof, Porsche Crest Embossed on the Headrest, Red Seat Belt, Rear wiper, Rear parking Assist, Xenons, 19" Turbo Alloy wheels, Full Service History (Just Been Serviced)

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 MILES
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear wiper, Rear parking Assist Xenons, 19" Turbo Alloy wheels, Full Porsche Service History

2009 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 36.000 MILES
Full Black Leather Interior, PDK 7 Speed Double Clutch Transmission, PSM/ (PCM/Voice Control) Extended Sat Nav (Touch Screen), BOSE Sound System, I pod and USB attachments, Telephone Module (Bluetooth), On Board Computer, Sport Seats, Rear Park Assist, Cruise Control, Climate Control, Heated Seats, 19" Porsche Sport Design Alloys, Xenon Headlights, LED Daylights Full Official Porsche Centre Service History.

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 MILES
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History.

2007 - 997 C2S COUPE MANUAL(BASALT BLACK) 20,000 MILES
Black leather Interior, PSM/PCM-Sat Nav/ Telephone/BOSE, CD Changer, Sports Exhaust, Sports/ Heated Seats, Sunroof, Rear Wiper, 3 Spoke M/F/S wheel, R/ Parking Assist,Top tinted windscreen Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.

2006 - 997 C4S CABRIOLET (ARCTIC SILVER) MANUAL 37,000 MILES
Black Leather Interior, PSM/PASM/PCM-Sat Nav, Cruise Control, Sports Exhaust, Heated Seats, Memory Seats, Fully Electric Seats, Telephone, BOSE-CD Changer, Porsche Crest on Headrest, White Dials, Rear Park Assist, 19" Sport Design Alloy wheels, Full Main Dealer Service History.

2006 - 997 C4S CABRIOLET MANUAL (BLACK METALLIC) - 62,000 MILES
Black Dark Olive Metallic, Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, Sports Exhausts, Chrono Pack, White Dials, Heated Seats, BOSE-CD Changer, Part Electric Seats, Porsche Crest on Headrest, Rear Park Assist, Climate Control, 19" Alloy wheels, Full Main Dealer Service History.

2005 - 997 C2 COUPE TIPTRONIC (ARCTIC SILVER) 62,000 MILES
Black Leather Interior, PSM/PCM-Sat Nav/Telephone-BOSE /CD Changer, Heated Seats, M/F/S wheel, Alcantara Headlining, Rear wiper, Climate Control, 19" Carrera Alloy wheels Full Service History.

PORSCHE 996 GT2 & TURBO

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 MILES
ONE OWNER ONLY, Full Porsche Main Dealer Service History with a recent service, GT2 Club Sport Model, White Dials, PCCB Brakes, Radio and CD player, Climate Control, Central Locking, Electric Mirrors & Windows, Porsche Crested Sports Seats, Correct carbon fibre interior

2002 - 996 GT2 CLUBSPORT (ARCTIC SILVER) 37,000 MILES
Black Leather Intr, PSM, Cruise Control, Porsche Radio & CD Player, Alcantara Headlining Fire Extinguisher, 18" GT2 Turbo Alloy wheels, Full Main Dealer and Specialist Service History

2004 - 996 TURBO COUPE TIPTRONIC (BLACK METALLIC) 37,000 MILES
Black Leather Interior, PSM/PCM-Sat Nav/ Telephone, Cruise Control, Heated Seats, Fully Electric Seats, Memory Seats, BOSE/CD Changer, Sunroof, Rear Park Assist, Rear Wiper Alcantara Headlining, Climate Control, 19" GEN II Turbo Alloys, Full Main Dealer Service History.

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 70.000 MILES
Black Lther Intr, PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Heated & Fully Electric Memory Seats, Climate Control, Cruise Control, Rear Parking Sensors, Original Hardtop Available, Optional Wind Deflector Present, 18' Turbo Alloys, Full Porsche Service History, Detailed Invoices showing high level of maintenance, Extremely Well-Kept Example.

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 – 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 MILES
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers., 18" Turbo S Alloy Wheels, full Service History.

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 MILES
Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alphine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, Full Service History

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 MILES.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 MILES
Varioram, Metropole Blue Lther Intr, Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1995 - 993 C4 CABRIOLET MANUAL (IRIS BLUE) 108,000 MILES
Iris Blue Coachwork, Marble Grey Lther Interior, Sports Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, 18" Turbo Alloys, Full Porsche Service History.

1994 - 993 C2 COUPE TIPTRONIC (BLACK METALLIC) 84,000 MILES
Black Metallic Coachwork, Grey Leather Interior, Alpine Radio & CD Changer, Sunroof, Climate Control, Telephone Module, Rear wiper, 17" Alloy Wheels, Fully Documented Service History.

1994 - 993 C2 COUPE MANUAL (FOREST GREEN) 104,000 MILES
RHD, Marble Grey Leather Interior, Sunroof, Alpine Radio Player, Part Electric Seats, Rear Wiper, Climate Control, Electric Windows, Electric Mirrors, 17" Alloy wheels, Full Service History

1994 - 993 C2 CABRIOLET (CARRERA WHITE) 103,000 MILES
ONE LADY OWNER ONLY, Metropole Blue Leather Interior, Manual, Part-Electrical Seats Climate Control, Blue Hood, 17" Alloys, Full Service History

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 94,000 MILES
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17 " Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 - 993 CARRERA 3.2 CABRIOLET (G50 GEARBOX)
126.000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) – 108,000 MILES
Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats Sony CD Player, 17" Alloys, Full service History

1992 PORSCHE 964 C4 CABRIOLET MANUAL (BLACK) 94,000 MILES
Marble Grey Leather Interior, Semi Electric Seats, Kenwood CD Player & Radio, Electric Window Electric Mirror, 17" Alloys, Full Service History, Tonev Cover available.

1989 PORSCHE 911 SUPER SPORTT CABRIOLET (WHITE)76,000 MILES
Dark Blue Leather Interior, Sports Seats, Climate Control, Semi Electric Seats, Pioneer CD Changer and Radio player, 16" Fuch Alloy wheels, Full Service History.

1992 - 964 CARRERA COUPE (POLAR SILVER) LHD – 138,000 MILES
Tiptronic Gearbox, Black Leather Interior, Sunroof, SONY CD & radio Player, Fully Electric Seats, Rear Wiper, Climate Control, Electric Windows & Mirrors, 17" Alloy wheels, Full Service History.

FERRARI - MODELS FROM 1967 +

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 MILES
Full Nero Black Ither intr, HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Sat Nav, I-POD Connection, USB Connection, Telephone, Front & Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

1973 – FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 MILES.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 MILES.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repaint & Work Done By Ferrari Exceptional Condition Throughout.

FERRARI 330 GTC COUPE – GRIGIO SILVER
Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

2011 LAMBORGHINI GALLARDO SUPPERGRA (YELLOW) 10,000 MILES
Paddle shift Gearbox (Automatic), Interior in Nero Leather, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Sat Nav, Fully Electric Seats with Lamborghini Crests, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted Bi-Xenon Lights, Front & Rear View Camera, Rear Parking Sensors, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Pirelli Tyres Fitted

1997 AC COBRA 289 CONTINUATION (ROLLS ROYCE EBONY BLACK) - 1997
11,000 MILES, ROLLS ROYCE EBONY BLACK COACHWORK, HAND CRAFTED GREY LEATHER SEATS WITH MATCHING GREY LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM SEMI LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENT FINISHED WITHBLACK CARPET WITH PIPED GREY LEATHER. FORD 5.0 LTR H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9.1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SVO lower Aluminium inlet manifold/upper Aluminium inlet manifold body with performance 65mm throttle body

1972 PORSCHE 911 2.7 RS TOURING 72,000 MILES
7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices

1973 JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 MILES
finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system.The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32years, totally restored to a very high standard. Total miles is 25,000, Fortune spent on restoring this superb E Type drives like new.This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 MILES.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)
Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, and Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leathr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

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1955 JAGUAR XK140 SE ROADSTER £POA

Probably the most original XK140 Roadster in the world. Having covered less than 22,000 miles from new. The first owner retained the car for 46 years before selling to a long time employee and for the last 8 plus years has been part of a collection. This matching numbers car with C Type cylinder head still retains the original Cheney hose clips which is quite remarkable. This has to be a one off and unique opportunity to purchase the most original car that we have ever seen.



1957 Jaguar 3.4 Saloon £35,000
Mark 1 manual with overdrive. Saloons in this condition are rare, this car is on the button and driving very well.



1967 E-Type 4.2 FHC £82,000
Super car in very good condition, recent engine rebuild, five speed transmission, great touring car and value for money.



1955 XK140 Roadster £122,000
Fabulous driving car that has only covered 2000 miles since nut and bolt restoration, many upgrades to improve safety and reliability.



1964 Semi Lightweight E Type £125,000
Built on a 1964 Series 1 Roadster tub with outer panels in aluminium, dry sump engine, Jaguar synchromesh gearbox and peg drive wheels. Fantastic fast road and or race car.



1976 Daimler XJ12 Coupe £45,000
The Daimler double Six is a beautiful car and discerning collectors are beginning to recognise their merits. This is a concours car which has the awards to confirm.

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E TYPE SERIES 11 FHC. Original RHD. Very complete. Nice Restoration project. **£20,999**



JAGUAR E TYPE V12 ROADSTER 2DR Manual, British Racing Green **£125,000**



JAGUAR 3.8 ROADSTER, Flat floor, currently restoring. Nut and bolt rebuild **£130,000**



JAGUAR E TYPE SERIES II ROADSTER, fully rebuilt. **£79,999**



JAGUAR XJS V12 TWR 6 litre, Ex Saudi Royal Family, 15k TWR conversion, 32000 miles, **£14,999**



JAGUAR E TYPE. Many upgrades inc. Weber carbs. **£43,999**



JAGUAR XK150 ROADSTER. Complete rolling chassis restoration. Bodywork has cost £18000 which includes 2 brand new front wings, 1 new rear wing and other panels replaced and refitted where necessary. **£57,500**



FORD MUSTANG CONVERTIBLE 1966 Super nice condition, very desirable model **£26,999**



E TYPE SERIES II 2+2, LHD, Superbly finished in Black, Maroon interior, Manual, £'Thousands spent **£37,999**



XK120 FHC. Car No. 11. Very rare, 3.8 engine, 5 speed gearbox. For full restoration. **£19,999**



JAGUAR XK140 ROADSTER. Currently being rebuilt, brand new bodyshell **£POA**



JAGUAR E TYPE SERIES II FHC. LHD. C1969. Superb car to restore, requires relatively minor repair to sill and floor, can be running. **£26,999**



JAGUAR E TYPE SII FHC PROJECT, FHC 2DR Manual, for restoration. Comes with fully rebuilt 4.2 engine and 5 speed gearbox. **£17,999**



JAGUAR XK150 FHC, Original RHD, Complete new interior, £'Thousands spent on mechanical restoration, Repainted **£64,999**



JAGUAR E TYPE SERIES II 2+2 for full restoration, Very solid, **£10,999**



JAGUAR 420 LHD, Nice Condition **£6,999**

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1982 V8 VANTAGE VOLANTE MANUAL • **£240,000**

BALMORAL GREEN. FULLY RESTORED TO POW SPECIFICATION,
ABSOLUTELY STUNNING CAR WITH EXTENSIVE HISTORY.



1965 DB5, SIERRA BLUE BEAUTIFUL CONDITION, SUPERB HISTORY • **£750,000**



1969 LAGONDA 4 DOOR PROTOTYPE, SIR DAVID BROWN'S CAR! • **£445,000**



1967 DB6 RALLY CONVERSION, NO EXPENSE SPARED CREATION • **£260,000**



2007 VANQUISH S 'ULTIMATE EDITION' ONLY 4,000 MILES! • **£POA**



1979 V8 VOLANTE 7.0L RSW, BALMORAL GREEN • **£199,000**



1986 V8 VOLANTE EFI, CHEVIOT RED • **£135,000**



2002 VANQUISH, PENTLAND GREEN, SUPERB CONDITION • **£65,000**



1955 LANCIA AURELIA B20 GT COUPÉ, NARDI MODS • **£120,000**



1935 LAGONDA RAPIER, SUPERB CONDITION • **£55,000**

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1959 ROLLS ROYCE SILVER CLOUD 2, Sand over Sable with tan interior. One family's ownership from new. Extensive service history. Original handbook full tool kit. Just 66900 miles from new. Beautifully maintained and remains in stunning original condition.....**£59,900**



1965 ROLLS ROYCE SILVER CLOUD III. Midnight Blue with beige hide interior. Fully restored by ex-Rolls Royce mechanics to the highest possible standard. Two owners from new with just 67000 miles. A scarce opportunity to acquire RR's most celebrated model in totally 'as new' condition. This is the best Silver Cloud III on the market today..... **£89,950**



1982 Rolls Royce Corniche Convertible in Royal Blue. 85000 miles. 1st class condition throughout. Light tan interior with dark Blue carpets. Stunning example and has to be one of the finest on the market today.....**£58,950**



1947 Rolls Royce Silver Wraith Finished in Grey over Black with Grey hide interior. Covered just 59692 miles with a very interesting history. A very pretty Wraith in excellent condition.....**£49,950**



1993 ROLLS ROYCE SILVER SPIRIT III Racing Green with Parchment hide interior piped Green with Green carpets and Over rugs. Fully stamped service record. 46600 miles, presented in first class condition throughout.....**£18,450**



1957 ROLLS ROYCE SILVER CLOUD I finished in Two Tone Blue with dark Tan hide with Blue piping. Covered just 88600 miles with an extensive history file. Featuring electric windows all round. Registration 12 HYU include.... **£39,950**



1964 ROLLS ROYCE SILVER CLOUD III. Shell Grey with Grey hide interior Air Conditioning. 88000 miles. 2 owners from new. Comprehensive history file. This Silver Cloud III is presented in stunning condition throughout. One of the very finest examples on the market today. Concourse condition.... **£95,000**



1985 ROLLS ROYCE SILVER SPIRIT. Ice Green with Green hide interior and oatmeal cloth headlining. 85480 miles with service history. A tidy and original example..... **£9,995**



1987 ROLLS ROYCE SILVER SPIRIT Forest Green. Magnolia hide piped in Green with Green Wilton carpets and matching Lamb's wool over rugs including the boot. This is one of the very last carburettor Silver Spirits made. 34,000 miles with full service history.. **£15,800**



1935 BENTLEY 3.5 LITRE PARK WARD in finished in Maroon with Black hide interior and new Black Wilton carpets. Comes with history file to include many past MOT certificates, invoices for works carried out by Bentley specialists as well as copies of the original build sheets. The car has benefited from new cylinder head, stainless steel exhaust and new spring gators. All the tyres are in very good order, the chrome remains in perfect condition and car retains original tools as well as very smart Black wire wheels. This car runs and drives very well and is presented in excellent original condition inside and out **£59950.00**



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 . **£42,500**



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 SEDANCA DE VILLE. 2 year restoration between 2000 2002 at Wildae 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 surly the finest Dawn on the market today.....**£72,500**



1963 SILVER CLOUD III, Sand over Sable, 66,119 miles, Beige Hide interior. Recently serviced with some history and new MOT. Beautifully restored example with air conditioning **£69,000**



1958 BENTLEY S1. Left Hand Drive finished in Black over Green with Grey hide interior. 113500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out.....**£62,500**



1956 BENTLEY S1 MULLINER. Six Light Saloon finished in Cardinal Red with Tan hide interior. Befits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout.....**£97,500**



1960 BENTLEY S2. Shell Grey over Tudor Grey with light Grey interior and Dark Blue carpets and lamb's wool over rugs. 99000 miles with only 2 registered keepers from new. many invoices for works carried out. Presented in excellent and very original condition throughout **£37,500**



1978 ROLLS ROYCE SILVER SHADOW II scarce factory white car with dark blue hide having covered just 66,195 miles with full service history. A fine example in exceptional condition **£21,950**



1963 FORD GALAXIE V500 390 Finished in Gold with Cream hood. The interior, trimmed in Cream and Gold is in perfect order. Covered just 92674 miles. Many invoices for works carried out. An excellent and very eye catching example in extremely fine condition..... **£23,950**



1986 RANGE ROVER VOGUE 3.5 V8 MANUAL Original silver. grey cloth interior in excellent condition. 72000 miles which is fully documented. extensive history file including many invoices. A fast appreciating classic **£9,950**



1964 DAIMLER 250 V8 AUTOMATIC finished in Grey with Red hide interior. Fantastic history file with many invoices dating back to the 1970's. A stunning example with comprehensive history file. 1st class inside and outs impeccably **£22,000**



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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BEAULIEU GARAGE



1937 MG SA DHC BY TICKFORD £POA

Restored between 1991 and 1993 by the marques leading restorer Peter Ratcliffe at a cost then of some £56,000. Over twenty years and 6000 miles later it is a real testament to the quality of the restoration that it is still has superb paint, the chrome is sparkling and the trim work is still gorgeous. Finished in Coffee and Cream with oatmeal leather and dark Chocolate-brown mohair hood. A rare chance to acquire one of MG's finest.



1934 DERBY BENTLEY 3.5L SALOON BY FREESTONE&WEBB £89,000

Ordered new by the Duke of Roxburghe with the Freestone & Webb body we see today. More recently major restoration by Fiennes was undertaken to enable its owner to use on rallies as far away as New Zealand. This matching number car is finished in Dark Blue with matching hide upholstery, supplied with an fabulous history file, full set of tools and is ready to continue carrying its lucky occupants in real style and comfort.



1933 LAGONDA M45 TOURER £175,000

This striking Lagonda M45 Tourer was raced under VSCC in the 60's and 70's and later in the 90's was campaigned by its current owner of the last 23years. Fitted with the very desirable upgrades of a LG6 Sanction IV engine coupled to a Alvis 4.3 syncro gearbox. Just back from a fresh repaint and ready to be enjoyed.



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..



1960 MGA 1600 ROADSTER £39,995

Finished in Signal red with tan leather DeLuxe seats, louvred bonnet, Minilite style wheels, mohair hood, kenlowe fan, the car has also benefited from both waxoyl and clear wax treatment together with Jaguar superguard body polish. A very striking looking MGA with superb gaps and panel fit. Fabulous.



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.



1965 MERCEDES 220SE CABRIOLET £52,500

The 220SE was only built between 1961-1965 making it one of the smallest productions of the W111 series. This particular car is even rarer in that it is an original RHD manual version. Finished in Garnet red with black leather upholstery and black soft top. Ideal for long distance cruising and carrying 4 people in absolute comfort and luxury.



1957 MGA 1500 ROADSTER £34,995

Thumbing through the extensive history file reveals that much of the bodywork and engine were restored in the early 90's, photographs show the car with the body off and down to the bare chassis. Finished in Old English White with red leather upholstery and fitted with chrome wire wheels. Body and panel fit are superb.



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.

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1953 MG TD SUPERB CONDITION REQUIRES SOME FETTLING £21,500
1971 VW T181 4 SEATER OPEN WAGEN £14,995

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1956 JAGUAR MK1. Finished in factory black with its original Red Leather. Bought new by Mr John Hobbs of Kettering shoe makers and kept by them until his death in 1970. It was then passed to Mr Ray White of Kettering, in total only 3 owners all from Kettering. The car has now only covered 48,000 miles with an extensive history including a recent engine rebuild by Selby Race Engine Specialist in Northampton. Very special car and investment.....**£21,995**



1964 MERCEDES 190 FINTAIL. Owned by a Embassy for its first 6months then by a London gentleman for 47yrs and only used for holidays and family outings. The car was passed on to his grandson the third and last owner of the car. It was then entered by the grandson into the Salaam to cape town rally which it completed with no problems. The car has a extensive history file and must be one of the most original unmolested examples in existence today. You would find it very hard to find a better and more original example **£17995**



JAGUAR XK8 CONVERTIBLE. 4.2 litre Finished in immaculate carbon black with unmarked beige leather. stainless steel exhaust. detailed service history jaguar stamped service book IMMACULATE EXAMPLE **£13,995**



SUNBEAM ALPINE SERIES 5 1725CC. Fully Restored 10 yrs ago and not used since, now been re-commissioned and ready for the summer ahead. Comes with hard and soft tops **£10,995**



1992 MERCEDES 190 2.6 AUTO. Finished in crystal green with light beige leather, sold to the last owner by ourselves 20 years ago. Very high spec car has air conditioning, electric sunroof, leather electric windows and radio/cd player. Low mileage immaculate car.....**£5,995**



JAGUAR S TYPE 3.0 SPORT. Auto, finished in metallic green with black leather 87000 miles service history These cars are excellent value for money and this is a very good example **£4,695**



1997 BENTLEY TURBO R. Finished in Royal Ebony with Grey hide, only 3 owners from new, 89,000 miles with 18 Rolls Royce service stamps **£15,995**



1982 MERCEDES 380SL. Finished in immaculate Champagne with light Tan leather and a new Brown hood. This superb example has been known to us and looked after by us for the past 10 years. Only covered 76,000 miles with complete service history.....**£17,995**



1968 SINGER CHAMOIS MK2 One lady owner and only 23000 miles been in storage since last on the road in 1986 has all its MOTs until it was taken of the road. Comes with all its original hand books service book ect supplied with the car from new. Very rare find and very good value compared to a MINI of the same era.....£8995



1987 MERCEDES 420SL Finished in metallic red with light beige leather.Full service history also a large file of invoices and old MOTs confirming how well the car has been maintained. High spec car including full leather rear seat electric windows cruise control wind deflector radio/cassette player alloy wheels. VERY WELL LOOKED AFTER AND MAINTAINED CAR **£15,995**



1973 VW 1303 BEETLE. Only one lady owner and 67000 miles from new. Finished in its original factory black paintwork with immaculate original red high back seats. You would find it very hard to find a more original car in this condition..... **£8,995**



JAGUAR XJR. 93,000 miles very good service history . Finished in British racing green with black leather Very good example Value for money at.....**£4495**

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ROLLS ROYCE SHADOW 2. Caribbean blue over silver mink with surf blue hide, 65000 Miles, REG number 4 EBP included in sale. OUTSTANDING CONDITION..... **£17,995**

1973 AUSTIN VANDEN PLAS 1300 AUTO. One owner and ONLY 14000 miles. TIME WARP CAR, VERY RARE FIND **£12,495**

1962 SUNBEAM RAPIER SERIES 3A with overdrive, very good example ..... **£POA**

1980 TRIUMPH SPITFIRE. Fully restored and immaculate ..... **£POA**

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1955 Bentley R Type
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1962 Bentley S2 Continetntal Coupe
by H.J.Mulliner



1962 Bentley S2 Continental
Drophead Coupe by Park Ward
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1948 ALVIS TA14
3 position drophead by Tickford, finished in black with black hood **£22,995**



1980 AUSTIN HEALEY SEBRING SERIES III MKII red with white hardtop, black hide trim, 12000 miles from new, lovely show car with a selection of trophies. **£26,995**



1956 LANCIA AURELIA
Finished in blue an outstanding motor for the connoisseur. **£105,995**



2013 AUDI A4
diesel Top of the range model, Finished in white 13,000 miles only **£21,995**



1973 Jaguar E Type Series 3 V12 2+2
Finished in blue, complete resto 2000 in ex condition. **£49,995**



2013 MGTF
burgundy with cream trim, last one off production line 600 miles. **£13,995**



1937 BSA SCOUT, Sports 2 seater conv, BRG with black soft top, complete refurb, 5 keepers. **£18,995**



1951 HEALEY SILVERSTONE REPLICA,
built from an original Silverstone chassis, engine gearbox and axles. **£38,995**



1991 MINI RACG FLAME CHECKMATE,
4 keepers fnished in red, 200 miles since full resto, superb condition. **£8,995**



1953 FORD ZEPHYR Mk 1 Convertible,
rare model, full resto with images, 1 of 20 in UK. **£28,995**



2002 FORD THUNDERBIRD CONV turq/turq and black leather, hard+soft tops, 10,000 miles, lhd, stunning **£24,995**



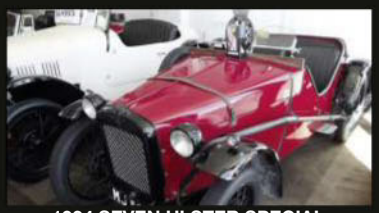
1986 FORD RS200 GROUP B RALLY CAR
white with red trim, 1 owner 1000miles, as new. **£POA**



1952 JAGUAR XK120 ROADSTER LHD
ex actor Clarke Gable, full resto 1993, only 7,000 miles. **£129,995**



1968 MORRIS TRAVELLER, in nato green and wood detailing, ex army. **£6,995**



1934 SEVEN ULSTER SPECIAL
finished in red with black trim and mudguards, black wire wheels **£12,995**



1964 LOTUS ELAN S2
Series II. Finished in red with black trim.
£29,995



1956 MORRIS COWLEY SALOON
green with original green leather, 15000 miles, needs tlc hence **£4,995**



1987 FORD SIERRA XR4i 4dr Saloon, white/black leather, 7500 man hours on ground up resto, concours. **£11,495**



2006 PORSCHE 911
Finished in blue with black leather, 49,000 miles, superb cond. **£32,995**



1996 MINI COOPER 35 LIMITED EDITION,
Island green white roof and green leather piped in white. 30,000 miles 2 owners. **£13,995**



1955 ROVER 60 SALOON
blue with blue leather, 4 owners, 54000 miles from new, original cond **£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**



1975 MGB ROADSTER red, black hide, man o/drive, chrome bumper, ground up restoration, mint cond. **£11,495**



1930 AUSTIN SEVEN GORDON ENGLAND STADIUM 2 Seater Conv Finished in off white with black trim **£22,995**



2004 '54 FIAT BARCHETTA
in yellow with black interior, 59,000 miles
£5,495



1952 TEMPO MATADOR PICK UP TRUCK
Finished in light and dark blue, with dark blue tilt, fully restored. **£18,995**



1977 MGB ROADSTER
Stunning in white with red leather, full restoration, mint condition. **£8,995**



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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 331cubic inch OHV engine producing circa 280 BHP coupled to a completely overhauled period Moss 4 speed gearbox. The car will come with fresh FIA papers and is Mille Miglia eligible. On the circuit these cars a very competitive with Jaguar "C" types and "D" types at a fraction of the cost. Please enquire for further details. **£345,000**



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.


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1966 AUSTIN HEALEY
3000 MK 3 Bj8 - A.S.I.



1956 AUSTIN HEALEY
100/4M Bn2 - CSAI


1977 AUTOBIANCHI
A 112 ABARTH SERIE 3


1961 CHEVROLET
C 1 SERIE II - A.S.I.



1946 CITROEN - ASI
11 B TRACTION AVANT


1988 FERRARI
TESTAROSSA F 110 AB E


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.


1958 JAGUAR - RHD
D-TYPE REPLICA - A.S.I.



1959 LANCIA
APPIA ZAGATO GTE


1973 LANCIA
FULVIA ZAGATO 1300 S


1942 LANCIA
ARDEA SERIE 1 - 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



1963 PORSCHE
356 Bt6 S COUPE' 75CV


1980 PORSCHE
911 3.0 SC TARGA


1974 SAAB
SONETT III - A.S.I.



1962 TRIUMPH
Tr3 B - ASI


1960 TRIUMPH
Tr3 A







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Opalescent Silver with Red Interior
Quote Ref: NFCC 61 CC

1962 Jaguar E-Type Series I 3.8 FHC LHD
Opalescent Dark Blue with Light Blue Interior
Quote Ref: NFCC 95 CC

1962 Jaguar E-Type Series I 3.8 FHC RHD
Red with Black Interior
Quote Ref: NFCC 59 CC

1962 Jaguar E-Type Series I 3.8 FHC RHD
Opalescent Gunmetal with Red Interior
Quote Ref: NFCC 60 CC

1964 Jaguar E-Type Series I 3.8 FHC RHD
Opalescent Dark Blue with Dark Blue Interior
Quote Ref: NFCC 2 CC

1964 Jaguar E-Type Series I 3.8 Roadster LHD
Old English White with Red Interior
Quote Ref: NFCC 48 CC

1967 Jaguar E-Type Series 1.5 4.2 FHC RHD
Dark Blue with Red Interior
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1948 JAGUAR MK IV 3-POSITION CONVERTIBLE

This rare 3.5-litre, U.S. delivery version sold new to its owner of 42 years, then sold to its last owner of 23 years—and with only 16,306 original miles—was restored to show standards. Complete with documents, records, manuals, tools amd Heritage Certificate TOTAL MILEAGE: 19,257. $175,000



1955 MERCEDES-BENZ 190SL ROADSTER

One local owner for the past 41 years and 20,000 miles. Beautifully restored in black with tan leather (original 300SL-style early seats), matching cloth top and fully rebuilt original engine. 77,684 miles. $138,000.



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.



1962 BENTLEY S II SALOON

Purchased in California in 1980 by its local 35 year owner, then underwent a body-off chassis restoration and was converted to Rolls-Royce Silver Cloud II specs. Looks as if it were restored yesterday! Sand over Sable/tan leather and polished walnut. Factory air conditioning and electric windows. Fewer than 10,000 miles since restoration. $48,000.

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1953 LINCOLN CAPRI 2-DOOR HARD TOP

Driven just 1852 miles since photo-documented complete body-off-chassis restoration. Near-new condition in beautiful red over black with matching interior. Power: steering, brakes, windows, seats, antenna. Fabulous to drive. $38,000.



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.



1952 MGTD/C MARK II ROADSTER

An absolutely correct, complete, numbers-matching, fully restored (with photos documenting the rebuild from the bare chassis-up) TD/C in its original Autumn Red with matching leather and tan top, tonneau and side curtains. Accompanied by volumes of history and documentation. Drives and looks as new! $43,000.



1937 BENTLEY 4-1/4 CLOSE-COUPLED, RAZOR-EDGE SALOON

The 1937 Earl's Court Bentley show car w/fabulous razor-edge styling, polished aluminium facia, etc. Just had $70,000 mechanical overhaul. $195,000.



1961 ROLLS-ROYCE JAMES YOUNG "SCT-100" LONG WHEELBASE SILVER CLOUD II SALOON

LCB-69. Just 27 of these were built. Ours has full history since being ordered and built for Mrs. J.K. Lilly of Indiana. Factory sunroof to the front, factory air conditioning to the rear. Mason's Black over Cobalt Blue, blue-grey leather. RHD. Exquisite! 72,239 miles. $125,000.



1960 MERCEDES-BENZ 190SL COUPE/ROADSTER

A fully restored original California car in white (body and both tops) with red leather. Beautiful condition throughout and still with its detachable hard top and convertible top, original glove-box door clock and Becker radio. 118,144 miles. $138,000.



1951 FORD COUNTRY SQUIRE WOODIE WAGON

Fully restored in correct Culver Blue with Buckskin three-seat interior and Birds Eye Maple woodwork by Rick Mack. Multiple show winner with mild period performance upgrades. 3-speed +O.D. transmission. $95,000.



1962 CORVETTE FUEL-INJECTED TWO-TOP CONVERTIBLE

A beautifully-preserved California and Florida car with correct date-coded engine, original fuel-injection and 4-speed. White body and hard top, black interior and convertible top. 60,827 miles. $89,500.



The "YT" offers room for four in a classically-designed MG convertible. One of just 904 ever built, our car came to us in a group of four very interesting cars from a estate collection. It is correctly restored in white with tan interior, top and boot and features a factory fold-down windscreen, vintage MG "double scuttle" facia, banjo steering wheel and instantly recognizable MG grill. $42,500.

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42.000 kms & FFSH



1971 Mercedes Benz
280SL LHD



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
Beautiful example



1995 Porsche 993 to
RS 3.8 Specification



1936 Bentley 4.25 litre
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1978 Bentley T2
Original condition

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DW Supercars and Classics are delighted to offer to market this unique Porsche 911 GT3 Comfort. Manufactured in the year of 2000 the car has covered a negligible 6,500 miles from new. Finished in Arctic silver with full black leather, this outstanding example is in as new condition. The car has recently had a major service and been totally re-commissioned by the Porsche Centre in Hatfield. This is a perfect opportunity to own a very special car in the iconic history of the Porsche 911 series……POA



1994 Ferrari 456M GT Manual. Finished in Rosso Monza with grigio medio leather. This fine example has covered just 21,000 miles from new and has a full Ferrari service history. One of only 1,548 Ferrari 456 GT's ever produced. This is a chance to purchase one of the last manual V12 Ferrari's – certainly with great investment potential……POA



1999 Ferrari 456M GT Manual. Finished in Argento Nurburging with Nero leather. This fine example has covered just 13,000 miles from new. The car will be sold with major service and belts carried out by Ferrari main dealers HR Owen. One of only 688 456M GT's ever produced. This is a perfect chance to purchase an extremely rare low mileage manual V12 Ferrari, one of the last ever produced, with great investment potential



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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 embedded B's. Only 49,000 miles. FSH. Totally immaculate condition throughout. Outstanding value at only **£45,950**



2005/05 Bentley Arnage T Mulliner ESR. Finished in Tungsten with Beluga interior with embossed flying B's in Portland and Beluga carpets. With an electric sunroof, bright aluminium inserts to Fascia and Waist rails, electrical adjustable rear seats. Only 45,000 miles. Full Service History, totally immaculate throughout. Outstanding value at only. **£43,250**



2005/54 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**



2004/54 Bentley Continental GT. Finished in Silver Tempest with Beluga interior with Walnut veneers and door inlays. 19 inch split rim alloys. Only 44,000 miles with FSH. Known to ourselves. Totally immaculate and unmarked throughout. Outstanding value at only. **£34,750**



2003/03 Bentley Arnage T Mulliner. Finished in Moroccan Blue. Silverstone interior with embossed flying B's in French Navy. DVD screens in rear of front headrests. We have known this car for the last 3 years, only 66,000 miles with FSH. Immaculate condition throughout **£31,450**



2003/03 Bentley Arnage R. Finished in Masons Black with Limited Edition 18 inch Arnage Le Mans wheels with Soft Black interior, with Black carpets and Black secondary hide. Only 44,000 miles with Full Service History. A really beautiful example and must be seen **£31,950**



2001/51 Bentley Arnage Red Label. Finished in Black Sapphire with Chromed 18 inch Limited Edition Le Mans wheels with Parchment interior piped in French Navy, with French Navy secondary leather and carpets. Steering wheel trimmed in French Navy and Parchment. Only 52,000 miles, FSH, with only 2 owners. Outstanding value at **£29,650**



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 Mdl V Silver Seraph. Finished in Silver Tempest with St. James interior,. Electric sunroof, Fitted with Satellite navigation, electric rear seats, picnic tables, vanity mirrors. Known to ourselves for the last 10 years, Outstanding condition throughout **£35,950**



2000 V Rolls Royce Silver Seraph. Finished in Meteor Blue with Cotswold Rouched interior piped with French Navy. Fitted with picnic tables and vanity mirrors. Electric rear seats with lumber and heated. Full Service History, immaculate condition throughout. Must be seen **£38,750**



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 Turbo R MK IV. Finished in Royal Ebony with Parchment interior, Piped in Black 17 inch alloy wheels. Full Service History. Supplied by ourselves 10 years ago. Outstanding condition and must be seen **£15,950**



1994 M Silver Spur MK III. Finished in Ming Blue with a Light Tan interior. A very classic colour scheme. Known to ourselves for many years and is in outstanding condition throughout. Full Service History. Outstanding value at. **£14,750**



1992 J Silver Spirit MkII Active Ride. Finished in Cobalt Blue with Silver Stone interior, with picnic tables. Low mileage, Full Service History, known to ourselves for last 10 years. Immaculate condition. **£17,950**



1992 K Rolls Royce Silver Spirit MKII Active Ride. Finished in Balmoral Green with Georgian Silver coach lines with Spruce Green interior piped in St James. Only 44,000 miles with Full Service History. A real Gem, cars in this condition are so rarely found, not to be missed at only **£16,750**



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**



1990 Model G Silver Spirit MKII Active ride. Finished in Royal Ebony with Magnolia interior piped in soft black with contrasting carpets. Only 79,000 miles. History. Immaculate condition throughout. **£15,750**



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**



1981 X Rolls Royce Silver Shadow Series II. Finished in Peacock Blue with Cream interior and Cream carpets. This car is beautiful and has only covered 39,700 miles. With history, known to ourselves for last 2 years. Just undergone a full hydraulic service 12 months ago. A superb collector's car at only **£24,950**



1980 V Silver Shadow Series II. Finished in Seychelles Blue with Silverstone interior complimented by French Navy carpets piped in Silverstone. Known to ourselves for last 17 years and maintained regardless of cost. Extensive history. Immaculate condition throughout. Must be seen. Unrepeatable at only **£16,950**

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1971 MGB Roadster. Outstanding MGB subject of full rebuild to include brand new Heritage Shell. 1950cc uprated engine, SS exhaust box, rear anti-roll bar kit, servo and electronic ignition. 4500 miles in 9 years.....**£17,995**



1967 MGB Roadster. First class show standard rebuild in 1990. 12k miles since and stunning throughout with Tartan red paint and Black trim, chrome wires, lovely engine bay and overdrive.....**£15,995**



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1959 Austin Healey Frogeye Sprite. Lovely example finished in Old English White with Red trim, full weather gear and wire wheels. Recently treated to a full re-paint, re-commissioning having had major mechanical overhaul 15 years including engine rebuild.....**£18,995**



1981 Triumph Spitfire 1500. Very late car, first owner 17 years and paperwork to include original bill of sale, invoices and MOT's. Still in its original colour and 9000 miles since engine rebuild and major overhaul. Very nice car with leather trim.....**£6,995**



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1968 MGC Roadster. Previously sold by us on several occasions and driven back to us from Scotland faultlessly. First class paintwork, stunning trim with walnut dash and door capping's, new hood and tonneau and on knock on Minilights.....**£24,995**



1937 MG TA. Very sharp clean body with an excellent paint finish. Comes with full weather kit and is a car we have sold previously.....**£29,995**



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Price: £69,500



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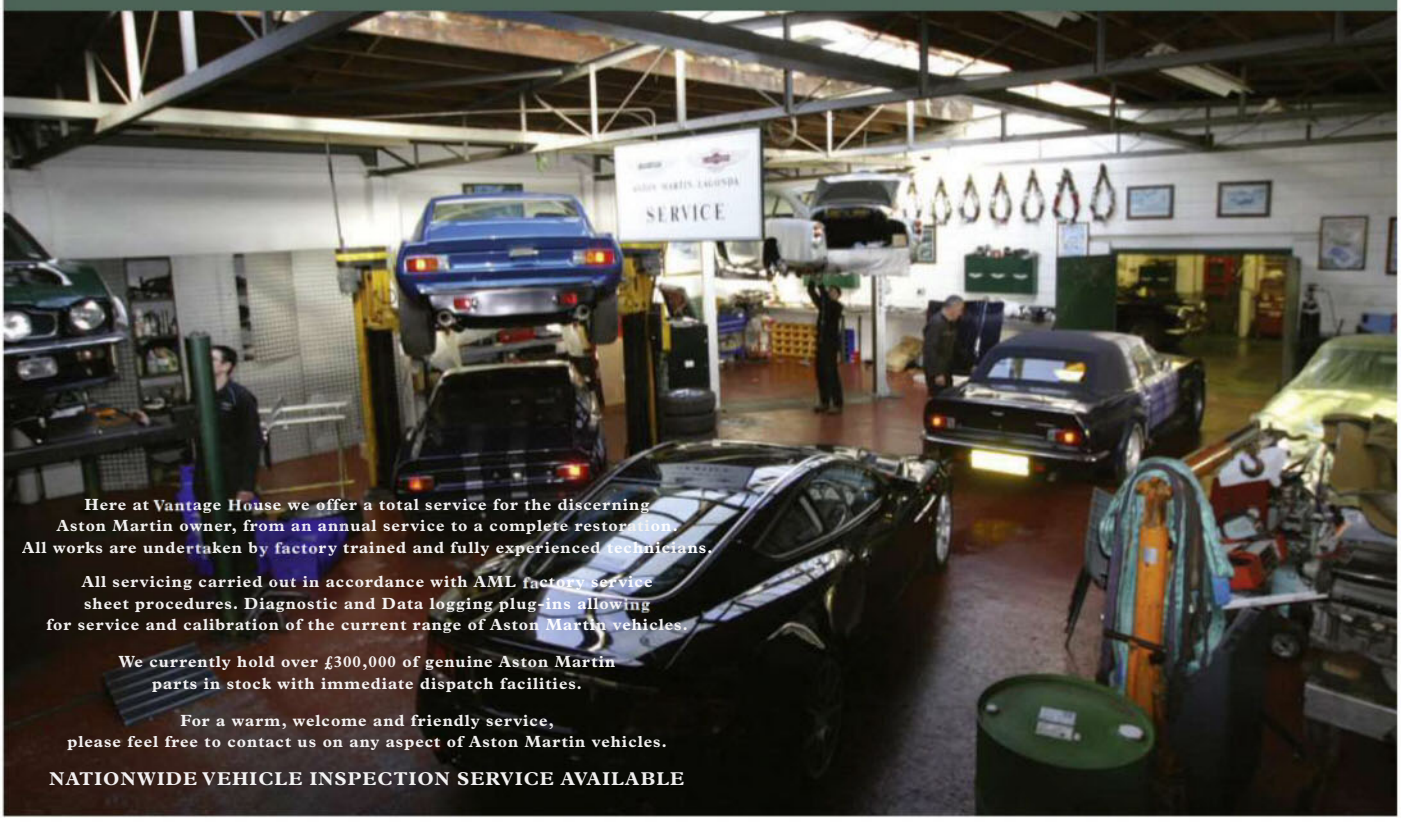
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1963 ALFA ROMEO 2600 SPRINT 2 DOOR COUPE BY BERTONE. £37,500

Unmarked black coachwork with beautiful original maroon leather trim, right hand drive, supplied new to an Irish gentleman, Mr David Wood, he was not happy with the build quality and had the car dismantled and re-assembled to his very high standards, keeping the car for 18 years and had 2 owners since with a total mileage of 52,700. The car has absolutely no welding underneath which must make it unique. These 2600's had a 6 cylinder twin overhead cam shaft engine coupled to a 5 speed ZF gearbox. All the instruments work, it holds 55lb oil pressure when hot at 3000rpm and does not overheat in traffic. These cars are truly unbelievable value and are just starting to take up in price. There's not many left and certainly not in this condition. Even has the original radio.

1984 FERRARI 400I BY PININFARINA. £29,995

Finished in metallic damson which, we are told, there are only 6 right hand drives in this colour. The paintwork is mostly original, stone trim, 12 cylinder front engine, stainless steel exhaust, automatic gearbox which is as smooth as silk and kicks down properly, electric windows, dual air conditioning which was the only extra available. Still has the original Blaupunkt radio with graphic equalisers, holds 85lb oil pressure at 3000rpm when hot and does not overheat in heavy traffic. Speedo reads 23,000 miles but it was replaced at 30,000 miles, totalling 53,000 miles. The car has been known to me for the last 21 years and we have sold it twice in this time. A fantastic front engined V12 four seater Ferrari. 400i's are getting very hard to buy these days.













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.



FERRARI TOOL BOX £1,500 Complete. Possibly Berlinetta Boxer or a 364. 2 layers, see website.



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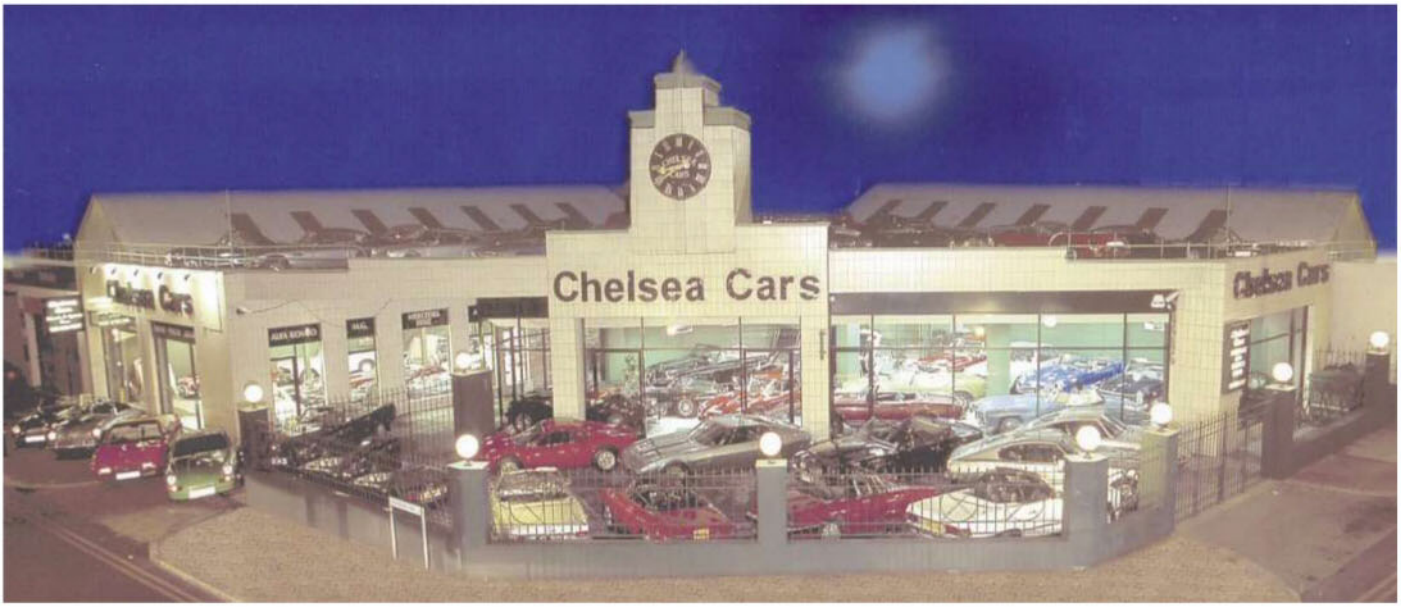
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Mercedes SL 320, 2001Y, 5-speed auto, 49,000 miles, fmbsh, brilliant silver, black nappa leather, electric black soft top, hard top, climate, cruise, electric steering column, ESP, rear seats, front & side airbags, electric heated memory seats, Xenon headlights and headlamp wash/wipe etc. Very well cared for and highly optioned example.. **£14,950**



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 Cabriolet Sportline, 1994L, 4-speed auto, 85,000 miles, fmbsh, imperial red, black leather, new electric black soft top, sports chassis, heated seats, headlamp wash/wipe. Last owner since 2007, just serviced. Very nice example. **£11,950**



Mercedes E320 Sportline Coupe, 1996N, 4-speed auto, 63,000 miles, fmbsh, green/black metallic, mushroom leather, aircon, cruise, electric sunroof, sports chassis, heated seats, otg, headlamp wash/wipe etc. Gorgeous example and the best in UK. **£12,950**



CLK 500 Elegance, 2002/02, 5-speed auto/tiptronic, 36,000 miles, fmbsh, obsidian black metallic, silver grey leather, climate, cruise, electric heated memory seats, electric sunroof, electric steering column, ESP, etc. Superb low mileage example. **£7,950**



Mercedes SL 60 AMG, 1998S, 5-speed auto, 3 owners, 60,000 miles, fmbsh & just serviced, brilliant silver, black leather, electric black soft top, hard top, climate, cruise, electric steering column, electric memory seats, anti-dazzle rear view mirror, rear seats, ASR etc. Very rare 129-series car 1 of just 50 in RHD. Exceptional example. **£34,950**



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300 SL, 1988F, 4-speed auto, 68,000 miles, fmbsh, signal red, mushroom leather, original black soft top, factory fitted hard top, cruise, rear seats, heated seats, illuminated vanity mirrors, headlamp wash/wipe, Blaupunkt radio/cassette. Unmarked example and last owner 16 years. **£29,950**



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E320 Cabriolet Sportline, 1995M, 5-speed auto, 51,000 miles, fmbsh, brilliant silver black leather, electric black soft top, aircon, electric steering column, electric heated seats, wood/leather steering wheel, AMG bodystyling, 17" AMG 5 spoke single rim alloys etc. **£19,950**

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This car left the factory as a long chassis 'Standard' 2 door tourer. It was discovered in 1967 by the present owner in terrible condition on an airfield. As found it was already in short chassis specification and had the nose cone of what was thought to be a Meteor jet bolted to the rear of the chassis acting as rear coachwork.

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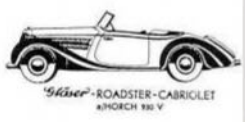
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JAGUAR XJS HE V12 1987, blue, comes with service book and has main dealer stamps, last service stamps done at 65k miles. Very nice classic car. www.kinsonmotorcompany.co.uk £6999 TEL: 02380 766870 SOUTHAMPTON (T)



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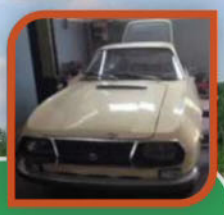


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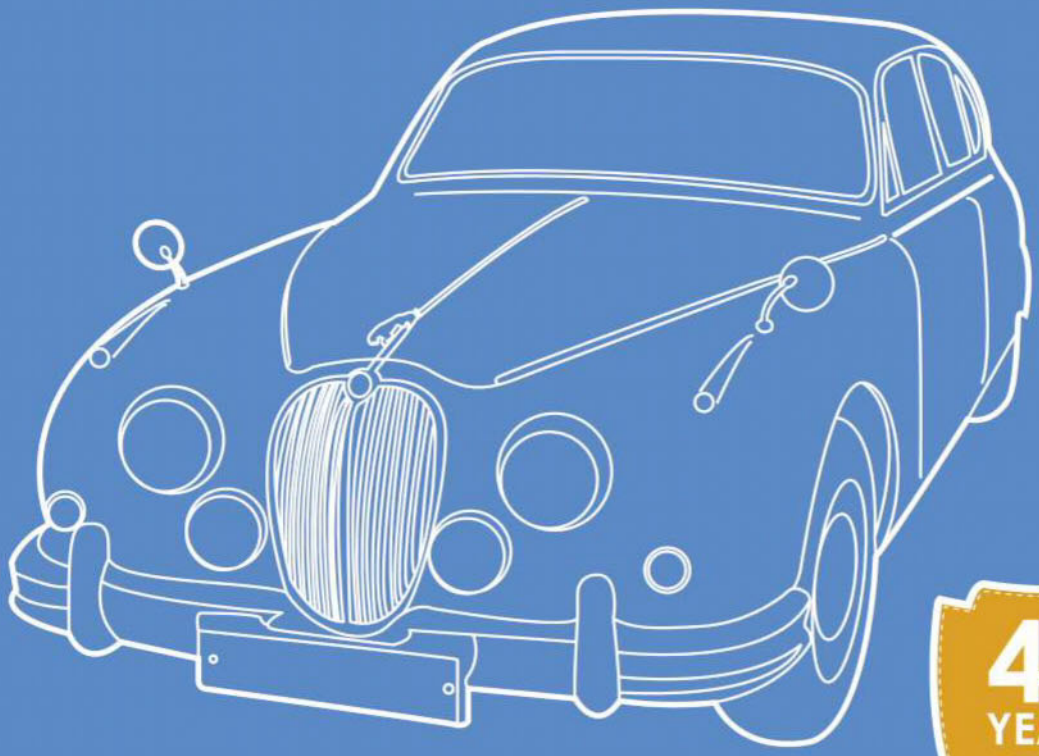
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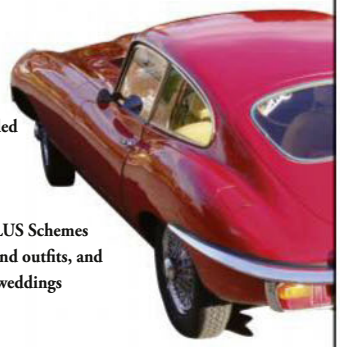
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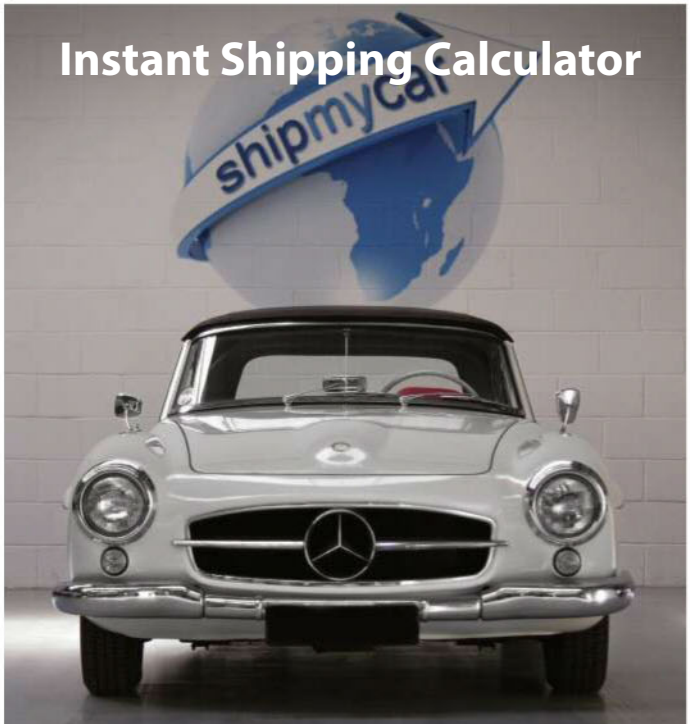


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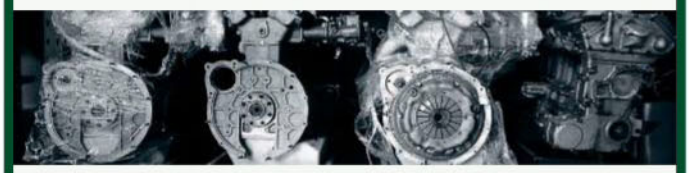
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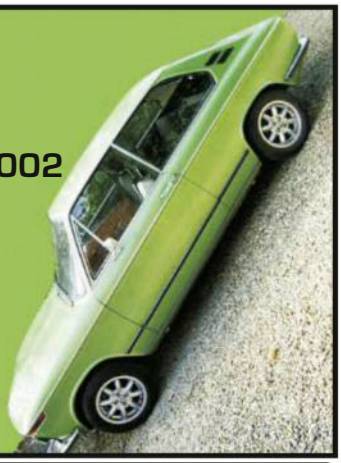
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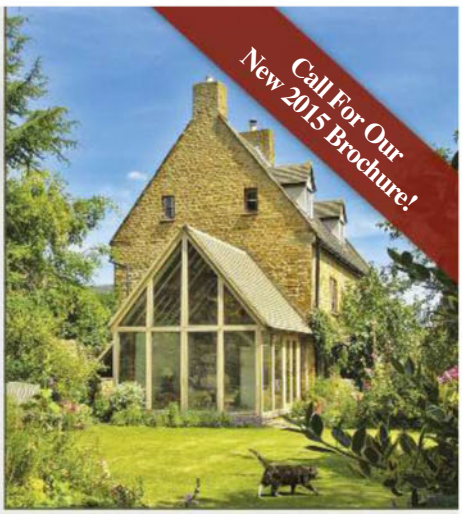
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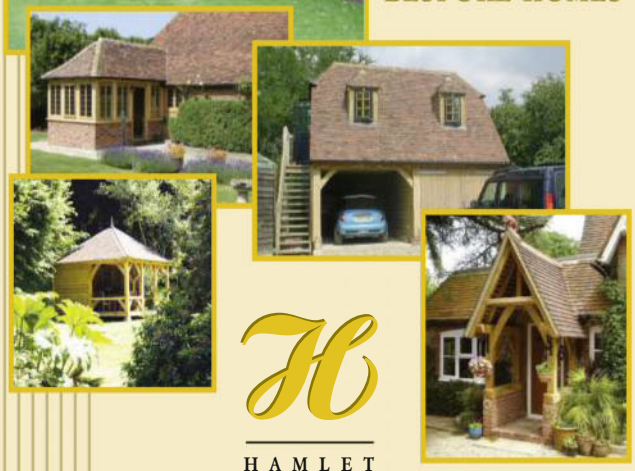
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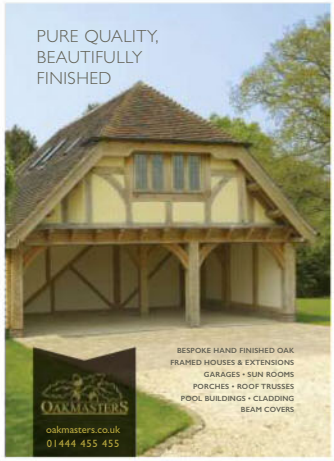
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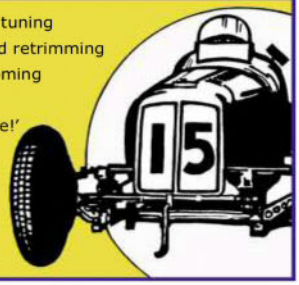
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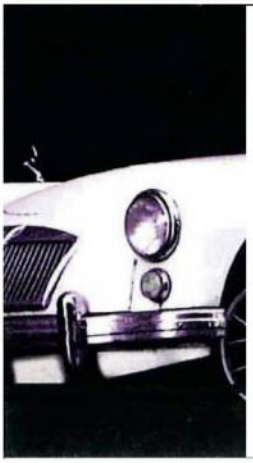
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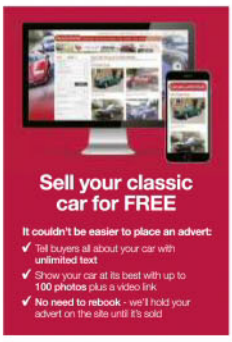
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CLASSIC PUNTS

Your tales of classic cars bought and sold on a whim



Ferrari 308 – the dream car that paid its owner to run it for a year

'Never run a cheaper car'



For as long as I remember all I ever wanted was a Ferrari – and not just any Ferrari. Being a child of the Eighties, it was a 308 GTS that was my bedroom wall poster car – and the craving to own one got stronger.

Fast-forward to 2011. At the age of 30 I took stock and realised I was at last in a position to realise my dream. I talked to my wife, got the go-ahead and went hunting.

I visited some classic car dealers but none of the cars or people were making the right impression. Then I noticed an ad online for a 1983 308 GTS QV for £25k ono. I contacted the seller – it turned out he lived only a couple of miles away.

On meeting Richard I knew straight away I'd found the right seller. He was Ferrari-mad and had just had a cambelt change done. After the test-drive came the negotiations. Within two hours of first seeing the car, I was shaking hands with Richards on the deal – £23,500. I was a Ferrari owner!

I absolutely loved driving it. My wife had a Lotus Elise S1 at the time and I found it very similar in feel (albeit much older and heaver). I used it lots – not just for the odd day out but even commuting to work.

One of my best experiences was taking the car to Ford's test track at Dunton in Essex. I'd been invited as part of the Little Havens fundraiser: each year lots of supercars go along and members of the public can pay between £20-£50 to sit in as a passenger on a hot lap. I spent all day with petrolheads and car-mad kids going round the test oval – a day I won't forget.

So why did I sell it? Well, for the first few months I'd had it I'd hardly had to spend a penny on it. I knew it would need a service soon and the tyres were getting old, so I reckoned it would cost about £2500 to keep running it for another year – and I had plans for other cars I wanted to own. My rationale was that, if I kept the Ferrari, that would rule out owning any other fun cars.

So I asked some dealers to give an idea of its value. A local specialist offered me £26,500 – so I sold it for a £3000 profit. After taking all my running costs into consideration, driving and owning a Ferrari for a year made me a £1k profit. I've never had a cheaper car to own than that.

Even so, I'll always regret selling it as it will always be my dream car. One day, I aim to have another. Mind you, a 308 has sold for more than £100k for the first time, so I may be priced out of the market. But I consider myself lucky I had the chance to own my dream car.

So what's next? I was interested to read Quentin Willson's recent prediction that a Ferrari 456 could be a bargain and that £30k for a front-engined V12 Ferrari is better than money in the bank. I will have to dig out the article and leave it open somewhere for the wife to find.

Tony Murphy

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Classic Cars

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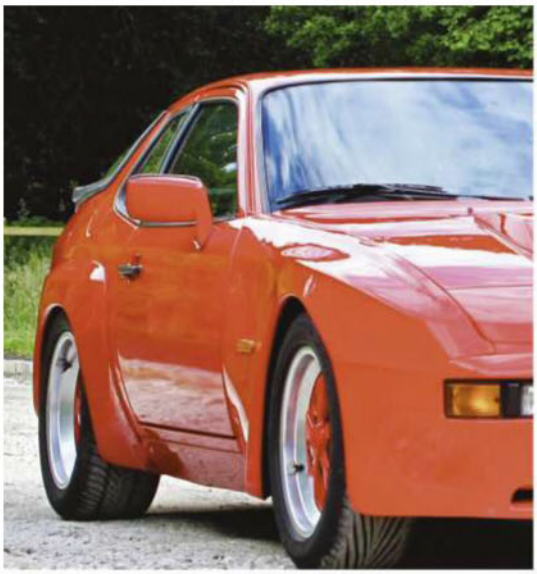
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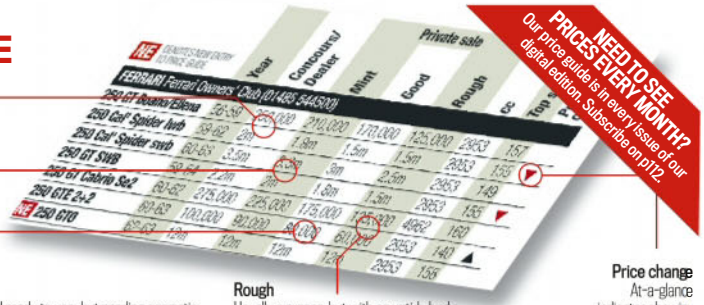
PRICE GUIDE

Our quarterly guide brings you freshly updated prices for 1200-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling a classic, it pays to know how the market has been reacting to that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But remember, it's not a valuation – a car's true value can only be assessed in person. Timewarp cars with perfect history, or those freshly restored, often command disproportionately higher prices. On some models at the 'bluechip' end of the market, like Ferrari GTOs, history and provenance are as crucial as condition, so our price spread reflects that.

USING THE GUIDE



Concours/Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Good
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
Usually a runner, but with an untidy body or needing parts. Extra spending may now be a more serious consideration

Price change
At-a-glance indicator showing the market trend of the latest updates

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ABARTH	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
					Abarth Club GB (01869 340289)			
Zagato 750	57-61	90,000	72,500	55,000	40,000	747	95	▼
595, 595SS, 695SS	63-71	40,000	30,000	20,000	12,500	595	80	

AC								
					AC Owners' Club (01904 793563)			
2-litre	47-56	14,000	10,500	6000	3250	1991	83	
2-litre dhc/Buckland	49-56	27,500	22,000	14,000	9000	1991	83	
Ace (AC engine)	54-63	175,000	135,000	95,000	70,000	1991	102	
Ace-Bristol	56-63	200,000	160,000	120,000	80,000	1971	118	
Ace-Ford	61-63	220,000	180,000	140,000	85,000	2553	120	
Aceca-AC	54-63	90,000	70,000	47,500	35,000	1991	104	
Aceca-Bristol	56-63	100,000	80,000	57,500	40,000	1971	128	
Greyhound	59-63	54,000	40,000	25,000	16,500	1971	107	
Cobra Mkl/MkII/289	62-69	750,000	600,000	475,000	400,000	4727	138	
Cobra 427	65-67	850,000	625,000	500,000	425,000	6998	145	
428	67-73	125,000	85,000	62,500	42,500	7014	143	
428 con	67-73	145,000	105,000	80,000	52,500	7014	143	
3000 ME	79-84	12,000	9000	6500	4250	2994	125	
Cobra MkIV	83-89	100,000	80,000	60,000	42,500	4942	134	
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140	

ALFA ROMEO								
					Alfa Romeo Owners' Club (01787 249285)			
6C 1750 GS Zagato	30-33	1.6m	1.5m	950,000	750,000	1754	95	
1900C Super Sprint	55-58	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	97,500	72,500	47,500	30,000	1570	120	
2000 Spider	58-62	49,000	38,500	19,250	12,500	1975	111	
2600 Spider	62-65	70,000	55,000	27,500	16,000	2584	124	
2600 Sprint	62-66	45,000	32,500	15,000	6500	2584	125	
SZ-1	60-62	275,000	240,000	200,000	160,000	1290	120	▼
TZ-1	63-65	675,000	590,000	465,000	375,000	1570	124	▼
Giulia Ti/Super	62-74	15,000	10,000	5000	2250	1570	105	
1750/2000 Berlina	68-76	10,000	6500	3000	1200	1962	115	
Giulia Sprint GT/Veloce	63-68	40,000	30,000	15,000	7500	1570	112	
Giulia GTA 1300/1600	65-71	160,000	130,000	90,000	70,000	1570	115	
GT Junior	66-77	22,000	16,500	8500	4500	1570	115	▲
1750/2000 GTV	67-77	29,500	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	30,000	22,500	11,000	6000	1290	110	
Spider Duetto	66-67	26,500	20,000	11,500	6000	1570	113	
1750 Spider Veloce	68-70	27,500	20,000	11,000	5000	1779	115	
Spider 2000 S2	70-82	15,000	12,000	6000	2500	1962	119	
Spider 2000 S3	82-89	8950	6250	3000	1650	1962	114	
Spider 2000 S4	89-93	10,000	7200	4000	2000	1962	114	
Montreal	70-77	60,000	40,000	25,000	15,000	2593	132	▼
Alfasud/Alfasud Ti	72-83	4850	3500	1500	550	1286	103	
Alfasud Sprint	76-90	4500	3200	1350	500	1490	104	
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	
GTV 2000	76-87	8500	5750	2950	1200	1962	118	
GTV6	81-87	12,000	8250	4000	1750	2492	130	
75 sal	86-92	3250	2250	900	500	2959	135	
SZ	89-93	35,000	25,000	18,000	14,000	2959	153	▲

ALLARD								
					Allard Owners' Club (01438 773428)			
K1/K2/K3	46-54	100,000	75,000	50,000	32,500	3917	101	
L/M	46-53	60,000	404,000	22,000	14,000	3622	86	
P	49-52	27,500	20,000	12,000	7500	3622	90	
J2/J2X	50-54	215,000	180,000	140,000	110,000	4375	130	

ALPINE-RENAULT								
					Club Alpine-Renault (01902 895590)			
A110	65-77	70,000	55,000	35,000	26,000	1565	115	▲
A310 1600	74-77	20,000	15,000	9000	5250	1605	130	
A310 V6	77-86	25,000	18,500	11,000	6500	2664	137	
GTA	85-91	8500	7000	3750	2250	2849	139	
GTA Turbo	85-91	9900	8000	4650	2750	2458	149	

ALVIS								
					Alvis Owner Club (01892 832118); Alvis Register (01483 810308)			
Speed 20 Tourer	32-36	115,000	95,000	72,000	52,000	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	▼
TA14	46-50	15,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	19,500	15,000	8500	4000	2993	100	
TA21/TC21/100 con	50-55	47,500	35,000	20,000	10,000	2993	95	
TD21	56-63	29,500	21,000	12,000	6000	2993	104	
TD21 convertible	56-63	65,000	50,000	32,000	18,500	2993	102	
TE/TF21	63-67	34,000	25,000	14,000	7500	2993	110	
TE/TF convertible	63-67	80,000	60,000	37,500	22,500	2993	107	

ARMSTRONG SIDDELEY								
					Armstrong Siddeley Owners' Club (0121 459 0742)			
Lancaster	46-52	12,000	9000	5000	2750	1991	70	
Hurricane dhc	46-53	19,500	15,000	7500	4000	1991	70	
Typhoon coupé	46-50	13,500	10,500	6000	3250	1991	70	
Whitley	50-53	11,500	8500	4250	2500	2309	85	
Sapphire 346	53-59	12,500	9500	4750	1750	3435	100	
Sapphire 234/236	56-58	11,500	8500	4000	1600	2309	97	
Star Sapphire	58-60	14,000	11,000	5500	2500	3990	104	

ASTON MARTIN								
					Aston Martin Owners' Club (01865 400400)			
DB2	50-53	180,000	140,000	87,500	65,000	2580	110	
DB2 con	51-53	285,000	225,000	180,000	140,000	2580	109	
DB2/4 Mkl/II	53-57	172,500	135,000	85,000	65,000	2580	120	
DB2/4 con	53-57	275,000	225,000	175,000	125,000	2580	120	
DB MkIII	57-59	200,000	155,000	110,000	80,000	2922	120	
DB MkIII con	57-59	400,000	320,000	240,000	180,000	2922	120	
DB4	58-63	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	35,000	28,500	25,000	22,000	5935	165	

AUDI								
					Audi Owners' Club (07788 588449)			
100S Coupé	69-76	7750	5250	2500	1000	1871	112	
Quattro turbo	80-89	15,000	11,000	5500	2750	2144	135	
Quattro 20V	89-91	22,500	15,000	9000	5000	2226	142	

AUSTIN Seven								
					OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173)			
Seven saloon	30-34	12,000	9000	5250	2750	747	50	
Seven Chummy	31-34	17,500	13,500	8000	5000	747	50	
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60	
Seven Ruby saloon	34-39	10,000	7500	4000	2000	747	53	
A125/A135	47-57	9000	7250	3750	1750	3995	89	
A40 Devon/Dorset	47-52	4850	3600	1750	700	1200	76	
A70 Hamps/Heref	48-54	5600	4400	2250	950	2199	83	
A90 Atlantic con	49-50	20,000	15,000	7500	4000	2660	92	
A90 Atlantic coupé	50-52	14,000	10,000	6000	2500	2660	92	
A40 Sports	50-53	12,000	9000	4500	2750	1200	80	
A40 Somerset	52-54	4500	3000	1400	600	1200	72	▲
A40 Somerset con	52-54	7000	6000	3250	1600	1200	72	
Metropolitan cpé	54-61	12,500	9000	4500	2200	1489	78	
Metropolitan con	54-60	15,000	10,000	5000	2500	1489	78	
A30/A35	51-59	5500	4000	2000	800	948	75	
A40, A50, A55	53-59	4250	2900	1200	550	1200	70	
A55/A60 Cambridge	59-69	4000	2750	1100	500	1622	78	
A90, A95, A105	54-59	7000	5250	2400	900	2639	91	
A40 Farina	58-67	5000	3250	1500	650	1098	82	
A99/A110	59-68	6250	5000	2000	750	2912	102	
1100/1300	63-74	2750	1850	825	425	1098	85	
1300GT	69-74	8000	5500	2500	1200	1275	96	
3-litre	68-71	5250	3500	2000	800	2912	106	
1800/2200	64-75	3250	2000	800	350	1798	96	
Allegro 1750/Sport TC	73-75	2250	1500	650	350	1748	104	
Seven/Mini Mkl	59	22,500	17,500	11,500	8000	848	71	
Mini Mkl	60-67	9000	6500	4000	2750	848	71	
Mini MkII	67-69	5500	4000	1500	750	998	79	
Mini MkIII-V	70-90	4000	3000	1250	650	998	82	
Mini Cooper 997/998	61-69	19,500	16,000	9000	6000	998	90	▲
Mini Cooper 1071S	63-64	32,500	27,500	17,500	12,500	1071	95	▲
Mini Cooper 970S	64-65	30,000	25,000	16,500	12,000	970	82	▲
Mini Cooper 1275S	64-67	35,000	30,000	20,000	13,500	1275	96	▲
Mini Cr 1275S MkII/III	67-71	25,000	20,000	12,500	9000	1275	96	▲
Mini Moke	64-85	15,000	11,000	5500	3000	998	70	
Mini 1275GT	69-80	6500	4500	2000	1000	1275	89	
Mini Clubman	70-80	3750	2600	1000	400	1098	82	

AUSTIN-HEALEY								
					Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND			
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	145,000	115,000	75,000	50,000	2660	109	
100S	55	625,000	510,000	440,000	380,000	2660	119	▲
100/6 BN4/6	56-59	44,000	32,000	21,000	12,000	2639	105	
3000 Mkl	59-61	52,500	37,500	25,000	13,000	2912	112	
3000 MkII BN7	61-62	100,000	75,000	47,500	30,000	2912	117	
3000 MkII BT7, BJ7	62-64	55,000	39,500	27,500	14,000	2912	117	
3000 MkIII	64-68	59,000	42,500	30,000	16,000	2912	121	
'Frogeye' Sprite Mkl	58-61	18,500	12,500	6250	3600	948	82	▲
Sprite MkII	61-64	10,000	7000	3250	1600	1098	90	
Sprite MkIII-IV	64-71	7500	5500	2850	1250	1275	96	

BENTLEY								
					Bentley Drivers' Club (01295 738886)			
3 Litre Tourer	22-25	325,000	225,000	150,000	100,000	2996		
4.5 Litre Tourer	27-31	925,000	675,000	500,000	350,000	4398	92	

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NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
6.5 Litre Speed Six	28-30	1.3m	1m	700,000	500,000	6597	86	
4.5 Litre 'Blower'	29-31	2.5m	2m	1.6m	1.25m	4398	98	
8 Litre	29-31	1.5m	1.25m	900,000	450,000	7982	101	
Derby 3.5 Park Ward	33-37	100,000	75,000	50,000	29,500	3669	91	
Derby 3.5 coachbuilt	33-37	250,000	180,000	110,000	50,000	3669	91	
Derby 4.25 PW	36-39	120,000	80,000	52,500	32,000	4257	96	
Derby 4.25 coachbuilt	36-39	325,000	250,000	150,000	60,000	4257	96	
MkVI 4.3/4.6-litre	46-52	35,000	26,000	14,000	7250	4566	100	
MkVI con	51-52	100,000	75,000	40,000	27,500	4566	100	
R-type saloon	52-55	37,500	27,500	15,000	8000	4566	106	
Coachbuilt saloons	52-55	55,000	37,500	18,500	12,000	4566	106	
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106	
R-type Continental	52-55	875,000	725,000	550,000	475,000	4566	115	
S1/S2 saloon	55-62	40,000	30,000	17,000	8250	4887	101	
S1 Continental Mulliner	55-59	350,000	275,000	185,000	140,000	4887	115	
S1 Cont P Ward con	55-59	300,000	250,000	175,000	125,000	4887	114	
S2 Cont Mulliner	59-62	240,000	180,000	125,000	80,000	6230	115	▼
S2 Park Ward con	59-62	205,000	165,000	105,000	65,000	6230	115	
S2 Flying Spur	59-62	120,000	90,000	56,000	36,000	6230	120	
S3 saloon	62-65	42,500	32,000	18,500	8500	6230	116	
S3 MPW 2dr coupé	62-65	120,000	90,000	60,000	40,000	6230	120	
S3 MPW con	62-65	190,000	150,000	100,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	150,000	120,000	75,000	50,000	6230	118	
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120	▲
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120	
MPW/Corniche coupé	66-80	45,000	35,000	22,500	10,000	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	6000	2000	6750	119	
Mulsanne Turbo	82-86	15,000	12,000	6500	2400	6750	135	
Turbo R/RL	85-97	22,500	16,000	7000	2500	6750	135	
Continental MPW conv	84-94	65,000	55,000	40,000	25,000	6750	140	
Continental R	91-02	45,000	35,000	24,000	19,000	6750	151	▼
Continental T	96-02	62,000	50,000	40,000	30,000	6750	175	
Brooklands	92-98	17,000	14,000	10,500	7000	6750	140	

BERKELEY — Berkeley Enthusiasts' Club (01483 475330)

Sports SA322/SE328	56-58	6750	5000	2500	1400	328	65	
Sports SE492	58-59	7250	5500	2750	1600	492	80	
B95/B105	59-61	7750	6000	3000	1750	692	90	
T60 3-wheeler	59-61	6750	5000	2400	1250	328	60	

BIZZARRINI — (isobizclub.com)

5300 GT Strada	65-69	475,000	400,000	325,000	250,000	5354	165	

BMW — BMW Car Club (01225 709009)

328	36-39	640,000	525,000	400,000	300,000	1971	100	
501 V8/502/2.6/3.2	55-63	45,000	32,000	15,000	8000	2580	100	
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115	
507	56-59	1.2m	1m	825,000	650,000	3168	135	
Isetta 250/300	55-65	26,500	20,000	14,000	8000	298	60	
600	58-59	30,000	24,000	16,000	9500	585	65	
1500/1800	62-72	6000	4500	2000	1100	1766	100	
2000/ti lux/tii	66-72	8500	6000	3000	1400	1990	105	
1600/1602/1502	66-77	5000	3500	1650	650	1573	100	
2002/Touring	68-75	10,000	7000	3500	1600	1990	112	▲
2002 cabrio/targa	71-74	13,500	10,000	5250	2400	1990	110	
2002tii	71-75	13,000	9500	5000	2500	1990	120	
2002 turbo	73-74	50,000	40,000	27,500	18,500	1990	130	
2800CS/CSA	69-71	16,500	12,000	6500	3500	2788	120	▲
2500/2800/3.0/3.3	69-77	7500	5250	2500	1400	2494	110	
3.0CS/CSi	71-75	20,000	15,000	8500	5000	2985	130	
3.0CSL	72-75	50,000	37,500	22,000	12,500	3003	134	
3.0CSL 'Batmobile'	72-75	125,000	110,000	90,000	65,000	3153	138	
633/628 CSi	76-87	8500	6000	2750	1200	3210	132	
635 CSi	78-89	11,000	8000	4000	1850	3453	140	▲
M635 CSi	85-89	20,000	16,000	10,000	5000	3453	158	
M1	79-80	195,000	160,000	105,000	80,000	3453	162	▲
323i (E21)	77-82	6500	5000	2500	1300	2315	126	
320/325 Baur cabrio	81-85	6250	4250	2000	650	2495	135	
M535i	80-87	5500	3500	1600	600	3453	136	
M5 (E28)	85-88	22,000	16,500	8250	5500	3420	152	
M5 (E34)	88-95	15,000	11,000	5500	3000	3535	155	
M3 (E30)	86-90	34,500	26,500	17,500	10,000	2302	143	
M3 Evo II (E30)	88	49,500	39,500	25,000	15,000	2302	143	
Z1	86-91	25,000	20,000	13,000	8250	2494	140	
840/850 coupé	90-99	12,000	9000	4500	2200	4941	155	
Z3M Coupe	98-02	26,500	20,000	12,500	8250	3201	159	
Z8	00-03	120,000	100,000	80,000	60,000	4941	155	

BOND — Bond Owners' Club (0121 784 4626)

Minicar MkA-G	48-65	5000	3600	1750	750	250	55	
GT2+2/GT4S	63-70	4250	2850	1500	600	1296	90	
Equipe GT	67-70	4750	3000	1500	600	1998	100	
Bug	70-74	7950	5250	2500	1500	701	75	

BORGWARD — Borgward Drivers' Club (01536 510771)

Isabella TS	54-61	8500	6500	3000	1400	1493	93	
Isabella coupé	55-61	24,000	16,500	9000	4000	1493	98	

BRISTOL — Bristol Owners' Club (01403 784028); Owners & Drivers Assn (bristoloda.com)

400	47-50	60,000	40,000	22,500	16,000	1971	92	
401, 403	49-55	50,000	32,500	18,000	12,000	1971	94	
Arnolt-Bristol	54-61	250,000	200,000	150,000	90,000	1971	109	
404	54-55	75,000	55,000	35,000	22,000	1971	110	
405 saloon	54-56	37,500	27,500	15,000	9000	1971	94	
405 con	55	100,000	80,000	45,000	30,000	1971	100	
406	58-61	35,000	25,000	13,500	8000	2216	104	
407, 408, 409	62-69	32,500	22,500	12,500	7000	5130	122	
410, 411	69-76	37,500	27,500	14,000	8000	5900	140	
412, Beaufighter	76-93	35,000	20,000	12,000	6500	5900	150	
603,Britannia,Brigand	76-94	32,000	22,000	12,000	7500	5900	150	

BUGATTI — Bugatti Owners' Club (01242 662914)

Type 57 Galibier sal	34-39	275,000	210,000	160,000	115,000	3257	95	
Type 57 Ventoux 2dr	34-39	425,000	350,000	275,000	175,000	3257	95	
Type 57 Stelvio con	34-39	650,000	550,000	400,000	250,000	3257	96	
Type 57 Atalante cpe	35-38	1.25m	1m	750,000	550,000	3257	100	
Type 57S Atalante cpe	36-38	5.5m	4.75m	4m	3.2m	3257	115	▲
EB110	92-95	285,000	240,000	180,000	130,000	3499	209	▲

CATERHAM — Lotus Seven Club (01483 277171)

Seven (solid axle)	73-89	15,000	10,500	7000	4500	1599	108	
Seven (de Dion)	87-91	16,000	11,500	7750	5250	1715	112	

CHEVROLET — Classic Chevrolet Club (01376 552478); Corvette Club (01702 200881)

Corvette	53-54	125,000	100,000	65,000	36,000	3800	107	
Corvette	55-57	65,000	47,500	30,000	20,000	4343	119	
Corvette	58-62	75,000	55,000	32,500	22,000	4639	132	
Corvette Sting Ray	63-67	60,000	45,000	22,500	15,000	5359	142	
Camaro	67-69	22,000	17,500	9500	5000	5735	130	
Camaro conv.	67-69	25,000	20,000	14,000	8000	5735	130	
Corvette Stingray	68-72	25,000	21,000	14,000	5500	6997	151	
Corvette Stingray	73-77	21,000	15,000	10,000	5000	5737	125	
Corvette	77-82	15,000	11,000	6500	3500	5733	125	
Corvette C4	84-96	11,000	9000	4500	2000	5733	145	
Corvette ZR1	90-95	17,500	14,500	11,000	7500	5727	180	

CISITALIA — (cisitalia.net)

202 coupe	47-54	260,000	210,000	160,000	125,000	1089	105	

CITROËN — Citroën Car Club (07 000 248258)

Light 15/Big 15	35-55	20,000	14,000	7250	4000	1911	72	
2CV	48-60	7500	5000	2400	1200	425	49	
2CV	60-90	5850	4250	1650	500	602	71	
DS19/ID19	56-68	16,000	12,000	5000	2000	1911	88	
Safari estate	59-75	17,500	13,000	6000	2500	1911	88	
DS décapotable	63-78	140,000	110,000	80,000	52,500	2175	100	
DS20/21/23/Pallas	68-75	30,000	20,000	8000	3500	2347	120	
SM V6	70-75	60,000	37,500	22,000	10,000	2670	135	
GS/GSA	70-85	3750	2500	1000	450	1220	100	
CX GTi/GTi turbo	77-89	6000	4500	2000	900	2347	137	

CLAN — Clan Owners' Club (01656 744741)

Crusader coupé	71-74	5000	3750	1650	700	875	102	

DAF — DAF Owners' Club, 56 Ridgedale Rd, Bolsover, Chesterfield, Derbys S44 6TX

55 Marathon coupé	68-72	3500	2200	800	350	1108	83	

DAIMLER — Daimler & Lanchester Owners' Club (01253 352076)

DB18/Consort	39-53	8500	6250	2750	850	2522	76	
DB18 con	39-50	30,000	22,500	12,500	6500	2522	76	
DB18 Sports Special	49-53	32,000	24,000	14,000	8000	2522	80	
Regency	52-56	9000	6000	3000	1250	3468	85	
Conquest/Century	53-58	8250	6000	2500	1000	2433	90	
Century drophead	54-55	12,500	9000	6000	2500	2433	90	
Conquest Rdster/DHC	54-57	29,000	22,500	11,000	6000	2433	100	
104/Majestic	56-62	8000	6000	3000	900	3794	100	
Majestic Major	60-68	10,000	7750	3750	1500	4561	119	
SP250 sports	59-64	45,000	32,500	17,500	12,500	2548	123	
2½-litre/V8 250	62-69	17,500	12,000	5750	2500	2548	112	
Sovereign (420)	66-69	14,000	11,000	5000	2000	4235	117	
Sovereign (XJ6) SI/II	69-79	9750	6500	2500	950	4235	120	
Double-Six SI/II	72-79	10,000	7000	3000	1000	5343	140	
4.2 coupé	75-78	12,500	9000	3750	1250	4235	120	
Double-Six Coupé	75-77	14,250	10,000	4500	1500	5343	140	
Sovereign SIII	79-86	6000	4250	1850	650	4235	126	
Double-Six SIII	79-86	8000	5500	2250	1000	5343	150	

DATSUN — Datsun Owners' Club (01342 321000); Z Club (01782 873374)

240Z	69-74	15,000	11,000	5750	3500	2393	125	
260Z	74-79	12,500	9000	4500	2650	2565	127	
280ZX/2+2	78-83	6250	4250	1900	900	2753	111	

DELAHAYE — The Delahaye Club (clubdelahaye.com)

135M/MS Coupe	35-39	500,000	350,000	200,000	100,000	3557	n/a	
135M/MS Cabriolet	35-39	625,000	450,000	295,000	125,000	3557	n/a	
135M/MS Coupe	46-53	165,000	120,000	80,000	50,000	3557	n/a	
135M/MS Cabriolet	46-53	295,000	180,000	120,000	90,000	3557	n/a	
235 Chapron coupe	51-54	100,000	75,000	45,000	20,000	3557	120	

DELLOW — Dellow Register, 4 Roumelia Lane, Bournemouth, Dorset BH5 1ET

Mark I-V sport-trials	49-57	12,500	9250	4500	2500	1172	65	

DELOREAN — DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)

DMC-12 coupé	81-82	30,000	22,500	15,000	10,000	2849	109	

DE TOMASO — De Tomaso Drivers' Club (01226 321686)

Mangusta	67-72	200,000	150,000	100,000	65,000	4727	150	
Pantera	72-89	52,500	40,000	24,000	15,000	5763	160	
Deauville	70-88	27,500	20,000	10,000	4500	5763	150	
Longchamp	72-89	28,500	21,000	11,000	5500	5763	150	

DKW — DKW Owners' Club (01224 743429)

Sonderklasse/3=6	53-59	15,000	12,000	7000	4000	896	76	
1000SP/A Union sp	58-65	17,500	12,500	6500	3500	980	82	
1000/1000S sal/cpé	58-63	9000	6000	3250	1950	980	80	
F102 saloon	64-66	3000	1850	900	525	1175	84	

DODGE

Viper RT 10/GTS	92-02	40,000	27,500	20,000	15,000	7974	165	▲

ELVA — Elva Owners' Club (01903 823710)

Courier sports/cpé	58-61	11,250	8250	5000	2500	1498	100	
MkII/MkIV T-type	62-69	12,000	9000	5500	3000	1798	110	

FACEL VEGA — Facel Vega Car Club (01621 818608)

FVS 4.5/4.8/5.4/5.8	54-59	190,000	140,000	90,000	65,000	5801	125	
HK500	59-61	180,000	130,000	85,000	60,000	6286	130	
Facel II	62-64	300,000	250,000	165,000	125,000	6286	132	▲
Facellia/Facel III	60-64	42,500	32,000	17,500	11,000	1647	114	

FAIRTHORPE — Fairthorpe Sports Car Club (01895 256799)

Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	4500	3250	1850	750	1998	112	

FERRARI — Ferrari Owners' Club (01485 544500)

166 MM Barchetta	48-50	4.25m	3.25m	2.4m	2m	1995	125	
166 Inter	48-51	800,000	625,000	500,000	360,000	1995	115	
212 Inter	51-52	1.1m	900,000	750,000	625,000	2562	120	
340 America open	51	2.25m	1.9m	1.5m	1.1m	4101	135	
340 America closed	51	1.9m	1.7m	1.3m	1m	4101	136	▲
250 Europa SI/SII	53-55	1.4m	1.1m	900,000	700,000	2963	126	
410 Superamerica	56-59	2.25m	1.9m	1.65m	1.4m	4962	165	
250 GT Boano/Ellena	56-59	600,000	525,000	400,000	300,000	2953	157	
250 GT Berlinetta TdF	57-59	4.9m	4.5m	4.1m	3.6m	2953	143	
250 GT PF coupé	58-60	400,000	325,000	250,000	175,000	2953	145	
250 Cal' Spider lwb	58-62	6.25m	5.75m	5m	4.25m	2953	155	
250 Cal' Spider swb	60-63	8.5m	7.75m	7.25m	6m	2953	149	
250 GT SWB (steel)	60-63	5.5m	5.25m	5m	4.4m	2953	150	
250 GT SWB (alloy)	59-62	6.5m	6m	5.5m	4.75m	2953	155	
250 GT Cabrio Se2	60-62	1.1m	950,000	700,000	550,000	2953	160	
250 GTE 2+2	60-63	275,000	225,000	150,000	100,000	2953	140	
250 GTO	63-64	29m	26m	n/a	n/a	2953	158	▼
250 LM	64-66	9.5m	8.5m	7.5m	n/a	2953	159	
250 GT Lusso	62-64	1.45m	1.25m	1m	800,000	2953	150	
400 Superamerica cpé	60-64	2.25m	1.8m	1.5m	1.3m	3967	162	
500 Superfast	64-67	1.3m	1.1m	950,000	750,000	4962	170	
275 GTB (steel)	64-66	1.5m	1.25m	1m	800,000	3286	150	
275 GTB (alloy)	64-66	1.6m	1.35m	1.1m	900,000	3286	150	
275 GTS	64-66	1.1m	1m	850,000	750,000	3286	150	
275 GTB/4 (4-cam)	66-68	2m	1.75m	1.5m	1.25m	3286	165	
330 GT 2+2	64-67	250,000	195,000	140,000	80,000	3967	150	
330 GTC	66-68	600,000	500,000	400,000	300,000	3967	150	
330 GTS	66-68	1.8m	1.6m	1.3m	1m	3967	150	
Dino 206 GT	68-69	375,000	300,000	200,000	150,000	1987	145	
Dino 246 GT	69-73	250,000	185,000	125,000	85,000	2418	150	
Dino 246 GTS	72-74	300,000	240,000	150,000	100,000	2418	150	
365 GT 2+2	67-71	185,000	135,000	80,000	50,000	4390	152	
365 GTC	68-70	650,000	550,000	450,000	350,000	4390	155	
365 GTB/4 Daytona	68-74	525,000	425,000	325,000	225,000	4390	173	
365 GTS/4 Spider	72-73	1.9m	1.4m	1.2m	1m	4390	170	▲
365 GTC/4 2+2	70-72	250,000	200,000	135,000	100,000	4390	152	
365 GT4 2+2	72-76	60,000	45,000	27,500	18,500	4390	150	
365 BB	75-76	265,000	215,000	160,000	120,000	4390	163	▲
512 BB, BBi	76-85	210,000	165,000	110,000	80,000	4942	188	▲
308 GT4 2+2	73-80	42,500	30,000	20,000	12,500	2926	156	▲
308 GTB (grp)	75-77	125,000	105,000	70,000	47,500	2926	154	
308 GTB/GTS	77-80	85,000	65,000	42,500	30,000	2926	155	
308 GTBi/GTSi	80-82	60,000	47,500	30,000	20,000	2926	155	
308 GTB qv/GTS qv	82-85	70,000	52,500	33,000	22,500	2926	155	
328 GTB/GTS	85-88	75,000	60,000	38,500	26,000	3195	163	
400/400i/412i manual	76-89	32,500	26,000	14,000	8750	4823	158	
400/400i/412i auto	76-89	25,000	20,000	11,500	7750	4942	158	
Mondial	81-94	26,000	20,000	12,500	7500	2926	143	▲
Mondial cabrio	84-94	32,500	26,500	17,500	10,000	2926	146	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
348/Spider	89-94	32,500	26,500	22,000	18,000	3405	170	
F355/GTS	94-99	55,000	45,000	32,500	25,000	3496	185	
F355 Spider	95-99	56,500	47,500	35,000	26,500	3946	183	
Testarossa	84-90	100,000	75,000	52,000	37,000	4942	181	▲
512 TR	91-94	130,000	100,000	65,000	50,000	4943	193	▲
F512 M	94-96	160,000	120,000	80,000	62,000	4943	194	▲
456 GT	92-98	33,000	27,500	22,500	17,500	5474	186	
288 GTO	84-87	1.5m	1.25m	1.1m	900,000	2855	190	
F40	88-92	750,000	650,000	575,000	475,000	2936	201	
F50	95-97	900,000	800,000	700,000	600,000	4698	202	
550 Maranello	96-01	62,000	52,000	42,000	35,000	5474	199	
FIAT							Fiat Motor Club (0208 372 4028)	
500 Topolino	48-55	12,000	8000	4000	2000	569	60	
600/600D	55-70	9500	7000	3000	1250	633	66	
600 Multipla (MPV)	55-60	22,500	17,000	9000	5000	767	59	
500/D/F/L/R	57-75	11,000	7500	3500	1650	499	61	
1500S/1600S Osca sp	59-66	37,500	30,000	16,000	9000	1568	105	
2300S	61-68	26,500	18,500	12,500	7500	2280	120	▲
850 Coupé	65-73	6500	5000	2400	850	903	96	
850 Spider	65-73	12,000	9000	4250	2000	903	96	
124/Special 1.2/1.4	66-73	2500	1600	750	300	1438	100	
124 Coupé	66-75	6750	4750	2000	800	1756	115	
124 Spider 1.4/1.6	66-72	14,000	10,000	4500	2000	1608	112	
124 Spider 1.7/2.0	72-81	10,000	7000	3000	1500	1756	108	
124 Spider Abarth	72-75	25,000	18,500	12,000	6500	1756	118	
Pininfarina Spider	82-85	12,000	8000	3750	1650	1995	104	
Dino Spider 2.0/2.4	67-73	107,500	80,000	52,500	32,500	2418	130	▲
Dino Coupé 2.0/2.4	67-73	35,000	26,000	16,500	10,000	1967	122	▲
130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	
130 Coupé	72-76	16,000	12,000	6500	3250	3235	114	▲
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	
128 3P coupé	75-78	6000	4500	2000	1000	1301	102	
X1/9	77-89	4000	3000	1400	650	1290	100	
Barchetta	95-02	5000	3750	2250	1000	1747	118	
FORD							AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)	
Prefect	40-53	5000	3850	1750	950	1172	68	
Pilot V8	47-51	11,250	9000	6000	3000	3622	82	
Anglia/Popular 103E	46-59	6000	4250	2000	1100	1172	61	
Anglia 100E/Popular	53-62	4500	3000	1250	625	1172	71	
Prefect 107E	59-61	5000	3500	1600	700	997	73	
Anglia 105E	59-68	5000	4000	1750	750	997	74	
Anglia 123E	62-68	5500	4250	2000	950	1197	82	
Consul Mkl	50-56	6500	4750	2500	1000	1508	73	
Zephyr Six Mkl	50-56	9000	6750	3250	1400	2262	82	
Zephyr Zodiac	53-56	10,000	7500	3750	1650	2262	84	
Consul Mkl con	52-56	15,000	12,000	6500	4000	1508	73	
Zephyr Mkl con	52-56	25,000	18,500	11,000	6000	2262	82	
Consul MkII	56-62	7500	5000	2200	900	1703	79	
Zephyr MkII	56-62	11,000	8000	3000	1250	2553	88	
Zodiac MkII	56-62	12,500	9000	3500	1500	2553	88	
Consul MkII con	56-62	11,250	8500	4250	2500	1703	78	
Zephyr MkII con	56-62	16,500	12,500	7000	4000	2553	88	
Zodiac MkII con	56-62	20,000	15,000	9000	5000	2553	88	
Zephyr MkIII	62-66	6500	4500	2000	650	2553	95	
Zodiac MkIII	62-66	7500	5250	2400	850	2553	100	
Zephyr 4/6 MkIV	66-72	4000	2850	1200	500	2994	100	
Zodiac MkIV/Exec	66-72	5000	3500	1500	600	2994	100	
Consul Classic	61-63	5600	4000	1750	800	1498	79	
Consul Capri/GT	61-64	8500	6000	3000	1200	1340	80	
Corsair/V4	64-70	4750	3200	1500	700	1663	90	
Corsair GT	64-67	5250	3500	1750	800	1996	100	
Corsair 2000E V4	67-70	6500	4500	2000	1000	1996	100	
GT40	64-68	2.5m	1.9m	1.5m	1.25m	4736	198	
Mustang coupé	64-68	20,000	15,000	9000	5000	4727	120	
Mustang fastback	65-68	30,000	22,500	14,000	7000	4727	120	
Mustang con	64-68	27,500	21,000	14,000	7250	4727	111	
Mustang GT350	65-66	200,000	160,000	110,000	75,000	4727	133	
Mustang GT500	67-70	120,000	100,000	70,000	50,000	6800	130	
Cortina Mkl	62-66	6000	4250	1900	850	1498	82	
Cortina Mkl GT	63-66	14,000	9500	5000	2650	1498	91	
Cortina MkII	66-70	5000	3500	1750	800	1599	87	▲
Cortina MkII GT	66-70	8500	6000	2650	1300	1599	98	
Cortina 1600E	67-70	10,000	7000	3250	1500	1599	98	
Cortina MkIII	70-76	4500	3200	1500	700	1993	104	▲
Cortina 2000E	73-76	6500	4500	2200	1050	1993	105	▲
Cortina 2.3 Ghia	76-79	3250	2200	875	425	2293	110	
Escort Mkl 1.1/1.3	68-75	5000	3250	1600	800	1298	83	
Escort Twin Cam	68-71	39,500	32,500	24,000	17,500	1558	113	
Escort GT/Sport	68-73	8000	5750	3000	1500	1298	96	
Escort 1300E	73-75	7500	5500	2750	1400	1298	94	
Escort Mexico	70-75	20,000	14,000	7500	4000	1599	99	
Escort RS1600	70-75	47,500	40,000	29,500	21,000	1601	113	
Escort RS2000	73-74	25,000	19,000	12,500	8000	1993	108	
Escort MkII Ghia	75-80	4500	3250	1500	650	1599	97	
Escort MkII Sport	75-80	8000	6500	3500	1500	1599	101	
Escort MkII Mexico	76-78	14,000	11,000	6000	3500	1593	105	
Escort MkII RS1800	75-77	35,000	30,000	22,500	15,000	1835	112	
Escort MkII RS2000	75-80	14,000	11,000	6000	3500	1993	109	
Escort XR3/XR3i	81-86	4500	3000	1500	400	1597	116	
Escort RS1600i	83-84	6000	4000	2000	1100	1597	117	
Escort XR3i cabrio	84-90	2750	1950	950	400	1597	107	
Escort RS Turbo	84-90	8000	6000	3000	1250	1597	122	
Capri Mkl 1.3/1.6	69-74	7500	5250	2500	1300	1599	95	
Capri GT 1.6/2.0	69-74	9000	6500	3250	1750	1996	107	
Capri 3000GT	70-74	12,500	9250	4500	2500	2994	113	
Capri 3000E/GXL	70-74	13,500	10,000	5000	2750	2994	113	
Capri RS3100	73-74	26,500	21,000	12,500	7500	3091	125	
Capri II/III 1.6/2.0	74-82	6000	4250	1950	1000	1993	110	
Capri II/III 3.0	74-82	12,000	8500	4000	1750	2994	116	
Capri III 2.8i	81-87	11,000	7500	3500	1400	2792	129	
Capri 280 Brooklands	87-88	12,500	9000	4500	3000	2792	129	
Consul/Granada 3.0	72-77	6750	5000	2250	1000	2994	113	
Granada 3.0 Coupé	74-77	11,000	7500	3250	1500	2994	111	
RS200	85-86	110,000	90,000	75,000	60,000	1803	140	
Sierra RS Cosworth	85-87	25,000	18,500	11,000	7000	1993	145	▲
Sierra RS500	87	45,000	36,000	24,000	16,000	1993	149	▲
Escort RS Cosworth	92-96	20,000	15,000	10,000	7250	1993	144	
FRAZER NASH							VSCC Frazer Nash section (01285 720483)	
Le Mans Replica	48-52	650,000	500,000	275,000	220,000	1971	115	
GILBERN							Gilbern Owners' Club (01926 512136)	
GT Mkl 950-1800	59-67	12,500	9000	5000	3000	1588	111	
Genie	66-70	9500	6750	3500	1600	2994	120	
Invader I/II/III	71-74	11,000	8500	4000	1750	2994	120	
GINETTA							Ginetta Owners' Club (01724 352801, email: membership@ginetta.org)	
G4 1.0/1.5	61-68	20,000	16,750	12,000	8000	1498	115	
G15 875/998	68-74	8500	6750	3500	1500	998	108	
G21 1800/1800S	71-78	9000	6500	3250	1500	1725	120	
G33	91-93	12,000	9000	6500	4750	3946	137	
GORDON-KEEBLE							Gordon-Keeble Owners' Club (01280 701009)	
GK1/IT	64-67	75,000	60,000	40,000	25,000	5395	135	▲
HEALEY							Association of Healey Owners (01425 480243)	
Elliott saloon	46-50	36,000	30,000	22,000	10,000	2443	110	
Silverstone sports	49-50	175,000	140,000	97,500	60,000	2443	107	
Abbott con	50-54	40,000	32,000	22,500	11,000	2443	100	
Tickford saloon	50-54	32,500	25,000	16,000	9000	2443	102	
HEINKEL/TROJAN							Heinkel/Trojan Club (01527 501318)	
Cabin Cruiser/200	56-65	26,500	20,000	12,500	8500	198	60	
HILLMAN							Owners' Club (01522 823778); Imp Club (01789 414789)	
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8750	3850	1950	1185	65	
Minx Ph. III-VIIIA	48-56	4000	3000	1250	600	1390	73	
Minx Ph. III-VIIIA con	48-56	7000	5000	2200	1100	1390	73	
Californian	53-56	4750	3500	1500	800	1390	74	
Minx SI-IIIC	56-63	4000	2500	1000	500	1592	80	
Minx SI-IIIC con	56-62	7750	5250	2400	950	1494	80	
Minx SV-VI	63-67	3500	2000	850	375	1725	81	
Husky I/III estate	58-66	4250	3000	1500	950	1390	74	
Super Minx SI-IV	61-66	3750	2250	950	450	1725	86	
Super Minx con	62-64	6000	4000	1850	750	1592	84	
Imp	63-70	3950	2500	1000	475	875	81	
Hunter GT	70-75	6000	4000	1400	650	1725	96	
Hunter GLS	72-76	7500	5250	2000	1000	1725	110	
Avenger Tiger	72-73	10,000	7500	4000	2500	1599	100	
HONDA							Honda S800 Sports Car Club (0121 444 2988)	
S800 coupé	66-70	14,000	10,000	5000	3000	791	96	
S800 sports	66-70	17,500	12,500	6500	3750	791	96	
Z600 coupé	70-75	6000	4500	2200	1100	598	78	
NSX 3.0	90-97	30,000	22,500	16,500	12,000	2977	158	
HRG								
1100/1500	38-56	52,000	42,000	30,000	17,500	1496	81	
HUMBER							Post-Vintage Humber Car Club (01604 404363)	
Hawk Mkl-III	49-50	6750	5500	2500	1000	2267	80	
Hawk MkIV-VI	50-57	5500	4000	1900	700	2267	80	
Hawk SI-IV	57-68	5000	3500	1600	600	2267	86	
Snipe	45-48	9000	7500	3000	1250	2731	72	
Snipe/P'man MkI-IV	45-56	9750	7000	3250	1500	4139	91	
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80	
Super Snipe SI-VA	58-67	6750	4750	1900	800	2651	106	
Imperial	64-67	7000	4750	2000	900	2965	102	
Sceptre Mkl-II	63-67	4500	3200	1400	600	1725	90	
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98	
ISO							Iso Bizzarrini Club (020 8891 6663)	
Rivolta	62-70	72,500	57,500	33,500	20,000	5359	140	
Grifo	63-74	195,000	160,000	100,000	65,000	5359	161	
Grifo 7-litre	69-74	205,000	170,000	105,000	70,000	6998	170	
Lele	70-74	27,500	18,000	12,500	8000	5736	145	
JAGUAR							Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)	
SS90 sports	35	250,000	200,000	160,000	120,000	2663	90	
SS100 2½-litre	36-39	250,000	200,000	160,000	120,000	2663	94	
SS100 3½-litre	38-39	340,000	265,000	210,000	160,000	3485	104	
1½-litre	45-49	27,500	20,000	12,000	6500	1776	70	
2½-litre	46-51	30,000	22,500	14,000	7500	2663	87	
3½-litre	46-51	38,500	30,000	16,000	8500	3485	92	
MkV 2½-litre con	49-51	50,000	35,000	16,500	8500	2663	87	
MkV 3½-litre con	49-51	70,000	50,000	25,000	12,500	3485	92	
XK120 lightweight	49-50	200,000	155,000	110,000	80,000	3442	132	
XK120 roadster	50-54	95,000	75,000	50,000	30,000	3442	122	▲
XK120 dhc	50-54	90,000	74,000	50,000	29,500	3442	122	
XK120 fhc	51-54	72,000	55,000	37,500	24,000	3442	121	
XK140 roadster	54-57	95,000	70,000	50,000	30,000	3442	126	
XK140 fhc	54-57	85,000	65,000	45,000	26,500	3442	125	
XK140 dhc	54-57	125,000	95,000	57,500	35,000	3442	125	
XK150 roadster	58-60	76,500	58,000	35,000	22,000	3781	130	
XK150 fhc	57-61	67,500	50,000	30,000	20,000	3781	128	
XK150 dhc	57-61	80,000	60,000	37,500	22,500	3781	127	
XK150S 3.4 roadster	58-60	175,000	135,000	85,000	52,500	3442	130	
XK150S 3.4 fhc	58-60	85,000	70,000	45,000	32,500	3442	129	
XK150S 3.4 dhc	58-60	160,000	125,000	80,000	50,000	3442	130	
XK150S 3.8 roadster	59-60	195,000	150,000	95,000	57,500	3781	136	
XK150S 3.8 fhc	59-60	145,000	110,000	70,000	50,000	3781	132	
XK150S 3.8 dhc	59-60	200,000	160,000	100,000	60,000	3781	130	
XK150SE 3.8 dhc	58-61	130,000	100,000	75,000	50,000	3781	141	
Mk VII-MkIX	51-61	37,500	26,000	13,000	6000	3442	105	
MkX/420G	61-70	11,250	8500	4000	1750	4235	120	
Mk1 2.4/Mk2 2.4	55-67	20,000	13,500	7000	3250	2483	96	
Mk1 3.4	57-59	32,000	22,500	11,000	4500	3442	120	
Mk2 3.4	59-67	30,000	20,000	10,000	4000	3442	114	
Mk2 3.8	59-67	37,500	24,000	12,500	5000	3781	121	
S-type sal	63-68	22,000	15,000	6750	2750	3781	121	
240	67-68	15,000	11,000	5500	2500	2483	105	
340	67-68	22,500	16,000	7500	3500	3442	123	
420	66-68	14,000	11,000	5000	2000	4235	123	
E-type 3.8 roadster	61-64	150,000	120,000	67,500	45,000	3781	145	▲
E-type 3.8 coupé	61-64	115,000	82,500	52,500	35,000	3781	145	▲
E-type 4.2 S1 rdstr	64-67	125,000	100,000	57,500	37,500	4235	145	▲
E-type 4.2 S1 coupé	64-67	90,000	67,500	42,500	29,000	4235	145	▲
E-type S1 2+2	66-67	39,000	30,000	16,500	10,000	4235	136	
E-type S1½/S2 rdstr	67-70	80,000	57,500	35,000	22,500	4235	145	
E-type S1½/S2 fhc	67-70	50,000	38,500	22,500	15,000	4235	145	
E-type S1½/S2 2+2	67-70	35,000	26,500	15,000	9000	4235	136	
E-type V12 roadster	71-75	70,000	47,500	28,500	14,000	5343	150	
E-type V12 fhc 2+2	71-74	42,000	30,000	17,500	9500	5343	150	
XJ6 2.8 Series 1	68-73	6500	4200	2000	850	2791	117	
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1000	4235	124	
XJ12 Series 1-3	72-93	8000	5000	2400	1000	5343	146	
XJ6 Series 2	73-79	5500	3750	1650	600	3442	117	
XJ6 Series 3	79-86	6000	4250	1800	650	4235	125	
XJ6 Coupé	75-78	12,500	9000	3750	1250	4235	120	
XJ12 Coupé	75-78	14,000	10,000	4500	1400	5343	143	
XJR 3.6/4.0	88-94	5000	3500	1600	600	3980	142	
XJ-S manual	75-80	8000	6000	3200	1600	5343	154	▲
XJ-S auto	75-81	5500	4250	2000	750	5343	143	
XJ-S V12 HE	81-89	6500	4500	2250	700	5343	150	▲
XJ-S 3.6	83-89	5750	4000	2000	600	3590	141	▲
XJ-SC 3.6 cabrio	83-87	8500	5500	3000	1400	3590	134	
XJ-SC V12 cabrio	85-88	8000	5000	2750	1250	5343	150	
XJ-S V12 con	88-91	11,500	8500	5000	2250	5343	150	
XJR-S	88-93	8250	6250	3500	1750	5993	158	
XJS 4.0	91-96	7500	5750	3000	1500	3980	138	
XJS 4.0 conv	92-96	13,500	10,000	6500	3750	3980	138	
XJ220	89-92	180,000	155,000	120,000	92,500	3498	212	
XJR	94-97	5850	3850	2200	1000	3980	142	
JENSEN							Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)	
541/R/S	54-63	42,500	32,000	16,000	9000	3993	123	
C-V8	62-65	40,000	30,000	16,000	8500	6276	143	
Interceptor	67-75	40,000	27,500	13,500	6000	6276	140	▲
FF	67-71	47,500	35,000	18,500	9000	7212	141	▲
Interceptor SP	71-73	42,500	30,000	15,000	5500	7212	144	▲
Interceptor con	74-76	52,500	37,500	19,000	9000	7212	140	
Jensen-Healey/GT	72-76	8500	6500	3250	1000	1973	120	
JOWETT							Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)	
Javelin	47-54	9000	6250	3250	1600	1486	77	
Jupiter	50-54	26,500	20,000	14,000	8500	1486	85	
LAGONDA							Lagonda Club (01252 845451)	
2.6/2.9	48-57	60,000	45,000	25,000	15,000	2922	100	
2.6/2.9 con	49-57	80,000	57,500	28,500	18,500	2922	100	
Rapide	61-64	140,000	100,000	50,000	30,000	3995	135	
Saloon	76-85	50,000	32,500	20,000	15,000	5340	140	

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	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
LAMBORGHINI			Lamborghini Owners' Club UK (lamborghiniclubuk.com)					
350 GT/400 GT Inter	64-67	450,000	365,000	275,000	200,000	3497	147	
400 GT	67-68	425,000	350,000	265,000	190,000	3929	150	
Miura P400	66-69	550,000	450,000	350,000	250,000	3929	170	
Miura 400S	69-71	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 I/II/III	68-78	80,000	55,000	35,000	20,000	3929	154	
P250 Urraco	73-74	29,000	22,500	14,000	9000	2463	148	
P300 Urraco	75-76	32,500	26,000	18,000	11,000	2997	158	
Silhouette	76-77	39,000	29,000	18,000	11,000	2997	160	
Jalpa	82-86	60,000	45,000	30,000	17,500	3485	153	
C'tach LP400 Periscopo	74-76	850,000	750,000	500,000	350,000	3929	192	
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192	
C'tach LP400S	78-82	340,000	280,000	180,000	120,000	3929	164	▲
C'tach LP5000S	82-84	190,000	155,000	115,000	80,000	4754	165	▲
Countach 5000qv	85-90	225,000	200,000	150,000	100,000	5167	179	
Diablo	91-99	125,000	95,000	75,000	60,000	5700	202	
LANCHESTER			Daimler & Lanchester Owners' Club (07000 356285)					
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69	
Fourteen	51-54	6500	4750	3000	1750	1968	75	
LANCIA			Lancia Motor Club (lanciamotorclub.co.uk)					
Aprilia	37-49	30,000	22,000	12,000	6500	1486	80	
Appia saloon	53-63	10,000	7000	4000	2000	1089	80	
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6500	1754	90	
Aurelia B20 GT	53-58	145,000	115,000	75,000	50,000	2451	113	▲
Aurelia B24 Spider	55-56	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	11,000	7500	3600	1500	1298	96	
Fulvia Sport Zagato	68-72	27,500	20,000	12,500	8500	1298	109	
Fulvia HF SI/SII	68-72	30,000	22,500	15,000	10,000	1584	115	▲
Stratos	72-74	320,000	265,000	210,000	175,000	2418	130	
Beta Coupé 1.6/2.0	73-84	4500	3000	1250	600	1995	114	
Beta Coupé Volumex	83-84	5250	3750	1750	850	1995	126	
Beta Spider 1.6/2.0	75-82	6500	4000	1750	850	1995	114	
Beta HPE	75-85	4500	3200	1350	650	1995	116	
Montecarlo	75-84	10,000	7500	3500	1600	1995	120	
Gamma	76-84	4000	2750	1250	500	2484	121	
Gamma Coupé	76-84	6000	4500	2000	750	2484	121	
Rally 037 Stradale	82-83	240,000	200,000	150,000	120,000	1995	128	
HF Turbo	84-90	5250	3500	1500	850	1585	121	
HF Integrale	87-91	15,000	10,000	5000	3000	1995	134	
Integrale Evo 1	91-93	26,500	19,500	12,000	7500	1995	135	
Integrale Evo 2	93-95	30,000	22,500	15,000	10,000	1995	136	
Thema 8.32	88-90	10,000	7500	3500	2000	2927	140	
LAND ROVER			Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN					
Series I	48-53	30,000	20,000	7500	4000	1595	60	
Series I	53-58	15,000	10,000	5000	2250	1997	60	
SII/IIA 2.2/2.6	58-71	12,500	8000	4000	1750	2625	70	
SIII 2.2/2.6/3.5	71-85	8000	5500	2000	750	3528	86	
Range Rover 2dr	70-72	30,000	18,500	10,000	5500	3528	96	
Range Rover	73-89	17,500	10,000	5000	1250	3528	96	
LEA-FRANCIS			Lea-Francis Owners' Club (01865 407515)					
14hp/14/70 saloon	46-54	10,000	8000	4000	2750	1767	75	
14hp/2½-litre Sports	50-53	35,000	27,500	16,000	9000	2496	100	
LOTUS			Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)					
Six	53-56	35,000	26,500	17,500	13,000	1172	93	
Elite	57-63	72,000	56,000	37,500	25,000	1216	113	
Seven SII	60-68	25,000	19,000	12,500	8000	1098	92	
Super Seven 1.3-1.6	61-69	30,000	24,000	16,000	10,000	1498	103	
Seven SIII 1.3/1.6	68-70	26,000	20,000	12,500	8000	1599	108	
Seven S4	69-73	15,000	11,000	6000	3250	1599	108	
Lotus Cortina Mkl	63-64	48,000	37,500	25,000	16,500	1558	103	
Lotus Cortina Mkl	64-66	42,000	32,500	22,500	14,000	1558	103	
Cortina II Lotus	67-70	21,000	16,000	10,500	6500	1558	102	
Elan S1 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	
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	
Elite, Eclat	74-82	5500	4000	2000	800	2174	129	
Esprit S1	76-78	22,500	16,500	10,000	7000	1973	124	
Esprit S2	78-81	15,000	12,000	7500	5000	1973	130	
Esprit Turbo	80-87	16,500	13,000	8500	5500	2174	148	
Esprit S3	82-87	13,500	10,500	7000	4500	2174	134	
Excel	82-88	7250	5000	2600	1000	2174	130	
Esprit X180	87-90	12,000	9500	6750	5000	2174	135	
Esprit Turbo/SE	87-92	14,500	12,000	8000	6500	2174	156	
Esprit S4 Turbo	93-96	19,000	15,500	12,000	8500	2174	161	
Carlton/Omega	90-92	18,000	14,000	10,000	7000	3615	177	
Elan SE turbo	89-92	8000	6500	4250	1750	1588	137	
Elan S2	94-95	9000	7500	5500	3500	1588	137	
Elise S1	95-00	12,000	10,000	7500	6000	1796	126	
Esprit V8	96-04	22,500	18,500	14,000	11,000	3506	175	
340R	00-02	25,000	21,000	16,000	13,500	1796	133	
Exige S1	00-02	22,500	18,000	15,000	13,000	1796	136	
MARCOS			Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)					
GT 1800	64-66	20,000	15,000	8000	4750	1780	115	
1500/1600	66-68	15,000	11,000	6000	3500	1598	117	
3-litre	69-72	20,000	15,000	7500	4000	2978	120	
Mini-Marcos	65-74	8250	6000	3250	1600	1275	100	
Coupé	81-87	11,000	8000	4750	2750	2792	130	
Mantula	84-87	11,500	9,000	6000	3500	3528	150	
Mantara	93-97	16,000	13,000	10,500	8000	3946	158	
Mantis	97-98	26,000	23,000	18,500	15,000	4601	170	
MASERATI			Maserati Club (01494 717701)					
A6G/2000 Zagato cpé	54-57	1.2m	1.05m	900,000	750,000	1986	131	
A6G/2000 coupé	54-57	500,000	450,000	400,000	350,000	1986	131	
3500 GT coupé	58-64	200,000	150,000	100,000	65,000	3485	142	
3500 GT Spider	58-64	600,000	475,000	400,000	275,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	175,000	135,000	80,000	55,000	3485	138	
Mistral coupé	63-70	110,000	85,000	50,000	35,000	3692	147	
Mistral Spyder	64-70	350,000	280,000	200,000	150,000	3692	147	
Quattroporte 4.1/4.7	63-71	47,500	35,000	22,000	11,000	4136	130	
Quattroporte III	79-90	13,000	10,000	5000	2750	4930	122	
Mexico	65-72	50,000	37,500	22,500	16,000	4719	150	▲
Indy	66-74	57,500	42,500	27,500	20,000	4719	156	▲
Ghibli 4.7	67-70	150,000	110,000	75,000	50,000	4719	155	▲
Ghibli Spyder	69-71	475,000	420,000	320,000	250,000	4719	154	▲
Ghibli 4.9 SS	70-73	165,000	125,000	85,000	60,000	4930	172	▲
Ghibli SS Spyder	71-72	600,000	500,000	400,000	300,000	4930	170	▲
Bora 4.7/4.9	71-79	100,000	85,000	50,000	30,000	4719	160	
Merak	72-75	37,500	25,000	15,000	8000	2965	135	▲
Merak SS	76-83	47,500	32,500	18,000	9500	2965	147	▲
Khamsin	74-82	80,000	65,000	42,500	27,500	4930	151	▲
Kyalami 4.1/4.9	76-83	35,000	25,000	15,000	9000	4930	150	
Biturbo 220-425	81-88	6500	4500	2200	1000	2491	138	
Biturbo Spyder	84-91	9000	7000	4000	2000	2491	138	
Ghibli II	94-97	13,500	10,000	5500	3000	2790	155	
3200GT	98-01	14,000	11,000	8250	5500	3217	180	
MATRA			Matra Enthusiasts' Club (01892 652964)					
Bagheera	73-79	5500	3600	2000	850	1442	102	
Murena	80-83	5750	4250	2500	1000	2155	121	
MAZDA			mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)					
RX7	78-86	4000	3000	1600	600	2292	119	
RX7 S2	86-91	4400	3250	1750	500	2254	140	
MX-5	90-97	5000	3500	1800	500	1597	121	
McLAREN								
F1	93-98	6.5m	5.5m	4.9m	4m	6064	240	
MERCEDES-BENZ			M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)					
500K Cabrio A/B/C	34-36	1.3m	1.05m	800,000	500,000	5016	102	
500K Tourer	34-36	1.2m	1m	750,000	475,000	5016	102	
500K Sports/Roadster	34-36	3m	2.4m	2m	1.5m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A/B/C	36-39	2m	1.6m	1.1m	650,000	5401	100	
540K Special Roadster	36-39	6m	5m	3m	1.8m	5401	106	
180/190 Ponton sal	53-62	12,000	9000	4500	2500	1897	87	
219/220S Ponton sal	56-59	15,000	12,000	6000	3500	2195	101	
220S/SE cabrio	56-60	120,000	95,000	60,000	45,000	2195	101	
220S/SE coupé	57-60	45,000	35,000	22,000	15,000	2195	101	
300A/B/C/D saloon	51-62	55,000	37,500	20,000	12,500	2996	101	
300 cabrio D	57-62	200,000	160,000	90,000	50,000	2996	100	
300S cab/rdster	52-55	360,000	285,000	200,000	125,000	2996	112	
300Sc cab/rdstr	55-58	575,000	495,000	375,000	250,000	2996	112	
300SL Gullwing	54-57	925,000	825,000	675,000	550,000	2996	145	
300SL roadster	57-63	900,000	775,000	625,000	500,000	2996	130	
190SL roadster	55-63	140,000	100,000	60,000	40,000	1897	109	
190/200 Fintail sal	61-68	12,000	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	14,000	10,000	5000	2250	2281	100	
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996	109	
220SEb coupé	61-65	35,000	25,000	16,500	9000	2195	107	
220SEb cabrio	61-65	70,000	50,000	27,500	17,500	2195	107	
300SE coupé	62-67	38,500	28,500	18,500	10,000	2996	110	
300SE cabrio	62-67	80,000	60,000	32,500	20,000	2996	109	
230SL sports	63-67	72,500	52,500	30,000	19,250	2496	121	
250SL sports	67-68	82,000	60,000	35,000	22,000	2496	121	▲
280SL sports	67-71	90,000	65,000	40,000	25,000	2778	121	
600 saloon	64-81	120,000	80,000	45,000	30,000	6330	120	
250/280S/SE saloon	65-72	7500	5900	2750	1000	2778	116	
250SEC/280SEC cpé	65-69	32,500	24,000	12,500	7500	2778	116	
250/280SE cab	65-69	70,000	50,000	25,000	15,000	2778	116	
280SE coupe (low grille)	70-72	40,000	30,000	15,000	9000	2778	116	
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	70,000	55,000	32,500	20,000	3499	127	
280SE 3.5 cabrio	69-71	195,000	160,000	100,000	70,000	3499	127	
300SE/SEL saloon	65-69	9000	6750	3500	1400	2996	115	
300SEL 6.3 saloon	67-72	42,500	30,000	16,000	9500	6329	132	
200/220/230.4 sal	67-76	5500	3750	2000	500	2197	105	
230.6/250/280 sal	67-76	6000	4500	2250	600	2746	125	
250CE/280CE coupé	68-76	10,500	8000	4000	1900	2746	125	▲
280/300 SE/SEL 3.5	69-72	14,000	10,000	5000	2750	3499	128	
280/350/380/420SL	71-89	13,500	10,000	5000	2000	4196	130	
500/560SL sports	82-89	16,750	12,750	6750	2750	5547	142	▲
300SL (R107)	85-89	16,500	12,500	6500	2500	2962	124	
350/380/450SLC cpé	71-81	11,000	7500	3400	1250	4520	137	
280S/SE sal	72-80	6750	5500	2600	900	2746	118	
350/450SE/SEL sal	72-80	6900	5000	2500	750	4520	130	
200/230 saloon	75-84	4500	3000	1400	600	2299	114	
250/280E saloon	75-84	5000	3500	1650	650	2746	124	
230/280CE coupé	77-85	6500	4500	2000	750	2746	125	
450SEL 6.9 saloon	76-80	27,500	20,000	10,000	5000	6834	140	
300SL/SL300 (R129)	89-95	10,500	8000	3500	1500	2960	142	
500SL/SL500 (R129)	89-95	12,000	8500	4250	2000	4973	155	
600SL/SL600 (R129)	89-95	13,000	9250	6000	3750	5987	155	
380/420/500SEC	81-91	11,000	8000	3000	750	4973	138	
560SEC	86-91	12,000	9500	3750	850	5547	151	
500/560SEL saloon	86-91	4750	3750	1750	650	5547	156	
190E 2.5-16	85-93	15,000	10,000	5000	2750	2299	143	
230/300CE	87-93	5000	3250	1250	375	2962	139	
E220, E320 Cabrio	91-97	12,750	9250	4500	2500	3199	142	
500E saloon	92-94	20,000	15,000	8500	5500	4973	155	
SLK 230 Komp'	97-04	5500	3400	1500	775	2295	140	
MESSERSCHMITT			Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)					
KR175/200	53-64	27,500	20,000	12,000	7000	191	65	
TG500 Tiger	58-61	80,000	70,000	55,000	42,500	493	75	
MG			Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)					
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80	
SA tourer/dhc	36-39	65,000	45,000	32,500	20,000	2322	80	
VA saloon	37-39	30,000	24,000	16,250	10,000	1548	80	
VA tourer/dhc	37-39	45,000	32,500	20,000	13,500	1548	81	
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91	
TA/TB/TC	36-49	32,500	24,000	16,000	10,000	1250	78	
TD	49-53	26,500	17,500	11,500	7000	1250	80	
TF 1250/1500	53-55	35,000	26,000	15,000	9000	1466	85	
YA/YB	47-53	15,000	10,000	5000	2750	1250	71	
YT con	48-51	30,000	20,000	10,000	5500	1250	71	
Magnette ZA/ZB	53-59	12,500	9000	4000	1750	1489	82	
MGA Roadster	55-62	31,000	22,500	13,000	8500	1489	98	
MGA Coupé	56-62	20,000	15,000	10,000	6250	1489	98	
MGA Twin Cam Rdstr	58-60	42,000	32,500	20,000	13,000	1588	115	
MGA Twin Cam Cpé	58-60	32,000	25,000	15,000	9500	1588	115	
Magnette III/IV	59-68	4500	3500	1500	750	1622	87	
1100/1300	62-71	3750	2750	1200	650	1275	97	
MGB roadster	62-67	15,000	12,000	5000	2500	1798	103	
MGB GT	65-67	10,500	7250	3500	1500	1798	103	
MGB MkII roadster	67-71	12,000	8750	4250	1750	1798	103	
MGB MkII GT	67-71	9500	6500	2850	1200	1798	103	
MGB MkIII roadster	71-74	10,500	8250	4000	1600	1798	100	
MGB MkIII GT	71-74	8000	5500	2250	900	1798	96	
MGB roadster	75-80	7500	5500	2750	1000	1798	96	
MGB GT	75-80	5000	3250	1300	500	1798	104	
MGC roadster	67-69	22,000	16,000	8000	4000	2912	120	
MGC GT	67-69	15,000	11,000	5000	2250	2912	120	
MGB GT V8 chrome	73-74	12,000	9250	5000	2750	3528	125	
MGB GT V8 rubber	74-76	10,000	8000	4250	2500	3528	125	
Midget MkI	61-64	10,000	7000	3250	1600	1098	96	
Midget MkII-III	64-74	8000	5750	2750	1300	1275	96	
Midget 1500	74-79	5000	3500	1500	500	1498	101	
Metro 6R4	85-86	75,000	60,000	45,000	35,000	2991	120	
RV8	93-96	15,000	12,500	9500	6000	3946	136	
MGF	95-01	3750	2500	800	350	1796	126	
MORGAN			Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)					
4/4 Series I	36-50	26,500	21,000	15,000	10,000	1267	70	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
Plus 4 (Vanguard)	50-53	32,500	25,000	16,500	10,500	2088	85	
Plus 4 (TR)	54-69	30,000	22,500	15,000	10,000	1991	96	
Plus 4 SS	61-69	65,000	50,000	32,500	20,000	2138	120	
4/4 SII/III/IV/V	54-68	21,000	16,500	12,000	8500	1498	85	
4/4 1600/CVH	68-88	19,500	15,000	10,500	7000	1597	105	
Plus 4	85-87	20,000	16,000	11,000	8000	1994	109	
Plus 8	68-72	34,000	28,500	20,000	12,500	3528	125	
Plus 8	73-86	26,500	22,000	15,000	9000	3528	125	
Plus 8 injection	84-04	32,000	26,500	16,000	9000	3528	125	
MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)							
Minor MM lowlamp	48-51	7500	5500	3000	1500	918	64	
Minor MM L-L Tourer	48-51	10,000	7500	4250	2500	918	64	
Oxford MO	48-54	5250	4000	1750	850	1476	72	
Six	49-54	6500	5000	2400	1000	2215	86	
Minor MM/SII	50-56	5250	3750	1750	650	803	63	
Minor MM/SII conv.	50-56	7500	5250	2750	900	803	63	
Minor SII Traveller	53-56	8000	5750	2750	750	803	63	
Minor 1000	56-70	5500	4000	1850	625	1098	77	
Minor 1000 conv.	56-69	12,000	8000	4000	1600	1098	77	
Minor 1000 Traveller	56-71	11,000	8000	3500	1000	1098	76	
Cowley 1200/1500	54-57	3000	2000	1000	500	1489	74	
Isis	55-58	6000	4500	2000	900	2639	90	
Oxford II-III	54-60	4750	3600	1600	850	1489	78	
Oxford V-VI	59-71	4000	2750	1100	500	1622	80	
NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)							
Prinz	58-72	5000	3000	1250	600	598	71	
Sport Prinz coupé	59-67	6500	4250	2250	1250	598	76	
Wankel spider	64-67	16,500	12,500	7000	4000	497	95	
1000	64-72	3500	2200	850	450	996	80	
1200TT	67-72	17,500	12,500	7500	4500	1177	110	
Ro80	67-76	7500	5500	2250	550	995	108	
OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)							
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)							
PL17 saloon	59-64	5500	4000	2000	1000	845	75	
24CT coupé	64-67	6500	5000	2650	1400	845	100	
PANTHER	Panther Car Club Ltd (0116 237 5284); Enthusiasts' Club (01252 540217)							
J72 3.8/4.2/5.3	72-81	25,000	20,000	15,000	10,000	4235	115	
De Ville 4.2/5.3	74-85	40,000	32,000	22,500	15,000	5343	135	
Lima/Kallista	76-90	8500	6500	3500	2000	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	9750	7500	5000	2750	2933	112	
PEERLESS/WARWICK	TR Register (01235 818866)							
GT	57-62	25,000	18,000	12,000	7000	1991	105	
PEUGEOT	Club Peugeot UK (020 8888 8772)							
203 saloon	48-60	9000	6500	3000	1250	1290	70	
403 saloon	55-66	4900	3750	1750	700	1468	81	
403 cabrio	57-61	12,000	9000	6000	2000	1468	81	
204/304 saloon	65-74	3000	2000	850	300	1288	90	
204/304 coupé	67-75	4200	3000	1750	700	1288	90	
204/304 cabrio	67-75	5250	4250	2000	1000	1288	88	
404 saloon	60-75	4850	3850	1850	550	1618	90	
504 saloon	68-83	3000	2200	800	300	1971	104	
504 cabrio	69-83	18,500	13,500	7500	3500	1971	105	
504 coupé	69-83	7500	5500	3000	1200	1971	107	
504 V6 cabrio	74-83	25,000	19,000	10,000	4250	2664	117	
205 T16	83-85	140,000	115,000	80,000	60,000	1774	130	
205 GTi 1.6	84-90	4850	3500	1500	650	1580	122	
205 CTI cabrio	86-92	4200	2750	1300	400	1580	120	
205 GTi 1.9	87-94	5500	3750	1750	700	1905	126	
PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk							
GTT/P2 1.6	68-74	30,000	24,000	16,000	10,000	1599	115	
PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)							
356 pre-A	49-55	150,000	115,000	80,000	60,000	1488	90	
356 cabrio 1.3/1.5	51-55	200,000	155,000	110,000	75,000	1488	90	
356 Speedster	54-58	250,000	200,000	150,000	100,000	1488	92	
356 Convertible D	58-59	125,000	105,000	75,000	50,000	1488	92	
356A	55-59	84,000	60,000	38,000	24,000	1582	113	
356B/C	60-65	75,000	55,000	33,000	22,000	1582	113	
356A cabrio	55-59	110,000	82,500	55,000	40,000	1582	113	
356B/C cabrio	60-65	100,000	75,000	50,000	37,500	1582	113	
356 A/B Carrera	55-62	250,000	200,000	160,000	120,000	1582	113	
Carrera 2	63-65	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	

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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	45,000	32,500	20,000	15,000	1984	150	
924S/Le Mans	85-88	5000	3000	1500	500	2479	136	
928/S/S2	77-87	10,000	7750	4000	1750	4664	155	
928 S4	86-95	12,000	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	70,000	50,000	32,500	22,500	3299	160	
911SC	77-83	30,000	24,000	16,500	11,000	2994	149	
911SC cabrio	82-83	32,000	26,500	18,500	12,500	2994	145	
Carrera 3.2	83-89	29,500	22,500	15,000	10,000	3164	158	
Carrera cabrio	83-89	32,000	25,000	17,500	12,000	3164	155	
Carrera 3.2 Supersport	84-89	45,000	35,000	22,500	15,000	3164	158	
911 Speedster	88-89	125,000	100,000	70,000	50,000	3164	158	
959	87-88	600,000	525,000	450,000	375,000	2994	190	
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154	
944	82-87	5000	3900	2100	650	2479	134	
944 Turbo	85-91	12,000	8500	4500	2250	2479	157	
944S	86-88	5750	4500	2650	1300	2479	140	
944 S2	88-92	7000	5000	3000	1450	2990	149	
944 S2 Cabrio	89-92	8500	6500	4000	2300	2990	149	▲
944 Turbo Cabrio	'91	12,500	10,000	7500	6000	2479	150	
911 (964)	89-94	25,000	18,500	12,000	7500	3600	158	
911 Turbo (964)	90-94	60,000	45,000	30,000	22,000	3299	167	
968	92-95	12,500	10,500	7500	3900	2990	150	
968 Club Sport	93-95	20,000	15,000	11,000	7000	2990	154	
911 Carrera (993)	94-97	40,000	30,000	20,000	13,000	3600	160	
911 Turbo 4 (993)	95-98	65,000	52,500	37,500	25,000	3600	180	
911 C4S/C2S (993)	95-97	42,500	32,500	24,000	15,000	3600	171	
911 Carrera RS (993)	94-95	200,000	175,000	140,000	100,000	3746	175	
911 GT2 (993)	95-96	260,000	225,000	160,000	100,000	3600	187	
Boxster 2.5	96-99	7500	5900	4000	2500	2480	149	
Boxster 2.7	99-04	9900	8000	5000	3250	2687	156	
Boxster 3.2S	99-04	12,000	9750	5600	3750	3179	164	
RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	10,000	8000	5500	2500	2553	110	
Scimitar SE4/a/b	64-70	7000	5750	2850	1500	2994	121	
Scimitar GTE SE5-6/6a	68-80	6000	4000	1500	600	2994	123	
Scimitar GTC	80-85	9000	7500	3500	1500	2792	119	
Scimitar GTE SE6b	80-86	5500	4500	1800	650	2792	122	
RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	7000	4750	2500	1250	747	65	
Dauphine	54-63	6000	4250	2000	1000	845	70	
Dauphine Gordini	58-67	12,500	9500	5000	2500	845	83	
Floride coupé	59-62	6500	4500	2250	1100	845	83	
Floride convertible	59-62	8000	5500	2750	1600	845	83	
Caravelle coupé	62-68	7000	5000	2500	1400	1108	90	
Caravelle convertible	62-68	8500	6000	3000	1750	1108	90	
R4	62-80	4000	2500	1000	400	1108	72	
R8/R10	62-71	3500	2500	1200	500	1108	84	
R8S	68-71	5250	4250	2000	750	1255	90	
R8 Gordini	67-70	35,000	30,000	20,000	12,500	1255	108	
16 GL/DL/TS/TX	65-79	3500	2500	1000	400	1565	105	
17TS/Gordini	72-78	4000	3000	1200	500	1565	110	
5 Gordini/Turbo	76-84	6500	4500	2250	1000	1397	116	
5 Turbo 2	83-86	50,000	40,000	30,000	20,000	1397	124	
5 GT Turbo	86-91	5000	3500	2000	1000	1397	123	
Clio Williams	94-95	5500	4000	1650	750	1998	134	
Sport Spider	95-97	18,500	15,000	12,000	9500	1988	134	
RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2500	1496	81	
RMB/RMF 2½ saloon	46-53	20,000	15,000	8000	4250	2443	91	
Roadster RMC	48-50	32,500	25,000	16,000	8500	2443	100	
RMD convertible	48-51	30,000	22,500	13,500	7000	2443	91	
2.6/Pathfinder	53-59	8000	5000	2250	900	2443	101	
One Point Five	57-65	4850	3850	1750	750	1489	85	
4/68, 4/72	59-69	4500	3400	1400	400	1622	88	
Elf Mk1/II 848/998	61-69	6500	4750	2250	900	998	75	
Kestrel 1100/1300	65-69	3600	2400	1200	650	1098	87	
ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	6500	5000	3000	1250	1172	85	
Olympic	60-73	8000	6750	4250	2750	1489	105	
ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	1.75m	1.4m	1.1m	900,000	7428	75	
Silver Ghost	18-25	300,000	250,000	175,000	125,000	7428	78	

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Phantom I	25-29	350,000	225,000	110,000	45,000	7668	80	
Phantom II	29-35	290,000	180,000	85,000	42,500	7668	88	
Phantom III	36-39	220,000	140,000	70,000	35,000	7340	92	
Silver Wraith 4.3/4.6	47-59	36,500	27,000	15,000	9500	4257	92	
Silver Dawn sal	49-55	37,500	26,500	15,000	8500	4566	98	
Silver Dawn PW con	51-55	75,000	60,000	40,000	25,000	4566	98	
Silver Cloud I saloon	55-59	40,000	30,000	17,500	8500	4887	101	
SCI Mulliner con	55-59	250,000	200,000	150,000	100,000	4887	101	
Silver Cloud II sal	59-62	37,500	27,500	16,000	8000	6230	115	
SCII Mulliner con	59-62	225,000	165,000	100,000	70,000	6230	112	
Phantom V MPW lim	60-68	84,000	65,000	37,500	22,500	6230	107	
Silver Cloud III sal	62-66	42,500	32,000	18,500	9000	6230	116	
SCIII MPW con	62-66	250,000	195,000	125,000	80,000	6230	116	
Phantom VI limo	68-77	100,000	75,000	42,500	25,000	6230	112	
Shadow/Wraith	66-80	18,000	12,000	6250	1750	6750	120	
MPW/Corniche coupé	66-80	37,500	28,500	17,500	9000	6750	119	
MPW/Corniche con	67-90	50,000	40,000	26,000	14,000	6750	119	
Camargue	75-86	45,000	34,000	21,000	14,000	6750	115	
Silver Spirit/Spur	80-89	12,750	10,000	4500	1850	6750	119	
Corniche II/III	87-94	60,000	52,500	37,500	20,000	6750	119	
ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60	48-49	8250	7000	3500	1500	1595	75	
P3 75	48-49	9500	8000	4250	1750	2103	85	
P4 75 'Cyclops'	50-52	12,000	9000	4500	2000	2103	84	
P4 60/75/80	52-62	6500	4500	2000	700	2286	85	
P4 90	54-59	7000	5000	2200	800	2638	90	
P4 105R	57-58	6250	4250	1750	700	2638	91	
P4 105S	57-59	9000	6750	3000	1100	2638	96	
P4 95/100/110	60-64	8500	6000	2400	850	2625	100	
P5 3-litre	58-67	8000	6000	2750	1000	2995	113	
P5 Coupé	63-67	10,000	7500	3400	1250	2995	113	
P5B 3½-litre	67-73	10,500	8000	3500	1200	3528	113	
P5B 3½-litre Coupé	67-73	15,000	9500	4500	1750	3528	113	
P6 2000/2200/TC	63-77	3750	2750	1250	500	2205	112	
P6 3500	68-76	4750	3000	1400	600	3528	117	
P6 3500S	71-76	7000	4750	2000	850	3528	126	
SD1 3500	76-86	4000	3000	1100	400	3528	116	
SD1 VdP	80-86	4250	3400	1250	500	3528	126	
SD1 Vitesse	82-86	5250	4000	1750	850	3528	133	
SD1 Vitesse TP	85-86	6500	5000	2500	1250	3528	135	
SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	7000	5000	3000	1400	841	80	
96 Longnose	65-68	6000	4500	2750	1250	841	79	
Sport/Monte Carlo	62-66	10,000	7000	3750	2000	841	88	
96/95 V4	67-79	4750	3500	1650	700	1498	93	
Sonett	67-74	16,000	12,000	5500	2750	1498	100	
99	68-84	3000	1850	800	400	1985	101	
99 Turbo	77-82	7500	5500	3000	1750	1985	125	
900 Turbo	79-93	4500	2750	1000	500	1985	133	
900 Convertible	86-93	5200	4000	1750	650	1985	126	
SIMCA	Simca Club UK (01737 765331)							
1000 GLS/Special	69-78	3250	2000	1000	500	1294	105	
1000 Bertone coupé	62-67	10,000	7000	3750	1650	944	94	
1200S coupé	67-71	12,000	8500	4250	2000	1204	105	
SINGER	Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)							
9 Roadster/4A/4B	39-52	12,500	9500	6000	4000	1074	70	
SM Roadster	51-55	11,000	9000	5750	3250	1497	72	
Gazelle saloon	55-67	4250	2650	1100	550	1497	77	
Gazelle con	56-62	8250	5750	2750	1250	1497	77	
Vogue I-IV 1.6/1.7	61-66	4500	2750	1100	600	1725	91	
Chamois	64-70	4500	2850	1200	550	875	81	
New Gazelle/Vogue	66-70	2400	1750	750	300	1725	94	
SKODA	Skoda Owners' Club of GB (01279 815183)							
Octavia 1.1/1.2	59-64	4000	3000	1500	650	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2200	850	300	988	80	
S110R coupé	70-80	4750	3750	1500	500	1107	90	
STANDARD	Standard Motor Club (01676 522181)							
Vanguard I	48-52	6500	4500	2200	1000	2088	79	
Vanguard II/III	53-58	4500	3200	1500	700	2088	79	
Vanguard Sportsman	56-58	5500	4000	1750	750	2088	83	
Vignale	58-61	4250	3000	1500	700	2088	81	
Luxury Six	61-63	5000	3500	1500	650	1998	87	
Eight	53-59	3500	2250	1000	400	803	61	
Ten/Pennant	54-59	4000	2500	1200	550	948	69	
Ensign	57-61	2750	1850	950	400	1670	78	
Ensign de luxe	62-63	3200	2250	1100	450	2138	85	
SUBARU	The Subaru Impreza Drivers' Club (sidc.co.uk)							
Impreza Turbo	93-01	7000	5000	2250	750	1994	144	
SVX	91-97	3750	3000	1850	900	3300	143	

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NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale: Mint	Private sale: Good	Private sale: Rough	cc	Top speed	Price change
SUNBEAM	Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)							
Talbot 80	48-50	6000	4500	2500	1400	1185	72	
Talbot 80 Coupé	48-50	10,000	8000	4500	2500	1185	72	
Talbot 90 (all Mks)	48-57	8000	6000	3000	16600	1944	90	
Talbot 90 Coupés	49-57	12,500	10,000	6000	4000	1944	90	
Alpine convertible	53-55	32,000	21,000	12,000	7250	2267	95	
Alpine I/II sports	59-63	11,500	8000	3750	1600	1592	101	
Alpine III sports	63-64	12,000	8250	4000	1650	1592	100	
Alpine IV sports	64-65	11,000	7250	3400	1400	1592	92	
Alpine V sports	65-68	11,500	8000	3750	1500	1725	100	
Harrington GT	61-63	15,000	11,000	5500	3000	1592	105	
Tiger I	64-66	48,500	35,000	22,000	14,000	4261	120	▲
Tiger II	67-68	62,500	47,500	30,000	20,000	4727	125	▲
Rapier I-V	55-67	6250	4500	2250	1000	1725	95	
Rapier II-IIIA con	58-63	9250	7000	3500	1750	1592	87	
Rapier/Alpine	67-76	5000	3500	1500	700	1725	102	
Rapier H120	68-76	6500	4500	2000	1000	1725	106	
Imp Sport	66-76	4500	2850	1300	650	875	90	
Stiletto	67-72	5000	3250	1600	750	875	90	
SUZUKI	SC100 EC (suzuki-sc100.demon.co.uk); SCORE (suzuki-cappuccino.com)							
SC100	79-82	2850	2000	900	450	970	87	▲
Cappuccino	92-96	3750	2750	1750	750	657	83	
SWALLOW	TR Register (01235 818866)							
Doretti	54-55	30,000	22,500	16,000	8500	1991	102	
TALBOT	Sunbeam Lotus Owners' Club (01423 734624)							
Sunbeam-Lotus	79-81	18,500	13,500	7500	4500	2174	120	
TOYOTA	Toyota Enthusiasts' Club (020 8898 0740)							
2000GT	67-70	750,000	600,000	500,000	400,000	1988	128	
Celica ST 1.6/2.0	70-77	7500	5500	2500	1250	1588	105	
Celica GT 1.6/2.0	74-77	10,000	7500	3250	1600	1968	111	
Celica Supra 2.8i	82-85	3650	2800	1400	550	2795	126	
MR2	84-90	4250	3000	1250	500	1587	124	
Supra Turbo	88-92	3750	2850	1300	550	2954	142	
TRIDENT	Trident Car Club (020 8644 9029)							
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140	
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120	
TRIUMPH	Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)							
Roadster 1800/2000	46-49	30,000	22,500	13,500	7000	2088	77	
1800/2000/Renown	46-54	7500	6000	2750	1200	2088	74	
Mayflower	50-53	4500	3000	1400	700	1247	65	
TR2	53-55	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	25,500	18,250	10,500	6000	2138	109	
TR4A	64-67	26,500	19,250	11,000	6250	2138	110	
TR5 PI	67-68	40,000	31,000	22,000	15,000	2498	121	
TR6 'CP'	69-73	19,250	14,000	8000	3500	2498	119	
TR6 'CR'	73-76	16,500	11,500	6500	2500	2498	116	
TR7	75-81	3000	2100	1000	450	1998	110	
TR7 convertible	80-81	4250	3250	1650	500	1998	109	
TR8	78-81	8000	6000	3500	1750	3528	135	
TR8 convertible	80-81	11,000	9500	5500	2500	3528	130	
Herald saloon	59-70	3500	2300	1050	500	1147	76	▲
Herald coupé/conv	59-67	6500	4000	1750	800	948	80	
Herald 12/50, 13/60	63-71	4000	2750	1250	600	1296	84	▲
Herald 13/60 conv	67-71	6250	4000	1950	800	1296	85	
Vitesse 1600	62-66	4850	3200	1400	750	1596	88	
Vitesse 1600 conv	62-66	7000	5000	2500	1200	1596	91	
Vitesse 2-litre Mkl	66-68	5000	3250	1500	750	1998	95	
Vitesse Mkl conv	66-68	7500	5500	2650	1300	1998	95	
Vitesse Mkll	68-71	5500	3650	1750	850	1998	102	
Vitesse Mkll conv	68-71	8250	5950	2850	1500	1998	100	
Spitfire 4	62-65	10,000	7000	3000	1500	1147	94	
Spitfire Mk2	65-67	9000	6000	2750	1350	1147	94	
Spitfire Mk3	67-70	7500	5250	2650	1250	1296	100	
Spitfire MkIV	70-74	6000	4200	2000	800	1296	92	
Spitfire 1500	74-78	6500	4500	2000	750	1493	101	
GT6 Mkl	66-70	10,500	7500	3250	1100	1998	109	▲
GT6 MkII/III	70-74	11,000	8000	3500	1250	1998	112	▲
2000/2500 MkI/II	63-77	4500	3000	1250	450	1998	98	
2.5PI/2500TC	68-77	5000	3300	1500	550	2498	107	
2500S	75-77	5500	3750	1750	700	2498	108	
Stag	70-77	15,000	11,000	5000	1950	2997	117	
1300/1500 fwd	65-73	3000	2000	850	375	1296	86	
1300TC fwd	65-70	3250	2200	925	425	1296	93	
Dolomite 1850	72-81	2750	1850	850	425	1854	100	
Dolomite Sprint	73-81	6750	4750	2000	950	1998	117	
TUCKER	(tuckerclub.org)							
Torpedo	48	1.05m	950,000	850,000	n/a	5474	120	
TURNER	Turner Register (01895 256799)							
803/950 Sports	55-59	12,000	9000	5500	2000	948	90	
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	15,000	12,000	7500	3500	1498	100	
TVR	TVR Car Club (01952 822126)							
Grantura I-1800S	57-67	35,000	27,500	15,000	9000	VAR	107	
Griffith 200/400	63-65	55,000	45,000	32,500	22,000	4727	155	
Tuscan V6	69-71	15,000	12,000	6000	3500	2994	125	
Vixen S1-4	67-73	14,000	11,000	5500	3000	1599	107	
1600M	72-77	9500	7500	3750	2100	1599	105	
2500M	72-77	8750	7000	3500	2000	2498	109	
3000M/Taimar	72-79	10,000	8000	4000	2250	2994	121	
3000S convertible	78-79	11,000	9000	5500	3250	2994	119	
Tasmin/280i inc 2+2	80-87	4500	3500	2100	1100	2792	128	
Tasmin/280i con	81-87	5250	4400	2500	1500	2792	126	
Tasmin/350i inc 2+2	83-89	5500	4750	2500	1400	3528	136	
V8/350i convertible	83-89	6500	5250	3000	1750	3528	130	
390SE	85-88	7000	6000	4000	2200	3905	143	
400/420/450 SEAC	86-91	12,500	10,500	8000	6000	4441	165	
400/450SE	88-91	9500	8000	6000	4000	4441	155	
S 2.8/2.9	86-92	6000	4750	3250	1500	2922	141	
V8S	91-94	12,000	9000	6500	4500	3943	150	
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	19,500	16,500	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	12,500	10,000	7000	4250	3950	152	
Cerbera 4.2	96-00	14,000	11,500	9000	6750	4280	180	
Chimaera 450/500	96-03	15,000	12,000	9000	7000	4988	162	
VANDEN PLAS	VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	12,500	9500	4250	2000	3995	89	
3-litre I/II	59-64	6000	5000	2200	1000	2912	105	
4-litre R	64-68	7500	6000	2750	1200	3909	110	
Princess 1100/1300	63-74	4500	2850	1300	500	1275	87	
1500/1.5/1.7	74-80	2250	1500	700	300	1748	90	
VAUXHALL	Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Velox/Cresta E	51-57	7750	5250	2400	1000	2262	82	
Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94	▲
Victor F	57-61	5500	4500	2100	900	1507	74	
Victor FB	61-64	3650	2650	1200	450	1594	77	
VX4/90 FB	61-64	4200	3000	1400	600	1507	88	
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94	
Victor 101 FC	64-67	3200	2200	850	400	1594	83	
VX4/90 FC	64-67	3500	2500	1000	500	1594	89	
Cresta PC/Viscount	65-72	3600	2600	1250	650	3293	99	
Victor FD 1.6/2.0	67-72	2500	1750	750	325	1975	95	
VX4/90 FD	69-72	3500	2100	900	400	1975	98	
Victor FE 1.8/2.3	72-78	2400	1600	700	350	2279	100	
VX4/90 FE	73-76	2800	1900	850	400	2279	104	
Ventora FD/FE	68-76	4250	2400	800	400	3294	106	
Viva HA	63-66	3200	2100	1000	600	1057	76	
Viva HB/HC	66-79	2250	1500	600	250	1256	79	
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90	
Viva GT	68-70	5750	4250	1850	750	1975	101	
Firenza/Magnum	72-78	4000	2600	1000	400	VAR	100	
Firenza Droopsnoot	74-75	8000	6000	3000	1500	2279	119	
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117	
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125	
VX220	00-03	10,000	8000	6500	4500	2198	136	
VOLKSWAGEN	VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB							
Beetle (split)	46-53	20,000	15,000	9500	5500	1131	66	
Cabrio	49-53	22,500	17,500	11,000	6750	1131	66	
Beetle (oval)	53-57	14,000	10,500	6000	4000	1192	69	
Cabrio	54-58	17,500	13,000	7500	5000	1192	66	
Beetle 1200/1300	57-68	10,000	7000	3500	1650	1192	72	
Cabrio	58-67	11,500	8250	4200	2400	1192	72	
Beetle 12/13/1500	68-78	6750	4500	1900	800	1493	81	
Cabrio	67-70	10,000	7500	4200	2200	1493	81	
Beetle 1302/1303	70-75	6000	4000	1650	600	1584	84	▲
Cabrio 1302S/1303S	70-80	11,000	8000	4500	2500	1584	82	
Karmann-Ghia cpé	55-74	12,000	9000	5000	2750	1584	92	
Karmann-Ghia con	58-74	15,000	12,000	6500	3750	1493	87	
Karmann-Ghia T-34	62-69	12,500	9500	5000	2500	1584	87	
Kombi/Camper	50-67	30,000	22,500	12,500	6500	1493	65	
Camper (Bay)	68-79	14,000	12,000	6000	2750	1584	79	
1500/1600 Type 3	61-73	5500	4250	2200	1100	1584	87	▲
411L/E, 412 1.7/1.8	68-74	4850	3600	2000	1000	1795	90	▲
Scirocco Mkl	74-81	3500	2750	1250	450	1470	106	
Golf GTI Mkl	75-84	9500	6500	3000	1250	1781	116	
Golf GTI MkII	84-91	4750	3500	1650	500	1781	123	
Golf GLi convertible	80-93	4250	2950	1350	400	1781	116	
Corrado G60	89-92	4750	3500	1500	450	1781	140	
Corrado VR6	92-95	5000	3750	1650	500	2861	146	
VOLVO	Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)							
PV544 1.6/1.8	59-65	12,000	8500	4250	2250	1778	95	
121/122 4dr sal	55-67	10,000	6000	2250	800	1583	88	
122S B18 4dr sal	62-67	11,000	7000	2500	850	1778	95	
131/132 2dr sal	61-70	11,500	7500	3000	1100	1778	96	
123GT 2dr sal	67-68	12,500	8500	4000	2000	1778	108	
P1800	61-72	22,000	15,000	7250	4000	1778	105	
P1800ES	71-73	17,500	12,000	6000	3250	1986	111	
144/164 sal/est	67-74	4000	2850	1100	500	2979	115	
244/264 sal/est	74-79	2200	1500	650	250	2127	106	
262C coupé	78-81	6500	4750	2250	1200	2849	109	
240 sal/est	78-93	2500	1600	750	250	2316	114	
T-5R/850R	95-97	5000	3650	1600	650	2319	155	
WOLSELEY	Wolseley Register (0161 368 2388, wolseleyworld.com)							
4/50	48-53	4400	3250	1500	700	1476	78	
6/80	48-55	5750	4500	2000	1000	2215	81	
4/44 & 15/50	52-58	6000	4500	2250	1200	1489	78	
6/90 SI-III	54-59	5250	3750	1750	850	2639	96	
1500	57-65	4000	3100	1500	600	1489	77	
15/60, 16/60	59-71	4200	3200	1400	600	1622	78	
6/99, 6/110 SI/II	59-68	6500	5250	2250	850	2912	98	
Hornet SI-III	61-69	6000	4500	2000	850	998	77	
1100/1300	65-73	3200	2200	1100	550	1098	84	
18/85, Six	67-75	4500	3000	1000	400	2227	104	

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THE HARD WAY

- [ ] Ring an insurance company that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- [ ] Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- [ ] Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- [ ] Cough up a £15-50 "certification" fee, on top of your policy premium.
- [ ] Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- [ ] The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.

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- [ ] **Call Hagerty. 0333 323 1383.**
- [ ] Go for a relaxing drive.



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