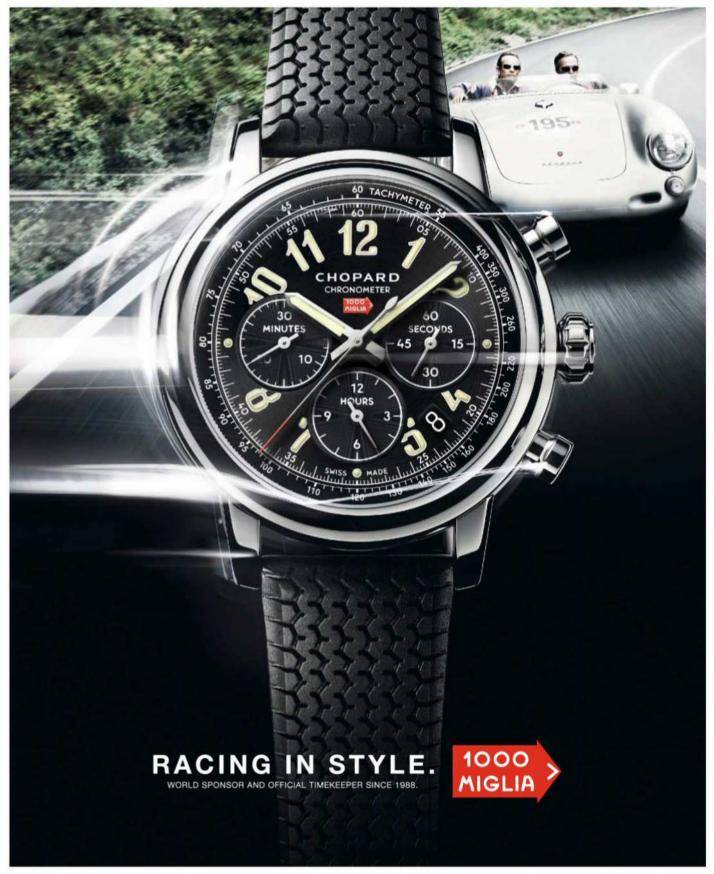


Merc 300SL Roadster adventures

A Jensen SP's life of breakdowns, rejection, abandonment and salvation





MILLE MIGLIA CLASSIC CHRONOGRAPH (168589-3002)

Thopard

## Welcome

**August 2018** Issue 541

Why everyone deserves to experience the unique and creamy blend of style, handling and power of a Jaguar

ew or old, Jaguars have always offered a generous dollop of style and performance for the money, and while many continue to do so as classics, the most iconic models have become no-one's idea of a bargain. But over-familiarity has kept the rest helpfully suppressed, until now. Yet, from S-type to XKR, our favourite stalwarts of affordable power and poise have also been quietly creeping up in price.

Time for our trawler of the classic car market, Russ Smith, to fish out the models that are best bought now before they move too much - it would be a crime for anyone to miss out on the uniquely life-enriching experience of Jaguar ownership. I once ran a Daimler Sovereign Series III.

I grew to love its uncanny blend of serenity and capability more with each journey, particularly on some memorable trips where it cosseted in town and on motorway, then proved an enthusiastic accomplice to some spirited progress on twisting A-roads. It was a handsome thing with a lithe form that disguised its size and an interior that never failed to make me feel good about life. Any of Russ's choices will do the same but it's the pictures of the XJ5.3C that I keep returning to.

My affections are divided between a diverse range of cars in this issue. There's the subtly handsome BMW E34 that brings a flood of memories of the faithful 525i SE manual that over a ten-year period I took from 82,000 to 315,000 miles, and the even more impressive M5 that I had on test for a day. I adore the Austin-Healey

Sprite in our 60th anniversary road trip for its cheerful simplicity; a chirpy reminder that you don't need lots of cylinders, camshafts and cubic centimetres to have a thrilling drive. And when I read about the Aston DBS in our epic restoration feature, I savour the bittersweet memory of the lovely example I could have bought for £18k, but didn't. Silly boy.

Enjoy the issue. And if classic temptation comes your way in a form that you can somehow, just about, afford - go for it.



Phil Bell, editor



#### Cars in this issue

- 6 Alfa Romeo 1750 GTV
- 116 Alfa Romeo Spider S2
- 123 Aston Martin DB4
- 20 Aston Martin DB5 Convertible
- 90 Aston Martin DBS FI
- **60** Austin-Healey Sprite
- **104** BMW E34 5 Series
- 128 Caterham Seven
- 68 Ferrari 308 GTSi Koenig
- 127 Ferrari 348 Spider
- **46** Jaguar S-type
- 115 Jaguar E-type S1 Coupé
- **118** Jaguar E-type S2 2+2
- 46 Jaguar XJ5.3C
- 46 Jaguar XJS
- 24 Jaguar XJR-9
- 46 Jaguar XJR
- 46 Jaguar XKR
- 98 Jensen SP
- 124 Lotus Elite 501
- 76 Mercedes-Benz 300SL
- **202** Mini

SUBSCRIBE NOW JUST £9.75 EVERY 3 MONTHS

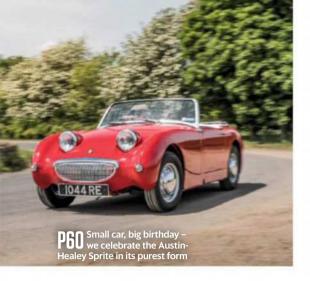
Classic Cars

You can now subscribe quickly and easily online at your own convenience, 24 hours a day, 365 days a year on greatmagazines.co.uk. It's the best way to have the excitement of the classic car world delivered straight to your door every month.









'As soon as the sun came out, so did buyers'





## Contents

August 2018 Issue 541

#### The month in cars

- 24 Coventry Motofest Andy Wallace on Jaguar's historic Le Mans win 30 years ago
- 27 Rallye des Six Roses Amilcar leads the charge at the French classic challenge
- 28 Thruxton 50th Anniversary Six-wheeled Williams takes to the UK's fastest circuit
- 31 La Vie en Bleu French marques including a rare **Panhard** flock to Prescott
- 32 Events Planner Where to go this summer, and why Lydden Hill's expanding the Classic
- 34 Barn Finds Aristocratic discoveries, and an incredible Dutch Citroën hoard uncovered
- 39 Letters Why Aston Martin, Ferrari and Maserati aren't a patch on Aussie muscle cars
- 41 Quentin Willson on a buoyant affordable classic market
- 43 Gordon Murray finally catches up with Monaco, and some special **Brabhams**
- 45 John Fitzpatrick Driving an unsuspecting **Chevrolet** on its doorhandles at Goodwood
- 108 Next Month Rally legend David Richards evaluates five generations of RS Ford Escorts
- 109 Books & Models Life on the Jaguar frontline, and a great-value 1:18 Alfa Romeo
- **202** Why I Love... Graham White recalls the day Paul Newman and a **Mini** visited Thruxton

#### **Owning**

- 76 The Adventurer Life with an exceptionally well-travelled Mercedes-Benz 300SL
- 84 The Collector Martin Hiscox' assembly of heavyweight Brits, including Alvises
- 90 Epic Restoration The unusual challenge of resurrecting a Aston Martin DBS FI
- 98 Life Cycle The journey from care to neglect and back again for a Jensen SP
- 115 Our Cars Phil and Malcolm's **Jaguar E-types** get closer to the road, Russ's **Alfa Romeo Spider** stays stuck to it
- 110 Quick Guide To Car Shipping Getting your classic between countries with ease

#### **Driving**

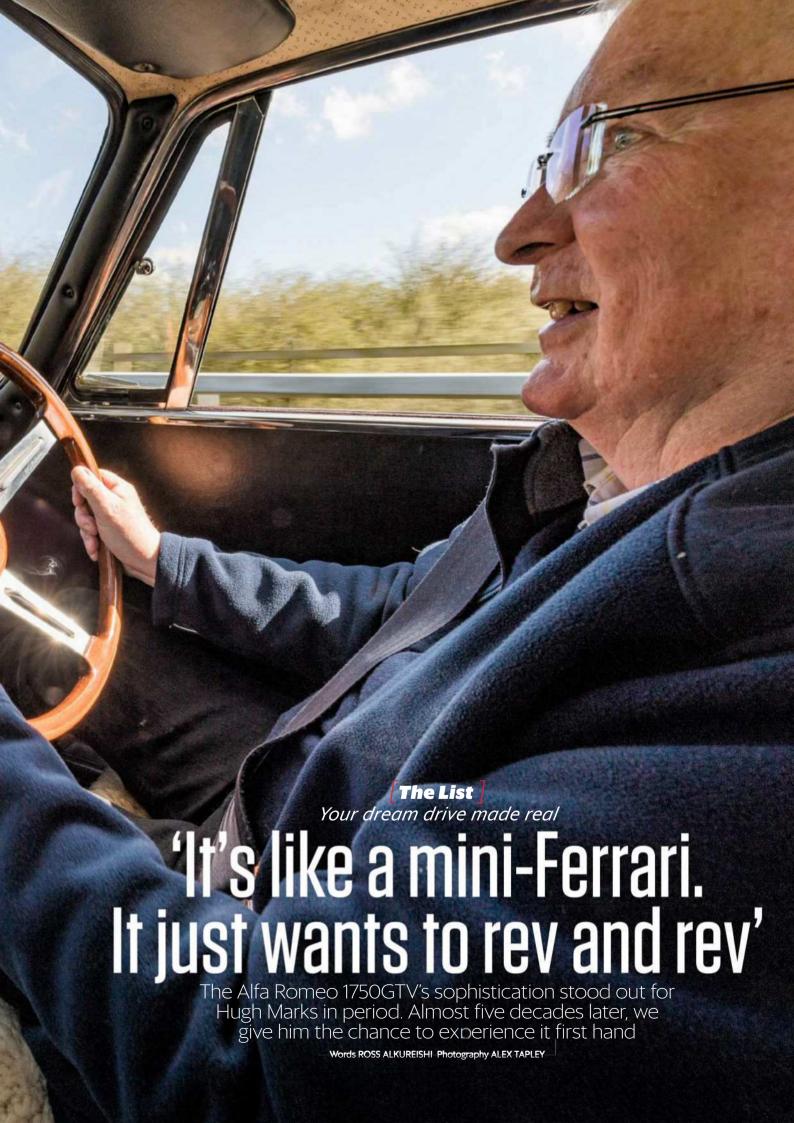
- 6 The List Will reader Hugh Marks fall for the charms of an **Alfa Romeo 1750 GTV**?
- 46 Time To Pounce We test five undervalued **Jaguars** to capture while they're still £5k-£25k **S-type**, **XJ12C**, **XJS**, **XJR** and **XKR**
- 60 Happy 60th! ...to the Austin-Healey Sprite, sports-car game-changer
- **68** Enzo's Wurst Nightmare Did the **Koenig Specials 308 GTSi** teach Ferrari a lesson?

#### **Buying**

- 14 Quentin Willson reveals two Ferraris and a Jaguar to buy now, and judges whether record figures for a **Ford Escort Mexico** should be taken seriously
- 16 Chasing Cars Ferraris make big money in Monaco, and family classics from Triumph show promising movement
- 20 Aston Martin DB5 Convertible Why modifications are no barrier to resale for Newport Pagnell's elegant cabriolet
- 104 Buying Guide Malcolm McKay steers you towards the best BMW E34 5 Series your money can buy get one while they're still good value
- 123 Ads On Test Thorough evaluation of an Aston DB4 (p123), a Lotus Elite (p124), Ferrari 348 Spider (p127) and Caterham Seven (p128)
- **181** Advertise your classic for free

SUBSCRIBE
For the best-value deals,
call today on 01858 438884,
visit greatmagazines.co.uk/
classics or p36





rior to meeting up for any List dream drive we have a number of telephone calls with the chosen reader. These provide the chance to gauge their classic likes, dislikes and automotive motivations - call it the aperitif, whetting their appetite for the main course.

During conversations with retired librarian Hugh Marks however, it became clear there was a distinct disparity between his personality - calm, dignified and refined - and his dream drive list. Cue diminutive Icelandic songstress Björk's greatest hit *It's Oh So Quiet*: '...Shh shh. And so peaceful until...'

TVR Chimaera, zing boom; Jensen Interceptor, zing boom; Maserati Ghibli, wow bam; Lotus Elan, bim bam. Hugh's list also has uisers - Rolls Silver Cloud III, Rover P5B and Alvis

a few graceful cruisers - Rolls Silver Cloud III, Rover P5B and Alvis TF21 - for more angelic motoring tastes, but today we've paired him with one of his rortier choices, the Alfa Giulia 1750GTV.

'It just seemed so much more advanced, sophisticated and chic than what was generally available over here at the time,' he explains as we walk along owner Peter Crichton's driveway. 'Think Austins, Fords and Vauxhalls with their pushrod engines, but here was a car with a twin-overhead-cam engine - how many other cars had that at this level? Lotus Elan and Fiat 124 Spider aside... you'd have to go up to Jaguar and beyond to get that.'

We clock the Alfa in its perfectly proportioned glory - complete with what must be Met Police Commissioner Cressida Dick's perfect private registration. Peter welcomes us warmly. He's owned the car from six months from new; it now has just over 80k on the clock and, astonishingly its rare *Biege Cava* paintwork is original. Hugh and I ask variants of 'How on earth?' almost in unison.

Shortly after buying it, Peter - aware of Italian cars' already burgeoning reputation for rust - removed all interior trim and panels to treat it with Dinitrol. That's seen it survive in completely unmolested form. It's also managed to stave off common contemporary Alfa affectations - there are no GTAm replica or uprating shenanigans here. This GTV is exactly as it left the factory - if we wanted an authentic experience then here it is.

'First impressions are of the rightness of the design,' says Hugh, as Peter gestures for him to climb into the driver's seat. 'Italian cars of this period always look so right. Here, that continues inside; twin instrument pods, delightful wood-rimmed steering wheel and ancillary dials on the centre column angled towards you - it's a design classic.'

There's another classic sitting right under the bonnet; Alfa's legendary four-cylinder 'Nord' engine. Hugh twists the key, blips the throttle and the cabin is instantly filled with a husky twin-Weber harmony. 'You expect and want to hear the engine in a car



#### HUGH'S DREAM DRIVE LIST

#### TVR Chimaera

'Better looking than a Griffith, and just as brutal.'

#### Alfa Giulia Sprint GTV (105 series)

'Great Italian style and classic double-overhead-cam engine.'
Alvis TF21

'A neighbour had one of these in the late Sixties – it looked elegant and debonair.'

#### Rolls-Royce Silver Cloud III MPW

'With those "eyes" it looks so much cooler than a standard Cloud.' Bristol 411

'What an enigma! I'd love to find out if it's as special as devotees say.'

#### Aston DB6

'I regularly saw one when I was walking to school – there was no Bond effect yet back then, but it was still glorious.'

#### Lotus Elan

'I went gliding with school in 1964 and happened across 20 of them stored in a hangar – I've wanted one ever since.'

#### Jensen Interceptor MkII

'Love the looks and the American V8 grunt.'

#### Maserati Ghibli

'Simply one of the most beautiful cars ever designed – trumps a Ferrari for me.'







like this. I remember being a teen on holiday in Italy and watching an owner rev his up before spinning his wheels as he drove off.'

Our departure today is obviously more reserved. Even so, as our reader depresses the clutch, slots the canted gearlever home and pulls away, the 1750GTV's effervescent nature feels ready to burst through - just like the Björk song.

'The gearbox has quite a long throw. It's easy to use but the clutch engages quite a long way up its travel - I'll need to get used to that.' Hugh's doing a decent job, because from the passenger seat there's no snatching evident. 'Putting my foot down there's a good burst of speed. By modern standards it feels brisk rather than fast, but it's still well up to current driving conditions.'

As we hit a moderate hill and start climbing, he knocks it down from fifth - something else its stolid British competitors wouldn't have had - into fourth, and guns the accelerator. There's a deep purr from up front and an evocative rasp from behind as the Alfa's elegant rear perceptibly squats. 'Fourth is particularly well-suited to these roads. The engine is so smooth and just wants to rev; it's pretty flexible too. There really don't seem to be any concessions to be had in terms of the car's age or design. I was half-expecting a certain crudeness - particularly in ride quality - given its age, but none of it. Handling is strong, as I expected from an Alfa, with good feel from the steering. I'm enjoying driving it quickly, but feel it would take far more than I'm able to give to unsettle it.'

That's down to one part respect for another's cherished vehicle, one part acclimatisation and the final ingredient, the car's innate ability to feel quick even at six-tenths of its capabilities – today we're a world away from the 105-series cocking its front wheel. And yet I can feel Hugh settling comfortably into an Italian state of mind – drop down the cogs at the slightest hint of power dropping off, rev it high and hustle elegantly through corners.

After an hour and a half of driving - including some on a dual carriageway, which only serves to reiterate Hugh's thoughts on the modernity of the experience - we pull into Peter's recommended country pub for a spot of lunch. The man himself is there waiting for us, anticipation etched on his face. 'Well, what do you think?'

Hugh answers first. 'Its condition is a testimony to how you've maintained it. If I were driving a restored car there could have been that sense of "is this what it was really like or am I feeling or hearing something produced by later changes?" It drives beautifully, and I know I'm getting a true experience. I could use it as a daily driver, as you did, but it remains sufficiently challenging to drive that every journey would be an event and a pleasure.'

My turn, and I repeat my disbelief that it's survived so unmolested. Replies Peter, 'It takes time protecting it to the extent I did but it's definitely been worth it. I've rustproofed a few times over the years. I used it as a daily driver for many years but the arrival of a company car saved it from the worst of the weather.'



Suitably refreshed, refuelled and regaled by tales of its past, we wander back to the car park, where the Alfa sits ensconced in a McLaren 675LT Spider and Audi Q7 sandwich. 'I was expecting it to look small, and it did on Peter's driveway,' says Hugh. 'But I'm taken aback by how petite it looks next to modern vehicles.'

Of course the fact it's parked next to a VAG Group iceberg doesn't help, but all sizes are definitely of their time – back then the 1750GTV would have been an average family car. It'd also have been a brave buy, because punitive purchase taxes levied on foreign cars would have seen the original owner pay £2300 – a 50 per cent increase on its price in its homeland. Craving Latin sophistication was costly.

'The Italian design and coachbuilding tradition really allowed its star designers to flourish; even something as basic as a Fiat 128 looks striking,' says Hugh. 'With this, Giorgetto Giugiaro got it just right. It looks like a mini-Ferrari, especially the way the rear window slopes down to the tail. I also love the simplicity of the steel wheels. Today, as wheels get ever larger and fussier in appearance, these are just so refreshing. Many Alfas have alloys, but I think these look better.

The quad headlights also work well; Italian car companies often had a habit of making their cars look worse with styling updates - but that's not the case here.'

As we make for the car park exit Hugh's first grumble is elicited, as he manhandles the heavy low-speed steering. 'It's been over 20 years since I drove a car without power steering,' he says with an accompanying puff. Pulling out, he's a touch heavy on the throttle and there's a distinct scuffing noise, as the inside rear tyre overcomes gravel surface grip. Hugh turns, a cheeky smile on his face - the teenage dream achieved.

Back out on the road we settle into a now-familiar relaxed tempo, enjoying the odd solid object we pass - be it house or

wall - that causes the exhaust note to reverberate gloriously back into the cabin through our open windows.

Fully acclimatised, Hugh sets about re-evaluating the cabin. 'These slim pillars make it feel light and airy, with excellent visibility. I'd wondered about the driving position and the floor-hinged pedals; contemporary road tests always remarked about the need for long arms and short legs, but I've no issues perhaps I'm shaped like an Italian.'

#### 1972 Alfa Romeo Giulia 1750GTV

Engine Alloy dohc 1779cc four-cylinder, twin Weber 40DCOE carburettors Power and torque 132bhp @ 5500rpm; 137lb ft @ 2900rpm Transmission Five-speed manual, rear-wheel drive Brakes Discs all round with dual-circuit servo Suspension Front: wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, coil springs, T-bar Panhard rod, telescopic dampers Steering Cam and peg Weight 930kg (2046lb) Performance 0-60mph: 9.5sec; top speed: 115mph Fuel consumption 24mpg Cost new £2431 Classic Cars Price Guide £15k-£30k



Like the rest of the car the cabin has a gloriously original feel; even the period sheepskin seat covers added by Peter in the Seventies feel just right and we both agree that they lend it an extra air of authenticity. 'It's the little details that delight,' says Hugh. 'The smooth, well-oiled action of the windows and the slim indicator stalk - although not being self-cancelling it's caught me out once or twice.'

As the scenery becomes familiar to us both again, I can sense my driver realising that his adventure will shortly be coming to a close. There's a mildly perceptible hardening of his use of the controls, as he starts wringing as much out of the final minutes of his experience as he can. The 1750GTV responds with a level of dynamic encouragement that most generations of *Alfisti* would recognise instantly.

'It just wants to be pushed faster and faster into corners,' says Hugh. 'And it goes round without drama. The rear-wheel drive makes itself known - I can feel it helping the back end of the car round. Yet the most impressive bit is the ride, it remains at all times impressively compliant with none of the sharpness I thought might be present in a sports-orientated car.'

With that, we pull back into Peter's drive and ready ourselves to hand the keys back and depart. It's been a glorious day, with beautiful weather and a magnificent machine - Italians do beige with a bit more ba-da-bing than British Leyland - in which to enjoy stunning country roads. There's no need to ask Hugh for closing thoughts because they're already on their way.

'I was looking forward to finding out how a car I had long admired from a distance would turn out to be in reality. Italian cars always seemed so exotic with their high-revving engines, which promised excitement and visions of rushing up and down Alpine passes or cruising the Riviera before parking in front of your *palazzo*. I haven't been disappointed. It's all I could have asked for and has fully lived up to my expectations. Furthermore, the fact that Peter has owned it almost all its life, and was able to talk about its history and the experiences he's had in it, also added to the significance of what I was driving.'

Having enjoyed the boisterous Alfa, it's time for our retired librarian to return home. As Björk says, 'Shh' - with this car ticked off, it's time to quietly contemplate the other nine cars on his List.

Thanks to Peter Crichton, the Alfa Romeo Owners' Club (aroc-uk.com) and Stuart Taylor

#### [Want a Drive?]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to classic.cars@bauermedia.co.uk. Be prepared for the photoshoot glamour of an early start and a long drive to get there.

NEXT MONTH PORSCHE 911 RS2.7

#### **HUGH MARKS' MOTORING CV**

Avowed Citroën fan Hugh's back catalogue

#### STANDARD ENSIGN

'Our family car and the one I learned to drive in. With 60bhp from 1671cc, performance was decidedly leisurely – although I recall some entertainment because it was easy to get the tail out on wet roads at low speeds. A tough old thing, nicknamed "The Tank" by friends, which also chimed with the battleship grey paint.'



#### CITROËN GSA ESTATE

I caught the Citroën bug aged 14, when I saw an immaculate DS parked outside a hotel on a family holiday in France. The GS seemed incredibly advanced when it came out in 1970 and I eventually bought mine in 1984. I enjoyed its ride and excellent handling. Passengers were often amused by the rotating drum speedo. If I were to have one of my cars again it'd be this.'



#### TRIUMPH ACCLAIM

'This was my father's last car, but latterly I drove it quite a bit for him. As the first Japanese car to be built in the UK, it heralded what was to come. I recall a pleasant car to drive with a spritely engine. Its drivetrain was a bit more refined than his previous car, an Austin Allegro!'



#### CITROËN XANTIA TurboD LX

'Shown here with companions at the 1997 Citroën Car Club Rally in Peterborough. This replaced my GSA in 1995 until 2002 when I upgraded to an HDi Exclusive. That was more refined but the TurboD gave reliable service although the engine could get a bit noisy at times. The replacement HDi clocked up over 160,000 miles until we parted company in 2011.'





Important Collectors'
Motor Cars and Automobilia
Saturday 8 September 2018
Chichester, Sussex

**ENTRIES NOW INVITED** 

#### **ENQUIRIES**

#### UK

+44 (0) 20 7468 5801 ukcars@bonhams.com

#### Europe

+32 (0) 476 879 471 eurocars@bonhams.com

#### USA

+1 212 461 6515 +1 415 503 3285 usacars@bonhams.com

#### THE GUARD BRISTOL COLLECTION

A unique collection of Bristol Motor Cars assembled by a private enthusiast in the late 1980s. Offered for sale for the first time in over 30 years.

1950 BRISTOL 400 TWO-DOOR COUPÉ 1954 BRISTOL 404 TWO-DOOR COUPÉ 1956 BRISTOL 405 FOUR-DOOR SEDAN 1963 BRISTOL 407 TWO-DOOR COUPÉ 1967 BRISTOL 409 TWO-DOOR COUPÉ 1974 BRISTOL 411 TWO-DOOR COUPÉ 1980 BRISTOL 412 CONVERTIBLE



## XJ-S leaves the bargain basement

E-type replacement finally unlocks the wallets of a new generation of Jaguar lovers

inally, after years of false dawns and flat values things are looking up for Jaguar's XJ-S. There's clear evidence that a new demand is moving prices higher and anything low mileage, rare or special has comfortably broken the £20k threshold. Maybe a new generation of Jaguar fanciers has come of age or we've just all suddenly realised that Coventry's slinky GT has been too cheap for too long, but a fresh sentiment is definitely stirring out there.

In Anglia's May sale a 1989 5.3 convertible with 54,000 miles and eight stamps in the book made £18,550 and a '92 facelift 4.0 coupé with 62,000 and 15 dealer stamps made a solid £18,020. Slades Garage in Buckinghamshire has a rare '85 V12 SC Cabriolet with just 14,000 miles for

£39,950 while UK Sports and Prestige in Harrogate has a '95 4.0 litre Celebration coupé with 70k for £29,900. These figures are all significantly up on last year.

Compared to Italian supercars such prices look bargain basement and perhaps that's the reason for this renaissance - a light bulb moment where enthusiasts recognise a new value and desirability in low-mileage cosseted examples.

But while the general market catches up with this shift there will be opportunities such as the red '77 V12 coupé with 59,000 miles that slipped under the radar in Barons' May sale, knocked down for a very cheap £5610. And it's the pre-HE cars

that I reckon have the greatest long-term potential. Launch year '75s are the purest and rarest with their Kent alloys, Seventies colours and unadorned bodies. Find an

**VALUE 2010** 

ultra-rare V12 manual (only 300-odd were built) and you'll have a Jag

coupé that's actually more exclusive than a 1961 flat-floor outside bonnet lock E-type. And remember those first cars starred in TV series such as *Return of The Saint* and *The New Avengers*, so there's a great retro Seventies

heritage bubbling away too. Already I'm seeing signs that early cars are attracting strong attention and selling quickly, so don't hang about - the 1975-77 XJ-S is definitely one to buy right now.





#### Mexico MkI prices reach a new high - and will go higher

**VALUE 2012** 

£12.5k

t had to happen. With all fast Fords moving strongly, MkI Mexicos have yet again jumped in value. A 1973 Daytona Yellow restored minter made a new £50k world record at Silverstone's May sale, so don't be surprised at further rises as the supply of proper examples gets snapped up by investors.

Prices have been climbing hard over the last two years and back in 2016 Charterhouse sold a mint restored '72 in bronze for £21k, then last year H&H dispatched a '73 in Sebring Red, again fully restored, for £26k. A few months later Silverstone sold another totally restored '73 for £32k. These are big jumps in 24 months in a market that's been largely moving backwards.

Mind you, even for that £50k record-breaking price you couldn't buy a project and carry out

a professional rebuild, so really nice Mexicos still have some financial headroom to climb

Avoid tribute cars, re-shells, colour changes or modified stuff and seek out stock original or perfectly restored cars. Numbers need to match, history needs to be well documented, and check they're listed on Ford's AVO (Advanced Vehicle Operations) register. And here's the thing - £50k probably

won't stay a world record for much longer. KGF Classic Cars in Peterborough has a startlingly fine award-winning '71 in Olympic Blue with three owners and continuous history for £54,995.

We'll be looking at prices for really exceptional survivors topping out at £90k in a couple of years. So right now a mint Mexico MkI has to be a good place to park some spare loot.



#### Want a Ferrari 456? Watch and wait, that's my advice

ot so long ago we gasped when a minimal-mileage Ferrari 456 made £118k. Prices shot up in the months that followed and soon the going rate for nice right-hand-drive manuals was £60k, and £120k for tiny-milers.

Now that's all changed and 456s have settled back to pre-hype prices as the modern Ferrari market has fallen away from its high of 2015.

How low have they gone? An interesting indictor was the decent '98 silver GTA with 40,000 miles and history that Coys sold in May for a little over £30k. Being left-hand drive and automatic held the car back but the no-reserve sale was a good barometer of the market. Scan the online classifieds and you'll see a clear easing of values. A private seller in Yorkshire has a right-hook 2003 GTA in Fiorano Red with 37,000 miles for £39,950, while a trader in Henley-on-Thames has

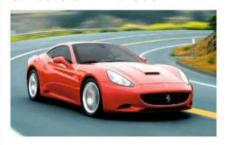
a 2000 GTA in Argenta with just 27,000 miles for £44,995. Last year both of these would have been pitched at the mid-£50k mark.

At Silverstone's May Ferrari Owners' Club sale a concourswinning 2003 GTA in Tour de France Blue with 28,000 miles and eight dealer stamps made £47,250. There are some 40 examples on

the UK market as I write, so values are under pressure. If you're in the market I'd

advise you to watch and wait. I expect to see autos with sub-50k miles and good histories to settle at £35k in time, at which point they will be back to 2012 prices. This is becoming a cyclical market where classics go up and down - the trick is to watch the ebbs and flows and strike when the time is right. The 456 is one of the finest Ferraris of its era and at £35k definitely worth buying.

#### CLASSIC ON THE CUSP



#### **Ferrari California**

here was grumbling when the California was launched in 2008. Initially sketched out as a Maserati and aimed at buyers new to the prancing horse family, the £150k car was expected to be a bit soft. But despite its entry-level marketing. the first Ferrari to have a front-mounted V8, a twin-clutch gearbox and a metal folding roof boasts some very startling performance figures - 0-60mph in 3.8sec, 0-100 in 9sec and a top speed of 193mph. Even the standard ceramic brakes are heroic, bringing the California to a dead stop from 100mph in just 4.4 heart-attack seconds.

Ferrari's F1-Trac system gives virtually no wheel spin and once you properly set up the brilliant launch control you're instantly off the line without any lost traction or smoking Pirellis. The seven-speed twin-clutch 'box is so wonderful that out of the 8000 Californias built up to 2012 a mere three were fitted with the optional six-speed manual.

**COST NEW** 

The 4287cc 453bhp alloy V8 is crisp and sweet spinning and emits lip-smacking pops and bangs between upshifts through the four vertical drainpipe exhausts.

Friendly, poised and excitable, the California is easy to drive, smooth riding and comfortable enough for

1000-mile road trips. The MagnaRide option is worth having as well as the supportive Daytona front seats (the rear accommodation is purely decorative). Power was raised in 2012 to 482bhp and then in 2014 came the California T with a 3.9-litre V8, twin-scroll turbochargers and tweaked suspension. It shaved half a second off the early car's 0-60 sprint and is good for 196mph.

But it's those early examples that are looking real bargains. The UK used market is groaning with Californias of all ages (I counted 118) and prices are as low as £75k. The Ferrari Centre in Kent has a 2010 in Grigio with all the right options and only 19,000 miles for £85k while Forza 288 in Dorset has a 2010 in blue and 18,000 miles for £84k. Given the number of Californias for sale I expect prices to fall further and we may soon see proper lowmileage 2009 cars hit £70k.

The first run of Californias are definitely coming classics and likely to become increasingly sought after as prices settle

at even more affordable levels. Watch the market and time your buying right because once they hit £70k we may see prices tickle upwards again as more enthusiasts see and desire their hidden potential.







### **Mixed results in Monaco**

The right Ferraris still find new homes, but top end buyers are hard to find

hough its Monaco sale catalogue's cover star Ferrari 250 TdF failed to find a home – or any serious bids – RM Sotheby's did find a way to still get strong prices for Ferraris. Not that it's a revelation that the right cars in the right surroundings tend to open wallets. In this case the surroundings were the Grimaldi Forum in Monte Carlo. The cars included the 195 Inter we featured as a Temptation two issues ago that made £519,366, and a well-restored long-nose 275GTB that hit £1,886,000, both at the top end of their estimates. Even better was the '62 250GT Cabriolet SII, restored in recent years in Italy. It beat its top estimate to make £1.49m.

Other marques fared less well, but the end result was a middling 66.3% sale rate for the 86 cars. That brought a total of near enough £20m, which is down on the last sale held there two years ago, but then so is the high end of the market.



Some healthy individual over-estimate sales at the RM Sotheby's Monaco sale but overall result was average – and bolstered by 'no reserve' lots



#### Market indicators Polarising Brit classics do well but the ceiling on one modern-classic Ferrari was lowered



#### ▲ 1990 Lister-Jaguar XJS Le Mans £88,480 Historics, Brooklands, May 19

Wherever you stand on the cosmetic changes to Lister's reworked XJS, it undoubtedly makes a dramatic statement. It backs this up with an engine enlarged to 7.0 litres and tweaked to produce 600bhp. Only 20 were built and this must surely be the best – in one family from new and with just 3354 miles. It was hard to value but Historics settled at £70k-80k. On the day buyers wanted it more than that. A strong result.



#### 1972 Reliant Scimitar GTE SE5 £9020

Brightwells, Leominster, May 16

This is the second time this year we've flagged up a notably high price for a Scimitar – cars that were almost ignored in the recent price boom. A four-owner 64,000-mile car, it had the big plus of being one of the first-series cars and looked very good on Triumph TR wires. Brightwells estimated it at a slightly bizarre £2500-£3500, which was always going to be beaten, but this price confirms the sporty estate's growing fan base.



#### ▼ 1998 Ferrari 550 Maranello £121,500

Silverstone Auctions, Silverstone, May 18 If you thought it's all one-way traffic with prices again, this result proves otherwise. As a one-owner UK-supplied manual right-hooker that's done fewer than 3500 miles, it had to represent the very top end of the 550 market. You can see the result against the £140k-180k estimate that wouldn't have looked at all daft a year ago. But this is just one of the highest flyers from the boom decade now settling to saner levels.

#### **Small Triumphs for family classic market**

choing the generally strong performance of the 'family classic' sector, Triumph's four-pot Heralds and six-pot Vitesses are hot stuff at the moment. On average their values have risen by around 25 per cent in the last year, with a bias in that towards the Vitesse saloon models – the convertibles having made good earlier gains.

Top saloons are now breaking through the £5000 barrier, with the quicker Vitesses fetching roughly 50% more. As we've seen with

other classics, it's the earlier models that are climbing quickest; they tend to be rarer and purer in concept. But individual models such as the Herald 12/50 – not produced for long and offering a little more sportiness and style – are running hot on their heels.

As detailed in our buyers guide in the May 2018 issue, these cars make great first classics or as something to cut your teeth on for DIY maintenance, with good club support and spares back-up. We expect them to rise further.



#### SM provides sniff of affordability

here seems to have been a recent easing of Citroën SM values, which has to be excellent news for those of us who still harbour semi-realistic dreams of owning one some day in the future. Classified asking prices have yet to budge, but several have struggled at auction lately on both sides of the Channel.

Most significant was the Frenchregistered car recently sold by Historics at Brooklands. Billed as one of the best SM's available, it looked indecently good in a flat grey with an even finish and good panel fit, and came with an encouragingly full history folder. Our guide price supported Historics' £38,000-£44,000 estimate, but the bidding only made it to £34,000 – an amount the seller proved willing to take.

Keep an eye on these – there are limited numbers of good ones about and it is hard to imagine them ever looking other than futuristic.





#### ▲ 1973 Ford Escort Mexico £50,625

Silverstone Auctions, Silverstone, May 19
Fast Fords continue their seemingly
unstoppable march into serious collector
territory. This one did have a lot going for it
though, like being unused since its detailed
£30k restoration was completed late last year,
and with history to confirm it's a genuine
Mexico. The price paid certainly rewards the
seller's investment, but not long ago it would
have bought an RS1600 or Twin Cam.



#### 1960 Chevrolet Corvette £291,593

#### RM Sotheby's, Monaco, May 12

This is what we call an outlier, and must be an auction record for a 1960 Corvette. It's not even the rare 'Fuelie' but a dual-carb 270bhp car. It's a lovely example – matching numbers and a Corvette club award winner nine years ago – but RM's €90k-120k (£79k-£105k) estimate looked good enough to get the job done. Maybe the Monte Carlo hospitality was very good and inspired bidders' arms.

#### PRICE GUIDE MOVERS

#### On the up

It's boom time and gloom time for Porsche 911 owners with 1964-65 2.0 prices showing a fulsome 33% hike but '99-05 Turbo (996)s down by 20%.

Make and Model		Concours	Mint	Good	Rough	% up
Alfa Romeo SZ-1	60-62	375,000	320,000	270,000	200,000	+7.1%
Alfa Romeo TZ-1	63-65	850,000	750,000	600,000	450,000	+6.3%
Alfa Romeo Giulia Ti/Super	62-74	20,000	14,000	7000	3250	+25%
Alfa Romeo 1750/2000 Berlina	68-76	12,000	8000	3500	1600	+9.1%
Alfa Romeo Alfasud/Ti	72-83	6950	4250	2000	750	+43%
Alfa Romeo Alfasud Sprint	76-90	9000	6000	2750	1100	+29%
Alfa Romeo GTV 2000	76-87	9750	6750	3200	1500	+5.4%
BMW 1600/1602/1502	66-77	9000	6500	3000	1250	+38%
BMW 635CSi	78-89	15,000	9500	4500	2400	+7.1%
Chevrolet Corvette Stingray	68-72	30,000	22,500	13,000	5750	+9.1%
Clan Crusader coupé	71-74	5500	3750	1650	800	+10%
Daimler 4.2 Coupé	75-78	22,500	13,500	7250	4500	+4.7%
Daimler Double-Six Coupé	75-77	26,500	16,500	9250	5000	+6.0%
Ferrari 250GT Boano/Ellena	56-59	700,000	600,000	450,000	300,000	+17%
Ferrari 250 GT Cabrio Se2	60-62	1.4m	1.1m	900,000	725,000	+16%
Ferrari 275GTB (steel)	64-66	1.8m	1.4m	1.1m	925,000	+12%
Ford Zephyr MkII	56-62	14,000	9500	4200	2000	+7.7%
Ford Zodiac MkII	56-62	17,500	12,500	6000	2750	+9.4%
Ford Zephyr MkIII	62-66	10.000	7000	3000	1250	+11%
Ford Zodiac MkIII	62-66	12,000	8000	3500	1750	+20%
Ford Zephyr 4/6 MkIV	66-72	8000	5250	2400	1000	+6.7%
Ford Escort Mexico	70-75	32,000	23,000	14,000	7500	+6.7%
Ginetta G15	68-74	10,000	6750	3500	1750	+5.3%
Jaguar E-type S1.5/S2 fhc	67-70	78,500	55,000	32,500	20,000	+4.7%
laguar E-type V12 fhc 2+2	71-74	52,500	34,000	18,000	9500	+5.0%
Jaguar XJC coupé	75-78	22,000	13,000	7000	4500	+4.8%
Jaguar XJ5.3C coupé	75-78	26,000	16,000	9000	5000	+8.3%
MGB roadster (pull-handle)	62-65	19,000	14,000	7000	3750	+19%
MG Midget MkIII	66-74	8000	5500	2650	1200	+6.7%
Morris Minor 1000 saloon	56-70	6650	4750	2250	700	+11%
Opel Commodore	67-77	6000	4000	2000	1000	+15%
Opel Manta GT/E	75-88	6250	4500	2000	900	+14%
Opel Monza coupé	78-87	6000	4000	1800	800	+36%
Porsche 911 2.0	64-65	200,000	150,000	100,000	65,000	+33%
Reliant Scimitar SE4/a/b	64-70	10.000	6500	3500	1950	+18%
Reliant Scimitar SE5/5a	68-75	9000	5750	2200	950	+29%
Triumph Herald conv	60-61	8500	5400	2500	1250	+26%
Triumph Herald 1200 conv	61-67	8000	5000	2250	1100	+23%
Triumph Herald 13/60 conv	67-71	7500	4750	2200	1000	+7.1%
Triumph Vitesse 1600	62-66	7000	4500	2000	950	+22%
Triumph Vitesse 2-litre MkI	66-68	7250	4750	2250	1000	+21%
Triumph Vitesse MkII	68-71	7500	5000	2400	1000	+20%
TVR 400/450SE	89-91	10.000	8000	6000	4000	+5.3%
Vauxhall Wyvern/Velox L sal	48-51	7500	5000	2250	1000	+36%
Vauxhall Victor VX4/90 FD	69-72	5250	3000	1500	750	+5.0%
Vauxhall Firenza/Magnum	72-78	5000	3250	1400	650	+5.3%
Volkswagen Beetle 1302/1303	70-75	7000	4000	1650	600	+17%
Volkswagen Camper (Bay)	72-79	20,000	13,500	7000	3750	+5.3%
Volkswagen Golf GTI Mkl	75-84	16.500	10.000	5000	2000	+6.5%
Volkswagen Golf GTI MkII	84-91	9000	6500	3000	1200	+38%
Volvo 123GT sal	67-68	22.000		7500	3500	+38%
			15,000			+10%
						+4.2%
Wolseley 15/60, 16/60 sal Wolseley 1100/1300	59-71 65-73	6250 4500	4250 3000	2000 1500	1000 750	_

#### On the slide

As well as the 911 Turbo (996) noted above, other big dippers include Mercedes-Benz's 220SEb cabrio and SLR McLaren, both down by a significant 11%.

Make and Model	Year	Concours	Mint	Good	Rough	%dwn
Aston Martin DB MkIII con	57-59	480,000	400,000	320,000	250,000	-4.0%
Aston Martin V8 Volante	78-90	190,000	145,000	97,500	50,000	-5.0%
Bentley 8 Litre	29-31	2.5m	1.6m	900,000	500,000	-3.8%
Bentley S3 MPW con	62-65	240,000	165,000	105,000	65,000	-4.0%
BMW 600	58-59	27,500	20,000	15,000	9500	-8.3%
BMW 2002 turbo	73-74	95,000	70,000	47,500	30,000	-5.0%
Ferrari 365GTB/4 Daytona	68-74	550,000	475,000	400,000	320,000	-4.3%
Ferrari 512BBi	81-85	225,000	185,000	147,500	120,000	-6.3%
Ferrari F355/GTS	94-99	75,000	67,500	50,000	40,000	-6.3%
Ferrari 456GT	92-98	50,000	37,500	25,000	17,500	-4.8%
Ferrari 550 Maranello	96-02	105,000	85,000	60,000	47,500	-4.5%
Fiat Dino Spider 2.0/2.4	67-73	125,000	95,000	62,500	45,000	-3.8%
Ford Consul MkI	50-56	8000	5500	2750	1350	-6.3%
Ford Cortina 1600E	67-70	11,000	8250	4000	1750	-4.3%
Jaguar SS100 2.5-litre	36-39	330,000	240,000	180,000	135,000	-5.7%
Maserati Kyalami	76-83	60,000	46,500	30,000	15,000	-4.0%
Mercedes-Benz 220SEb coupé	61-65	40,000	30,000	20,000	12,500	-4.8%
Mercedes-Benz 220SEb cabrio	61-65	80,000	60,000	40,000	25,000	-11%
Mercedes-Benz SLR McLaren	03-10	200,000	175,000	145,000	n/a	-11%
Porsche 911 Turbo (996)	99-05	55,000	46,500	35,000	24,000	-20%

#### Russ Smith's market news



### The single-marque sale lives on

Bonhams proves that there is life after Newport Pagnell

he announcement some months ago that Bonhams was to move the venue of its long-running one-marque sale from the Aston Martin Works HQ to an AM club show near Reading was met with surprise and some scepticism. However, the sale, held in the grounds of Englefield House the weekend before we went to press, turned out to be quite a success.

Amid a lively atmosphere in a marquee packed with hardcore Aston enthusiasts, Bonhams did OK, selling 57% of the 35 cars on offer – which is close to the last Newport Pagnell event – and did it without offering anything at 'no reserve'. Not a bad first attempt. It was also notable that more buyers were in the room than on the phone this year.

#### 'Unlike last year's auction, every lot carried a reserve'

We've covered the big-selling DB5 over the page, but another standout entry was one of just 85 DB MkIII drophead coupés built; a car with a full and interesting history including being driven to the British Grand Prix by Prince Michael of Kent.

In Austria since being sold by Bonhams for £184,100 seven years ago, it reflected the growth in the market by selling for an overestimate £393,500 this time. Stunning in bright red with a tan interior, it still didn't look expensive at that price.

Less successful were the V12-era cars. Much more plentiful than earlier Astons, they're the sort of thing you can go out and buy any day – means permitting – so not ideal specialist auction material. As it proved here – just one of the five modern Astons offered found a new home.

#### IN THE TRADE



#### **300SL PAIR BREAKS COVER**

At its Le Mans Classic sale, Artcurial is to offer a pair of Mercedes-Benz 300SLs owned by a Swedish collector for over 50 years. Gunnar Giermark died with no heirs and the cars are being sold by the Swedish government. The Roadster - with disc brakes and alloy engine - was bought new in 1963 and has covered just 1380km. The 1956 Gullwing joined it five years later and has done 62,000km. Estimates are €1.5m-€2m and €1m-€1.5m respectively. For more details visit artcurial com



#### **MOT EXEMPTION PROBLEMS**

Only half of the country's 11,500 Post Offices are operating the DVLA's MoT Exemption declaration scheme, but you can find your nearest by using the branch finder service on the postoffice.co.uk website. However, not all of those branches have yet received the updated V112 declaration forms and the DVLA will not accept the new 'R' code entered onto old forms. However, you can download and print the correct May 2018 V112 form from the DVLA at bit.ly/2Ht4Xv0.



#### **CCA HOLDS BIGGEST SALE**

Classic Car Auctions packed 182 cars into its latest sale at Leamington Spa, lifting it into the mega-sale arena that's in the past been the preserve of ACA and Brightwells. It also adds further evidence of the fast-growing strength of the affordable end of the classic market, where CCA operates. On the day it achieved a sales rate of 65 per cent. One highlight was the 1988 Audi Quattro 10V from long-term ownership. It made £38.5k some £12.5k over estimate.

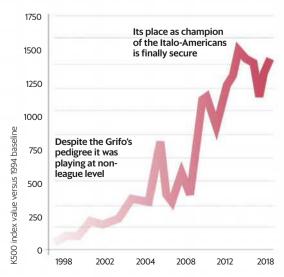
#### WHAT THE K500 MARKET INDEX SAYS ABOUT THE ...

#### Iso Grifo



K500's Simon Kidston says, 'A favourite of high-living roustabouts of the day such as George Best and Mike

Hailwood, in 1966 the Iso Grifo was the fastest car *Autocar* had ever tested flatout – 161mph. Its progress as a collectors' car has been more leisurely. But with RM's floorless 1967 rhd GL 'barn-find' selling for £128.8k in 2016 and Gooding's almost-flawless 1963 A3/L Prototype achieving \$1.76m in January this year, the Grifo, arguably best of all Italo-American hybrids, has finally made it to the Premier League. George Best would approve.'





### **Summer Classic**



Classic Car Auction

1pm, Tuesday 17th July 2018

Sandown Park Racecourse, Esher, Surrey KT10 9AJ

### **QUALITY ENTRIES NOW INVITED**

Contact us on 023 8066 8413, info@barons-auctions.com

www.barons-auctions.com

Online, telephone and pre-sale commission bidding available.

Competitive commission rates - sellers 5%, buyers 10%



Russ Smith's market headliners

## When modifications don't matter

Bonhams gets top money for improved DB5 convertible at its new-look Aston sale

he top seller at Bonhams' newly relocated Aston Martin was fittingly its catalogue's cover star - a 1965 DB5 convertible. The last-but-one of 85 built, it was sold as a UK car and had clocked up just three owners in 55 years.

Rerfurbished over the years as needed, it had managed to retain the original leather interior, wearing the kind of patina you can never replicate. Other elements were less original, however. Selling for a near-top-estimate £886,300 caused some to question the non-original 4.2-litre engine, white rather than the green listed on the original order form (changed before sale), and a five-speed ZF 'box fitted in 1966.

How much should such things affect a DB5's value, with originality seemingly of growing importance at the top end of the market? We spoke to Roger Bennington, MD of Aston specialist Stratton Motor Company, who put it all in perspective.

'The change of paint that was made on the original build sheet and the original invoice would not be unusual, because in period in the Sixties and Seventies it wasn't unusual for Aston to sell a car that was currently in build and have the specification changed mid-production. It was also not unusual to carry out structural changes to the seats and make gearbox changes providing it was done either by an authorised distributor or the factory.

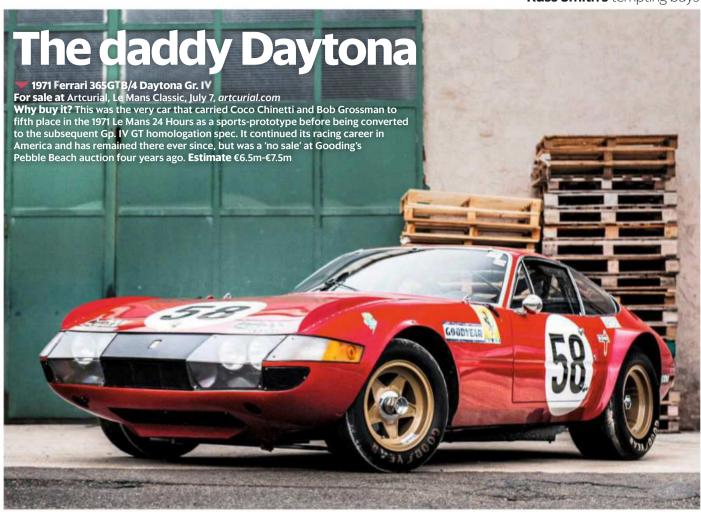


'The later 4.2 upgrade is again another enhancement which is carried out to a lot of these vehicles and makes them more driver-friendly. But again, if a collector is looking for a car to do concours he is going to be looking for an original car whereas if the buyer is looking for a car to drive, the 4.2 is more attractive.

'Perfect, original and properly restored cars are extremely hard to find and in most cases they make exceptional money. Hence why barn-finds of an original, untouched car make well above average price because they enable the buyer to restore the car to its absolute original glory. This particular car I feel, in view of its condition, made a reasonable price.'

'In period it wasn't unusual for Aston to sell a car that was in build and have the specification changed'







#### Ford Model B Roadster

For sale at Bonhams,
Hillegom, Netherlands, June
23, bonhams.com/cars
Why buy it? Part of
Bonhams' clearance of the
200 old Fords in the Den
Hartogh collection, this fine
example of a hot-rodding
icon could spark a bidding
war between purists and
rodders. 'Only' a four-cylinder
model, but a tempting buy at
the lower end of its estimate.
Estimate £25,000-£40,000



#### 👞 1965 Ford Lotus Cortina Mk1

For sale at Bonhams, Goodwood, July 13, bonhams.com/cars Why buy it? If you can stomach the estimate, this is the real deal. A works car, it was used in the 1965 British Saloon Car Championship and driven by such notables as Jack Sears, John Whitmore and (most importantly) Jim Clark. Now restored by top specialists, it has had limited outings since. Estimate £200k-£250k



#### 1984 Interstyl Hustler 6

For sale at Brightwells, Bicester, June 24, brightwells.com Why buy it? Not much gets attention on the road or at a show like a William Towns-designed six-wheeled Hustler. Originally built around a '68 Minivan (hence its registration), this was found in Keighley Bus Museum in quite a state in 2012 and treated to a five-year restoration and 1275cc engine. Estimate £6500-£8500

#### UPCOMING SALES

#### JUNE

**Sat 23,** Holland. Den Hartogh Ford Museum sale, Hillegom. *bonhams.com/cars* 

**Sat-Sun 23-24**, USA. RM Auctions' Dingman Collection sale, Hampton, New Hampshire. *rmsothebys.com* 

**Sun 24,** Oxfordshire. Brightwells Flywheel Classic & Vintage, Bicester Heritage, Bicester. *brightwells.com* 

#### JULY

Sat 7 Historics at Brooklands, Brooklands Museum, Weybridge, Surrey. historics.co.uk Sat 7 Artcurial's Le Mans Classic sale, Le Mans, France. artcurial.com

**Wed 11** Brightwells Classic & Vintage, Easters Court, Leominster, Herefordshire. brightwells.com

**Fri 13** Bonhams' Goodwood Festival of Speed sale, Goodwood House, Chichester, W Sussex. bonhams.com/cars

**Sun 15** Charterhouse Auctions, Sherborne Castle, Dorset. *charterhouse-auction.com* **Tue 17** Barons Auctions' Summer Classic, Sandown Park, Esher, Surrey.

Sandown Park, Esher, Sui barons-auctions.com

**Wed 18** H&H Classics, The Pavilion Gardens, Buxton, Derbyshire. *handh.co.uk* 

**Thu 19** Silverstone Auctions' Competition Car Sale, The Wing, Silverstone Circuit, Northants. *silverstoneauctions.com* 

**Sat-Sun 21-22** Silverstone Auctions, The Wing, Silverstone Circuit, Northants. *silverstoneauctions.com* 

**Fri 27** South West Vehicle Auctions' classic sale, Parkstone, Poole, Dorset. *swva.co.uk* 

**BROOKLANDS MUSEUM SATURDAY** 7TH JULY

**VIEWING DAYS** 

Thursday, 5th July 10am - 8pm Friday, 6th July 10am - 5pm

**SALE TIME** 

Saturday, 7th July Motorcars: 10.30am

Please visit the website to view all consignments and for bidder registration

www.historics.co.uk

## THE SUMMER COLLECTION



1957 ASTON MARTIN DB2/4 Estimate: £145.000-- £180.000

A MAJOR SALE OF 150 FINE CLASSIC MOTORCARS

FINE CLASSIC CAR & MOTORCYCLE AUCTIONEERS

Tel: 00 44 (0) 1753 639170 E-mail: auctions@historics.co.uk www.historics.co.uk





## **Stars align for Coventry Motofest**

Andy Wallace relives 1988 Le Mans victory as UK street racing returns after 28 years



early 30 years to the day since Jaguar made a victorious comeback to the Le Mans 24-hours, the winning XJR-9 Group C car was reunited with one of its original drivers, Andy Wallace (pictured left), for hot laps of the Coventry ringroad circuit. The spectacle came ahead of the MAC Motofest Sprint, the first timed UK closed-road motor sport event since 1990. Elsewhere in the city, public squares became display areas as classic cars arrived in their hundreds.

#### Jaguar XJR-9

Speaking exclusively to *Classic Cars*, Wallace recalled the remarkable race win 30 years on and the extraordinary events that led to his drive.

'Driving on a street circuit brings back fond memories,' he said. 'I contested the 1987 Birmingham Superprix when I was doing Formula 3000, but unfortunately I was still on a Formula Three budget. My team of mechanics was the same one I'd used to win the British F3 Championship the previous year, but I knew we just couldn't carry on and I was mentally preparing to pull out of F3000 and do something else.

'Then, out of the blue, I got a call from a chap at Jaguar. They were doing testing at Paul Ricard, needed another driver, and would I be interested? Of course I was, but I'd actually never driven a sports car before – all of a sudden I was doing 200mph for the first time! Without the help of Johnny Dumfries and Jan Lammers it would've been difficult to make the jump.

'It turned out Lammers was the reason they'd asked me. British F3 used to visit the Macau Grand Prix as a season finale to take on the top drivers from Italy, Spain, France, the US and so on. Lammers was a guest driver in 1986, and we had a really good tussle. On the last lap he was out in front but lost control. He was about to hit the



barriers and I saw my chance to get past on the inside. Yet funnily enough, my overtaking move bumped him round, so he regained traction and missed the wall. I finished first, he came second, and he never forgot how I saved his podium finish.

'It was partly about the importance of teamwork. Driving this Jaguar was the first time I wasn't out fighting on my own. Single-seater racing is very selfish, whereas the three of us would have to work together to win the race. It's the same with the pit crew too – I suddenly had to place absolute trust in their decisions.

'I first raced the XJR-9 at Jerez, then in the Castrol-sponsored IMSA version at Road Atlanta. It was just to get experience really. You can walk and cycle the track all you like, but nothing prepares you for Le Mans. To make matters worse, there was no test day at Le Mans in 1988. I think the track had been resurfaced and it wasn't quite ready in time, so as a result the first time I drove there was in qualifying.

Thanks to the Mulsanne straight, racing at Le Mans isn't like other circuits. The XJR-9 only has a five-speed H-pattern gearbox – you wouldn't put something like that in a 240mph car nowadays. But as a result you're doing 200mph in fourth. When you change up to fifth, the sound just doesn't match the speed, especially when you're used to F3000. After a while, the sound starts to catch up in corners, and then you realise guite how fast you can go. It took just 50 seconds to do the whole Mulsanne Straight - 50 seconds at full throttle in a racing car is very unusual. I sat at 200mph and thought I was going fast, then another Jag and a Sauber-Mercedes came past and made me feel like I was tied to a post! Next time the Mulsanne came round I was flat-out, and we were soon averaging over 200mph per lap.

'It helps to be in your 20s when you do this sort of thing, when you're still fearless. The biggest concern was that the tyres would blow out. For Jerez and Atlanta we'd run radials, good for 250mph, but Dunlop refused to supply them for Le Mans. Their crossplies were good for 260mph, the car was geared for 238 and tyre growth due to heat would have the effect of gearing it up to 245 – perilously close to the radial's limit.

'The problem is, when a crossply goes bang, it flies up and takes the rear wing off, which will flip the car over. It's what caused Win Percy's accident in 1987, and ultimately the reason why a chicane was put on the Mulsanne Straight. The thing you

fear most is a slow puncture – the heat will keep the tyre feeling more inflated than it actually is and you'll only notice when it's too late.

'Jaguar didn't issue any team orders other than "go fast, but bring it home." The XJR-9s were all mechanically identical, but Lammers, Dumfries and I arrived at a different set-up on the morning of the race that would ultimately hand us the advantage – softer suspension on the rear, which flattened the profile of the rear wing and cut drag. It was too late to inform the other Jaguar teams, because they'd have ended up having to change their driving style.

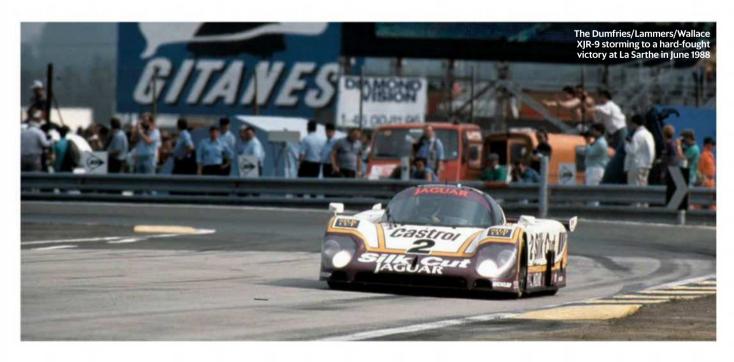
'It worked though. We didn't qualify well – we never did, we had a normally-aspirated engine and the Porsche teams would wind their turbo boost up massively for qualifying – but once the race started we began to make up places.

'A massive battle broke out between our car and the works Porsche 962 of Hans-Joachim Stuck, Derek Bell and Klaus Ludwig. What sticks in my mind is how much more power they had – 50bhp, and they were more fuel-efficient – yet how our adjusted aerodynamics were working. Lap after lap they'd be on our tail and would slingshot past coming out of Tertre Rouge, but then they'd hit a wall of drag and we'd pass them. Then it'd happen again coming out of Mulsanne Corner. If we could keep this up, we'd win the race.

But the thing most likely to fail back then was the gearbox. To preserve that H-pattern 'box we realised we needed to eliminate some gearshifts. By taking the Esses in fourth, we could eliminate one downshift and one upshift per lap. Over the course of 400 laps, that's a lot of gearchanges. We decided that no matter who we were racing, it was a rule we'd keep to. And it worked – we stayed ahead and we won, by just 90 seconds from the Porsche!

'But the fans kept us going too. It's probably the largest British sporting event outside of the UK, and even with the helmet on and the door shut you can still see the flags waving, and sense the party atmosphere at Arnage at night. That's when you also start imagining things too – odd clonking noises, things like that. But in truth things are more likely to go wrong if you lift off and lose control.

'Jaguar could go back to Le Mans I suppose, either in the GT or Prototype class. But it'd have to be an all-or-nothing attempt, with the right technical partners, sponsorship and budget. Anything less than the effort we went to in 1988 would be pointless.'



## SUPERCAR SATURDAY

BROOKLANDS MUSEUM

In Association with Ginger Beer Promotions

28th JULY 10am - 5pm

TEST HILL
CLUB DISPLAYS
MERCEDES-BENZ WORLD CIRCUIT LAPS

Admission: Adults £16, Seniors/students £14, Children (5-16 inc) £8, Family £40

Information and discounted advance tickets from www.BrooklandsMuseum.com

Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0QN

01932 857381

#### **Coventry Motofest continued**



#### **Austin Grand Prix**

It may have been slow, but the Motofest's timed sprint marked the first time this Austin, recently restored by the British Motor Museum, had competed in motor sport for 110 years. As Motofest organiser Mark McLachlan explained, 'The last time it ran was also the last time Austin competed in a Grand Prix – the 1908 French GP at Dieppe. It was the the highest-placed finisher of a three-car team. After the race, Austin withdrew from competition, and the cars were just laid up. Only this one survived intact.'



#### **Koenig 560SEC**

Mohammed Khan's wide-bodied Mercedes was one of many cars cruising the streets, soaking up the Motofest atmosphere, and may well be unique in the UK. 'Most stayed in Germany or went to the Middle East,' said Khan. 'I've had it five years now. I sourced it in Denmark, where it had been since it was new. It doesn't actually run that much boost to make quite dramatic performance gains - with just 0.7 bar of boost, it makes 380bhp. Strosek's bodykit is genuinely aerodynamic too - you can see this in the seamless way the body additions run into each other.'



#### **Electric Rickshaw**

This Electraction Rickshaw prototype – currently for sale – represented a brave new world when it first appeared in 1976. Created by Roy Haynes and intended to be used on beach resorts and small islands, the Rickshaw's bodywork could be configured as anything from a beach buggy to an enclosed bus with doors and a canvas top. It was even roadtested in period by ex-Lotus F1 driver John Miles, who found it simple to drive and handle and 'quite swift' up to its top speed of 30mph, but found it unrefined, and its silence uncanny.

### **Roses Restored**

Rare French delicacies return for the 2018 Rallye des Six Roses



e Teuf Teuf Douessin attracted a 34-car field of veteran, vintage and classic cars to its 2018 Rallye des Six Roses, a challenging 110km route through the Layon Valley of Doué-la-Fontaine. Participants included the owners of some very rare French cars that had endured unusually protracted restorations.

#### **Amilcar CGSS**

This rare 1930 sports car emerged from a restoration that took almost a decade to bring together. Says owner François Etienvre, 'It all began when I bought a pair of Amilcar headlamps at a collector's market in 1999. But when in 2004 I found a CGSS rolling chassis in Blaye, the project really started. I spent more than eight years searching France and Britain for the parts to complete the car – and this dictated the progress of restoration.

'The 1074cc engine and gearbox came from Jarnac; the grille from a Pyrenean village; the windscreen I found in the Massif Centrale; the bulkhead and petrol tank were located in Britain; the transmission in Rouen; the radiator in Tours; and the brake system was found in an attic in Normandy! Finally I bought two sacks of miscellaneous parts from a former Amilcar mechanic near Lyon.'

#### Rosengart

Martial Besnier's 1939 Adler-engined Rosengart Super Traction was another recent restoration. 'Even the late Johnny Hallyday remarked

on the quality of the work when he was my passenger,' said Martial proudly. 'But he should have seen it when I found it 15 years ago, near Caen. The front of the chassis was completely rusted and full of mouse nests!

'I replaced all the front left side of the chassis. The mechanicals were not a problem – they're Citroën Traction-derived and so widely available. Sourcing the body panels was difficult though. The chromework would have been almost impossible without the Club L.Rosengart. I made it more difficult still by using only original parts; it was two to three years' work, occupying most of my spare time. But I'm used to major restorations – so far I've restored 12 pre-war Citroëns which I still own, and I have another one, plus two Talbots, still to restore'.



#### TROPHÉE CLASSIC CENTRE OUEST, FRANCE

#### V8 Brit shocks on debut at le Centre Ouest

The Trophée Classic Centre Ouest rally was contested by 46 teams over 180km of by-roads, and saw an unusual rallying debut for France.



#### **Daimler SP250**

'A French dealer imported this Daimler from Texas, where it had sat in the desert for fifteen years,' said

driver Arthur Morault.
'My friend Stéphane
Guarato bought it from
him as a non-running
wreck in 2013. It's
an early lhd A-spec
example, exported new
to the USA in 1959.

'Being a Texan car the chassis was rust-free, but we took the body off and sand-blasted the chassis to clean it.

'A full mechanical rebuild was required. My father took 1.5kg of sand out of the gearbox!

'The engine was tired – it had some serious compression problems and needed a complete rebuild. Fortunately the GRP body was in good condition. My father put 1500 hours plus into its restoration over three years'.

'The Dart is not the most popular car but it's the connoisseurs' choice – it's a very unusual sight in France.'

#### **Events**



## **Thruxton gains traction**

Williams F1 greats star as Hampshire circuit celebrates its 50th anniversary

Ithough Thruxton has never hosted a Formula One race, its reputation as the fastest circuit in the UK meant the Williams Heritage cars looked entirely at home on its sweeping bends at Thruxton's 50th Anniversary celebration. But it was the historic touring cars which stole the show.

#### Williams FW08B

This radical six-wheeled 1982 Formula One car took to the track in public for the first time, in the hands of former F1 driver Karun Chandhock. 'To be honest, you don't think about the fact it has six wheels once you're in it – you can only see the front pair anyway,' said Chandhock. 'The four-wheel-drive traction from the rear is immense, it just launches out of corners, and its downforce is incredible too – unlike other F1 designs of the era, the venturi tunnels extend right to the end of the chassis, and are wider than usual.

'it's underdeveloped though, and it's a shame FISA banned it before it could run because although it's quite heavy, Patrick Head had already designed a new version that was 60-70kg lighter, with the saving made at the rear by using single dampers either side. That's significant because it needs more downforce at the front – the nose gets light at speed. The smaller wheels mean there's less drag from the rear though.

'Renault designer Gerard
Ducarouge led the charge to ban
four-wheel drive in F1, and Patrick
Head was quite upset that he
succeeded, not least because it was
his way of countering the advantage

other teams, especially Renault, had with turbochargers. At the time Williams was still using the Cosworth DFV, although by the end of 1983 Patrick had a deal with Honda. He knew turbos were the future.

'F1 misses design like this nowadays. When you think about things like blown rear diffusers, active ride and individual-wheel braking, they were revolutions. Nowadays it's just evolution.'



#### **Alfa Romeo GTV6**

It's the first time this Spa class-winner has seen action for more than 30 years, contesting the Historic Touring Car race. 'It's the Luigi team Alfa Romeo GTV6 that was driven in the 1985 Spa 24 Hours by Giorgio Francia, Georges Cremer and Guy Perenne,' said restorer and race engineer Chris Snowdon. 'It contested the 1984 and 1985 24 Hour races, and had a clubracing career after that, but we found it in a Belgian scrapyard, abandoned, partially stripped and very rotten.

'It's now back to exactly how it was at Spa-Francorchamps in 1985, apart from some little white logos on its wheels. But I think I can be forgiven for missing that!'

In 1985, Francia, Cremer and Perenne brought the Alfa home ninth overall and first in Division 2.



#### **Rover SD1**

This Rover SD1 was also making its UK race debut after a lifetime in South Africa. 'It was originally built by David Price Racing in the UK before being shipped out to the Sullivan Brothers, who prepared it for Kyalami,' said Dan Power, race technician at Blakeney Motorsport. 'It's the only Rover ever built to Group 2 specifications, so it wears wider wings covering slick tyres, the engine runs Weber carburettors, and the headlights have been replaced with vents - it gets very hot in the engine bay! We've restored it in its last livery, as raced at Kyalami in 1981, but it was originally white, and we've

seen photos of it racing finished in black too. Paddy Sullivan was a wellknown race tuner in South Africa, hence the "Powered by Paddy" sticker on the tail panel – everyone would've known whose car it was.'

#### Ford Capri 3.0S

Touring car star Patrick Watts was using the Thruxton meeting to shake down his latest acquisition – a genuine Ford Capri touring car with period history from Denmark.

'It didn't do very well in period, to be honest,' said Watts. 'It was a privateer entry driven by George Houthuzen; he raced it in both the Danish and European Touring Car Championships in the early Eighties.

'While it wasn't a front-runner, the crucial thing is that it's very original, and was built in the UK by Cook & Clark Racing. They built Capris for Gordon Spice, and this car was finished with the same specification, including a Hewland gearbox. I hope to evolve it for historic racing – it's got a lot of potential.'



Photographs Hills and Hindle

Photograph Graham Holbor

## **PEGASUS**

## Investments can be exciting

when you speak to Pegasus Finance

### **10 Year Classic Car Finance**

available from the UK's leading and most trusted classic car finance broker

- Exclusive rates with a variety of lenders
- Loan terms of 2-10 years
- Low or no deposit required
- No obligation No fee Complete trust



Call Pegasus Finance today

0800 066 3694

www.pegasusfinance.co.uk info@pegasusfinance.co.uk



#### **Events/Competition**



## WIN

## A VIP trip for two to the LONDON TO BRIGHTON VETERAN CAR RUN

e've teamed up with Hiscox, owner of the RH Specialist vehicle insurance brand, to offer this fabulous trip to see the 2018 London to Brighton Run this November. This exclusive prize, for one individual and their partner or friend, includes:

#### Friday, 2nd November 2018

• Travel to London via train (up to £200 towards two tickets) and attend the Bonhams Veteran Car Run auction in the afternoon (optional attendance; entry is free; the auction is open to the public)

- Two tickets to the exclusive Hiscox evening reception for Veteran Car Run drivers and their passengers at The Royal Automobile Club, Pall Mall
- One night's accommodation for two at a central London hotel

#### Saturday, 3rd November

- Regent Street Motor Show at your leisure
- One night's accommodation for two at a central London hotel

#### Sunday, 4th November

- Exclusive access to the start line in Hyde Park to see the cars up close before the start of the Run
- Watching the cars leave Hyde Park; the first car

  will leave at curries.

- Two standard class train tickets from a London terminal (Victoria or Kings Cross) to Brighton
- Watching the cars cross the finish line on Marina Drive in Brighton
- Two passes to the sponsor's marquee on the beach front to enjoy mulled wine and a bowl of chilli with Veteran Car Run drivers and passengers
- One night's accommodation for two at The Grand Hotel in Brighton
- Travel home via train from Brighton (up to £200 towards two tickets)

The London to Brighton Veteran Car Run is sponsored by Hiscox, the company that owns specialist vehicle insurer, RH. rhspecialistinsurance.co.uk

To be in with a chance to win visit **classiccarsmagazine.co.uk/competitions** - closing date 20 July 2018







**Events** 

## **Prescott turns French racing blue**

Gallic treasures are joined by Italian invaders – and one poignantly relevant Brit

he incorporation of La
Vita Rosso (for Italian cars)
seemingly had the effect of
concentrating the French-car
faithful at La Vie En Bleu, as
well as showcasing some
unusual recent restorations

#### **Renault 5 Turbos**

The appearance of two mint examples of these turbocharged Renaults at La Vie En Bleu prompted a public debate between members of the Renault Owners Club which lasted all weekend – is the Renault 5 GT Turbo faster than the Renault 5 Gordini Turbo? Both cars seemed evenly matched on the hill circuit and period road test figures had them both as the fastest-accelerating cars in their engine-size class when new.

With both iconic hot hatches parked side by side, Gordini owner Rob Slater introduced his 1983 model. 'My friend's father bought it for himself as a retirement present. By two decades later, the steering was too heavy for him so the car was laid up. After he passed away, I was honoured to be offered the car.'

Since then, Rob has covered around 3000 miles a year. The has decided to leave the patina because I like to use it as much as possible.



That's in contrast to Simon Byatt's immaculate GT Turbo, which leads a cosseted life. 'It's had some paint but that's about it. It's definitely a cherished car but I do like to put my foot down now and then. Get the turbo blowing and it just flies!'

#### Panhard 24C

This rare Panhard was making its first public appearance after dedicated enthusiast and schoolteacher Alan Courtenay spent the last seven years rebuilding the rare right-hand-drive 24C underneath his car port.

'I'd wanted one since the age of 14 and finally, in 2011, I got the opportunity,' said Alan, who completed the restoration last year. 'It was left partially dismantled by the previous owner who had given up on it.' Alan had the paint stripped from the body, which received a new floor and anti-corrosion treatment.

Wife Rosemary rolled her eyes and laughed as he explained how their spare room and attic were full of Panhard parts. He continued, Few spares are available in the UK so I go to Rétromobile every year with a list. I've become used to the twitching eyebrows at Eurostar security as I pass through with bagfuls of parts!'

#### **Peugeot 304 Cabrio**

This rare early Peugeot 304 Cabriolet was also making its La Vie En Bleu debut. 'It's one of around 200 right-hand-drive first-series models, complete with early-type strip speedo,' explained owner Nick Broomhall. 'I spotted it online three years ago on my lunchbreak'.

By dinner time, it was his. 'I went to pick it up immediately from Kent. The 115-mile journey home to Northampton took me via London and the M25. It was only when I got home that I realised it had only done 700 miles in the previous ten years.'



It needed more recommissioning work than he expected, with the biggest job being an entire brake rebuild. He has since driven the car to France and Belgium and is off to the Le Mans Classic this year. 'They love the car in France and only recently have these models become ultra-desirable. If mine was left-hand drive it'd be worth a lot more!'

#### **1956 Lotus Mk6**

Tim Spencer brought his Lotus Mk6 from Porthcawl; his father gave it to him shortly before passing away in March. 'He bought it in 1978 and we



spent many hours together restoring the car back in the late Eighties. It's chassis number 61, so the aim was to keep as much of the original bodywork as possible.' Tim and his father were Prescott regulars in the early Eighties when they'd campaign their 1964 Austin Healey Sprite Mk3.

'Driving the Lotus can be tricky in the wet, and it's quite slippery today,' says Tim. 'The scenery is brilliant – but it can be distracting!'

#### Citroën DS Decap'

Martin Jones' elegant Citroën DS Décapotable is a genuine 1963 Chapron car with a 1974 DS23 chassis. Says Jones, 'I spotted it in a scrapyard in 1982 and paid £300 for it. The chassis was so rotten that it was banana-shaped.' Using underpinnings from the later DS saloon, it was carefully rebuilt over the course of a ten-year period.





## **July-August highlights**

July

1 VSCC Speed Championship, Shelsley Walsh, Worcestershire shelsleywalsh.com

1 PugFest Prescott Hill Climb, Gotherington, Gloucestershire pugfest.co.uk

**6-8** Le Mans Classic, Le Mans, France *lemansclassic.com* 

**7-8** Scottish Transport Extravaganza, Glamis Castle, Angus *glamis-castle.co.uk* **7-8** I vdden Hill Classic Festival

Lydden Hill, Kent *lyddenhill.co.uk* 7-8 Chateau Impney Hill Climb,

Chateau Impriey Till Climb, Chateau Impney, Droitwich Spa, Worcestershire

chateauimpneyhillclimb.com
8 Rally of the Giants,

Blenheim Palace, Oxfordshire blenheimpalace.com

8 Aquae Sulis Tour, Bath, Avon bathmotorclub.co.uk

**8-13** RAC 1000 Mile Trial, Epsom, Surrey-Llandrindod Wells, Wales *heroevents.eu* 

**11-22** Liège-Brescia-Liège microcar rally, Liège, Belgium-Brescia, Italy

classicrallypress.co.uk

**12-15** Goodwood Festival of Speed, Goodwood, Sussex *goodwood.com* 

**13-15** Dragstalgia, Santa Pod, Northamptonshire *santapod.co.uk* 

**14** Prescott 80th Anniversary, Prescott Speed Hill Climb, Gotherington, Gloucestershire **prescott-hillclimb.com** 

14 Festival of the Unexceptional, Stowe House, Buckinghamshire

unexceptionalcars.co.uk

15 Oxford Concours d'Etat,
Mansfield College, Oxford

vscc.co.uk

**18-21** Ennstal Classic, Gröbming, Ennstal, Austria ennstal-classic.at

**19-21** Eifel Rallye Festival, Daun, Germany eifel-rallye-festival.de

**20-22** Silverstone Classic, Silverstone, Northamptonshire *silverstoneclassic.com* 

**21** Ross Traders Rally, Ross-On-Wye, Herefordshire rossmotorsports.co.uk

**22** Formula Vintage Cadwell Park, Cadwell Park, Louth, Lincolnshire



formulavintage.co.uk

**25** Classics On The Common, Harpenden, Hertfordshire classicsonthecommon.com

**26-29** Portland Vintage Racing Festival, Portland International Raceway, Oregon, USA *svra.com* 

**27-29** CarFest North, Bolesworth Castle, Cheshire carfest.org

**28-29** Atomic 1950s Weekend, Sywell Aerodrome, Northamptonshire

atomicfestival.co.uk29 Côte d'Opale Rétro Festival,Côte d'Opale, France

retrofestivalcotedopale.com 31-August 6 Loire Valley Summer Tour, Loire Valley, France drivingforpleasure.co.uk

August

**3-5** Schloss Dyck Classic Days, Schloss Dyck, Dusseldorf, Germany *classic-days.de* **4-5** VSCC Prescott Hillclimb, Prescott Speed Hill Climb, Gotherington, Gloucestershire prescott-hillclimb.com

**4-5** Hebden Bridge Vintage Weekend, Hebden Bridge, Yorkshire **hebdenbridgevintageweekend.org.uk** 

4-11 The Swiss Alps Tour,

Calais, France-Andermatt, Switzerland *classicgt.co.uk* **8-14** Rhine In Flames Tour, Rhine Valley, Germany scenic cartours com

**10-12** Oldtimer Grand Prix, Nürburgring, Germany *nuerburgring.de* 

**11** Formula Vintage Mallory Park, Kirkby Mallory, Leicestershire **formulavintage.co.uk** 

12 Welland Valley Wander, Leicestershire, Lincolnshire, Rutland & Northampton wellandvalleywander.co.uk

18 VSCC Goodwood Sprint, Goodwood circuit, Sussex vscc.co.uk

21-22 Automobilia Monterey, The Embassy Suites, Salinas, California, USA

automobiliamonterey.com 23-26 Monterey Motorsports Reunion, Laguna Seca, California, USA weathertechraceway.com

**23-27** Great Dorset Steam Fair 50th Anniversary, Child Okeford, Dorset *gdsf.co.uk* 

**24** The Quail, A Motorsports Gathering, Quail Lodge, Carmel, California, USA

signatureevents.peninsula.com 24-26 CarFest South, Laverstoke Park Farm, Hampshire carfest.org

THINGS YOU NEED TO KNOW ABOUT THE LYDDEN HILL CLASSIC FESTIVAL JULY 7-8

It's expanded!

Following low-key beginnings as a one-day touring-car festival last year, this year the Kentish track is hosting a varied weekend programme both on- and off-track, daytime and evening.

Rallycross back where it began

Appropriately, Lydden Hill is celebrating its heritage as the birthplace of rallycross as well as a race venue. This festival will worship all things Group B as well as Sixties, Seventies and Nineties multi-surface racing heroes and last year's touring cars. There will also be Group B passenger rides on the circuit where the likes of Will Gollop and Martin Schanche fought it out.

Keeping it small

Lydden Hill is unusual in racetrack terms – the compact layout that makes it so challenging for cars also means it can host karts. It will echo to a two-stroke scream as historic karts battle it out alongside the programme of full-sized action.

As night falls...

There's more to this festival than racing – it's a weekender complete with live music, a catering village and an autojumble. Camping £5 per pitch.

Interested in going?

Tickets cost £15 in advance or £18 on the gate, although if you arrive in a classic you'll get in half price (registration required). Visit *lyddenhill.co.uk* for more information.

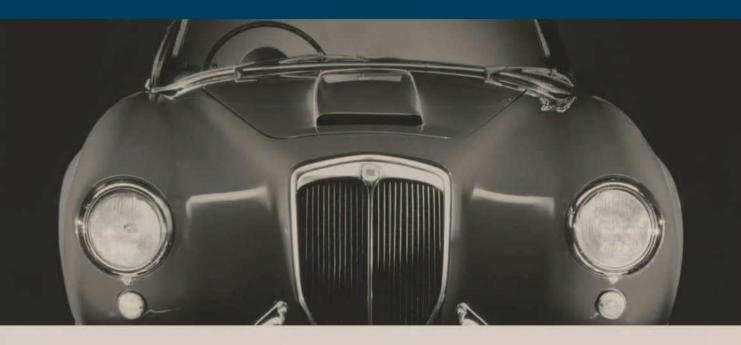


Prescott 80th Anniversary, July 14
Prescott Speed Hill Climb – one of the oldest motor sport venues in the world, let alone the UK – celebrates eight decades in operation this year. Being the headquarters of the UK Bugatti Owners' Club, the site will be inundated with these exquisite French racers and grand tourers, but we're also promised a spread of cars to reflect the venue's history. Expect some very significant historic competition cars, many from the dawn of motor sport itself, as well as some serious record-breakers. Prices tba but shouldn't break the bank – prescott-hillclimb.com.



#### **CLAIM YOUR HISTORY**

LANCIA CLASSICHE CERTIFICATION AND RESTORATION SERVICES





PASSIONE SENZA TEMPO









Lancia Classiche - Turin, Italy

#### **Barn Finds**



## Gentleman farmer's barn stash

Land Rover and rare Lagonda survivor found interred together in a barn in rural Kent

1935 Lagonda M45 saloon has been discovered in Kent, where it's spent the past 25 years in storage with a 1958 Land Rover. The long-term owner bought the Lagonda in 1948 and put it away some time in the Seventies.

'He bought the Land Rover new,' says James Johnson of Hobbs Parker, which is selling both vehicles as part of an auction at its premises in Ashford on July 13. 'It was last taxed in 1992 and is one of the very earliest Series II models from the first year of production, so it has the same 2.0-litre engine as the final Series Is. It's a short-wheelbase example with a canvas top.'

The Lagonda is a rare car; many M45s with Lagonda's own pillarless-saloon coachwork succumbed to rot in the ash framing and were scrapped or re-bodied as tourers. The 4467cc Meadows engine has twin SU carburettors with magneto and coil ignition and a twelve-plug cylinder head, six on each side. With genuine

90mph performance these were some of the fastest closed cars of their day and to find such an original, few-owners example is highly unusual.

Despite - or perhaps because of - more than 40 years of storage, the Lagonda is said to be surprisingly sound, but assessment of the restoration cost will be crucial to the sale price. It's estimated at just £15k-£25k, while the Land Rover (also original and complete) will be sold without reserve with an estimate of £2500-£3500.





#### That's where all the CXs went...

A Dutch Citroën specialist has created a website to show a vast collection of Citroën CXs, causing considerable surprise and excitement among fans of the distinctive French saloons. CX super-enthusiast Ton van Soest had assembled 148 examples, from the earliest Series Ones to the last GTI Turbos, via a few oddities such as ambulances and other custom-bodied variants.

An extraordinarily detailed spreadsheet offered as a download lists the model, year, trim, extras, engine, colour and many other variables. Each car has been given an approximate price and because almost all are in project condition, the figures are temptingly low – typically between €500 and €2500. To concentrate the minds of potential collectors, van Soest has already held two 'outlet' weekends, opening the doors of his considerable storage facility to allow people in en masse.

Tisha Hartog has been dealing with the many enquiries, 'The collection has had a lot of attention but there are still a lot of cars left. We think it's better for the cars to find new homes and for us to get back some useful storage space." Visit vansoestklassiekers.nl/collectie for details.







#### Can you help shed light on this early TVR mystery?

SEND US

Following our coverage of a Fifties TVR Open Sports barn find in the May issue, another early TVR has turned up in Inverness. It's a 1962 or '63 Grantura, apparently stored for 30 years and partially dismantled. It clearly YOUR BARN FINDS has some competition history.

Owner Nick Harrower describes - BEST ONE what he's discovered so far, 'My WINS £100 grandfather bought the car in the early Eighties and stored it ever since. He also tried to find an identity but had no success. I inherited it a couple of years ago. There's currently a low-compression MG 1500cc engine fitted, which is seized. It has a MkIII frame with independent suspension but front and rear drum brakes, dualcircuit to adjust bias. I cannot find the chassis number, and because the car is a lightweight - no external door handles, window winders, bumpers and so on - I assume it wasn't road-registered."

There are various odd features, including an altered radiator support frame, extra chassis struts above the bellhousing and a muchmodified nose with a larger mouth than other Granturas

The car was originally red before enjoying a hasty blow-over in purple with a yellow stripe, and was possibly bought from the Fort William/Lochaber area. Anyone with information on its history can contact the magazine.

in association with Chopard



# CIASSIC CASSOF



£9.75 every 3 months when paying by direct debit

12 issues for £45 when you pay by credit / debit card / PayPal

OFFER 2 DIGITAL EDITION



£7.75 every 3 months when paying by direct debit

12 issues for £31 when you pay by credit / debit card / PayPal

OFFER 3 PRINT AND DIGITAL EDITION







£11 every 3 months when paying by direct debit

12 Print and Digital issues for £50 when you pay by credit / debit card / PayPal

ORDER ONLINE OR ON THE PHONE QUOTING BEAA WWW.GREATMAGAZINES.CO.UK/CLASSICCARS UK 01858 438 884 OVERSEAS READERS CALL +44 1858 438 828

Terms & Conditions: Subscriptions will start with the next available issue. Minimum term is 12 issues. You will not receive a renewal reminder and the Direct Debit payments will continue to be taken unless you tell us otherwise. This offer closes on 24th July 2018. This offer cannot be used in conjunction with any other offer. Cost from landlines for 01 numbers per minute are approximately 2p to 10p. Cost from mobiles per minute approximately 10p to 40p. Costs vary depending on the geographical location in the UK. You may get free calls to some numbers as part of your call package – please check with your phone provider. Order lines open 8am-9.30pm (Mon-Fri), 8am-4pm (Sat). UK orders only. Overseas? Please phone +44 1858 438828 for further details. Calls may be monitored or recorded for training purposes. For full terms and conditions please visit greatmagazines.co.uk/offer-terms-and-conditions.

# SUBSCRIBETU GLASSIC GARS

# EVERY 3 MONTHS! THAT'S A SAVING OF OVER £17 ACROSS THE YEAR WHEN YOU SUBSCRIBE \*when you choose the print option and pay by direct debit

### SUBSCRIBE TODAY AND BENEFIT FROM:

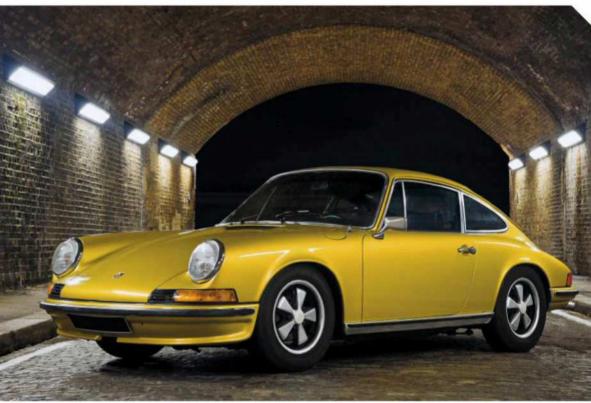
Never missing an issue

• Free delivery to your door (or instant download to your digital device)

Saving over £17 a year on the shop price







CLASSIC + MODERN CAR
CLASSIC + MODERN BIKE
MULTI VEHICLE
COLLECTORS
KIT CAR
MOTOR TRADE
COMPETITION CAR

SUPPORT VEHICLE











At FJ we understand every classic vehicle owner is different.

With FJ+ you can add to your policy from a range of cover

options\* including breakdown, agreed value, salvage retention and spare parts.

Call our friendly UK team for a quote.

0333 207 6023

or visit:

footmanjames.co.uk







PROUD PARTNERS OF:



Transport











\*All cover is subject to insurer's terms and conditions, which are available upon request.

### Sixties GTs not so grand

Having driven a Maserati Sebring and Aston DB5 ('Grand Trial', June 2018), my underwhelming experience of them is at odds with the article's **OF THE MONTH** panting praise. Ferrari has a reliability reputation, so I haven't bothered.

Comparison with two much cheaper and just as handsome cars, the Australian Monaro V8 and Pontiac GTO, makes you wonder why drivers of sense would buy these delicate Continental runabouts. Their cockpits are designed for small Europeans; North American

and Australian physiques are cramped. And their fragile, temperamental and expensive to fix ohc engines would wilt and expire on the epic journeys we undertake in these countries.

Let's have a little less genuflecting to cars that are expensive trophies but not really fit for purpose, please.

Owen Eather



### Not so original

June's Month in Cars says of ex-Le Mans E-type '503 BBO', 'That engine went back to Jaguar but everything else on the car is as it raced at Le Mans...?

For many years I owned the long-range fuel tank as part of my memorabilia collection - a rather corroded aluminium tank, the filler cap being the only salvageable bit. I picked it up from a dealer near Nottingham who bought a lot of the spares from a garage in Wales.

I even owned the Charles/Coundley spares/tool box that was used at Le Mans apparently, complete with all small spares. Sadly, the whole collection had to go. Peter Griffiths



### The £350 Bentley

The article on the Bentley 31/2 Litre (Epic Restoration, June 2018) reminded me of one I drove in the late Fifties [above].

I traded in my Frazer Nash TT Replica (CHX 846) to buy the car from Owen Finch, who used to race Amilcars. It was an HJ Mulliner coupé with a disappearing hood, registration 'BLR 442' (I think) and cost £350. Although multi-owner and quite high mileage it gave me more than a year's trouble-free motoring.

One could drive discreetly through town and then lift the little floor-mounted exhaust cut-out lever and enjoy a full volume blast through the countryside. The other party trick was to start it using the advance/retard lever on the steering wheel.

Many happy memories.

Patrick Benger

### **Bullet dodged**

I owned a Freestone and Webb-bodied Bentley 31/2 Litre and my wallet is so grateful I bought it after restoration (Epic Restoration, June 2018). Rather than change the back axle I had a Laycock-J overdrive fitted into the transmission (BDC kit). Pressing the gearknob engaged it via a microswitch hidden under the gearlever gaiter. With a 1.27 ratio this gave 70mph at 2200rpm and effortless long-distance cruising in modern traffic.

David Boul

### Lancia Flaminia had carpets!

I would like to put the record straight in respect of your article ('GTs for £30k or Less', June 2018). In April 1962 the UK price list showed the coupé costing £3596 12s 9d and the options available included full leather at £136 2s 6d, electric pack including power windows, seat release solenoid and rear window defroster at £99 and, of course, front carpets at £29 11s 3d. My 1963 car, first registered in Rome, was equipped with front carpets, leather and an electric pack.

The Lancia chassis was way ahead of the Aston Martin, Maserati and Ferrari of its time and no doubt the marketing men should have included leather, walnut and carpets to woo British buyers.

**Bob Stephens** 

Helmut Kelleners didn't win the Interserie championship ('Wing Man', December 2017), though he scored some good results later in his Porsche 917-10. The best result in his March in 1971 was a third, ironically at Keimola near Helsinki. Why ironically? Well, that year's Interserie champion, in an AAW Racing Team Porsche, was the now sadly missed Leo 'Leksa' Kinnunen, so both team and driver came from Finland! Hans Nordström

### Classic cars

### **AUGUST ISSUE** ON SALE 20 JUN-24 JUL

### **EDITORIAL ENQUIRIES**

Classic Cars, Media House, Lynch Wood, Peterborough PF2 6FA

Tel: 01733 468582 or 468000 Fax: 01733 468379 Email: classic.cars@bauermedia.co.uk

EDITOR Phil Bell ASSISTANT EDITOR Russ Smith NEWS EDITOR Sam Dawson ART EDITOR Garry Mears DESIGNERS Rachael Bambrough, Chelsea Nelms PRODUCTION EDITOR Joe Breeze HEAD OF PRODUCTION Rob McCabe OFFICE MANAGER Pam Webster

Contributors this month Ross Alkureishi, Nigel Boothman, Jordan Butter Mike Davis, Neil Fraser, John Fitzpatrick, Si Gray, Paul Hardiman, Mike Hills, Steve Hindle, Graham Holbon, Ionathan Iacob, Charlie Magee, Malcolm McKay, Gordon Murray, Mike Renaut, Rob Scorah, Adam Shorrock, Alex Tapley, Mike Taylor, James Walshe, Quentin Willson, Tom Wood

Cover photography Charlie Magee

Advertising enquiries Classic Cars, Media House, Lynch Wood, Peterborough PEZ 6EA Fax 01733 395045 Commercial Director Kellay Mills, 01733 46842, kellynrillis@bauermedia.co.uk Commercial Manage Sarah Dodd, 01733 46840, sarahodod@bauermedia.co.uk Pealer key account director Katie Phillips, 01733 468482, katie.phillips@bauermedia. couk Telesales account manager Angela Ellington, 01733 468500, angela. griffin@bauermedia.co.uk Dealer telesales team Farah Bell, 01736 602326 gillini igudalei mediadouki. Dealer leetsales teath rafari Deil, 1739 05226, farah bell@bauermediacouk, Tommy Holt, 01733 363213, tommyholtz@ bauermediacouk Production Jackie Doran, 01733 468107 Private cars for sale 01733 366338 US advertising Kate Buckley, +845 266 4980, buckley@ buckleypell.com Brand Manager Rachael Beesley, 01733 395168 Marketing Executive Siobhan Rogers, 01733 468511

#### PUBLISHING MANAGEMENT

Managing Director, Consumer Cars Niall Clarkson Editorial Director June Smith-Sheppard Head of Digital Charlie Calton Watson Group Direct Marketing Director Chris Gadsby Finance Director
Lisa Hayden Group Finance Director Sarah Vickery Group MD Rob
Munro-Hall CEO Paul Keenan

SUBSCRIPTION SPECIAL OFFERS See page 108 UK subscriptions 01858 438884 Overseas subscriptions +44 1858 438828 Subscribe by post Classic Cars subscriptions,

FREEPOST (MID 16124).Leicester LE16 7BR. Email: bauer@subscription.co.uk Overseas subscriptions Bauer Consumer Media Ltd. Tower House Svereign Park, Lathkill Street, Market Harborough LE94 7ZT, UK For orders and queries call Mon-Fri between 8am-930pm; Saturday between 8am-4pm (UK time). Phone 0845 601 1356 Fax 01858 461739. Overseas customers phone +44 1858 438828 Fax +44 1858 461739

Overseas Custoil ings pintolie 744 labo 430626 nat 744 labo 490626 nat WES SUBSCRIPTIONS Throughbred and Classic Cars, ISSN 1365-9537, is published 12 times a year by Bauer Consumer Media Ltd. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Possage para at jai naka 141 Ha). Thorough bread and Classic Cars, Air Business Ltd. (do Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Bauer Media Subscriptions, CDS Global, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leicester, LE16 9EF, United

overeign Fah, Latin till isteet, manket hal bottog (, tekeste, tek Kingdom, Air Business Ltd is acting as our mailing agent. SYNDICATION ENQUIRIES Want to use an article or linage? Phone +44 (0) 1733 468628 email syndication@bauermedia.co.uk Details of competition winners are e available on 01733 468582 BACK ISSUES LIK PHONE 01858 438884

BACK ISSUES UP FINISHE VISSO 438884 Classic Cars Back Issues CDS, Megazine Subscriptions Back Issues, FREEPOST, ED03995, Leicester LEIG 9BR Email: bauer@subscription.co.uk Overseas customers phone +44 (0) 1858 438328

Prices £5.75 UK: £730 overseas BINDERS 01733 468582 UK £5.95

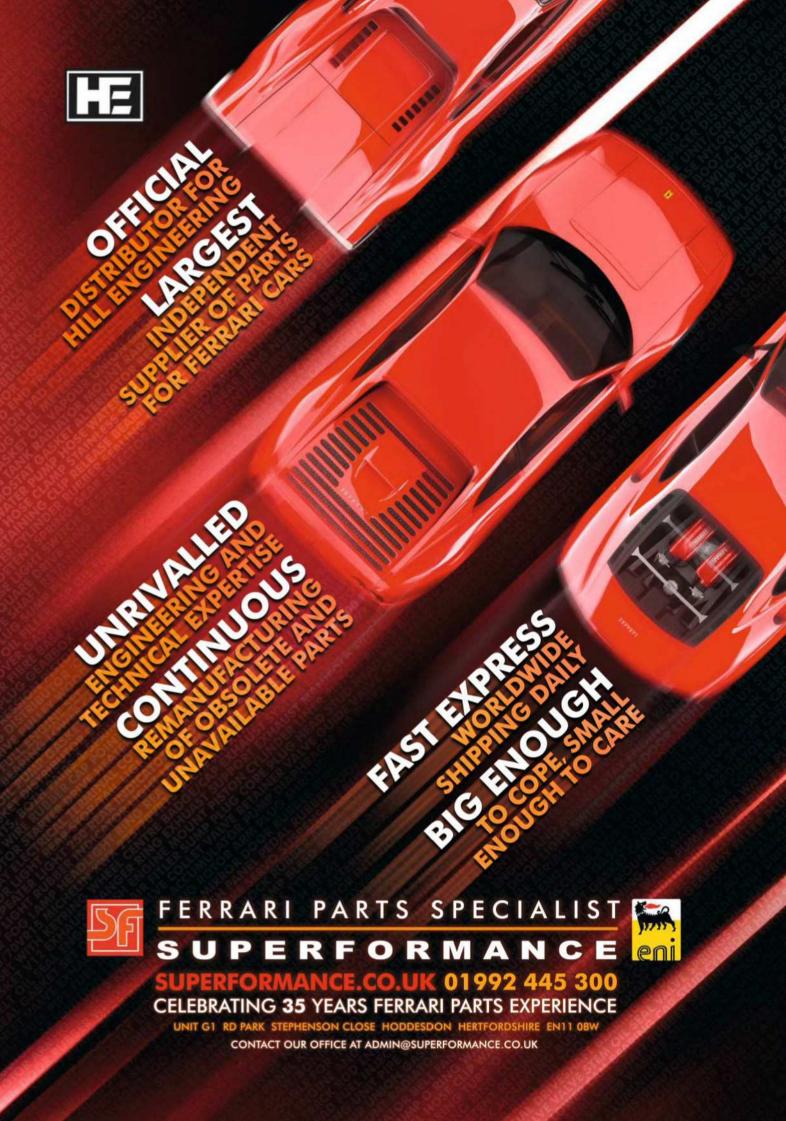
Europe £695, US £995, all inc p&p

CAN'T FIND CLASSIC CARS? CALL 01733 468582

No part of the magazine may be reproduced in any form in whole or in part, without the prior permission of Bauer. All material published remains the copyright of Bauer and we reserve the right to copy or edit, any material submitted to the magazine without further consent. The submission of material (manuscripts or images etc) to Bauer Media whether unsolicited or requested, is taken as permission to publish that material in the magazine, on the associated website, any apps or social media and insertaint in a magazine, or it is essociated weaper, any appoint south measure pages affiliated to the magazine, and any editions of the magazine published by our licensees elsewhere in the world. By submitting any material to us you are confirming that the material is your own original work or that you have permission from the copyright owner to use the material and to and authorise Bauer to use it as described in this paragraph. You also promise that you have permission from anyone featured in the paragraph. Hou also promise that you have permission from a give readuct or referred to in the submitted material to it being used by Bauer. If Bauer receives a claim from a copyright owner or a person featured in any material you have sent us, we will inform that person that you have granted us permission to use the relevant. material and you will be responsible for paying any amounts due to the copyright material and you will be responsible to Jesping in a manufacture of person and you owner or featured person and / or for reimbursing Bauer for any losses it has suffer as a result. Please note, we accept no responsibility for unsolicited material which is lost or damaged in the post and we do not promise that we will be able to return any material to you. Finally, whilst we try to ensure accuracy of your material when we publish it, we cannot promise to do so. We do not accept any responsibility for any publishin, we can not provide the observed that accept any tespon solution of any loss or damage, however caused, resulting from use of the material as described in this paragraph. Bauer Consumer Media Limited is a company registered in England and Wales with company number 01176085, registered address 1 Lincoln Court, Lincoln Road, Peterborough PE1 2RF

Complaints: Bauer Consumer Media Limited is a member of the Independent Press Standards Organisation (www.ipso.co.uk) and endeavours to respond to and resolve your concerns quickly. Our Editorial Complaints Policy (including full details of how you can be squite you be believed in please is view journal grant weather or low to contact us about editorial complaints and PSO's contact details) can be found at www.bauermedia.complaints.couk. Our e mail address for editorial complaints covered by the Editorial Complaints Policy is complaints@bauermedia.couk.

Company information is Bauer Consumer Media Ltd, whose registered office is at 1 Lincoln Court, Lincoln Road, Peterborough, PE1 2RF. Registered in England and Wales company number 01176085, VAT no. 918 5617 01



# **Quentin Willson**



Don't panic! Now that the weather's picked up and the Beast from the East is just a blast from the past the old car market has regained its former health

ow quickly things have perked up. After a shaky start in the first quarter when we all thought we'd spotted a downward shift, business has settled down nicely, helped by a break in the rain and some badly needed sunshine.

May saw Silverstone and Historics post 60-plus per cent sale rates with some strong prices for exceptional cars. Historics' £73k for an '82 Rolls-Royce Camargue was a decent result, as were £26,880 for a 1960 Frogeye Sprite, £33k for a '67 Alfa Spider Duetto and £35,840 for an '86 Porsche 911 3.2 Carrera Targa.

Silverstone returned some impressive numbers too, with £105,750 for a '67 E-type Series 1.5 roadster, £36k for a '91 BMW Z1 and an epic £112,500 for an '87 Sierra RS500 Cosworth.

Brightwells didn't disappoint either, drawing £34k for a Bentley R-Type, £31k for a Jensen C-V8, £30k for a Ferrari 308GT4 and £27,500 for a '54 MG TF. These are very creditable results in a market that looked like it had gone strangely wobbly.

Notice that as soon as the sun came out so did buyers and prices rallied. Despite a general falling off in consumer confidence from January to April we seem to have seen off yet another potential threat to market confidence. This is an encouraging indicator of long-term strength. Auctioneers are clearly tempering seller reserves, dealers are pricing competitively and the supply of fresh stock is keeping pace with demand.

As in every other buying and selling arena, we're seeing highs and lows triggered by external factors such as weather, spending patterns and consumer optimism. This is healthy, predictable and normal. If everything stays expensive and doesn't ebb and flow it all feels very artificial and tight. The odd seasonal hiccup in dealer and auction sale rates means buyers are taking a relaxed view of opportunities and not rushing in where angels fear to tread. That's very telling because it means the bulk of transactions are by enthusiasts rather than hysterical investors, which most of the time brings stable prices you can predict. My barometer for market health is measured by the prices of three cars – average Mercedes R107s should make £15k, very nice Rolls-Royce Shadow IIs should make £20k and any fine sensible-mileage mint Porsche 944 needs to make £10k. All is well with the world if this trio are regularly running at these price levels.

June brought more sunshine and buyers fought for CCA's selection of low-mileage everyman classics. The £10,120 paid for a poverty spec three-door 1976 Golf 1.1 L must be a new record but it did have 22,000 warranted miles and continuous history from new. An '86 Merc 107 500SL with just 11k miles made £31,900, an '85 BMW M535i with 40k drew £24,200, and just to prove the fast Ford market is still cooking, an 8000-mile '83 Escort RS1600i found a new home for £46,200.

Here's another interesting signpost for 2018 - mint tiny mileage classics of all types are still making top money. When irreplaceable, one-off quality classics fall in value we all should worry. But right now demand and values for exceptional specimens looks as strong as ever.

Just 6/180

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.



# Bavarian beauties All you need to know about buying, restoring, owning and simply enjoying BMW's legendary cars BROUGHT TO YOUBY practical

Available now only £6.99 or Collectors' Edition £20

Enjoy a wealth of historical, technical and personal insight from the pages of **Practical Classics**, with a mix of articles including road tests, reader restorations, buying guides, technical features and much more.



The Enthusiasts Guide to

**BUYING & SELLING** 



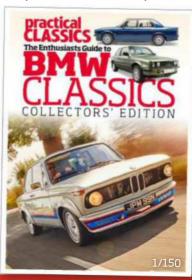
**RESTORING** 



**DRIVING & ENJOYING** 

# COLLECTIBLE SOUVENIR ISSUE

Treat yourself or a friend to the Collectors' Edition. Each copy has a high gloss cover, is individually numbered and comes with a special double-sided poster.



ONLY AVAILABLE ONLINE ORDER NOW AT GREAT MAGAZINES.CO.UK/BMW

ON SALE NOW AT WH SMITH OR GREATMAGAZINES.CO.UK/BMW

# **Gordon Murray**



Gordon finally makes it to the Monaco Historic Grand Prix and enjoys reacquainting himself with some awesome racing cars that shaped his career

lassic car events dominate the list of motor races I go to and in May I added another to my tally when I spent the weekend at the Monaco Historic Grand Prix. The event has been on my list of must-do races since its inception, but until now I have always been too busy to go along - so this year I fixed the weekend in my diary six months ago.

The theme for the weekend was predominantly F1 from various eras including the Seventies and Eighties and the invitation list included a couple of BT33s and a BT37, which were some of the first cars I worked on at Brabham in 1970. Two more of my Brabhams were there - the BT42, which was my first F1 design, and the BT49, my first World Championship car. It felt so good to see them being appreciated and used.

I spent a long time in the paddock catching up with old friends and getting up close and personal with some of my favourite racing cars from the 1.5-litre Grand Prix era. These included a clutch

of Lotus 24s, the very pretty Lola Mk4, my favourite Lotus 25 and the amazing 12-cylinder Ferrari 1512 which sounded spectacular with its screaming exhaust note bouncing off Monaco's walls.

I had spent a long time in the paddock at the Goodwood Revival looking at these great designs and chatting to the owners, but for me the big difference between the two events is that for 20 years I worked at the Monaco Grand Prix and experienced the race from the inside. This meant working through the specific problems that Monaco presents from a car set-up point of view and it was fascinating to observe the teams and drivers tackling those same issues in 2018!

The Monaco circuit has unique requirements for chassis set-up because there are some very slow first-gear and second-gear corners where mechanical grip and traction out of the corner are king. The natural thing to do is set up the car on the soft side on the springs, dampers and anti-roll bars. However, the climb up to Casino Square and the Tunnel exit were both very fast even in the Seventies

with the cars approaching the chicane at more than 160mph, and the aerodynamic downforce played havoc with the wheel travel and braking stability on a softly sprung racing car. The compromise was, and still is, to find a medium setting that sacrifices a little mechanical grip to improve high-speed stability.

Another challenge faced by drivers of classic-era Grand Prix cars was that for nearly two hours there was a gear change every three seconds - it was always a bit of a lottery to see whether the gearbox or the driver's hand gave out first.

It has been some years since I went to an F1 Grand Prix or any modern motor race (apart from the Isle of Man TT, which I have attended 21 times). I accept that in my case a big slice of nostalgia plays a part in my enjoyment of historic events, but on the other hand, where else can a racing enthusiast watch a race where the car designs are all different, see the drivers at work, listen to the great exhaust sounds and witness plenty of overtaking? Maybe there's a lesson there somewhere...

Stan

Gordon Murray is one of the most innovative automotive designers of his generation. He designed GP-winning F1 cars for Brabham and McLaren and the McLaren F1 road car.





# GENUINE, OE & AFTERMARKET PARTS & ACCESSORIES







XK120 | XK140 | XK150 | MK-II | E-TYPE | V8 | SP250 | 420 | MK-X | XJ6 | XJS | XJ40 | X300 | X308 | X350 | XK8 | XJ8 | X-TYPE | S-TYPE

NEXT DAY & INTERNATIONAL DELIVERY | DEDICATED AFTER SALES DEPARTMENT EXCLUSIVE DISCOUNT FOR OWNERS CLUBS | ONSITE ENGINEERING & MANUFACTURING

TO SEE THE FULL RANGE OF PARTS WE SUPPLY FOR YOUR CAR PLEASE CONTACT US TO REQUEST A FREE PRICELIST

## LOOK OUT FOR OUR BRAND NEW WEBSITE COMING THIS SUMMER!

- Live Stock Availability
   New Quick Cart Function
- PRICE LIST DOWNLOADS
   PLATE DIAGRAM DOWNLOADS





**fy**७**p** 0121 544 4040

**E-MAIL**: ENQUIRIES@DAVIDMANNERS.CO.UK OR **VISIT** OUR OLDBURY TRADE COUNTER - B69 4RJ

# John Fitzpatrick



He's enjoyed being at the wheel of many multimillion pound classics at Goodwood, but it was a less exotic Chevy that gave John the most fun

t would be impossible to talk about my experiences with classic cars without mentioning Goodwood. From the first Festival of Speed through to the Revival in 2010, I was fortunate to race many cars that I had never previously driven. They ranged from pure race cars such as the Ford GT40 and Porsche 904 to production cars including Corvettes, E-types, Ford Galaxies and even an unlikely Austin A55.

I had never given much thought to the value of cars I raced. However, my last competitive race was the Goodwood Revival in 2010 when I shared Marc Devis's Ferrari 250GT SWB. He was very keen to finish as high as possible, as was I, but the thought of the value of the car kept my right foot in control, something that would never have happened a few years before.

Of the many cars I drove, the Ferraris were undoubtedly the most enjoyable. Good, predictable handling, nice smooth gearboxes and plenty of power - a joy to

drive. The most unusual car I was asked to race was a Chevrolet 150 two-door saloon. I had no idea what to expect when I arrived at Goodwood, but was pleasantly surprised to find an immaculately prepared 1955 Chevy that to me looked more like a New York taxi than a racing car.

The car belonged to Leon Cole, who had been driving it in a few club races. Leon's father, an ex-British Aerospace engineer, had built the car. After a careful look around the beast it was obvious that great workmanship had been applied, but not much thought given to the restraints of the Group 2 saloon car regulations.

Prior to practice, many of the regular St Mary's Trophy race entrants were rather dismissive of it. Leon took the car out first to check out the systems and then handed over to me. It was sensational - great handling, terrific brakes and masses of power, up there with the BMW CSL as one of the best touring cars I had ever driven. I only had time for three laps, but when I

came into the pits Leon and his father had wide smiles on their faces. I had put the car on pole by quite a margin.

It didn't take long for the owners of some of the more traditional cars to start moaning about the eligibility of our car. Goodwood wanted it in the race but didn't want to upset the owners of the traditional Jaguar Mk2 3.8s and Lotus Cortinas. Fair enough, so we decided that Leon would start from pole position and I would take over for the last 20 minutes or so.

Leon was not used to standing starts and when the flag dropped he applied too much throttle. The car stood still for a few seconds, smoke pouring off the rear tyres and when it cleared most of the field was long gone. By the time I took over we were almost a lap behind. The next 20 minutes were probably the most enjoyable of my career - flat-out on the limit, opposite lock everywhere, laying down black lines. I knew it wouldn't be diplomatically acceptable to win, but I finished a very close fourth behind the three leaders. Everyone was happy.

John Fitzpatrick began his racing career in the British Saloon Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.





The distinctive style and performance that marks out Jaguars needn't cost a fortune to own. Here are five that offer the best value of the lot

Words RUSS SMITH Photography CHARLIE MAGEE



46 (HESSIE Cars





ook beyond the obvious icons of the revered E-type and XK and the entry price to performance Jaguar ownership is actually set pretty low. Yet you are still joining a smart and exclusive club, in which powerful and characterful engines, a smooth ride and great style are prerequisites. They're vehicles of distinction too - no one ever mistakes a Jaguar for anything else. The company's back catalogue contains some sleepers - models that offer all of the above, but also represent remarkably good value when measured against their rivals or just plain logic. We've settled on five of them which do just that and are also showing early signs of price rises - which means now is the smart time to

buy one and enjoy driving it in the knowledge that you'll also be smiling if you come to sell later.

No one has ever come up with a satisfactory explanation for why an **S-type** Jaguar is around two-thirds the price of an equivalent Mk2. Corporate MkX fashion rear end aside, they are similar in styling, rarer by a factor of better than three-to-one, and without doubt the better car to drive. And I don't care if that assertion does set the letter-writers off. What the S-type also has in spades is street cred, thanks to it being the screen villain's motor of choice in any number of movies and TV series from the Seventies, when they were cheap, chuckable and carried a sneery-mouthed hint of menace. Cue the theme tune to *The Sweeney* and check the stocking masks are in easy reach in the glovebox.

As any good wheel man will tell you, the best Jaguar S-types are those fitted with power steering because the system isn't overlight but does allow wheel-whirling to be reduced from 4.7 to a much wieldier 3.5 turns lock-to-lock. All the better for aiming at that incongruous stack of empty cardboard boxes you so often encounter when driving on waste ground. The S-type we used for this test, photographed above and owned by Michael Ballard, has it - and compared to unassisted S-types I've driven in the past it makes the car feel a whole generation younger. I really would recommend buying one so equipped if you can.

Compared to most Sixties cars – not just its Mk2 older brother – the S-type rides superbly on its E-type-based independent rear suspension. And though it might look a bit wallowy from the outside if you start hooning about, from behind the wheel this Jag's handling always feels pretty stable and neutral. They make great classic touring cars.

You'll find little to complain about with the engine either. It's the 3.8-litre, 220bhp version of Jaguar's XK straight-six in this S-type – they were also sold with a 3.4 unit with 10bhp less for those who wanted to save £90 in 1964, not enough to stop the bigger-engined version being the more numerous. It might be a carburettor and a royal wedding parade of horses short of E-type output, but you never feel short-changed and the more you wind up the revs the better it gets; these were swift cars for their era.

Because an S-type is significantly cheaper than a Mk2 Jag, you can still pick up a very presentable example in the £15-20k range, and they are not hard to find. A quick glance in the



# 'Compared to most Sixties cars, the S-type rides superbly on its E-type-based independent rear suspension'

classifieds turned up a very original and well cared-for 68,000-mile 3.4 in Scotland offered for £15,850; and a nice older-restoration 3.8 with power steering in Yorkshire for £19,950. But those prices have already edged up around 10 per cent on where they were a year ago, and the gently growing demand is seeing them shipped in from South Africa.

Three different gearboxes were offered in the S-type. Michael's has the most popular - the all-synchromesh manual with overdrive. Before October '64 they had the older Moss four-speed. Many were also fitted with a Borg Warner three-speed auto, which suits the car's nature. On the manual, check for worn synchros and excess noise that lessens when the clutch pedal is dipped.

On any S-type it's the body that dictates the buying decision. Values are still nowhere near high enough for significant restoration to be anything other than a labour of love. That means that as well as rust you need to look carefully at the standard of past repairs, which will often have been done on the cheap.

### wning an C-tyno



The S-type is one of eight Jaguars owned by Michael Ballard – understandable as he restores them for a living. 'I've owned this for 20 years and it was restored 15 years ago,' he says. 'It does need some love now – it's had to spend the last two winters outside,

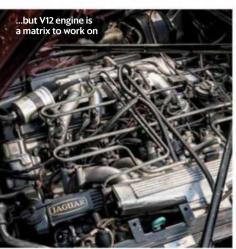
but is off to Le Mans in a couple of weeks. It was a Coombssupplied car and the only one in Pearl Grey – they painted it specially for the first owner. It also has the rare power steering option. I've upgraded it with a few Coombs period Mk2 modifications to the engine and suspension.

'A new exhaust was a large recent expense, but overall the average is about £500 a year to run it. I think Autoglym is the biggest expense – it takes a lot of cleaning and polishing to keep it looking like this. It's done 24,000 miles since restoration, including holidays in France and America.'

### 1966 Jaguar S-type

Engine 3781cc iron block, aluminium head inline six, dohc, two SU HD6 1.75in carburettors Power and torque 220bhp @ 5500rpm; 237lb ft @ 3000rpm Transmission Four-speed manual plus overdrive, rear-wheel drive Steering Worm and nut, power-assisted (option) Suspension Front: independent by twin wishbones, coil springs, telescopic dampers and anti-roll bar. Rear: independent with lower wishbones, radius arms, twin coil springs, telescopic dampers Brakes Front and rear: discs, servo-assisted Weight 1676kg (3587lb) Performance Top speed: 121mph; 0-60mph: 10.2sec Fuel consumption 20mpg Cost new £1880 Classic Cars Price Guide £7500-£24,000







hen Jaguar's suave, pillarless **XJ5.3C**V12 cruisers took a big leap in values a couple of years back, the general reaction in the market was 'at last' rather than being any great surprise. A remarkably short-run model for a Jaguar - due largely to the XJ-S better filling the two-door coupé brief and killing them off - they'd simply looked under-valued for the best part of a decade. On top of the looks, this is a genuinely rare carduring their two-year production run just 1873 Jags were built with the V12

engine, along with another 399 that wore the Daimler grille and badges. And if you wish, there's back-up from the more numerous six-cylinder XJ4.2C model, which had a run of just over 8100, again mostly with Jaguar badges. They command about 10 per cent less than a V12.

Values have plateaued for a while, but the indications are that they are set to move up again. Their place in the world of great Jaguars is better understood and really nice ones are hard to find for sale. Also, XJ-Ss are starting to gain on them, and a V12 E-type 2+2 is once again more than double the price of an XJ5.3C.

Accepting the bit of wind noise they are known for, these coupés also feel pretty special from behind the wheel. With its legendary independent rear suspension, the XJC feels wonderfully poised; more athletic than its size would seem to suggest and soaking up

anything the road surface lays before it. Every bend you take feels easy and makes you think about going back and trying a bit harder.

The engine is equally refined, in sound as much as manner. Smoothly subdued in comparison to a V8 or straight six, it is undoubtedly powerful but delivers its produce with a whoosh rather than a kick - and it keeps on whooshing ever faster until you run out of road or nerve. Only the brakes feel slightly underwhelming, though to be fair I had most recently stepped from the XJR. More accurate, perhaps, to say they are of their era, and that this is a pretty heavy car. That said, it actually doesn't feel heavy from the driver's seat, and it also works that magic trick that few large cars manage to pull off - from behind the wheel it seems to shrink around you as you progress.

What it adds up to is a great GT - a car that makes you want to get back in and drive it a long way, quite fast, and preferably with all the windows down. In that mode the XJC not only looks at its most stunning but also causes considerably less buffeting than I had expected. Not to mention being pleasantly cool on a hot and humid day, so you can wallow in all that wood and leather comfort without breaking a bead of sweat.

I even enjoyed the steering, which can be an over-assisted, under-communicative disappointment in Jaguar saloons. I can find nothing to confirm changes to the system used in the coupé - which is based on regular XJ6 underpinnings - but it does feel meatier in this application.

Buying one may require a little patience given their numbers there are even wanted ads for them - but they do turn up regularly



### 'It feels wonderfully poised. Every bend you take feels easy and makes you think about going back to try a bit harder'

at classic auctions. As with the S-type they need careful inspection beneath the gloss to avoid buying something that could turn into a big project, because even at prices that are higher than today's a full-on rebuild will be far from economical. Certainly long-term the better you buy the more you'll save.

As ever that means checking for the dreaded corrosion everywhere - but particularly the floorpans, around the rear suspension radius arm mounts and the front subframe. Parts supply is generally very good, although there are currently some odd exceptions such as the front grille. They are unavailable new and being made from fragile Mazak cannot be refurbished.

Watch for low engine oil pressure, which shouldn't drop below 20psi at hot idle, and be aware that these cars are often a pain to start from hot. Some of that's down to the original-fitment Opus ignition system, but even installing SNG Barratt's upgraded system (which you'll find on a lot of these) rarely cures it entirely. It's something you have to live with.

### Owning an XJ5.3C



Serial Jaguar owner Andrew Bell (he also currently has an XKR) bought this XJ5.3C 12 years ago. 'I was inspired by Steed's XJC in *The Avengers*, and the Broadspeed racers. It's been a work in progress – I've had it resprayed and the engine rebuilt. They

found lumps of metal in the sump but amazingly no serious damage. There's still the interior to do because that's the original. I've spent a lot on it – more than it's worth, I think – but there are only just over a hundred of the V12s left in the UK compared to thousands of E-types, and they were only made for two years, yet these are so much cheaper to buy.

'I've been amazed how many parts are still available off the shelf, and the car has been trouble-free since the fuel injectors were cleaned; it had been off the road for ten years before I bought it.'

### 1977 Jaguar XJ5.3C

Engine 5343cc V12, iron block, aluminium cylinder heads, sohc per bank, Bosch-Bendix-Lucas fuel injection Power and torque 240bhp @ 5750rpm; 301lb ft @ 3500rpm Transmission Threespeed BW auto, rear-wheel drive Steering Rack and pinion, power-assisted Suspension Front: independent by twin wishbones, coil springs, telescopic dampers and anti-roll bar. Rear: independent with lower wishbones, radius arms, twin coil springs, telescopic dampers Brakes Front and rear: ventilated discs, servo-assisted Weight 1835kg (4045lb) Performance Top speed: 135mph; 0-60mph: 85sec Fuel consumption 16mpg Cost new £6850 Classic Cars Price Guide £9000-£24,000



've lost count of how many times the **XJ-S** (or XJS as it became in the great de-hyphenating facelift of 1991 that also brought smoothed-out body lines) has been touted at the 'next big thing'. 'Wolf!' has been cried so often in the last twenty years that you'd be forgiven for ignoring yet another suggestion that it's time to buy one.

But this time it really is different - we have fresh evidence. XJS prices are already on the move, particularly for those models that have been unanimously decreed as the most desirable from the car's 21-year portfolio. Prominent among those is the 4.0 convertible, which is very much a best-of-all-worlds car. However wonderful the V12 engine is, its thirst (averaging an mpg somewhere in the teens) cannot be ignored. The six-pot 4.0 - especially in the more powerful '94-on AJ16 form we have in today's test car - has a lot less work to do in a near-200kg lighter car and all but matches the V12's 0-60mph time. Yet drive it reasonably at motorway speeds and you will easily see 30mpg. It may be largely psychological, given the average mileage of most classics, but it does make the 4.0 feel that much more usable.

Prices being paid for XJSs are already up around five per cent this year, with some of the more speculative prices being asked racing upwards on a monthly basis. Two with similar mileage and history to Richard Monk's car, which we're testing today, are currently being offered at £16,995 and £17,500, though shop around and you can still find them within our £15k top guide price. Let's put those prices in perspective. The XJS 4.0's natural rival in

classic-buying terms is the R107 Mercedes-Benz 300SL, which has a similar image, and with superior German build quality balanced by a significantly lower power output. Yet an SL will cost around 75 per cent more than a condition-matched XJS. That's a gap that looks wider than it ought to be.

Both the Mercedes and the Jaguar are more GT than sports car in nature, evident in the majority of XJSs being ordered new with automatic gearboxes by this stage of the car's life. But it is at least a four-speed unit, and not a bad one at that. Flick the switch to 'S' for Sporty and that's what you get - it holds onto lower gears as the engine spins up the rev range and gets properly raspy, allowing it to demonstrate a much more unruly bad-boy character than these Jags are usually given credit for. I'd be tempted to leave the switch there for all but multi-lane cruising.

With that aspect plugged in you can start to exploit the rest of the XJS's abilities. In regular use the steering can feel a bit wafty and, well, lacking in feel. There's also a quite pronounced bump/ thump from the front tyres on rougher roads. But hustle it into a corner and the wheel weights up nicely and starts to have a two-way conversation with you. It becomes easy to cut a perfect line and however hard you try in the dry it seems impossible to unstick those 225/60x16s - the suspension is just too good at its job for that, being quite unflappable under stress despite fairly pronounced roll. It also helps that these later XJSs have much stiffer bodies than the 'hyphen' models.

The brakes, however, seem less unflappable, at least at first prod. There's not the firm grab you expect but a kind of laziness



# 'More GT than sports car in nature, evident in the majority of XJSs being ordered new with automatic gearboxes'

of action built into the set-up to promote smooth driving. Full-on braking response requires a deeper, harder shove on the pedal, at which point you discover that there's plenty of it.

Mechanically these cars are pretty bulletproof as long as they're not neglected. Brakes and suspension bushes might wear out but engines and gearboxes can be very long-lived. You just need to budget at least around £1000 a year to properly keep on top of their maintenance – even if you only spend half of that some years.

The bodies were better protected against rust than earlier models too, but because the youngest is now 22 years old it's no longer a subject you can ignore, and once again the real problems, like the front crossmember, will need digging for well beneath any external brilliance to which a car might have been buffed up.

It is an also old Brit with a lot of electrically-powered items on board, so make sure that they all work when called upon, especially the powered soft-top. Check the interior 'timber' too – it most often cracks on the console, and none of it's cheap to replace.

### Owning an XJS



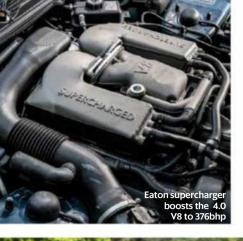
'After buying it in 1999, I realised that I had acquired the very first facelift model to be fitted with the AJ16 engine – the car having been assembled as the last of the prototype mules to be signed off,' says Richard Monk. 'Avoiding rain and salt means annual mileage

is only 3000 and the car is probably over-serviced with Slick 50 replacing a litre of oil at each change. Front suspension and steering rack bushes have been upgraded, throttle body and crank sensor renewed, belts and coolant hoses changed and the oil cooler transfer pipes renewed and the car undersealed twice. Maintenance costs for the last 19 years have been entirely according to the age of the car with one nasty exception when a botched throttle potentiometer repair caused successive ECUs to go rogue, necessitating expert forensic work by Jaguar guru David Marks to trace the fault and carry out brain surgery on the second ECU.'

### 1994 Jaguar XJS 4.0 convertible

Engine 3980cc aluminium inline six-cylinder, dohc, Lucas-Bosch digital fuel injection Power and torque 238bhp @ 4800rpm; 282lb ft @ 4000rpm Transmission Four-speed ZF auto, rear-wheel drive Steering Rack and pinion, power-assisted Suspension Front: independent by twin wishbones, coil springs, telescopic dampers and anti-roll bar. Rear: independent with lower wishbones, radius arms, twin coil springs, telescopic dampers Brakes Front and rear: ventilated discs, servo-assisted, ABS Weight 1830kg (4034lb)

Performance Top speed: 141mph; 0-60mph: 8.4sec Fuel consumption 27mpg Cost new £45,100 Classic Cars Price Guide £6250-£15,000







lease excuse any repetition here as Quentin was touting these bargain super-coupés in his Hot Tips column just two issues ago. But the truth is that the XKR is so good and so attractively priced today that we'd have been selling you short by leaving it out of this collection of temptingly priced Jaguars. For those who thought the XK8 was pretty but slightly underwhelming, the XKR version - launched two years later - finally made sense of Jaguar's whole project to tap into all their E-type heritage. It's not that the XK8 was actually slow with 290bhp on tap, but its overall weight, modern efficiencies and sound-deadening made that particular cat feel a little too domesticated.

What gave the XKR its claws was an Eaton supercharger, driven at twice engine speed, that boosted the four-litre AJ V8 to a far more muscular 376bhp. The top speed was still officially limited to 155bhp (though we've heard of autobahn-munching owners who claim to have seen 170mph on the clock) but it dropped the 0-60 time from 6.5sec to 5.2, and really ladled on the midrange torque – a 35 per cent gain and at lower revs.

All that helped justify these as 60-grand cars when new; now they are very much sub-£10k fodder, unless you want something with low mileage and enough history to impress the *Antiques Roadshow* team, or one of the later 4.2-litre models. Even then you can ignore anything with a speculative asking price above £15k - there are plenty of others out there waiting to be bagged for

below that figure. Like a 72,500-mile 2001 coupé spotted in the classifieds for £8500. Such low prices surely can't last.

For once there is no price difference between the coupé and convertible versions - the latter perhaps being seen as a bit less hardcore and therefore in less demand. Which may be why we particularly wanted to try the hardtop, and were treated to the better of the pair owned by XKR devotee Andrew McQuillan. *Gadget Show* fans will immediately be impressed by the way the steering wheel electronically drops into your hands when you insert the ignition key, followed - once programmed - by the seat remembering where you like it. After that the gadgets become less obtrusive and if anything, driving it is somehow even more analogue than the XJS; though I suspect it may have been set up and programmed to feel that way, I don't care - the whole experience is such a blast.

Perhaps the cleverest thing is how well-mannered the XKR is when being driven in an everyday manner - surefooted, pretty quiet, long-distance comfortable. Then, urged by the car's owner, I unleash the beast. Woof! The supercharger - unnoticed at 2500rpm - starts to whine, there's a hard shove and the road simply disappears. It's more like a turbo boost than a supercharger, based on other blown cars I've driven, some of which really have too much low down and don't really mix with damp roads. But the XKR's delivery, though still mind-boggling, feels more of a controlled, safe madness. Luckily it has immense braking power to match, and the 255/45 rubber on the rear's 18-inch alloys has grip to match and traction control if things do get too lairy.



### 'More like a turbo boost than a supercharger, the XKR's delivery feels like a controlled, safe madness'

There were three distinct phases of engine. Up to October 1999 the 4.0 had Nikasil-lined bores which proved prone to wear. Many were replaced under warranty with improved units which will have a 'Genuine Jaguar Exchange Product' plate on the crankcase, and hopefully some record in the car's history file. After that date they were steel-lined, which cured the issue, and finally for 2003 capacity was increased to 4.2 litres which raised power to a full 400bhp. These are good units but do listen for noise from the timing chain because replacement is a £1200 job, and check that 4.0-litre cars have the 4.2's chain tensioner upgrade.

XKRs are now old enough to have suffered from the ravages of rot, so check underneath - especially around floorpan-reinforcing plates, front inner wings and chassis legs - for any signs of corrosion kicking off. If you're going for a convertible, also check both the operation of the power hood, the condition of its window seals, and the fluid level in the boot-mounted reservoir. If it's low that's a sign of leaks in the hydraulic system.

### Owning a XKR



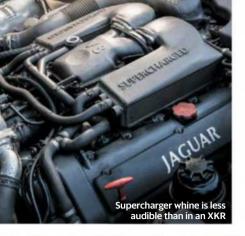
Andrew McQuillan owns a pair of XKRs (as well as a V12 E-type). 'I have another for regular use with 175,000 miles on it. Winspeed in Guildford look after them and say I have the highest and lowest mileage XKRs they've seen – this one has still only

done 9000. I bought it four years ago from the first owner, with 4500 miles on it. He had only used it to go to the golf club, though he didn't actually play golf. He'd never even opened the boot. I paid £14,750 for it and turned down £25k recently. I've decided to hell with it – I'll drive it, rather than keep it as an investment.

'Ignoring depreciation, running costs average out at £1250 a year. The biggest expense is tyres – they're quite heavy on those. I don't drive that hard and get 15,000-18,000 from a set, which then costs £800-£1000 to replace. But it's still cheap for supercar performance.'

### 2000 Jaguar XKR

Engine 3996cc aluminium V8, dohc per bank, Jaguar/Nippondenso sequential fuel injection, Eaton M112 supercharger Power and torque 370bhp @ 6150rpm; 387lb ft @ 3600rpm Transmission Five-speed auto, rear-wheel drive Steering Rack and pinion, speed-related PAS Suspension Front: independent by unequal-length wishbones, coil springs, telescopic dampers and anti-roll bar. Rear: independent with double wishbones, coil springs, CATS adaptive dampers, anti-roll bar Brakes Front and rear: ventilated discs, servo-assisted, ABS Weight 1615kg (3560lb) Performance Top speed: 155mph (limited); 0-60mph: 5.2sec Fuel consumption 23mpg Cost new £60,105 Classic Cars Price Guide £5000-£15,000







his **XJR** is the bargain bucket of our five-car selection - but don't take that the wrong way, I mean it only in price. In every other aspect this is a super-saloon that registers somewhere on the 'awesome' scale. To add further weight to that, on its launch in 1997 this was the most powerful Jaguar saloon ever, employing the same 370bhp supercharged 4.0 V8 found in the XKR - along with all the other technological wizardry that makes the coupé so exciting. All that blunts it is the inevitable extra weight that a four-door five-seater saloon needs to carry. That adds up to 160kg - around ten per cent heavier than the XKR.

Comparing the two back-to-back it's impossible not to notice that, but by any other measure the XJR is a most engagingly quick and capable car in the mould of the much-revered Lotus Carlton, with an almost identical power output. And just look how much one of those will cost you now.

There's a lot more to this Jag than grunt, of course. Like the Computer Active Technology Suspension - CATS, can you see what they did there? - that uses bulkhead-mounted accelerometers to constantly fine-tune the damper settings to road conditions and driver input. That means it can ride like Her Majesty's limo one minute, then corner like a Touring Car the next. It's an impressive trick but you should bear in mind that if the car ceases to perform it, a replacement set of those dampers will set you back around £1600 fitted.

Luckily it's not a job that needs to be done frequently, though replacing worn suspension bushes can be thanks to all the stresses generated by the monster 255/40VR18 Continentals or Pirellis these cars wear. As with the XKR you need to take into account the amount of tread on those in any buying/bargaining decisions - lesser tyres just don't cut it and you're looking at £800-plus a set.

Such is the conundrum with these cars: cheap to buy, expensive to run. But there has to be a price to pay for the kind of enjoyment provided by the XJR, a car that goes very fast, very easily and very quietly. A deal of its extra weight must be underbonnet soundproofing because it you hear much less supercharger whine than in the XKR - overall this is a more refined place to travel, as it should be. It has the same incredible brakes though.

Mechanically there are the same historic engine issues as for the XKR. The only difference is that having a shorter production life than the XKR, the XJR wasn't around long enough in this form to get the 4.2-litre engine. While in the engine bay, take a look at the radiator. These are now both hard to get and cost around £400 – and due to the nature of their construction cannot be recored.

In case you are wondering, and perhaps have a phobia of self-changing gearboxes, the XJR was only sold with a five-speed automatic - bought in from Mercedes-Benz. As you might expect they give little trouble as long as the fluid is changed regularly, but if you hear any (non-supercharger) whining from the transmission it's a sign of wear and impending large expense.

The XJR's potentially most debilitating problem is corrosion, so that's where your initial attention should be focused when looking



# There is a price to pay for the enjoyment provided by the XJR, a car that goes very fast, very easily and very quietly'

at one. The easily spotted stuff is where the front wings join the sills. That's also easy to repair, but if it has spread as far as the floorpans you are probably looking at the wrong car. Harder to see (and repair) areas include the front bulkhead, forward end of the inner sills and around the suspension mountings. Of particular note on these is around where the dampers mount to the inner wings. Fixing it means dropping the front subframe and will soon add up to bills for a couple of thousand.

So there are a few potential negatives, but the reward is great enough to make it worth seeking out one of the good XJRs that are out there in the hands of enthusiasts, then looking after it - which means heavy applications of rustproofer and ideally having a garage large enough to house it.

These cars look to be right at the bottom of their depreciation curve, with numbers already relatively low and still falling more than just steadily - a third of them have disappeared from our roads in the last five years. It looks very much like the time to buy.

### Owning an XJR



Another multi-Jag owner, Tim Hodgkinson has an XJR that shares space with an XKR, XK8 convertible and an E-type S2 fixed-head restoration project. 'I've owned this one from new and it's never let me down, though the diff fell apart early on, but that was fixed in 24

hours under warranty. It's done 122,000 miles now and all I ever do is wash and polish it.

'It gets regular services at £300-£400 a go, but that's not the end of the world. I've also had the front and rear ends repainted at different times due to minor incidents, but the rest is all original. There is some wear to the perforated leather on the driver's seat, which will be sorted soon.

'This was one of the last batch of 18 'X308' XJRs built, in 2002, and the only one finished in Zircon Blue. They didn't have sunroofs so I had this Webasto one fitted a few weeks after buying the car.'

### 2002 Jaguar XJR (X308)

Engine 3996cc aluminium V8, dohc per bank, Jaguar Nippondenso sequential fuel injection, Eaton M112 supercharger Power and torque 370bhp @ 6150rpm; 387lb ft @ 3600rpm Transmission Five-speed auto, rear-wheel drive Steering Rack and pinion, speed-related PAS Suspension Front: independent by unequal length wishbones, coil springs, telescopic dampers and anti-roll bar. Rear: independent with double wishbones, coil springs, CATS adaptive dampers, anti-roll bar Brakes Front and rear: ventilated discs, servo-assisted, ABS Weight 1775kg (3913lb) Performance Top speed: 155mph (limited); 0-60mph: 5.3sec Fuel consumption 22mpg Cost new £51,950 Classic Cars Price Guide £2000-£7000

ow I've driven, inspected and chatted to the owners of the five cars we gathered together for this test, each has more than justified its inclusion. There's something here to suit most pockets, even if none of them can - or at least should - be run on a shoestring.

They all have that hard-to-define Jaguar thing

They all have that hard-to-define Jaguar thing going on, which seems to involve a level of dual personality, but each one of them has something discernibly different to offer. The S-type plays a strong nostalgia card - I was raised on Seventies cop

shows - while the XJ5.3C made me want to get back in and drive it at least as far as Provence, just to be sure I'd got the measure of it.

I had similar feelings about the XJS convertible, which has taken its owner on many foreign jaunts, and I have personal history with owning an earlier XJ-S 3.6. Biased? Maybe.

The XJR was massively impressive and totally deserves the comparison made with a Lotus Carlton - something I've also driven and loved in the past. Not only that, the Jaguar is ridiculously cheap in relation. But then again, for what it offers, so is the XKR. At the end of a great day, that was the one I most wanted to take home - and I'm even having serious thoughts about trying to wrangle one into the Smith fleet. I just hope it can be achieved before their prices start to run riot.

Thanks to: The Jaguar Driver's Club

# 'They all have that hard-to-define Jaguar thing going on, but each has something discernibly different to offer'

Russ gives chase. The open-top XJS is great, but it's one of the other Jags that he really wanted to take home...







For More Details Go To: www.jec.org.uk/events/jaguar-summer-festival-2018



**SHARE OUR PASSION - JOIN TODAY** 

0117 969 8186
Visit us online at www.jec.org.uk/join











irst impressions are *not* good. It's cute enough, but the Austin-Healey 'Frogeye' Sprite sitting outside specialist Mike Authers' Oxfordshire premises could be described by the word dinky, or perhaps minute. Alternatively there's wee or any number of other adjectives that emphasise its lack of proportions. It's not as if any of these could be applied to my own frame - I have a fairly lofty 6ft 2in to shoehorn in. Reaching for the door handle is a mistake because there isn't one. Nor a bootlid. But 60 years ago this was Donald Healey and Leonard Lord's low-cost sports car, so forget what you know about automobiles and go with the budget flow.

Instead, my celebratory mission to retrace some of the original MG test routes begins with reaching into the hollow door shell to pop it open. Hmm, that large two-spoke steering wheel is the antithesis of sporty. In fact it's exactly what you'd expect to find in the Sprite's Austin A35 parts donor, and a distinct barrier to elegant ingress.

It takes me three attempts, accompanied mentally by the lyrics of one of my daughter's favourite songs, 'Left-cheek,

right-cheek, left-cheek, right-cheek' as I contort, manipulate and finally find... a surprisingly comfortable seating position and generously long footwell, albeit with the pedals slightly offset to the right. I reckon any prospective driver would have to hit 6ft 5in before incurring a problem – it's positively Tardis-like in here.

Like the exterior, the cabin is very basic. There are a pair of bucket seats, Smiths gauges - including a tachometer which along with the heater and demister, screen washer, radio and front bumper would have been optional extras - plus a big helping of exposed body-coloured metal (all the rage today, of course) to brighten things up.

Mike jumps into the passenger seat. Who better to share this journey of discovery with than Mr Spridget himself? He's been buying, selling and fettling them since the early Eighties. Once in, he hands me a clothes peg. Eh?

Confused, I pull the choke knob out slightly and it promptly retracts back in. I try again, with a similar result. Eureka! Left-hand-pull, right-hand-peg application. 'All Sprite drivers have one,' Mike explains.

It fires on a pull of the starter knob, the 948cc overhead-valve four eliciting a cheeky induction whoof through its twin pancake-type Cooper air filters with an accompanying mischievous exhaust parp on throttle blip. The tall rigid gearlever engages first cog with a surprisingly short throw and we're off. Our first destination is the site of the former MG factory at Abingdon, where the Sprite was built alongside older sibling, the Austin-Healey 100.

As I tootle out of Mike's farm-based premises, however, first driving impressions *are* good. After chirruping away off the line the engine is proving an eager tyke, responding perkily to my right foot promptings. With a 0-60mph time of 20.2sec (deceptive, because the first 50 comes up in just 14sec) and a top speed of only 86mph it's by no means a high-speed demon, but with just shy of 700kg to thrust forward and your bum practically skimming the tarmac it feels bloomin' fast.

Better still is the steering. Forget that oversized wheel, which is compensated by the immediacy of feel on offer. Instead of the expected oodles of play at the straight-ahead, the Morris Minor sourced rack-and-pinion unit is Angel Delight light yet still manages to feel wonderfully precise. It's surprisingly high-geared with just two and quarter turns lock-to-lock and on all but the tightest corners requires only small steering inputs.

It doesn't take long before I'm accustomed to driving the Sprite - spin the engine up to 6000rpm, up-shift the snappy, well-defined close-ratio 'box and nip spiritedly through on to the next bend. Even the drum brakes feel up to the job.

As we pull into the old MG site Authers asks me my

thoughts on our journey so far. 'It's so easy to drive - urgent, precise and perky. The scuttle shake, or absolute lack of it, is a real surprise given the era when it was built. What a remarkable little car,' I reply.

Less remarkable is the modern business park that faces us. We stop and wander over to a single-storey building labelled Marketing Suite at Abingdon Business Park's entrance. 'It's a real shame,' says Mike. 'Even until a few years ago quite a lot of the factory buildings remained, but it was sold to Standard Life and all that remains is this plaque.'

It's the only reminder of what was once a thriving automotive hub employing thousands and it feels somewhat inadequate given all that history. Still, without getting too maudlin, it will provide the starting point for our onward journey. Armed with an MG Car Club PDF of the old factory test routes, we plan to follow the red route designated by MG for late Forties vehicles.

Back at the Sprite I get in and this time fire it up intuitively, using the left hand, right hand procedure, then whip round out of the car park, and we're off. Glorious sunshine, a back-to-basics Fifties roadster, the original test roads and great company, it doesn't get better than this - for 20 yards or so, when that modern affliction, the speed bump,



### **Competition highlights**

From the start it was clear the Sprite was a racy little number and its first competition victory arrived on March 31, 1958, in the Sporting Owner Drivers' Club Millimar Rally.

Next up, from July 7-12 came an unlikely star turn as a rally car, with 1st, 2nd and 3rd in class in the Alpine Rally. The following year saw the model's international debut at the Sebring Twelve-Hour race, with three heavily modified examples again taking a 1-2-3 in class.

BMC also took an aerodynamic-bodied special ('EX 219') to Bonneville Salt Flats, where it ran for 12 hours at an average 138.75mph, covering 1665 miles and sweeping up nine international Class G records.

Motor sport legends including Stirling Moss, Bruce McLaren, Briggs Cunningham and Paddy Hopkirk, as well as Hollywood racer Steve McQueen, successfully raced and rallied Sprites, with Graham Hill racing the first Speedwell – founded by British racer John Sprinzel – GT prototype in May 1959.

Further success at Sebring in 1960 followed in a glassfibre-bodied car, with Sprinzel and John Patten later achieving a class win in the Liège-Rome-Liège rally in a 'Sebring' Sprite.

Perhaps the Sebring Sprite's greatest achievement was 12th overall at Le Mans in 1965 – not bad for such a diminutive car.

'Spin the engine up to 6000rpm, up-shift the close-ratio 'box and nip spiritedly on to the next bend'





Clark also remembers being given the job of converting the MkIII Sprite and its MG equivalent, the MkII Midget, to half-elliptic suspension. 'The change from a quarter-elliptic arrangement transformed the ride, which was now softer and not as stiff or uncomfortable as the earlier cars. There was also more room for adjustment.'

# 'At 60mph and with only four gears to play with, driving can become decidedly busy'

means slowing to a virtual standstill. Once past that obstacle we zip through a couple of roundabouts and are heading east along the A415. We travel under the Abingdon bypass, the Sprite's exhaust echoing impudently, and turn right onto Faringdon Road. At 60mph and with only four gears to play with, driving can become decidedly busy – you sense motorways would be a trial rather than a pleasure.

We fizz past the Black Horse public house and, approaching Sheepstead Crossroads, Mike cautions me to slow. 'That's us,' he says, signalling for a turnaround with his right hand. The Sprite's tiny turning circle sees us speedily on our way back, and after just 12 minutes we're back exactly where we started.

'That's all?' I ask. 'That was the test route for Sprites?'

It was, confirms Mike. 'It's not much,' he acknowledges. 'To be honest, a lot of the shakedown would have been left for the dealers to carry out.' At that we park up and head to a local café where he's arranged for us to meet his mechanic Geoff Clark for a cuppa. Geoff joined MG straight from school in 1959, completing his apprenticeship before working in the chassis frame section of the Development Department. Although he joined the company two years after the MkI Sprite's arrival, as part of his grounding in the model he recalls discussing the problems that had arisen prior to it going on sale and the requisite steps the design team had taken to rectify them.

'It had initial issues when tested on the MIRA pavé,' he says. Production had already started when these came to light, as MG's Don Hayter - later designer of the MGB - put a number of heavily laden examples through their paces. 'They were breaking up a bit at the rear bulkhead and required significant strengthening, with plates and brackets added,' recalls Geoff. Maybe that test route wasn't adequate after all.

Geoff believes the improved structure that emerged after Hayter's tests is what made the Sprite such a formidable road car and racer. 'It was a stiff monocoque without a doubt,' he adds. 'Up until then you had the MGA and the like with separate body and chassis, and they'd flex. But the Sprite handled incredibly from the off. It didn't take much to turn a standard Sprite into a decent club racer – a bit more power, a roll bar and some uprated shocks. I think that's why they were so popular.'

That's not something we need concern ourselves with today as we drive Mike Authers' own immaculate 12,000-mile MkI. And after completing the short test route, I'm barely sated. We say goodbye to Geoff and immediately get back out on the road. This time we return to the late Forties route then continue on to the extension of the later V8 route. Back at the start once more, we hit the pre-war route. But they're similarly undemanding and only adequate for

I think it's time to head out into the Oxfordshire countryside and Mike agrees. On quieter B-roads I start pushing the little Sprite a bit harder and it responds purposefully. It's fairly neutral through corners and handles sharp changes of direction with contemptuous ease.

checking that the cars were screwed together OK.

Blasting through an S-bend, a sudden camber change unsettles the rear end and it skips momentarily like a pebble skimming across a pond. 'That's what Geoff was talking about,' says Authers. 'A later car with semi-elliptic suspension wouldn't do that.' It's a bit disconcerting the first time it happens but a part of the Frogeye driving experience.

I must admit I'm quite taken with the little Sprite and the view over that cheeky bonnet. I can see why so many buyers opted for one when it was first released. That low price, coupled with the drive, proved an irresistible combination with just shy of 50,000 MkIs sold in three years of production - numbers that must surely have surprised even the project's founding fathers.

BMC chairman Leonard Lord first proposed the idea for a low-budget sports car to Donald Healey at the 1956 Motor Show. The Austin-Healey 100 had proved a great success and the junior car would follow a similar cost-saving concept of making use of existing components.

The A-series engine, four-speed gearbox with synchromesh on second, third and fourth, front suspension and back axle casing all came from the Austin A35; the rack-and-pinion steering was from the Morris Minor; and the clutch and master cylinder were courtesy of MG.

To keep production costs tight a separate chassis was ditched in favour of monocoque construction with a large, one-piece lift-up bonnet. Barry Bilbie designed the chassis, overseen by Geoffrey Healey, with Gerry Coker responsible for the body. The latter left for America to

### Sprite timeline



### 1958 MkI

BMC raids its parts bin for A35 bits – including A-Series engine in 46bhp twin carburettor form

– plus Morris Minor steering and MG clutch/ master cylinder. Simple unitary construction keeps price (£678 17s) and weight (664kg) low. Affordability and zesty performance sees 49,616 sold in just three years. Protruding headlights earn the model its 'Frogeye' nickname in the UK, 'Bugeye' in the US.



### 1961 MkII

Mechanically identical to its predecessor, it's goodbye to the 'frog eyes' but hello, to an opening boot,

although there are still no door handles or locks. Badge-engineered doppelganger MG Midget has a different grille. Front brakes are upgraded to discs in 1962 and there's a more powerful 55bhp, 1098cc engine.



### 1964 MkIII

The third iteration is still powered by the 1098cc A-series, but it's now fitted with larger main bearings

for improved engine longevity. There's also a marginal power hike of 3bhp. The doors now have external handles. Other changes include wind-up windows and a new fascia, plus semi-elliptic rear springs in place of the earlier quarter-elliptics for an improved ride quality.



### 1966 MkIV

Tuned 1275cc A-Series engine raises power to a heady 65bhp and a proper convertible hood replaces the

stow-away item. A 1969 facelift brings Rostyle wheels, black sills and grille, new badging and quarter-bumpers rather than full width. British Leyland's association with the Healey badge ends, so the final 1022 are sold as Austin Sprites. Production ends in 1971 but Midgets are built until 1980.



# Turning up at a classic car show in one is the equivalent of walking down the street with a puppy'

work for Ford in 1957 and later admitted to being surprised when he saw the production version of the Sprite - without the planned retractable headlights of his original design and the Q1 prototype. 'I nearly croaked. It looked like a headlamp test vehicle,' was his initial verdict.

The Sprite's press launch took place in Monte Carlo in 1958 - and why not? Eight years before the Lamborghini Miura debuted in the same exotic location, here was an altogether different proposition - hell, it even had a clamshell of sorts, albeit at the front. Reception for the diminutive new sports car was very positive, particularly on its price and driving qualities. *The Motor* commended BMC's decision to fill the void for 'the sort of small sports car that provided so much fun for so many now middle-aged drivers in their early motoring days' and *Motor Sport* praised its 'quite outstandingly good roadholding and cornering'.

The only issue was how it looked. 'Rather amusing appearance' and 'headlamps that protrude like sore thumbs' were some of the more polite press musings, while 'the appearance of the Sprite is unfortunate' seemed to sum up the general feeling. Today - despite later Sprites' improved ride and more conventional front-end appearance - you'll pay a hefty premium for a Frogeye.

'Good, solid MkI Sprites are now worth £12k-£18k, with excellent examples in the low-£20k range, exceptional ones making up to £30k,' says Mike. 'The later Sprites and Midgets are half these values, with no price difference between an Austin-Healey and an MG.'

I must admit that I did feel a little conspicuous when I first climbed aboard, as if I was dressed in a suit that was several sizes too small. However, while a Lamborghini Diablo

shrinks around you, the Sprite seems to expand the more you drive it; you become comfortable both in the cabin and in the way it drives, and you quickly forget its tiny dimensions.

Another thing I've noticed today is the reception it gets on

modern roads - it's a real crowd pleaser. 'It's so inoffensive,' says Authers. 'Women in particular just love them.' On release it was the combination of affordability, tunability and tractability that appealed. That saw buyers forego its aesthetics to snap them up in droves.

Over the decades the Sprite remained the ultimate starter sports car and the fact that the Midget remained in production until 1980 demonstrated that the appetite for such a car remained long after the manufacturer's original name had disappeared from the model.

But for me the Frogeye is the one to have. It's cheeky, impudent and highly charismatic. Turning up at a classic car show in one is the equivalent of walking down a high street with a puppy. The passage of 60 years has ensured that after enduring the 'It's so cute' and 'Aw, bless' of the crowd many will still be unaware of its abilities, until you release its inner B-road dervish and sit right on their tailpipes on the way home. No wonder it conquered the world.

Forget first impressions - it's last ones that count.

**Thanks to:** Mike Authers Classics (mgmidgets.com)

### 1958 Austin-Healey Sprite MkI

Engine 948cc, inline four-cylinder, ohv, two 1¼-inch SU carburettors Power 46bhp @ 5500rpm Torque 53lb ft @ 3000rpm Transmission Four-speed manual, rear-wheel drive Steering Rack and pinion Suspension Front: wishbones, coil-springs, lever-arm dampers. Rear: multileaf quarter-elliptic springs, radius arms, coil-springs, lever-arm dampers Brakes Drums front and rear Weight 664kg (1464lb) Performance 0-60mph: 20.2sec; Top Speed: 86mph Fuel consumption 34mpg Cost new £678 17s Classic Cars Price Guide £4000-£25,000



### The tyre for adventurous motorists

The Dunlop SP Sport Aquajet was the greatest tyre of its era. The original-equipment radial on the Jaguar E-type, it was the tyre of choice for sporting drivers in the Sixties and Seventies with its rain-defying, road-hugging qualities.

The original Aquajet man traded his roll neck for a cardigan long ago, but the next generation of adventurous motorists can still buy the tyre he stood for. Vintage Tyres has reintroduced the Dunlop Aquajet in a wide range of 10in, 13in and 15in sizes.

We can't promise an international man of mystery lifestyle, but with a set of Aquajets on your classic, great grip in all conditions is guaranteed.

VINTAGE TYRES
FOR CARS AND BIKES FROM THE 1890s TO THE 1990s





It may look ludicrous, but the Koenig 308GTSi Bi-Turbo is deadly serious – the creation of a German racing driver who thought Ferraris had gone soft. We drive it











don't think I've ever felt so self-conscious. This bright yellow Ferrari's barely silenced exhaust has just set off its third car alarm of the day, I keep having to stop on these narrow Kentish lanes so oncoming motorists, mouths lolling in disbelief, can squeeze past its near-six-foot girth. And now I'm approaching a primary school playground at lunchtime.

An army of 10-year-olds strain over the fence for a better look. They know it's a Ferrari - even non-petrolheads recognise that badge - but in some ways it's sad that they're too young to have read Eighties car magazines. Then they'd have known it was a Koenig Specials 308GTSi Bi-Turbo, one of the fastest cars in the world.

Their teachers clearly weren't readers either. Their eyes roll as they usher the kids away from the road. They don't understand this car's importance. No doubt they've clocked the bodykit, wider wheels and – unavoidably – the headache-inducing exhaust, and concluded it's the work of the kind of  $Max\ Power$  devotee they remember trying to avoid in nightclubs in the Nineties, who's made a few quid and likes showing off. At least it doesn't sport the optional £400 high-rise rear wing.

It's a pity the idea of car modification became so tarnished by adolescents wielding pop-riveters, because the aims behind Willy Koenig's Ferrari tuning operation were as noble as they were

bold. German publishing magnate Koenig campaigned Ferraris at the time when the 250GT SWB he used to win the 1962 Deutsche Bergmeisterschaft was merely a racing car with numberplates. As the Sixties gave way to the Seventies, Ferrari offered its first mid-engined road cars to the public, and in 1974 Koenig became one of the first customers to take delivery of a 365GT4 Berlinetta Boxer. However, unlike everyone else at the time, he was underwhelmed. He'd expected a road-going 312P sports-racer.

Koenig's racing-inspired modification of his own BB led to interest from other owners, prompting him to sell the publishing firm and set up his own commercial tuning business in 1977. Enlisting the services of turbocharging engineer Frans Albert and aerodynamicist Vittorio Strosek, Koenig's company was dedicated to 'making Ferraris proper sports cars again.' Affronted, Enzo Ferrari responded by threatening Koenig with legal action unless he removed the Ferrari badges from his Specials. In 1983, Koenig would respond by demonstrating the true potential of Ferrari's 308, making it faster than a standard 512BB.

It's one of those 308s I'm driving today. Back in January 1983 the engine tuning parts alone, including the specially-fabricated valve-actuated wastegate, cost £3625, a figure that would've bought you a brand new Ford Fiesta. Mahle pistons with a 7.2:1 compression ratio, forged camshafts, revised timing and a Rajay



375E turbocharger running at 0.8 bar took the Ferrari's 205bhp V8 to an incredible 400bhp. Countach territory, in other words.

But if it's only got one turbocharger, why are there 'Bi-Turbo' badges all over it? Admittedly these were added by a supplying dealer, but according to Willy's grandson Oliver Koenig, they might have been applied to distinguish it from the firm's 'Twin Turbo' 512BB conversion.

It indicates some rather elegant engineering courtesy of Frans Albert. 'There were all kinds of thoughts as to how to optimise the power of the 308,' says Oliver. 'We started with normally-aspirated tuning - modified camshafts and exhaust systems - then offered a supercharger, then the turbocharged engine.' The turbocharger had two bypass valves, and drew exhaust gases through two inlets, one from each bank of cylinders.

In the Eighties, even on V-formation engines, it was standard practice to pressurise a turbocharger from just one bank of cylinders. The Bristol Brigand's Rotomaster unit for example scavenged its gases from the left-hand bank of its Chrysler V8. Even the then-new Maserati Biturbo and Koenig's own Berlinetta Boxer-based creation had each turbocharger assigned to half the engine. By feeding a single turbocharger through twin entry points attached to both sides of the engine, it spools up faster, cutting throttle lag dramatically.

### Finding and owning a Koenig Ferrari



'I found it via Finnish classic car dealer Harri Asunta while looking for old Aston V8s in Greece,' says James Anderson. 'I did some research into Finland and discovered that classic Ferraris are a lot cheaper out there. There are no shortage of people buying new ones, but the classic network is focused on Helsinki, and the climate and roads

aren't Ferrari-friendly so they tend to get run into the ground. \\

'I managed to find a 308GTS QV there for just €30k (£26k). Harri said he knew of another 308 that someone had hidden under a pile of rubbish in a barn – it turns out the owner hid it from his ex-wife during their divorce proceedings and then forgot about it! It needed restoration, but it was only €25k (£21k). I sent my trusted mechanic to have a look at it. It turns out someone had attempted to fit a larger Garrett turbocharger and butchered the inner bodywork in order to get it to fit. It needed a lot of restoration and it still needs a respray, but I can't wait to start enjoying it.'

The result, surprisingly, is user-friendly. Get over the way that Roman and Germanic forces seem to be clashing in the engine bay with bloodlusting battle cries, and the Koenig's lengthened gearing and increased torque turns out to have made the car more tractable. Usually, getting the best out of a 308 involves wringing out each gear all the way round the dial, but as I accelerate in third and reach 2750rpm, the outpouring of smooth torque feels more



like the effortless surge of an engine with at least twice the capacity, rather than the rocket-launcher kick you get in a 288GTO. This makes its 400bhp smoother and more controllable - any speed from amble to Autobahn can be accessed via third without the car protesting.

Work those gears as you might in a standard 308, however, and provided your eardrums can withstand a high-intensity pounding worthy of a Neal Peart drum solo, you unlock Le Mans-style power and acceleration. Acceleration billows in the midrange, the car surging onwards to a claimed 190mph that it feels entirely capable of reaching.

But it's not just a simple turbo installation and a bodykit. Whereas Janspeed in the UK, and Ameritech and BAE in the US experimented with discreet traditional boosting setups - the latter two dumping Ferrari's traditional Weber carburettors for a Carter four-barrel - the Koenig is a complete re-engineering.

That Strosek-reworked bodywork, for example, is a masterful balance of lowered drag and strategically-added downforce, although it's ruined if you remove the colour-coded glassfibre roof panel. The extended rear deck aids the grip of the massive rear 26/61 ZR15 Michelin TB15 tyres, while the nose sports a rounder

### 'I feel as though I'm sitting down below the axle-lines of the fat racing-style semi-slick-clad wheels'

profile than usual, channelling air into the expanded radiator grille while smoothing it over the front thanks to deleted extractor vents. Widened wings linked with skirts disguise not only wider wheels – those tyre measurements in centimeters betray them as tarmac-spec competition tyres shared with the Michelotto 308 Group 4 rally cars – but also stiffened suspension that sits the car two inches lower than usual, larger brakes and bespoke Koni dampers, a package Koenig charged £600 per corner for in 1983.

This specification would have sounded rather familiar if you followed rallying in the early Eighties, and suggests Koenig was scratching an itch with this car that Ferrari was ignoring. Ferrari only had itself to blame - it was assumed Maranello would put its wide-arched competition-ready 308GTB/4 into production following mechanical testing at Fiorano in 1976 and a Pininfarina aerodynamic study in 1977 which eventually became the 288GTO,









but instead it was left to Michelotto of Padua to convert a handful of cars for rallying. 'Willy was always inspired by racing, and the serial version of the 308 was just so limited, but had so much potential,' says Oliver. 'No super-sporting range-topping version of the 308 was available no matter how much you spent at Ferrari.' Oliver is careful not to single Ferrari out for criticism, although he does admit Koenig endured a difficult relationship with them. 'Tuners in the Eighties taught manufacturers a lot of lessons. But Willy's main thought was always to improve the handling and performance of the car. The whole show-car idea was always secondary to him and the wide-body kits for things like Mercedes SLs and Jaguar XJ-Ss came later. The body parts Strosek created were to improve aerodynamics at high speed, not for looks.'

The modifications do, however, affect the handling. With such wide tyres - especially the front 18/60 ZR15s - the roadholding has been improved at the expense of fine feedback. Those expecting the 308 to be a race-bred supercar might have been disappointed by its straight-line performance, but it cornered beautifully, with communicative steering and a delicate, adjustable mid-bend poise. When new, the cars it seemed to be compared to most often were the Lotus Esprit and Porsche 911.

In the Koenig the steering is very heavy, as befits the wheel's thickened rim. The oil-tanker turning circle and useless door

mirrors, which stand narrower than the car's flanks, add to a sense of low-speed unwieldiness akin to a Testarossa. Get it up to B-road speeds and you have to stay alert - on these defiantly bumpy roads, those wide front wheels tramline down every rut they can find, and require a hefty tug of the wheel to bring them back.

But as the turbocharged torque swells, I soon become grateful for all the extra stability. Lovely though the standard 308 is, it can feel under-tyred at the rear, creating a slightly nervous, knife-edged sensation at high speed. This has been cured by the Koenig's massive track, lending it the reassuring feeling of a Porsche 930 Turbo or Lamborghini Countach S, its tyres melted to the tarmac ahead of an assault on the other side of 150mph.

And yet funnily enough, the car the Koenig reminds me of most is something Ferrari really won't thank me for - the De Tomaso Pantera GT5. It's the way the Bi-Turbo thunders along on a tidal bore of torque, with me feeling as though I'm sitting down below the axle-lines of a set of fat racing-style semi-slick-clad wheels housed under freakish arch extensions.

The tractability and smoothness of the anti-lagged turbocharger servese up the Koenig's 400bhp with impressive progression. A seasoned Ferrari technician once told me that high-speed cornering on a trailing throttle in a 288GTO or F40 was a dangerous business, because the switch in power delivery in those cars is so



sudden, and the effect on the performance so transformative, that a mid-corner boost had the ability to rotate the car into a spin before the driver could even think about responding. You always have to wait for a straight before turning a GTO from sports car to supercar. Same goes for a Porsche 911 Turbo and Ford Sierra RS500, come to think of it.

Not so in the Koenig. As with the Pantera, the firm reassurances of low-down torque and high-grip rubber are always there, ready to punch you out of a bend. When I bear in mind that the racing variants of the Pantera were originally intended by Henry Ford II to replace the GT40, and Willy Koenig had owned and raced a GT40 and a Lola T70 before buying the Ferrari BB that disappointed him, I'm beginning to see where his idea of progress came from. And yet it stands in complete opposition to Ferrari's usual recipe for motoring ecstasy, all operatic revs and fine feedback.

Leonardo Fioravanti would no doubt be affronted by the alterations to his styling too. Even if you considered the standard car mechanically under-endowed, there's no denying that the way its Dino curves evolved into the era of the rubber-nosed wedge as a masterful piece of work, still keeping the visual weight in the centre of the car's lines and avoiding slab-sidedness.

Strosek's makeover puts a huge intercooler vent at one side but not the other, in the manner of an early Toyota MR2. The spiky side-skirts make the car look like it was hastily cut out of a vacuum injection mould, and those filled-in dummy extractor vents in the rear arches just seem garish. I know it all plays an aerodynamic role, but ironically it all conspires to look like a questionable kit-car replica strategically altered here and there to stave off attention from Pininfarina's lawyers. At least the bumblebee-style interior isn't all the same colour as the bodywork, spared the classic German-tuner red-with-matching-red-including-the-steering-wheel scheme that has the effect of making cars look like Lego bricks.

And yet, uncannily enough, I find myself comparing it favourably with Ferrari's own 288GTO. That Group B monster is more stylistically refined and nowhere near as loud, but thanks to its warp-speed turbo delivery its performance is actually less

usable than the Koenig's. And then you compare the raw figures: with a top speed of 190mph, acceleration to 60mph taking 4.5 seconds and the engine producing 400bhp, the Koenig is actually 10mph and 0.5 seconds faster than the GTO. But its aerodynamic addenda are made not from the Ferrari's exotic Kevlar, just simple glassfibre. Torque, surprisingly, was never measured but I estimate it's somewhere north of 350lb ft.

Bizarrely, the Koenig 308 GTSi Bi-Turbo is also one of the supercar world's most unlikely bargains. It cost £60,000 new - bear in mind that the standard 308 GTSi was £23k - but the 288GTO was £73,500 and only available to approved Ferrari customers. Nowadays GTOs breach £1.5m whereas Koenig 308s don't even make £100k.

Ferrari purists might talk about tradition and pedigree, but the irony is that their beloved GTO doesn't actually have any. The Group B race series it was evolved to contest never materialised. The Koenig, on the other hand, was the brainchild of a racing driver and brought to the road work comparable to that of Michelotto, NART, Facetti-Finotto and Huffaker - privateers who, like Koenig, took the 308 racing in series like IMSA GT and the World Endurance Championship.

Since 1993 no V8 Ferrari range has been without its hardcore road-racer. Competizione, Challenge Stradale, Scuderia, Speciale and now Pista - all are faster, louder and more aesthetically questionable than the cars they're based on, and all followed this German upstart. You can't help but look at the Koenig in this context and see it as a kind of new-era revolutionary. Those schoolchildren certainly did.

# 1983 Koenig Specials Ferrari 308GTSi

Engine 2926cc transverse V8, sohc per bank, Bosch K-Jetronic fuel injection, Rajay 375E turbocharger Power 400bhp @ 8000rpm; torque never measured Transmission Five-speed manual, rear-wheel drive Suspension Front and rear: independent, unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar Brakes Servo-assisted discs front and rear Steering Rack and pinion Weight 1365kg Performance Top speed: 190mph (est), 0-60mph: 4.5sec Fuel consumption 15mpg Price new £60,000 Value now £90,000









hat cars do racing drivers use away from the track? Much as we assume they've all got Ferrari collections, the answer usually seems to involve something small, minimalist and nippy that can be driven at ten tenths on public roads without getting into trouble - typically a Fiat 500 or a Mini - and for long distances, a Mercedes-Benz.

I don't know whether former GT and Can-Am racer Michael Wheatley has much time for small rear-engined Fiats,

but he's owned his 1958 300SL Roadster for 18 years. Unlike most owners of these now near-£1million classics, he didn't buy his as an investment or to be wheeled, perpetually pristine, out of a lorry and judged in concours. No, he bought this one for long-distance rally touring. Now it's for sale with Silverstone Auctions in July but it would be a shame to see it subsequently ushered into a storage facility, bearing in mind how Michael's used it.

'The 300SL Gullwing coupé is a delight - if you're going in a dead straight line,' he quips as we stand in his garage, taking in both the SL Roadster and photo albums documenting thousands of hard-driven miles all over Europe and even into the Middle East.

'Its engine and power delivery are nothing short of incredible, especially for its era. But if you lift off or brake too hard into a corner...' His hands briefly form the outline of the hardcore SL variant's infamous swing-axle rear suspension before collapsing.

'I have a Gullwing too, but the Roadster is a far better all-round touring car. It's more comfortable over long distances too - it can get incredibly hot in a Gullwing but not in the Roadster. Plus the hood is a beautiful piece of design - especially for the Fifties, completely watertight. You hear more exhaust noise in the Roadster obviously, although neither is a quiet car. But what a noise! It's no hardship.

'I must confess I don't know much about its early history, but when it was new it went to America as Roadsters mostly did,' Wheatley explains. 'It came to the UK in 1999 via Brian Classic - one of the nicest dealers there is, who's been in the business since the beginning of the classic car movement really. And I bought it from him personally, having found out about it. He never even advertised it.

'It needed some lower-body repairs when I got it, just a bit of tidying really, but thankfully I had an advantage when it came to making it perfect in the form of Ron Waghorn. He was a time-served Mercedes GB technician who in 1954 as a young apprentice had gone over to Stuttgart with his colleague Tommy Johnston to



"learn the Gullwing" - things like fuel injection were a completely new concept to mechanics back then - and two years later to see the key differences between the Gullwing and the new Roadster.

'Waghorn had worked on this car since 1990 and he oversaw the restoration, after which he retired. But then I tracked down Johnston just down the road in Milton Keynes, and it's subsequently been looked after by Neil Corns of Omega Motorsport. It went to APR Cars in Ruislip for stripdown to bare metal and repainting, then to Maurice McDonald for retrimming, although the seats themselves were in terrific condition.'

McDonald's work is sublime. Wheatley points to various points of the interior where original Mercedes-Benz fabric and leather meets new, and yet there are no unsightly changes of hue or texture, nor does the interior have the jarring look of something restored to 'better than new' condition and never sat in. The same goes for its paint, not overly shiny yet consistent and satinsmooth. 'Auto Waxworks at Bicester Heritage do the detailing work,' Wheatley notes. They have a good eye there too.

Wheatley switches on the 3.0-litre straight-six, all pumps and injectors swirling into life abruptly and efficiently with a coruscation of whirrs, and eases the car out into the light.

A wave of morning sun sweeps over the car, revealing the sheer whiteness of its paint. It's a shade that recalls Fifties motor shows,

# Mercedes' secret racina SLs



The Gullwing coupé was always seen as the hardcore road-racing SL, but Mercedes was keen to stress the sporting credibility of its apparently easier-living sister, especially in its American market.

Mercedes built two race-ready Roadsters under the codename 'SLS' for Paul O'Shea to contest the

1957 SCCA season. Although Alfred Neubauer had officially withdrawn Mercedes from competition following the 1955 Le Mans disaster, he still recognised the marketing value of racing. The O'Shea cars were officially privateer entries but in truth they were secret factory specials engineered by Rudolf Uhlenhaut.

The public were led to believe they were watching a mildly-modified road car in action. In reality at least one of the cars had an aluminium body plus lightened racing seats, fake headlights without wiring, a plastic windscreen, alloy fuel tank and experimental aluminium-block engine. The racer supposedly weighed in at 1040kg but correspondence between Uhlenhaut and O'Shea confirmed the weight of the aluminium-bodied car to be just 726kg. A standard 300SL Roadster was 1377kg.

O'Shea's Roadsters consistently finished among the front-runners but his season wasn't the walkover his 1955 campaign had been with the Gullwing, and Neubauer ordered the special SL Roadsters to be sold 'to enthusiasts of our marque who will not use them for racing'. The cars promptly disappeared, presumably back to the factory in Germany.



chosen by marketing people to reflect flashbulbs and stage lights. For a moment before the clouds return it's quite hard to look directly at the car, such is the dazzling effect, a curvaceous bubble of soft focus with an island of scarlet and chrome in the middle.

With the engine whirring and the exhaust giving off a gentle metronomic thump - 'Do you hear it jetting?' asks Wheatley - he releases the bonnet catch. 'I love the little things about the way this car was designed,' he notes. 'There's only one catch on the bonnet, on the driver's side, but there's just enough flex in the aluminium bonnet for it to be opened by one person standing on the other side, and that flexing just twists the lug clear of the latch.' I dread to think how much the consequences of getting this elegant-looking manoeuvre wrong would cost, especially because the correct way to close the bonnet is to let it drop when it's six inches from its latch. 'Aluminium is an odd material,' says Michael. 'It's almost as though it suffers from shock - it's more malleable immediately after being bent, so if you do damage it you're better off bending it back as soon as possible, rather than letting it "set" and harden.' Still, I tremble to think what regaining the bonnet's compound curves would entail.

He points out the injection pump, nestling alongside the engine block on the driver's side of the car. It looks like a tiny straight-six in itself, a row of miniature piston-fed tubes forcing fuel up

towards their full-sized counterparts in the SL's slant-block. 'That is the heart of the car, more so than the engine in a way,' Michael explains. 'When Ron Waghorn and I were going over the car in 2000 we realised it needed rebuilding - idling all over the place is a sign there's something wrong - and that meant sending it to Germany. To me and my fettling compatriots its workings are a total mystery. It cannot be touched, so if any work is needed it has to go to someone who understands the Bosch systems of the era, typically HK or Kienle, although there's a great specialist in Ireland, Cardock, which can do it now too. The pump rebuild alone cost €13,000. And then of course if you're rebuilding the injection pump you have to do the accelerator pump at the same time, as they work in concert and need to "talk" to each other. You can't really set one up without the other. I've also fitted electronic ignition, hidden inside a dummy Bosch distributor. Otherwise they can take an age to start.'

With the bonnet closed - dropping that vast aluminium expanse onto the hardpoints below involved a leap of faith - it's time to climb inside. Opening the doors reveals the same massive leatherpadded sills that keep the Gullwing's structure stiff. Acutely aware of the door's flyweight nature, and trying not to scuff the sill, I aim my right leg carefully between the steering wheel and seat squab in the manner of one of John Cleese's silly walks, ease myself



# 'Rebuilding the injection pump alone cost €13,000. It's the heart of the car, more so than the engine in a way'

down into the seat, then twist to the left and pull my left leg high over the sill before folding it behind the wheel. Once inside, it's wonderfully comfortable, far more than the Jaguar E-type that rivalled the Mercedes in the last two years of its production life. There's plenty of legroom, the windscreen deflects the weather well whatever height you are, and the seats are squashy and plush yet supportive. Gazing at a dashboard adorned with tastefully-shaped yet hardly restrained chrome details and a vast white steering wheel with its indicators worked into an inner chrome ring reminds me – albeit in a far more expensively-engineered manner – of the original Ford Thunderbird.

'To improve it for long-distance touring I've fitted electric power steering,' Michael explains. 'It's a superb system that can be taken off the car in half an hour. However, you need to play with the tyre pressures to make sure it's not too soft. Running with the

fronts ever so slightly deflated adds the reassuring weight you need, although obviously you can't have them too low or it will wallow. And then the rears need adjusting to compensate, otherwise it'll ride too hard at the rear and threaten to bounce it into oversteer. That said, I've never had any swing-

axle moments in the Roadster. I've had a few in the Gullwing...

'It will pull away from nothing and it needs very few gearchanges,' Michael advises as I head off into the Buckinghamshire countryside. He's right - the torque from that straight-six is instant and seamless, not to mention potent when combined with the fact that the Roadster was probably the last time Mercedes kept to the 'Leicht' bit of the SL's design brief.

Yet it blends reassurance into that potency. With the summer breeze gliding over the windscreen, I pass an R230-generation SL heading in the opposite direction en route to Silverstone and realise that the 300SL Roadster is really where this bloodline of cars truly began. The potentially lethal rear suspension was cured by altered, lowered geometry and additional springing, while the power and roadholding are capable of completely outperforming small sports cars, yet masked in effortlessness and smoothness.



# 'You'll swear you're burbling along at 40mph but a glance at the speedo tells you you're rapidly closing on 60'

And it's that smoothness that really defines the SL. Fuel injection has been mandatory on new cars for decades so we take it for granted, but in the Fifties world of spluttering, chattering carburettors that we credit with so much 'character' nowadays, the chromatic howl and long-geared whine of a passing SL would have sounded like a newfangled jet airliner.

The gearbox helps too. I find myself chuckling as I slide it neatly between those four lengthy ratios in what is probably the slickest manual shifter Mercedes has ever made. As a luxury marque Mercedes has concentrated on developing its excellent automatics, but they don't really suit cars such as the SLK, the 190 Cosworth and the straight-six R129 SLs. But on the rare occasion you find one that's been fitted with a five-speeder, it will be frustratingly baulky and long-winded. 'The 300SL's gearbox is a beautiful piece of physical engineering, as well as a nice thing to

use,' notes Michael. 'It's amazing how compact it is too - about the size of a box of Black Magic, not quite as big as a tin of Quality Street...'

Performance, while inhabiting supercar territory in the late Fifties, is by no means explosive but it is assertive in its crisp response to the

accelerator. The SL is also deceptive in how its speed creeps up on you unawares. You'll swear you're burbling along at 40mph but a glance at the speedometer tells you you're rapidly closing on 60, and the tachometer is barely into its stride. A contemporary MGA would be screaming.

Yet as I gather speed I can't help but think of that rear suspension. Yes, the mounting points were lowered to reduce lift-off tuck-in but they're still swing-arms, so surely it will behave like an early Triumph Spitfire - with twice the power and torque - when decelerating hard? It's got drum brakes all round too, so I keep a greater distance than usual from the cars in front.

But I shouldn't worry too much. When you pitch the SL into a hard corner you feel its rear end adjust to its new attitude with a benevolent, smooth delay almost like a tilting high-speed train. As the corners get tighter the nose tends to bob a bit in the manner of



an early Porsche 911, but there's no threat of runaway understeer, a reminder of the staggering traction from its 205/70 R15 tyres.

Thanks to that aftermarket electric power steering system the steering is fingertip-light, perfect for touring, yet it's still a sports car. Although there's not much feel through the rim, there's a surprising accuracy when you make minor course corrections. The yawning dead-zone you got on generations of Mercs from the Sixties to the Nineties just isn't there. The nose-bob and attitude-shift of the SL is warning enough and there are enough turns lock-to-lock to avoid a sense of twitching nervousness anyway.

The steering was tested to the limit during Michael's greatest challenge in the SL, The Jewel That Is Jordan rally. 'The hairpin bends in the hills above Galilee are something else. They're not like those we encountered in the Pyrenees or the Alps, where you can set a neat cornering line. They're so tight that you really have to force the car round them. Yet it coped with ease. Nothing overheated or fell off - the cooling system is so effective I've had to partly blank off the cooler to get more heat in on British roads!'

The Gullwing was arguably the era's greatest sports racer - the competition record of the W196 suggests that even if the driving reputation of the W198 road car doesn't - and after some time in this Roadster I conclude that it was a similarly thorough attempt to perfect the touring car. Clambering out, I realise the

race-bred sills are the only aspect of the design that count against it. It's frustrating to think about this SL in relation to the detached Pagoda, the leaden R107, the bland R129 and the anaesthetised R230 and realise that the Sport Leicht could have sired a bloodline of Porsche 911-style all-round drivers' cars. It's why Mercedes has belatedly given us front-engined supercars in the form of the SLS and AMG GT but I can't help but think of the potential that existed within the marque to create sports cars capable of embarrassing E-types years before they even existed.

Michael Wheatley never forgot this. And he should know - the man who once raced the mighty Lola T70 and BRM P154 all over the world replaced a GT40 with this one, and used it as intended.

The question is, will the lucky person wielding the winning paddle at the Silverstone Classic auction continue to do so?

# 1958 Mercedes-Benz 300SL Roadster

Engine 2996cc in-line six-cylinder, ohc, Bosch mechanical fuel injection Power and torque 190bhp @ 6000rpm; 207lb ft @ 5000rpm Transmission Four-speed manual, rear-wheel drive Suspension Front: independent, double wishbones, coil springs, telescopic dampers. Rear: independent, low-pivot swing-axle, compensating coil spring, coil springs, telescopic dampers Brakes Drums front and rear, servo-assisted Steering Recirculating ball Weight 1379kg (3040lb) Performance Top speed: 145mph; 0-60mph: 9.3sec Fuel consumption 15mpg Price new £4651 Auction estimate £700k-£800k







y first car at 18 was a Cortina MkI made to look like a Lotus,' says Martin Hiscox. 'Second was an MGB that I renovated and my third was a Lotus Elan +2.' A familiar grounding for a petrolhead, then, and a relatable tale - before the inevitable happens and the interest in old cars withers with resources strangled by adulthood, family and all those other realities of being a grown-up.

Martin is the first to acknowledge that he's more fortunate than most, because business successes have allowed him

the luxury of being able to buy interesting cars throughout his life. He likes to share them with friends, and if there's a theme to the current clutch, it's that they tend to be British, with Vee engines – apart from random gems that I encounter scattered about outside, such as the Little Grey Fergie and Air-Portable Land Rover.

The bulk of the collection lives in a listed timber-framed barn... with a disco ball in the roof. 'This was the boys' party barn before the cars took over. Being timber-framed means you don't need a dehumidifier because the wood absorbs all the moisture.'

Though he says he's not going to buy any more cars, Martin admits to a hankering for a Bristol, the only thing obviously missing from the collection. 'I want a Fighter - I found one but it was £110k.' Yet I can't help notice the new oak-framed four-place barn hiding in the orchard, almost complete and currently homing a sole Land Rover Discovery 110 that's looking rather lonely...

# The Burns Special

This one-off Alvis-based special was created in 1967 for guitarmaker Jim Burns, the mechanical work being done by Jim Keeble's KeeWest Developments company. The chassis is TF21 with the lowered-roof bodywork in steel and aluminium by Williams & Pritchard. Sculpted sides are the giveaway that it's not by Graber, as you might first assume. The most radical change is that it's powered by a Corvette engine, unsurprising since Keeble had a number of them kicking about spare after production of the Gordon-Keeble ended. The small-block Chevy V8 is a very tight squeeze in the engine bay vacated by the original slender 3.0-litre straight-six but almost looks as if it belongs there, fag-paper clearances for the exhaust manifolds and all. The original 327 sits on a stand having spun a bearing which spoilt the crankshaft, and temporarily in its place is a 350ci (5.7-litre) unit. 'Buying a crate engine was the most cost-effective short-term solution,' says Martin. 'But we'll rebuild the original and put it back in.'

'All the dress-up bits on the engine came home as hold luggage. It was actually a lot cheaper to buy them in America and have them delivered to my hotel when I was on a trip to New York than to buy them in England.'

Inside, the dash and centre panel look very Gordon-Keeble, with banks of aircraft-style gauges and switches, fronted by a unique two-spoke Moto-Lita steering wheel that was made specially for the car. There's a very period single-bar heater on the rear shelf to demist the Perspex rear window. 'I hope I don't ever have to replace that. The car's had a few bits of paint, and new stainless wire wheels. I've kept the old ones - I keep everything.

'I don't usually get involved with restorations – life's too short and I prefer to buy the very best I can ' 'The worst part for a bloke my size is getting in and out,' observes Martin. 'But once you're in there it's pretty comfortable. I've had the steering rebuilt and added electric power assistance and we've driven it quite a bit - it's a delight, though it does get a bit hot inside. It's a bit of a tart - with the two-speed Powerglide automatic it's more looks than performance, though we decided it was too vintage to take out.'

## Jensen C-V8

Turning from the Alvis, Martin introduces me to 'The Beast', one of 181 C-V8 MkIIIs built. It has had its original 6.3-litre V8 replaced with the 440ci (7.2-litre) engine. It sounds fantastic through 3in tailpipes, though like almost all of Martin's cars it runs a decent sound system fed by a retro radio which, though a bit Wurlitzerlike, looks fairly period. Today, Tom Petty and the Heartbreakers feature heavily, which suits the swoopy glassfibre coupé perfectly.

'I've had it four or five years. Of all my cars it gives me the best driving experiences, and I paid just pennies because no-one loves them. It was probably restored about 10-15 years ago. I don't usually get involved with restorations and prefer to buy the very best I can because it's less cost-effective to fix things up, but I will probably get the carpets redone.'

# Porsche 911 Turbo Cabriolet

Hoisted up on a lift to save space is a nicely preserved 911 Turbo Cabriolet with almost all original paint apart from the bonnet which has been refinished - 'stone chips, of course'. It's a late 930 with G50 gearbox. Says Martin, 'This was my first classic. I remember it being delivered on my 31st birthday, so I've had it quite a few years! Before that I had a bottle-green Interceptor that I'd renovated, which I sold to buy a new Maserati BiTurbo in silver. But I fancied something older. It's been to Le Mans several times, and for years I used to take my three boys, now all grown up, to judo in it on Saturdays. After that it spent a few years at our place in France. I got it with 50,000 miles and it's showing 63,000 now.'

Turbo, cabrio and five-speed with almost all original paint make this the most collectable G-series. I paid £37,000. You could probably put a one in front of that now.'

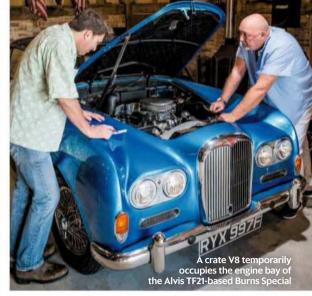
Though it had stood for six months - 'that's the problem with putting it up on the ramp' - it fired (eventually) on its own without the need for a jump pack. All Martin's cars are on the button because he keeps them connected to battery conditioners.

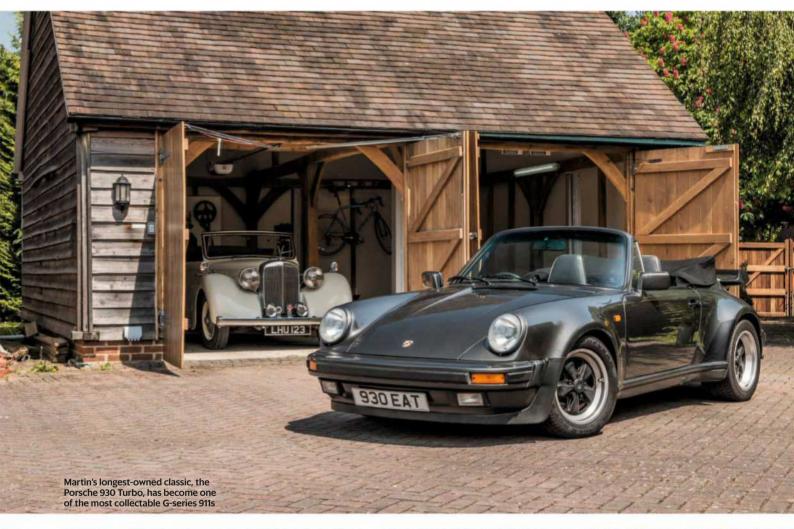
# Jensen FF

His formerly gold Jensen FF MkI sits on later GKN wheels and has been fettled by Rejen to now include fuel injection, cleverly hidden within what looks like a four-barrel Holley carburettor body and with the brain under the left seat. The row of four eyeball vents across the parcel shelf give away the added aircon.

















'I am the second owner. As a MkI, number 118 of the 195 built, it's an incredibly rare car, with just 3799 miles since its full rebuild at the Jensen factory in 1975/6, which included attention to bodywork, leather, engine, brakes and drive chain. Our best trip ever with it was to Le Mans four years ago with two of our sons, stopping every couple of hours to refuel yet again.'

Although 98% perfect there are the inevitable small bubbles in the paint on the hatchback frame. 'Keeping on top of them is a vocation. It's going to have that done soon, plus the bubbles at the bottoms of the rear quarter panel.'

# Bentley S3 'Betsy'

'I had a nice Bentley MkVI that wasn't quite right. Pretty, but not reliable enough. Then Betsy the S3 came along, with lovely patina to the original interior. Tony Absolom of Automotive Solutions looks after many of my cars and we've just had the wings off to fix the incredibly complex heating system and to remove a few "beauty spots", as we affectionately call them.' As well as the retro radio, this has rare Marchal parking lights on each B-pillar.

The answer to the inevitable question? 'Yes, I have been roped in to do several weddings. She goes to Goodwood every year, but the best thing is taking her into London. With the high seating position you can see everything, and everyone gives way.'

# Jaguar E-type S3 2+2

His Series 3 V12 is thought to be one of only seven made with an electric steel sunroof, which still works perfectly. Unusually, Martin commissioned much of the restoration, 'It came from the family of a BA pilot and was a red left-hand-drive US car. The five-speed was fitted when it was renovated and changed to right-hand-drive, and I had the cylinder heads rebuilt by Hoffmans of Henley. It needed new floors last year – when we lifted the carpets Tony shone a light through, it sparkled like a Christmas tree from the other side.'

# **Triumph Stag**

The E-type shares a barn with a recently acquired Triumph Stag, previously owned by Alan Carr, though we're not sure it's *that* Alan Carr. 'He must have been an obsessive because the only way you'd get it all this clean is to take it apart and then put it all back together again.'

# Morgan Plus 4

Next to that is a Morgan Plus 4 belonging to his wife Heather. It's registered L15 LTD after one of the companies they helped build up and later sold. Behind are a couple of random motorcycles, a four-stroke 175cc BSA trials bike for riding in the fields, and a newer Royal Enfield. 'That I'm not allowed to play with,' he says.

# Jaguar Mk2 3.4

With overdrive, and used for the annual Goodwood pilgrimage, is a Jaguar Mk2. 'We go *en masse* every year, taking five or six of my cars. I don't get involved with restoring cars very much life's too short - but New Forest Classic Cars did the body, and I had the interior redone.' John Heffer did most of the refit, engine and upgrade. The dashboard was made perfect by Classic Dash in Stokenchurch which also refinished the original timber and veneers, plus the centre console in the FF.

'I wanted a Coombs-lookalike car, so it has the rear arches, and I've promised myself one day I'm going to add bonnet louvres.'

# **Alvis TA14**

Bodied by Park Ward, 'Lulu' is also Heather's car, and only acquired last year. This 'lovely old thing' is a well-toured car that has driven all the way across America, but last went out three weeks ago, to the pub. It still starts second kick. 'I've got Heather to double-declutch but the steering is a shot in the dark, and that's

not good. I'm thinking about fitting an MG rack on this one, and maybe adding power steering. I've got no problem with modifying cars to make them nicer to use, as long as they can be put back to standard if needed.'

# The keeper

It's an eclectic mix, bound together by no other criteria than simply being cars that Martin likes, and what better justification to own and enjoy them, which Martin most certainly does, solo or in convoy. Most impressive is that they all work, all of the time. But which would he rescue from the hypothetical fire?

'That's a tough one. It's a bit like asking which child you love the most. I think it would have to be the Jensen FF or the Porsche 911, if only because they have the most history with the family and are certainly great drives!'

# **COLLECTION HIGHLIGHTS**

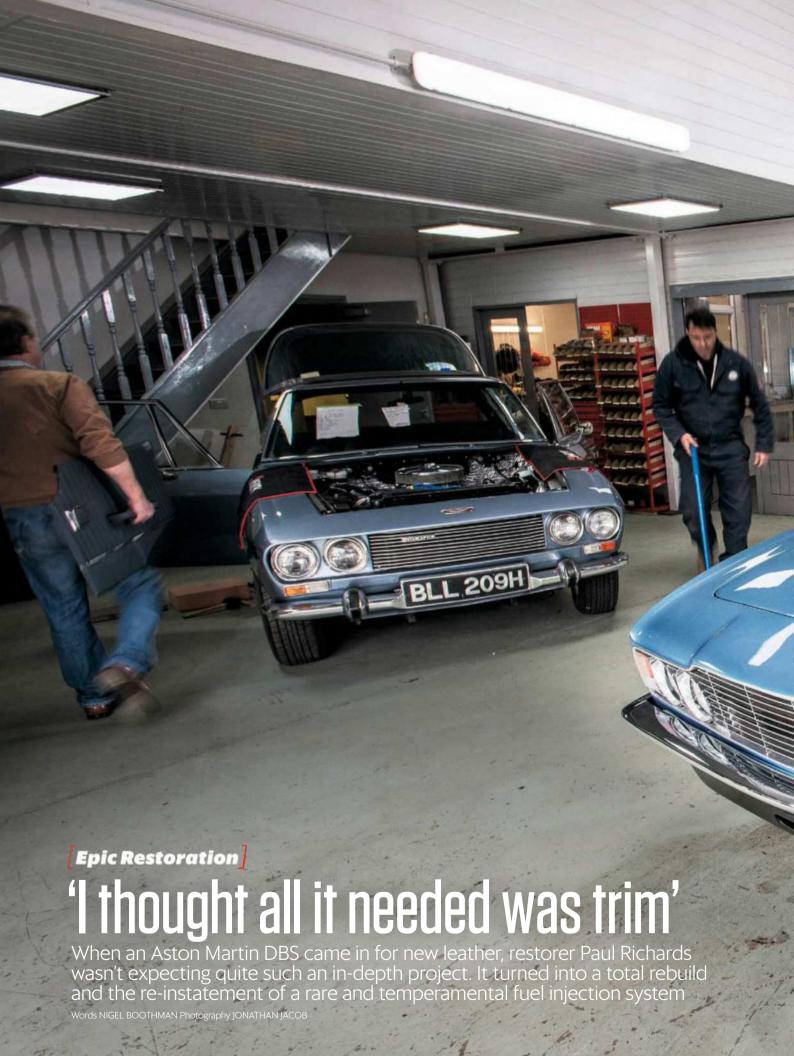
1947 Alvis TA14 Drophead 1950s Ferguson TE20 1962 Bentley S3 1962 Jaguar Mk2 3.4 man o/d 1966 Land Rover Air-Portable 1966 Jensen C-V8 1967 Burns Alvis V8 1969 Jaguar E-type V12 1969 Jensen FF 1971 Triumph Stag 1990 Morgan Plus 4 1981 MGB Roadster 1989 Porsche 911 Turbo Cabrio 2009 Ferrari California













ack in 2013, Alex Panasiuk found an Aston Martin DBS for sale. It had been off the road for a little while, and because values still lagged a long way behind earlier DB models the intention was to improve it, paint it and sell it on. 'I had some restoration work done and a respray in Bahama Yellow by a company in Lincolnshire,' he says. 'Then it went up to Richards of England the following year for some trim work.'

'I thought all it needed was trim,' says boss Paul Richards. 'During the process of recovering the seats and poking about in the cabin, we found some worrying signs, like a patch in the floor and some rot in the base of an A-post.'

Alex Panasiuk took the car away again but became less and less happy with the standard of the work performed by the first restorer. Add this to Richards' discoveries and the fact that by 2015 the DBS market finally began to climb as steeply as other Astons had done, and he realised he had a decision to make.

'I told Paul we should start again, and that we'd do the job properly this time,' he says. So far, so sensible, but after the work was well underway the restoration took a surprising turn. As far as both owner and restorer knew, the car was a 1970 DBS 6 manual. And it was - but with one important difference.

'I got a call one day from the Heritage Sales Manager at Aston Martin,' says Panasiuk. 'We'd contacted them because the car was wearing FI badges, despite being fitted with carburettors. After checking the chassis number, he told me that it was indeed one of just 15 six-cylinder DBS cars made with Brico fuel injection.'

Such were the teething troubles of the injection system, only one other DBS 6 FI was known to survive with fuel injection. So the mission changed again - the new aim was to restore the car to original 1970 'FI' specification... and somehow make it work properly this time. But before that, there was the small matter of a total body restoration to sort out.

# **Uncovering the damage**

'There was more than just rot,' says Matt Purvis, who worked through the car's strip-down and reassembly. 'The floorpans had been crushed in places where they'd bottomed out. The sills and boot floor were full of rust and the inner wings were really badly repaired – patches all over. But the worst bit was the back end.'

Purvis scraped and chipped away at the Bahama Yellow paint and found more and more filler beneath.

'It had clearly had a thump. It was full of filler and the style line in the rear wing had vanished.'



This very subtle crease is easy to miss unless you know what to look for. Every DBS should have a straight contour that starts behind the front wheel and continues at tyre-top height through the door and rear wing. It would prove to be a key challenge later in the bodywork repairs, but first the DBS needed blasting.

With the extent of the damage fully exposed, the blasting company applied a light protective primer and sent the car back. The DBS is clothed with aluminium, but underneath it's hefty British steel, so with nose and tail sections removed, Purvis set about cutting and welding in the necessary repairs to the monocoque.

'The inner sill is where the strength is,' says Purvis. 'It's a tall box-section and we had to brace and replace both sides. The outer sill is just cosmetic.'

Luckily, some repair panels are possible to find for the DBS, but Purvis had to fabricate several areas. Having fitted a new boot floor and performed involved repairs to the mess at the base of the A-pillars, he eventually completed the structural job and protected both new and old steel with factory-spec red oxide. After Purvis applied the correct black texture coating to the engine bay, interior, boot and underside, the car

moved on to bodyworker Ian Jones, who would remove, repair and re-fit the damaged aluminium skin.

The corrosion that Purvis had found and fixed at the base of the A-pillar was mirrored in the adjacent aluminium, so Jones had to cut out and replace a piece at the rear of the front nearside wing. 'I let in new aluminium with the TIG welder, then

panel-beat it to shape,' says Jones. 'The doors were another problem - a mixture of accident damage and corrosion made the skin on the nearside too bad to re-use. Matt made repairs to both the rotten steel door frames and I fitted a new skin to one of them.'

# **Low Point**

'When the car came back to us following the first time we'd fitted the interior – and realising that we had to not just remove it all again, but completely re-trim it too!'

# No quarter given

The toughest repair involved undoing the second-rate job on the rear quarter. 'That rear style line had gone – the panel was flat when I started on it,' says Jones. 'I had to knock it outwards with a spoon, then put the line back very gently with a chisel, then remove any damage with a file before feeling and looking for the right profile. I called in Jason, our painter, and we worked out together when it was right.'

This involved a lot of trial fitting of the large aluminium sections back onto the steel structure. They're not wrapped round small tubes like earlier Superleggera Aston Martins, but mostly pop-riveted. For the numerous on-and-off-again fittings that Jones and Jason Rushton had to perform, self-tapping screws were used in the rivet holes.

'You have to get all the closing panels gapped properly at this stage,' says Jones. 'It's also vital to get both sections spot-on for screen fitting, though the original windscreen was chipped and had to be replaced. But you can use it to help precise positioning when you're doing a dry build.'

In case there was any doubt about the car's original Azzurro Blue, Jason Rushton found a good trace of it on one of the door check straps.





























# **High Point**

'Sourcing an original AE Brico FI system almost as soon as we realised what the car was... that was hard to believe

Richards also shows us Aston Martin's sensible innovation for the headlining. 'It's a thin aluminium panel with foam ribs running down it. We can easily mimic the pleats in the seats by scoring West of England cloth into the grooves between the ribs and fixing it on with a high-temperature contact adhesive called Alpha - it would have to get right up to 120°C inside

In all, the DBS used six hides of Connolly Vaumol VM3282 from the Luxan range. 'It's thicker and softer and has a nice smell which is less chemical than other modern hides,' says Davis. 'It's top-finished, meaning the hide is stretched out and sprayed, so the colour is only on the top surface where the grain is. It's £650 a hide, but it's about the best there is.'

the car before the headlining would ever droop!'

## Left overnight to settle, it was finished the next day An injection of mystery with a first flatting using 1200-grit, then two more

The pivotal moment in this project came when Paul Richards contacted Aston Workshop in Beamish, County Durham, to ask about spare parts for Brico fuel injection. 'I could hardly believe it, but they said they had a complete system, still wrapped in waxed paper. So we bought it.'

The system even had the analogue ECU the size of a shoebox. How would engine specialist Dennis Vessey make it work? 'When Paul brought me the car it was wearing SU carburettors and the engine needed a full rebuild,' says Vessey. 'We were already well into that when he told me about this Brico kit he'd discovered. I looked at it and said that while I couldn't promise anything, I thought it could be made to go - though I would never have attempted to use that old ECU.'

Before Vessey could get his teeth into the problem, he had to rescue the sickly twin-cam straight-six. The cylinder block was corroded to the point where it needed welding and re-machining, and while the cylinder heads, cams and crankshaft were also saved, the pistons, bearings and much of the valve gear was renewed. With the engine completed in the summer

> of 2017, Vessey fitted the Brico manifold and began to assemble a system to make it run.

> 'One problem was the injectors,' he says. 'They're meant to run at 28-30psi but modern pumps and ECUs suit a system running more like 35-50psi, so I managed to engineer a way to fit new injectors into the original manifold.'

> The manifold features one large plenum chamber with two throttle butterflies side by side, then one injector per port. Fuel supply is metered by throttle position versus engine speed, and though Vessey was tempted to switch to a MAP (manifold absolute pressure) sensor, he elected to keep the original and visually obvious throttle potentiometer on top of the manifold as part of the system.

> 'To pick up the engine speed, I machined teeth into the front pulley

# process through finer and finer grades.

A re-trim reprise

'Our paint factor put it in the

spectrum analyser and provided

us with an exact match for the new

paint,' he says. 'I used a two-pack

epoxy to seal everything before

filling. Then it was a guide coat and blocking back with 180-grit to find

highs and lows. Any final panel

fine skim of filler, blocked back

After that Rushton applied a very

primer next, followed by five coats of colour.

and then baked the car for an hour at 60°C.'

again, then two or three coats of polyester filler-primer

and further blocking with finer grades. He applied

car got 20-25 minutes between coats and also a wipe

with a tack rag to eliminate any dust on the surface. Finally I used two coats of ultra-high solids lacquer

coats of lacquer and a careful flatting and polishing

'It covers properly with three or four coats,' says Rushton, 'but I'll add at least one more to be sure. This

beating could then be done.'

For the car's second re-trim back to 1970 factory spec Paul Richards and Russell Davis worked together, employing various techniques that are old hat to anyone in their trade but which are rarely seen or understood by customers.

'The seats are steel frames with rubber Pirelli webbing straps fixed to them, with foam and then leather over that,' says Richards. 'We started from scratch, stripping the frames to bare metal, painting them and replacing all the webbing. Each strap is pinned at one end, then hand-tensioned and pinned at the other end - it takes judgement because the tension defines the shape of the bow in the seat-back.'

Next comes a layer of chip-foam, the dense foam made from multi-coloured chips bonded together. After that, a softer foam helps form the shape of the bolsters. Pleating varies from model to model but once

Richards and Davis have worked out the correct form, they make a pattern from calico and card.

'We make the pleats using a method called tuck and roll,' says Davis. 'You lay out the hide on a piece of thin scrim foam, fold it back on itself, then stitch through the leather and the foam. Fold it forward again to the next mark, fold back on itself and stitch to create the next pleat, and so on. You allow more leather than foam; the pattern is used to make sure you get the pleat sizes just right.'

points out another neat trick of the trade. 'Because tucked and rolled pleats are not symmetrical, you can see the stitches from one side. So you fit a pleated panel to a driver's seat with the stitches facing away from the door, and you flip it the other way round for the passenger seat.'



Russell Davis' skiver machine 'Sometimes you need to thin a piece of leather by shaving away the thickness from the back of the hide. Imagine a piece of seat piping - it's a thin strip of leather wrapped over a bit of calico, but you often can't get a strip long enough from one hide, so you thin the end and wrap it around a new piece to make a join that's very hard to see. This machine has a rotating edge that shaves the hide back very evenly and precisely."







to give a crank sensor something to read,' he says. 'That lot, plus a lambda sensor in the exhaust, gave the new ECU what it needed.'

The new ECU is a digital unit a fraction of the size of the analogue original (which has been retained with the car as a keepsake). Small enough to be hidden under the dash, it was made by engine management specialist MBE. The results were impressive on Vessey's engine dyno, and while he is reluctant to quote power figures until the car has a final set-up on the rolling road, this re-engineered DBS FI should comfortably out-run a DBS V8, yet behave as reliably as any modern fuel-injected car.

# **Build-up**, wiring and completion

Getting the engine to perform on the dyno was one thing, but mating it to the existing loom in the DBS remained quite a challenge. 'The wiring we found at strip-down was a disgrace,' says Matt Purvis.

'We decided to start afresh,' says John Butler. He did the wiring while Purvis looked after build-up and reassembly. 'I fitted a new standard loom, which is no problem because it uses UK colours and there are good diagrams. But to that I had to add ECU feeds, connections for fuel pumps and injectors and so on. We also needed a lambda boss in the exhaust, a swirl-pot in the boot, and high-pressure fuel lines.'

Purvis assembled the engine and manual gearbox together before swinging them into place. He'd already re-fitted the Aston's running gear, which needed much time-consuming stripping, repainting, re-bushing and zinc-plating of components. The chrome trim also took a lot of time, as did door catches (renewed beneath the original handles so they actually worked smoothly), quarterlights, window mechanisms, etc.

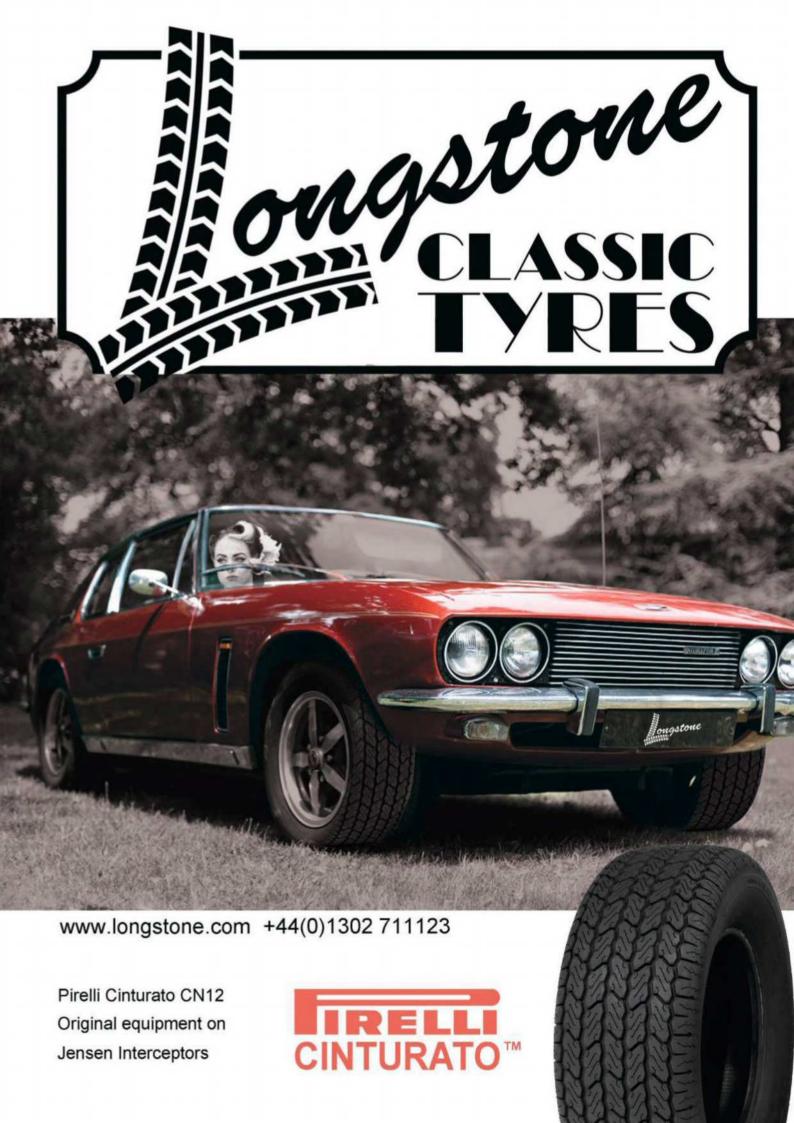
'The build quality of these cars was pretty agricultural in places,' he says. 'Because they were hand-built, nothing that's new goes on quite like whatever you took off. I also changed a lot of the fittings to metric, so you can now work on the car with three spanners instead of 24!'

While Purvis and Butler buttoned up the engine bay, underside and exterior, Richards and Davis finished the cabin with Silent Coat soundproofing on the floor, then jute and new carpets. In went the seats, door cards and headlining – and suddenly there was not one Aston Martin DBS FI on UK roads, but two.

'The craziest thing about the whole project,' says Alex Panasiuk, 'was that we learned the other DBS

FI is just a few miles away from us. Both cars were registered new in Lincoln, and they're both still in the county now. They could be the only two in the world... I know I'll never find another one, which is why this one had to be absolutely right.'

All that remained at the time of going to press was a final set-up on the rolling road and the revelation of how many horsepower it's making



Life Cycle

# Jensel Land Company of a Spany of

This halo-model Jensen tested its first owner beyond the limit but it's always been able to woo new ones, regardless of the condition it was in

Words MIKE TAYLOR Photography NEIL FRASER

# Billy McKenzie-Coles buys it new for £6980 in 1971

Billy was a car fanatic who lived in Devon where he loved to indulge his passion for speed. Says his widow Rosemary, 'My husband was always a huge car enthusiast and owned many interesting models over the years including two Aston Martins.' Beginning with a DB2/4 and later a DB4, Billy was to move on to products from West Bromwich with the purchase of a Jensen Interceptor in the late Sixties.

'My husband had a maxim when it came to buying cars,' continues Rosemary. 'He avoided the first examples of a new model because he felt it was better to let other customers find their foibles.' However, so enamoured was Billy with his Interceptor that he flew in the face of his own advice and bought one of the first examples of the SP - a more powerful version of the standard saloon - to emerge from the Jensen factory.

The increase in horsepower over the standard Interceptor (from 300bhp to 385bhp) caused Billy to request that John Richards, owner of local garage business Brendan Motors, travel up to Jensen to collect the car for him.

Billy's reservation proved true and the SP - named after its triple twin-choke Holley 'Six Pack' carburettors - soon showed its true character

with many breakdowns. 'On one occasion we had gone to a show and parked the car in a field,' Rosemary continues. 'Come midnight when it was time to drive home it failed to start and we had to stay the night.'

The SP was a frequent visitor to Brendan Motors, where the mechanics tried to rectify its maladies. Finally, with a heavy heart Billy drove the still-underwarranty SP back to the Jensen factory for a major assessment of the problems. The Six Pack carburettors were removed and replaced by a single four-barrel Carter item. 'Eventually, my husband grew so tired of the SP's poor reliability that he sold it to John Richards.'

# John Richards buys the SP in 1974

'My stepfather owned a garage business in Bishops Lydeard,' recalls Patrick Tapson, stepson of the SP's next owner John Richards. 'During the Seventies we had a Chrysler agency and Mr McKenzie Coles was one of our customers. He brought the SP to the workshop for servicing, so we already knew the car. When he decided to sell it and buy an Alfa Romeo, my stepfather bought it to join his Rolls-Royce.'

Through his passion for motorbikes, John had contacts with the Exeter Falcons Speedway team. He became its promoter and arranged for the team to compete at the Bristol and Eastville Stadium when it opened in 1977. Richards then bought Exeter Speedway and used the SP as his prestige car, driving it to meetings all over the country where the Exeter Speedway team was engaged. At one stage he hired

the then-Speedway World Champion, New Zealander Ivan Maugher.

'My stepfather and I agreed that the Jensen was the best car we'd ever driven,' enthuses Patrick. 'On one occasion we were driving back home from an event at the Bristol stadium at about 80mph when we were overtaken by a Mercedes. I was at the wheel

and my stepfather said, "go for it". Within a short distance I was doing 130mph.'

Sadly, Patrick's stepfather passed away and Patrick took over running the business for a short while before selling it in 2001. 'I wish we'd had the Jensen mothballed and kept it,' he laments.



During his youth Derwin Hope used to help out at the Bishops Lydeard garage, often serving petrol at the weekends. Says Derwin, 'It was always a fun place to go and meet people so I knew the Jensen long











before I bought it. Later, I had three Porsche 911s in succession. By then the SP had been off the road for seven years and was stored in a leaky lean-to behind the garage with its rear protruding out, causing it to rust, the exhaust to rot and the electrics to play up. Nevertheless, I expressed an interest and bought it.'

Derwin cleaned off the body rust, had the exhaust replaced and the electrics rewired by a friend. 'In service it proved wonderful to drive, apart from two exceptions when it overheated in London - outside a church in Twickenham and along the Embankment, where it caused a huge traffic jam.

'One thing that did annoy me were the awful corduroy headrests, which didn't match the leather seats,' says Derwin. 'By this time Jensen Motors had ceased trading, replaced by Jensen Parts and Service. I took the SP up to West Bromwich where a trimmer fashioned me replacement headrests out of hide, and they looked much better.'

With values at rock bottom and unable to console himself with the idea that selling the Jensen could result in it being broken up for spares, he had the bodywork restored by Jensen specialist Cropredy Bridge Garage. Outwardly, the car still looked presentable

though it was soon clear that the inner and outer sills required replacing.

In 2002 Derwin was forced to sell it when the logistics of a new job in Bolton while still living in Winchester did not square with using the Jensen.

# Roger Davey buys it for £7000 in 2002

Before the Jensen SP, Roger had enjoyed an Aston Martin DB4 for 25 years. 'I bought the SP because I had previously owned an early Interceptor in light metallic blue in the early Eighties and loved it,' recalls Roger.

By now the SP was 30 years old and with its recent attention by Cropredy Bridge, Roger says the bodywork and paintwork were still extremely good with no signs of damage. 'It really did take me back twenty years to when I had my first Interceptor. Whenever we were out in the SP we were always aware of other drivers staring at it or going over to peer inside when it was parked.' Such was the attention that the SP generated that

whenever his wife Caroline drove it she would regale him with stories on her return of how drivers would overtake her (she always just cruised along), peer into the car and toot their horns, or simply tailgate her and flash their lights. Reflects Roger, 'It was that kind of car. I always kept it polished and gleaming.

'Ultimately I sold it because, with five cars and three young children, it was not being used enough. It was a car that needed to be driven and not just left in the garage. Naturally, I hoped she would go to someone who had the time to appreciate her.'

# Graham Bagnall pays £6000 in 2002

'We were running the Jen Centre at the time and Roger Davey came into our premises driving the SP,' recalls Graham Bagnall. 'I remember thinking what a nice looking car it was in comparison to some of the other Jensens we'd been involved with, so I bought it.'

# 'My father's first Jensen was also an SP so it has always held a special place for me'

Graham says of his short time with the SP that he took it on some long journeys, enjoying its ability to cruise effortlessly at high speed with no demands from the driver. 'Some classics are so tiring to drive and you emerge after several hours behind the wheel with your arms aching - not so with this SP.'

# Tim Clark buys it for £10,000 in 2003

The SP's current owner, Tim Clark, is no stranger to Jensens having owned a total of 20. Says Tim, 'My father's first Jensen was also an SP so it has always held a special place for me. It also represents an important chapter in Jensen's history, hence my decision to look out for one. In the event, luck played a helping hand - I happened to be speaking to Jason at ReJen sales when he told me that he knew of a nice example for sale; Royal Blue with rich red interior, the only example finished in this colour scheme. It was being offered by Graham [who by now was at Culverland Classics] and I went to view it with my wife.'

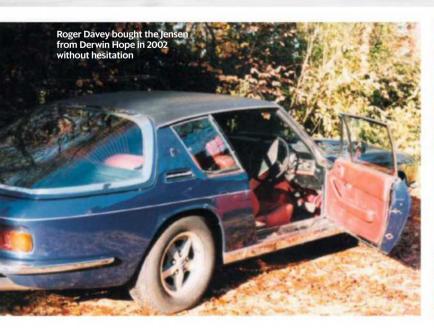




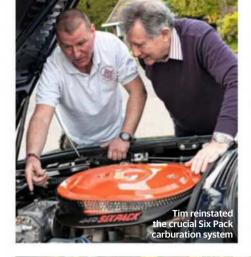
















Tim walked around the Jensen and was immediately smitten. 'The overall appearance spoke strongly that it was all very straight; it sat properly on the road and it was clear it had been well looked after. Then Graham took me for a spin and within seconds I'd made my decision to buy it, even though it still had the single Thermo Quad Carter carburettor. It brought back memories of my father's example - he too became so fed up with the unreliability of the Six Pack system that he replaced it with a similar Thermo Quad set up.'

Tim collected the SP from Graham's premises near Southampton. 'I had it booked into a local car show in Tonbridge, Kent the following day and on the way the driver's window stopped working and I thought, "Here we go, typical". However, I soon had it fixed and since then the majority of the work I've done has concentrated largely on detailing; cleaning, polishing and replacing tired parts such as the rear leaf springs. It's been a wonderful canvas to work on. The only major job has been to replace the Thermo Quad with a Six Pack carburettor set up. I always tell people that having an SP with a single Carter is like having a Jensen FF without the four-wheel-drive transmission.'

Looking under the bonnet it's clear the considerable amount of work Tim has put into its presentation. 'One of the points to note are the Six Pack emblems on the air cleaner, which originally came from a Dodge Challenger. Another item is the radiator header tank, which is polished brass and I consistently lost points

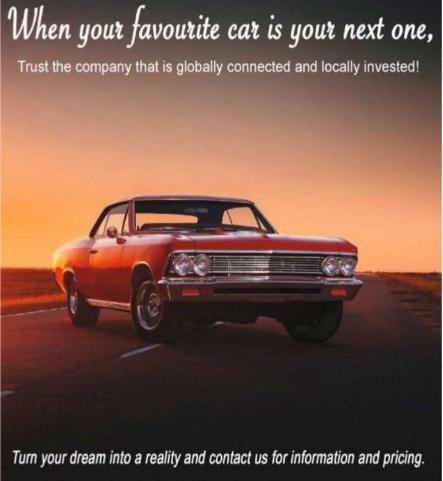
from the Concours judges because according to the aficionados, as an original Jensen item it should be black.' When his close friend and fellow Jensenowning concours entrant 'Uncle' Dick Thomas died in 2013, Tim retired from the circuit having won the coveted Interceptor and FF Cup.

'Today, after some 14 years my love for the car is still as strong as ever and is bound up with its looks, what it does, the noise it makes and the way it drives. I got married in it and when we visit shows the SP remains the car I still want to take home. It's Jensen's Aston Martin Vantage of the range - there is a huge difference between my car and a single carburettor Interceptor.'

Over time Tim has managed to amass a huge amount of paperwork on the car, which even goes back to the time when it was owned by Billy McKenzie-Coles. Tim reveals, 'Under warranty the car was fitted with two sets of replacement carburettors, two sets of door handles, bumpers, four alloy road wheels and had a complete respray. It also includes a poignant letter of apology addressed to Mr McKenzie-Coles from Kevin Beattie, Jensen's Engineering Director.'

Concludes Tim with a grin, 'The SP coming into my world has been an experience beyond words, the Jensen has changed my life. I am still captivated by it and feel a real duty of care. I've been offered a considerable sum but I've never loved another car like this and I hope we never have to part. In fact, I'm sure the car would make its own way back to me.'







# **RREC Annual Rally and Concours Winners 2017**

1952 Bentley R-Type Masters First in Class

1956 Bentlev S1 First in Class and Best in **Show Runner Up** 

**1975 Bentley Corniche** First in Class

1965 Bentley S3 Second in Class

- Restoration Coachwork Servicing Trim Complete Ash frame and repairs Panel fabrication and repairs
  - Modern and traditional paint finishes Parts Wood polishing and veneering
  - Mechanical and component re-builds Full machining and white metalling services

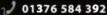
Visit us online or contact us for details of our professional services

Clark & Carter Restorations Ltd

International award winning specialists in Bentley, Rolls-Royce and Porsche

Shardloes Workshops, Church Road, Cressing, Braintree, Essex CM77 8PN







01376 584 773



info@clarkandcarter.co.uk





# Nine steps to buying a BMW E345 Series / M5

With good examples dwindling and demand strong, here's how to bag a fabulous Five Words MALCOLM MCKAY Photography TOM WOOD

ith a wide range of engines from 1.8-litre four-cylinder to 4.0-litre V8, plus turbodiesels, fourwheel-drive options and saloon and estate bodies, there's an E34 for almost every purpose and values are now turning around. Prices cover a huge range and the less sporting models can be bought extremely cheaply, but the surge in M5 prices is pulling the others up too. Most have gone through periods of low value and consequent neglect - getting them back up to 100% in all aspects can be difficult and costly. There are plenty of traps for the unwary, but find a good one and look after it and it will reward with years of classic rearwheel-drive luxury motoring. For expert advice we spoke to David Olias, who runs Suffolk-based marque specialist Classic MD Autos (and an E34 M5 he bought in 2004); Tim Pollock, the go-to man for used E34 parts which he sells via his BMW Classic Spares business in Northampton; and Dan Jago, who looks after the BMW Car Club's E34 Model Register.

# What to pay]

Four-cylinders and diesels are cheap -£1500 will get you a tidy example and superb ones are under £6k. M20 sixes and 530i V8s fetch 20% more, with M30 and M50 sixes around 50% more; a mint manual 535i or late 525i could top £10k ▶ 540i V8s are sought after and a mint sixspeed manual could fetch up to £25k. Rough M5s £6-7k, usable examples fetch £14-25k and superb ones £35k+. Six-speed 3.8 M5s can go as high as £40-50k for exceptional examples; M5 Tourings add 25-50%.

Choosing the Right One - via engine types:

M20/M21 (1988-89) - 520i, 525i, 524td Classic 12-valve straight-six available as 2.0-litre 127bhp and 2.5-litre 168bhp; also turbodiesel versions (M21 2.4-litre, 114bhp). Four-speed auto or five-speed manual.

M30 (1989-92) - 530i & 535i Six-cylinder 12-valve in 185bhp 3.0-litre and 208bhp 3.4-litre forms, often with limited-slip differential and sport suspension. Also used in 360bhp Alpina B10 Biturbo, the most powerful E34 of all. Four-speed auto or five-speed manual.

M40 (1989-94) & M43 (1994-96) - 518i Four-cylinder M40 1.8 had 111bhp; the M43 had 114bhp. Available as saloon or estate but only sold with five-speed manual. M50/M51 (1989-96) - 520i, 525i, 525td/s Replacing the M20, the twin-cam M50 - the most common E34 engine - was fitted with BMW's first VANOS variable valve timing from Sept 1992, giving 148bhp in 2.0-litre form and 189bhp in 2.5-litre. Turbodiesel versions (M51, 2.5-litre) gave 114bhp or 141bhp with intercooler (525tds); 2.5 petrol was used in the only four-wheeldrive E34, the 525iX. Five-speed auto or manual.

M60 (1992-96) - 530i & 540i The first V8 to appear in a 5 Series replaced the M30, was offered in 215bhp



3.0-litre and 282bhp 4.0-litre form. Five-speed auto or manual, six-speed manual on late 540i.

**S38** (1988-96) - M5 With its race-bred 24-valve straight-six in 3.6-litre (311bhp) or from late 1991, 3.8-litre (335bhp) form, the M5 was available as a saloon or an estate (lhd-only). The 1994-on 3.8s got a six-speed manual, but only 139 of those came to UK.

Rust can be a killer, not helped by the change to water-based paint in 1993. The sunroof (if fitted) rots and leads to corrosion in the sills when its drains get blocked. Rust sets in behind plastic trims everywhere - rusty doors and sills are common, also the Touring hatch. The wheelarches go, especially at the rear, and the front wings corrode close to the sills. Check also around the rear lights and the petrol filler flap, particularly its hinges. Some cars have rot in the bulkhead, around the pedal box and in the passenger footwell. Underneath, jacking points can crumble, especially at the front. Under the rear, rust can take hold around the axle beam bushes. You could easily spend £10-12k eradicating rust, even on a car that superficially appears quite presentable.

Engines are reliable if well maintained with regular oil and coolant changes, and cambelt replacements on the M20 (every 25k miles) and M40 (every 36k or three years) - the others have timing chains. If neglected, rapid wear will set in whatever the model, so check service history and look for signs of present or past overheating - water/antifreeze staining on the cylinder block and radiator, or the temperature gauge reading high. M20 cylinder heads crack between the fifth and sixth, especially if thrashed from cold, where coolant changes have been neglected and/or aluminium corrosion has weakened the cylinder head. The M<sub>30</sub> is very durable. The M<sub>43</sub> four-cylinder is more durable than the M40, but has to work hard in the heavy 5 Series. The M50 six is very durable; listen for a rattly timing chain and be prepared to change the water pump and V-belt if it's not been done recently. The M60 V8's oil pump can work loose, so keep a close eye on oil pressure. The highly-tuned S38 in the M5 is understandably even more sensitive to neglected fluid changes but if well maintained, will easily top 200,000 miles. For lesser models, a worn-out engine (listen for bottom-end knock) is best dealt with by an engine

From 1988 to 1996, BMW built an impressive total of 1,333,412 E34s. The M5 is most soughtafter, though extreme rarities such as the M5 Touring and 540i Touring can command even more



swap, with plenty of good used units available, but for M5s a full engine rebuild can easily top £10,000, so it's important to establish true condition when buying. Check the service history - valve clearances should be reset every two years or 20,000 miles (£250-£400). If power is down it could just be the resonance flap in the plenum chamber not operating correctly, usually because of a vacuum leak; but if there are signs of bore wear (excessive oil breathing, exhaust smoke), you'll want compression and leak-down tests, and ideally a used oil analysis. If problems are just with the cylinder head, a £2500 refurb will probably reclaim 20-30bhp.

**Electronic Damper Control** (EDC) was standard on M5s and 540i M-Sports. Check if the dampers have hoses attached. They do wear out, and new ones are no longer available. Consequently many cars have been converted to conventional dampers, but now that originality is important it is desirable to have the EDC shocks. Fortunately Nagengast in Poland can rebuild them, with a two-year warranty, for around £250 each if you're able to remove them yourself. A specialist would charge £2000-£2500 for an all-inclusive service, more if new control arms and top mounts are required. If the car has been converted check how much of the

original kit is still present. Reinstatement is a major task that involves sourcing rare parts. Factor this into your offer if buying a converted car - and check for perished fuel lines while you're under the car.

**Gearboxes** on performance models are highly stressed and most M5s have had a gearbox rebuild or swap by now. With the engine running in neutral, dip the clutch to see if the noise level reduces; if it does the layshaft is worn. Then drive the car and check all gears select smoothly with no baulking or crunching from the synchros (first/second usually go first), and no whining or clonking. A gearbox rebuild on the five-speed (manual or auto) is £1000-£1200; the six-speed is £1200-£1500. BMW still has a few new five-speed gearboxes at around £3000.

**Electrics** are getting tired after 22-30 years so check everything works. The wiper rack is a common issue, so if the wiper arms are hitting the bonnet or the side of the screen, beware - a new one is £500 and requires a major strip-down to fit. The heater blower motor can fail but used ones are worth trying and fairly easy to fit. Headlights can go floppy, and check the lights and the wiper in the hatch of any Touring.



**Interiors** are time-consuming to put right if scruffy, but not too costly if you shop around specialist breakers. If originality is important, check the spec - some have been updated with later trim. Check under the passenger seat for damp near the underseat modules, make sure the sides of the front seat backrests haven't collapsed (an easy DIY fix if you're happy dismantling a seat), and check the door cards for delamination. Ensure sunroof and aircon work.

**Brakes** should be more than adequate on all models, though later and larger-engined cars had progressive improvements. Check there are no ABS warning lights because these are an MoT fail and can take some chasing to eradicate. Upgrades from later/higher spec models are readily available; E32 7 Series are a good source of brake upgrades for E34.

**Differentials** shouldn't whine. Also check that the limited-slip differential (if fitted) works - jack up the rear of the car with both wheels off the ground and turn one wheel; if the other turns the same way it's working, if it turns in the opposite direction it's not. Used ones are sought after and you can expect to pay £1000 for a 3.9, more for a 3.23.

Whether you go for a humble 518i or the rorty M5, the E34's solid build quality and wieldy driving dynamics makes it a usable classic if bought wisely

# Owning an E34 BMW 5 Series



## Clement Camilleri, SW London

I've owned countless E28s, E39s and E34s. At 16 I came across two E34s behind my local chip shop; one was a Sport. They looked great and

when I got my licence, I persuaded the owner to sell me them both for £600. I got the 520 going and it became my first car; insurance was £1000. I love the engine and gearbox – the first time I went round a roundabout the rear end stepped out and I've been hooked ever since!

'One day I was working on them on my driveway and a black Sport stopped – the owner introduced himself as a Park Lane BMW employee and offered advice and help with parts. We became friends and he was a huge help; I ended up buying his car. Over the last 2-3 years I've been doing up a 1990 535i Sport: I've taken off every part below the waistline and replaced everything I can buy with new parts. Last year I decided to look for an M5. I saw several but the engines sounded terrible so I walked away. Then I found the very original 1992 3.6 you see here, with the same owner for the last 10 years. It took me six months to persuade him to sell, but so far I'm delighted with it!'



# **Geoff Sutton, Oxfordshire**

'Seven years ago I was stuck in snow in a 3 Series and decided I had to have four-wheel drive, but didn't want an SUV. I bought a 1992

E34 525iX Tourer for £500 with 200,000 miles on the clock. It had an MoT but after putting my finger through the sill, I decided to spend £3000 on the bodywork. It's a rolling restoration – a few years ago I spent £1000 getting the automatic gearbox rebuilt and I'll probably spend £3000 on the bodywork again this year.

'I also have a 530i Tourer with very low mileage – I couldn't resist it – I love the styling of the cars, and they're big enough but not unwieldy. They're of an age that is reasonably modern to drive yet easy to maintain, and most used parts are cheap and readily available.

'I've driven most E34 engine types. The 518 is a lighter car, it rewards driver input and it's economical. The 520 is a bit heavier but the M50 engine has a nice roar. The 525 has enough power to do everything well. The 530 is very oversquare and revvy for a V8, but thirsty if driven hard. The 540 is effortless and can seem dull in traffic, but when you put your foot down, you're literally hanging on!



# **Robert Connor, Herefordshire**

'In 2008 I was looking for a big, older estate. Mercs were more expensive, so I tried an E34. I've had four to date, all Tourings, as my

everyday transport. My first was a 520i with quite high mileage – the water pump failed because the plastic impeller disintegrated, leading to overheating and then head gasket failure and warped head. I replaced it with another 520i, but despite only having 75k the same thing happened after six months; it's down to age not mileage.

'It cost quite a bit to get the head skimmed and repaired properly, but with a metal impeller it should last forever. In 2012 I bought the rare 525iX four-wheel drive and in 2015 a 1996 525i for more poke, and I use it in the summer and the iX primarily in the winter, averaging 10k-15k miles between the two. Over the nine years I've probably spent £5000-7000 on the four cars; there's a great support network for the cars and it's extraordinary how many parts are still available from BMW.'

# ClassicCarsForSale.co.uk



# 1990 BMW E34 535i Sport - £9995

Excellent condition, two owners from new, 79k miles and a superb service history; replacement clutch, front Bilstein dampers and track rod ends fitted at

75k. Glacier Blue Metallic with Indigo Blue leather sports seats. Five-speed manual gearbox. BBS alloys with Michelin TRX tyres. M Technic Sport Pack, limited-slip differential (25%), M Technic sports suspension, original Blaupunkt Montreux radio/cassette.

# Next Month Don't miss these exciting stories in the September issue of Classic Cars

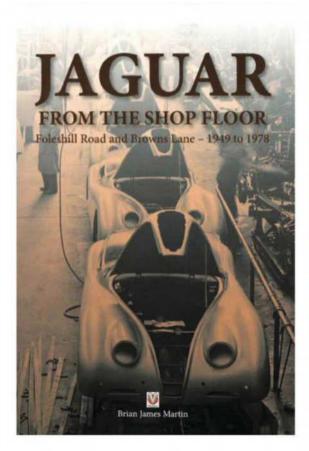
# FORD Scort AT 50

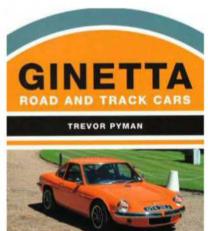
ALL THE GREATS TESTED BY WORLD RALLY CHAMPION DAVID RICHARDS

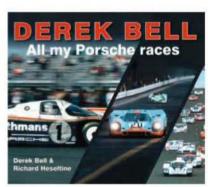


Epic restoration of a rotten Jaguar XJ12C • Rare Ferrari 365GTC driven • The ups-and-downs life of a Swallow Doretti • Inside a private collection from a Hupmobile to an Autobianchi Stellina • We put a reader in his dream Porsche 911 Carrera RS2.7 • Price Guide Quarterly update • Lancia Delta Integrale buying guide and more...









# **Jaguar from the Shop Floor**

By Brian James Martin, £30, veloce.co.uk, ISBN 9781787112797

We should cherish this low-key, but utterly revelatory, memoir courtesy of Brian James Martin. Unless you're a member of the Jaguar Enthusiasts' Club you may well never have heard of him, but he was present throughout much of the marque's tumultuous history and instrumental in a great deal of it.

Martin's first job as an apprentice working on the aluminium-bodied early run of XK120s. He was in the pits at Le Mans in 1955 and witnessed the dreadful disaster and Jaguar's response. It was Martin who set off the alarm and summoned the fire brigade to halt the 1957 factory blaze. Later, in the experimental department, he helped build the first E-type.

It's all told in a frank and unassuming manner from a shop-floor perspective so often woefully ignored by history. But it's crucial – this is the aspect of the Jaguar story from 1949 to 1978 that no-one else has really told before.

#### **Ginetta Road and Track Cars**

# By Trevor Pyman, £25, crowood. com, ISBN 978 1 78500 415 5

This long-overdue book is hugely welcome. F1 aside, Ginetta's heritage and prowess has been consistently comparable to that of Lotus – yet it's only really been served by John Rose's out-of-print marque history and Bob Walklett's autobiography.

Pyman's book is reminiscent of Haynes' old Classic Makes Series – great value, weaving marque history into a series of chronological chapters each grouped around a key model, yet large and well-illustrated enough not feel cheap. It helps that he's a serial Ginetta owner and builder, friend of the founding Walklett brothers and Ginetta Owners' Club registrar.

The whole tale is here including the GRS estate cars, the Ford-based motorhomes and the full story behind Lawrence Tomlinson's rescue and resurrection of the marque.

# All My Porsche Races

#### By Derek Bell and Richard Heseltine, £41.99, porterpress. co.uk, ISBN 9781907085659

The fact that this 276-page tome features just a portion of Derek Bell's career is testament to his incredible versatility as a racing driver.

Porsche is the marque he's been most closely associated with, and the one he returned to repeatedly from the Sixties to the Nineties. Consequently the book plays two roles – one of candid and entertaining memories of everything from winning Le Mans five times to filming with Steve McQueen and turning down Enzo Ferrari; and another that charts the evolution of the racing Porsche from small factory effort to competition colossus.

Bell's anecdotal voice remains consistent throughout. It feels very much as though he's leafing through old photos and memories, but it's all underpinned by top-notch research.

## MORE TO ENJOY

### Speed Read Mustang

By Donald Farr, £12.99, quartoknows.com
This to-the-point history of the Mustang is compact but not abridged uth artworks rather than photographs.
Neat and well executed.

#### Reliant Sabre, Scimitar and SS1 – An Enthusiast's Guide

By Matthew Vale, £16.99, crowood.com
Knowledge, history and buying advice on one of Britain's most misunderstood sports car makers. Entertaining.

# Pininfarina – Masterpieces of Style

By Luciano Greggio, £50, giorgionadaeditore.it
The story of Pininfarina under 'Pinin' and beyond.
Not much new but it's beautifully illustrated.

#### Morris Minor – 70 Years on the Road

By Ray Newell, £35, veloce.co.uk
A colourful and informative birthday celebration of the British icon in all its forms.

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



#### 1:43-scale Porsche 934/5

TrueScale Miniatures, £99.99
This ex-Doc Bundy/Roy Woods car is one of a range of TrueScale racing 934s and apart from some shallow panel gaps it convincingly recreates the car's distinctive look. The window netting and electrical cutoff really set it off.



#### 1:43-scale Honda NSX GT2

TrueScale Miniatures, £99.99
There's a lovely handmade feel to this lightweight, delicate resin model of Honda's Le Mans racer. Detailing throughout is superb, especially the carbonfibre-adorned race-specification V6 engine that's clearly visible through the rear windscreen.



#### 1:18-scale Ferrari 275 GTB/4 NART Spider

BBR, £399.99
Heftily priced like all BBR models, but the fact that the steering wheel's steel rim is visible sandwiched between wooden sections says it all – it's a beautiful model of an alluring car. A Nut Brown coupé is also available.



# 1:18-scale Alfa Romeo Spider S3

(K, £88.99

KK impresses with this well-priced, unusually-chosen S3 Spider, capturing its chrome, curves and angular black plastic well in large-scale diecast, neatly finished with the Alfa badge's lettering picked out in gold paint. Impressive.

# QUICK GUIDE TO...

# CAR SHIPP

If you've found the car of your dreams beyond home shores, there are plenty of considerations to getting it back home – and plenty of companies to help

Words NIGEL BOOTHMAN

here are at least three good reasons to move a classic car from one country to another. Firstly, the model you want may be cheaper abroad; secondly, the only decent choice may be in another country and thirdly, you might want to enjoy touring in a car you already own.

Shipping to or from countries outside the EU involves more cost and paperwork than the equivalent within Europe – for the time being anyway. Happily, many shipping agents now offer a door-to-door service that covers not only collection and road transport at each end, but customs clearance and form-filling as well.

UK customs regulations define a classic car very tightly, as Tim Fillingham of Tradeway Shipping explains: 'Any car manufactured more than 30 years ago is exempt from import duty and pays only five per cent VAT on entry to the UK. Import a younger car and you'll pay 10 per cent duty and then 20 per cent VAT on the purchase price, duty and other costs added together.'

#### **Shipping outside the EU**

Moving cars by ship from the USA may be less expensive than you'd expect – say £600 or less, if you share a container or use a roll-on/roll-off service. But there are many additional costs, including road transport to the port, marine insurance, handling charges at ports of exit and entry, VAT and charges for storage or managing import paperwork. We were quoted £1500 to move a 1969 Cadillac worth \$15k from New York state to Felixstowe in a shared container, covering everything mentioned above but not including registration or UK delivery. If the car is a \$150k E-type Jaguar, the price rises to £2900, because of the increased insurance cost.

Nick Roach of Ship My Car Ltd, who supplied these online quotes, offers his recommendation, 'It's always easier to stick with one operator for the whole process. You have one point of contact and avoid any arguments over whose insurance is supposed to cover you at which point, should anything go wrong.'

Marine insurance is not compulsory but it should be regarded as such, thinks Tim Fillingham, 'You're covered for any damage the car might incur through rough weather or poor handling, and also for salvage. If a ship runs aground or is lost, the captain can declare what's called 'General Average' – all those with property on board must pay an equal share of the salvage costs. It's unlikely but it has happened.'



'Many shipping agents now offer a doorto-door service' Damage to cars in transit brings up the choice of which shipping method to pick. Roll-on, roll-off (Ro-Ro) is the low-cost option, but it's not always right for classics. 'Most Ro-Ro operators will take cars as long as they have a working handbrake,' says Kevin Lewis of RJJ Freight. 'But there's no protection from trophy hunters. Sometimes we've had gearknobs or even steering wheels go missing.' Nick Roach has heard of fines being imposed by some Ro-Ro services if classics fail to start and hold up the unloading process. 'Shared containers are a safer bet,' he says. 'We can get four cars into a 40ft container, supported on very sturdy steel racking and shipped at a cost that's barely any more than Ro-Ro.'

For anyone needing the highest security or wishing to move other items like spares back with the car, an individual 20ft container is an option. 'You'll pay more than twice the fee for importing a car on the equivalent route in a shared container,' says Fillingham. 'But you have the advantage of a quicker turnaround, as shared containers often need to wait for other cars to fill them before they're loaded.'

Truly long-distance shipping naturally costs more but does vary; shipping from Japan is more expensive than Australia because local charges are higher. For rapid movement, air freight is the only option and for typical



journeys into the UK from North America or Dubai it will add between £6000 and £8000 to the surface shipping price. Insurance is handled in a similar way to marine cover, usually based around 1.5 to 2 per cent of vehicle value. 'For temporary export such as use in an overseas rally, we can organise a carnet de passage that's valid for a year,' says Lewis. 'It means there's no messing about with duties and customs.'

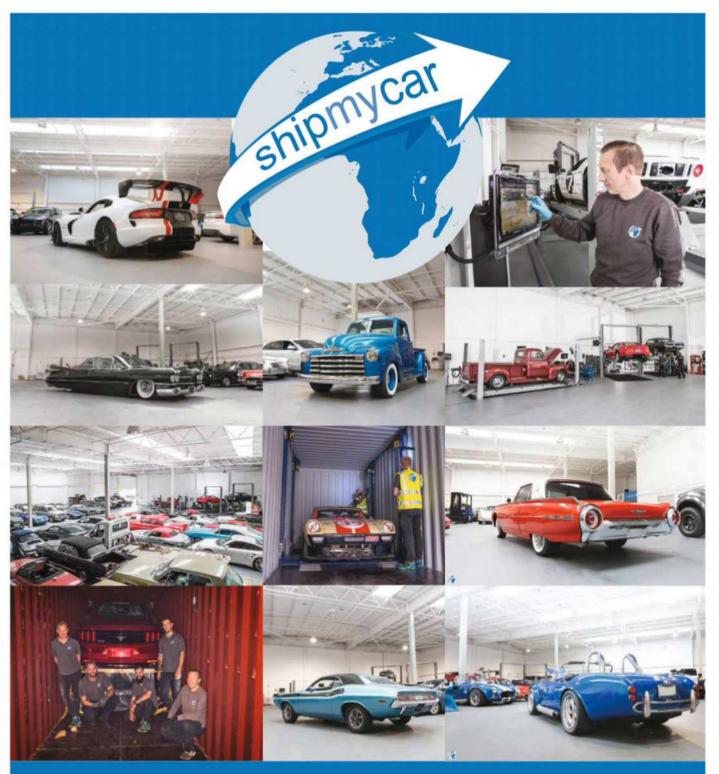
## Shipping within the EU

Shippers usually offer two approaches to European road transport: open-air carriers with up to ten vehicles on board, or closed pods for individual transit.

Much European car haulage to and from the UK is done for rallies, holidays and so forth, and as such is highly seasonal with prices moving significantly between summer and winter. As a compromise example, a oneway trip to bring a car from northern Italy to the UK in September or October on an open carrier is likely to be around £850 to £900, insurance included.

If in doubt, phone and ask, says Tim Fillingham. 'Any good shipper should be able to advise on every stage of the process, from recommending a vehicle inspector to dropping the car off at your door. We expect people to be into classic cars, not into shipping. That's our job.'





Try our unique instant quote system, works for any make / model - simply enter the details and get an instant price for transport, shipping, insurance, customs, testing & registration of your import.....

www.shipmycar.co.uk 01908 887917 SEE US AT THE HISTORIC MOTOR SHOW - EXCEL ARENA FEB 15TH TO 18TH - STAND HM226

SPECIALISTS IN CAR SHIPPING & TRANSPORTATION

WORLDWIDE EXPORT & IMPORT SERVICES



WWW.RJJ-CAR-SHIPPING.CO.UK

Customs clearance • UK & European collection & delivery • Safe, secure, competitive

T +01394 673466 | F +01394 673031 | E carshipping@rjjfreight.co.uk



SHIPPING

Contact us Tel - 0161 499 0111 Email - tim@tradewayshipping.co.uk www.tradewayshipping.co.uk

# International Sea and Air Freight

Specialists in car imports and exports worldwide

- Container and Ro Ro services
- Air Freight of cars and parts
- Loading and Securing
- UK collection and delivery
- UK customs clearance
- Marine Insurance available

Please contact us for a quote or further details



# KENT'S LEADING INDEPENDENT AUCTION



# HUNDREDS OF CLASSIC CAR ENTHUSIASTS LOOKING TO BUY - DON'T MISS OUT

Now in its 6th year, the 2018 Hobbs Parker Classic Car Auction Day in Ashford looks set to be bigger and better than ever! If you have a classic



vehicle that you would like to sell at auction - we have hundreds of serious buyers. Just 5 mins from M20 / 110

Contact James Johnson direct to enter your vehicle: 07786 927557

 VINTAGE CARS
 CLASSIC CARS
 'BARN FINDS' • MODERN CLASSICS • CLASSIC COMMERCIAL VEHICLES • CLASSIC MOTORBIKES

 CLASSIC CAMPERVANS
 CLASSIC SPORTS CARS • MODERN SPORTS CARS •

# HOBBS · PARKER **Classic Car Auctions**

01233 506266

Ashford Market | Orbital Park | Ashford | Kent TN24 0HB www.hobbsparker.co.uk/cars



THE LARGEST RANGE OF VINTAGE AND CLASSIC CAR PARTS AND ACCESSORIES IN THE UK

# LOOKING FOR SOMETHING?

We can help you find what you are looking for in our huge range of vintage and classic spares. We also supply a fantastic choice of quality equipment and protective clothing for classic rallying and hillclimbing. Whatever you are looking for you can maintain your driving ambitions with Holden Vintage and Classic



ELECTRICAL PRODUCTS · HARDWARE PRODUCT · MAINTENANCE PRODUCTS MOTORING CLOTHING · MOTORING GIFTS

AND SO MUCH MORE!

Visit our website

WWW.HOLDEN.CO.UK

CALL 01885 488488

**HOLDEN VINTAGE AND CLASSIC** 



# Steering to better times

#### Jaguar E-type S1 FHC Owned by Phil Bell, editor,

Owned by Phil Bell, editor, phil.bell@bauermedia.co.uk Time owned Eight years Miles this month 0 Costs this month f187

**Previously** Battled to remove the crankshaft damper and water pump, and won

a! Just had a look back at my closing thoughts from last month's Our Cars. 'Hopefully this will be nice and easy,' I said of removing the steering rack, necessary to fit stiffer mounts to cure the rack float. Well, it would have been if the coupling at the bottom of the steering column wasn't seized solid to the splined steering pinion. Inserting a wedge to separate the split end of the coupling achieved nothing, as did levering between the end of the shaft and the coupling universal joint. Tapping with a hammer wasn't an option because I didn't want to transmit any force to the upper column on the cabin side of the bulkhead.

What I needed was a special tool, something to apply progressive force between the back of the UJ and the end of

the pinion shaft to push it out of the coupling. The answer came at the bottom of one of those tins where old nuts, bolts and other fasteners live in limbo - a <sup>7</sup>/<sub>16</sub>in bolt and nut. Cut down to fit in the steering coupling it could be

unwound to push the steering rack shaft out. It was slow going, partly because each time I ran out of bolt thread I had to cut another, slightly longer version and continue. Four bolts later, the rack was free and I could fit my new mounts. The old rubber ones looked fine, but had been allowing the rack to move so much that the column had scratched the paint off the chassis. No wonder turn-in was so lazy.

Ages ago I bought a set of solid rack mounts on recommendation, but everyone I've mentioned them to has warned that they'll transmit too much road shock to the car, annoying driver and wrecking components such as the steering rack. So, I've compromised with SNG Barratt's polyurethane alternatives. With the rack on the bench I took the opportunity to look inside. Everything looked like new, even the grease, but I changed it anyway.

Unfortunately, the steering coupling hadn't fared so well, being partially

seized. To replace it meant separating the column from the other coupling in the cabin so that it could be withdrawn through the bulkhead.

I wondered if my four-bolt method had damaged the needle rollers on the lower coupling, but stripping it down revealed one of the four UJ cups dry of grease and full of rust. So, I fitted a top-quality Japanese-made joint from Bailey Morris. On a roll, I decided to replace the track rod ends as well because the grease beneath the rubber boots had turned brown with rust, despite me pumping them with fresh Castrol LM every 2000 miles.

At least refitting the steering system was straightforward; the only fiddle was making sure the rack and the steering wheel were both pointing straight before I reconnected the splined joints.

Next job is fitting my reconditioned water pump and the rest of the cooling system. Will it be easy?



# A good time to re-tyre

#### Alfa Romeo S2 Spider 2000

Owned by Russ Smith (russ.smith@gmx.com) Time owned Seven years Miles this month 262

Costs this month £726

**Previously** A run out on Drive-It Day and a rendevous with a noisy relative

ome people seem blessed with either perfect timing, luck, or access to personal data. I was just thinking that as the Alfa's tyres had now reached their seventh birthday it was high time I replaced them. Then into my email inbox popped a message from Dougal Cawley at Longstone Classic Tyres. He didn't beat about the bush, 'When I saw the pictures of your lovely Alfa in *Classic Cars* the tyres on it made me cringe a little. You could do with some good rubber on that car - a set of Pirelli Cinturato CA67s.

'The thinner you go the better - 165R14 will be best, 185/70R14 would be second best. But in either case a set of Cinturatos will be perfect. Because a carcass that is more suited to that car will make the handling so much more enjoyable.'

To be honest I had been happy enough with the 185/70R14 Bridgestones I had put on the Spider just after I bought it, but the thought of driving the car on the size and kind of tyres it

would have been fitted with when new was too great a temptation to pass up. Even with the inevitable ribbing it provoked from friends - my misspent hot-rodding past means this is the first time I've fitted narrower tyres to anything.

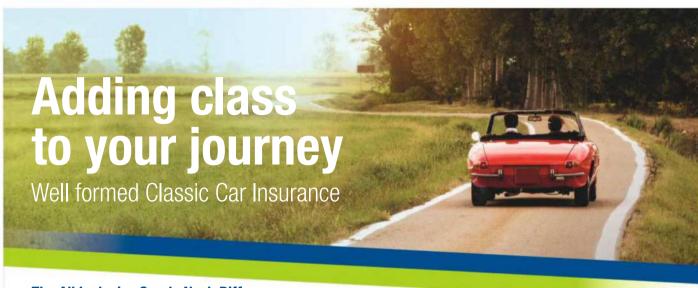
A trip to Doncaster was arranged and I enjoyed a tour of Longstone's premises and the Cawley family's vintage car collection in the company of the effervescent Dougal while the tyres were fitted. But not before establishing something important. I had raised the idea of fitting inner tubes because two of the Alfa's wheels have always steadily lost air; a footpump has long been part of my fitness regime. Then on removing the first of my tyres Dougal's fitter declared, 'These aren't tubeless rims - we need to fit inner tubes.' Sorted, one less regular hassle, and I'll have to get out on my bike more often to make up for it.

Dougal had been convinced I would be impressed by the Pirellis and - damn it - he was right. Three things stood out on my

run home - a noticeably better ride with less crash over potholes; slightly lighter steering though with no loss of feel; and an almost vanished tendency to tramline on uneven surfaces and left-lane truck grooves. Downsides? None yet.

The new tyres appear to be very slightly taller than the 185/70s that came off, because I recorded 113 miles on the way up to Yorkshire and 109 on the journey home on the same route, though that difference didn't seem to be enough to affect the speedo's established lack of accuracy. Compared to my satnav that still overreads by 5mph at 70mph, and by about 10 per cent lower down on the gauge.

What I did discover in a downpour near Grantham on the way home was the need for new wiper blades and probably arms, so that's next on the to-do list. Along with a new rubber grommet for the driver's side wiper spindle, going by the steady stream of water onto my shoes. Alfas eh? It never rains but it pours... straight onto your feet.



## **The All Inclusive Carole Nash Difference**



UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers



You could also save 33% with a Multi-Classic Vehicle policy



Choose your own specialist repairer

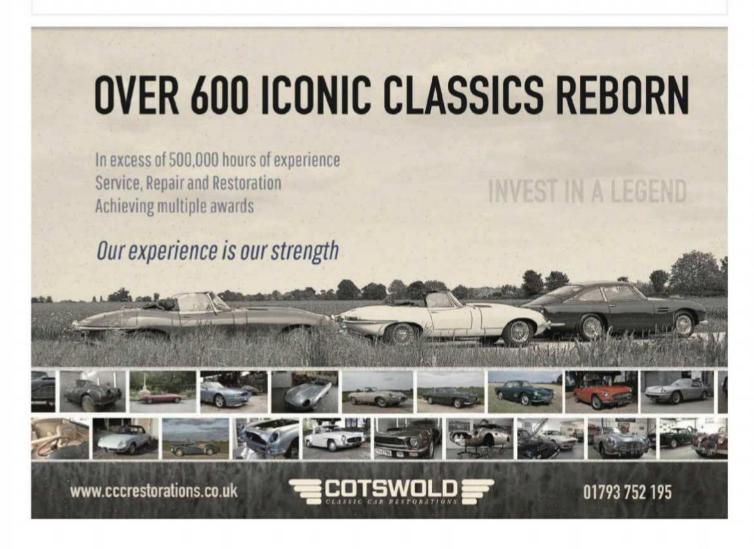


**CALL NOW** 

carolenash.com/classic-car

UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. †Based on an average customer saving 33% compared to buying three separate Carole Nash policies. Average customer = 51 year old male driving a 1972 MG B; a 1971 MG B and a 1972 MG Midget. Savings accurate as of 18 September 2017. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.





# **Training wheels**

#### 1966 Jaguar E-Type 2+2 Auto

Owned by Malcolm McKay (MMcKays@aol.com) Time owned 21/2 years Miles this month 01 Costs this month £528 Previously MIG-welded rusty footwell

ne task stumped me when rebuilding the carburettors - replacing the choke cable, which had broken just behind the dash slider. It's completely enclosed and I couldn't get to any of the retainers for the dash panels and glovebox that surround it. So when three undergraduate engineers - son Fraser, his girlfriend Georgia and best mate Ben - offered an afternoon's free help, that was their first job. It was Georgia who achieved it; lying in the footwell, she managed to get her small hands up above the glovebox to undo its retainers - and even more important, to replace them after we'd fitted a new cable - brilliant! Fraser and Ben fitted a new servo from SNG Barratt, and the new master cylinder that came with the car.

Meanwhile, my wife Helena has spent many hours with a pot of cellulose thinners, cleaning off

as much as possible of the black paint that had been applied to the beige leather seats and other trim; she found that some of it had been painted white previously! We'll keep as much as possible of the original interior and recolour it back to beige; in some places she has had to stitch in new material and repair splits; Furniture Clinic supplied a brilliant kit, with sub-patch material, glue and filler to disguise the repairs. I found it tricky to get the sub-patch to stick under the surface, but Helena soon had it sussed, using several layers of material rather than one as I had.

I concurrently built up the cooling system - a new purpose-built aluminium radiator came with the car, but a lot of other parts were missing. I added a Gano coolant filter (cmengines.co.uk) in the

top hose because I didn't want that new dual circuit master cylinder and servo.

Student engineers

Several friends had mocked my claim the car would be on the road by the end of the month; to prove a point, at 6pm on the 31st I fired the engine up again and, having established that there were no leaks from the rebuilt carbs and that the brakes were working, drove it out of the garage and up my steep driveway. Point proven, though the car had to roll back into the garage because reverse wouldn't engage!

filter clogged with sludge that was bound to get stirred up inside the engine after two decades standing idle. I also rebuilt the front brake calipers (horribly gunged with solidified brake fluid inside, but salvageable with new seals) and made up new Kunifer brake pipes to connect the

# NEW COURSE ADDED! How to clean and revive your leather trim

Learn how to restore, maintain and improve SKILLSHACK your classic car at www.skillshack.co.uk









# **MECHANICS** PROFESSIONAL TOOL CHESTS/ **CABINETS**

	uality & value for workshops		ACT	
MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	INC VAT
MECHANIC	S RANGE	• •		
①CTC600I	B 6 Dr chest	600x260x340	£49.98	£59.98
CTC900I	B 9 Dr chest	610x255x380	£59.98	£71.98
CTC500I	3 5 Dr cabinet	675x335x770	£109.98	£131.98
CTC800I	3 8 Dr chest/cab set	610x330x1070	£94.99	£113.99
2 CTC700I	3 7 Dr cabinet	610x330x875	£119.98	£143.98
CTC1300	OB 13 Dr chest/cab	620x330x1320	£139.98	£167.98
PROFESSIO	NAL RANGE			
3 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
CTC109	9 Dr chest	662x305x421	£69.98	£83.98
4) CTC105	5 Dr cabinet	685x465x790	£159.98	£191.98
CTC107	7 Dr cahinet	685v/65v050	£180 08	£227 Q





LxWxH (mm) 910x305x47 927x416x985 1126x468x1000 1045x415x486 1126x468x1000 1460x615x490 1460x615x490

1503x622x1011

£95.98





				-	
	MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC. VAT	IN V
	①CBB209B	9 Dr Chest	710x315x420	£114.99	£137.
	CBB210B	10 Dr Chest	710x315x475	£129.98	£155.
61	CBB203B	3 Dr step up	710x315x250	£67.98	£81.
	CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.
	②CBB217B	7 Dr Cabinet	758x468x975	£239.98	£287.
EXTRA LARGE	CBB213B	3 Dr Cabinet	758x481x975	£189.98	£227.
RAWER PULLS					
	GR	EAT LOOKING.	BIG 5" INDUS	STRIAL CI	HROM

FULL FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING











\* Except on CBB231B & CBB230B

CBB231B

SIZE DESCRIPTION



£538.80

VAT £179.98 £335.98 £466.80 £311.98

EXTRA LARGE DRAWER PULLS

1.5M TALL











Easy conversion to gas

with optional accessories

FROM ONLY

119:98

143:00:00

FROM ONLY

MIG145

MIG 102NG\* 35/90 MIG 145 35/135 MIG 196 40/180

Clarke

ARC WELDERS

For home user,

automotive

application

Turbo fan

Lift cars

angled 4 steel

construction

\*Aluminium MODEL CAX2TE

CAX21F CAX-3TBC CAX6TP CAX-6TBC CAX3TA\* C

CR2 2000kg CRW25 2500kg

quick height adjustment Sold in pairs FR #per single stand

£15

**CAR RAMPS** 

and industrial

\*no gas only

PR090 110E 135TE Turbo 30-100 £275.98 30-130 151TE Turbo 30-150 175TECM Turbo 30-170 Professional type torch with on/off control \* Thermal overload protection \* Turbo fan cooled

40-100 65-160 30-110 60-200

40-150 50-185 35-180 40-210

Clarke AXLE STANDS

115N EA200

160N 190N 190TEN# 235TEN#

HISTE

1898 2278

# SUPERSTORES NATIONWIDE

WHERE QUALITY

结

# LESS COSTS

wire, which creates own gas shroud as it burns

233INC.VAT			
MODEL AMPS	<b>EXC.VAT</b>	INC.VAT	
105EN 30-100	£194.99	£233.99	- 6
151EN 30-150	£219.98	£263.98	D
130EN 30-130	£234.99	£281.99	
160FN 30-150	£274.99	£329.99	ing:

GWH4 EN379 Suitable for arc, MIG, TIG & gas welding

£116.39 £119 98

	CURRENT	(MM)	EXC.
AT133	10A-130A	2.5/3.2	£12
AT135	10A-130A	2.5/3.2	£16
AT162	10A-160A	2.5/3.2/4.0	£14
AT165	10A-160A	2.5/3.2/4.0	£19
			-
134	Pke		- 4
LIVE	DALIL	_	100
	AT135 AT162	CURRENT AT133 10A-130A AT135 10A-130A AT162 10A-160A	CURRENT (MM) AT133 10A-130A 2.5/3.2 AT135 10A-130A 2.5/3.2 AT162 10A-160A 2.5/3.2/4.0

			HEIGHT	D)()	INC.
	MODEL	CAP.	(mm)	VAT	VAT
	CBJ2B	2	148-276	£8.99	£10.79
	CBJ3B	3	180-350	£13.99	£16.79
	CBJ5B	5	185-355	£15.99	£19.19
۱	CTBJ5*	5	220-495	£54.99	£65.99
ı	CBJ8B	8	190-365	£18.99	£22.79
	CBJ10B	10	195-375	£23.99	£28.79
	CTBJ10*	10	210-525	£69.98	£83.98
ı	CBJ12B	12	200-380	£25.99	£31.19
i	CTBJ12*	12	235-580	£89.98	£107.98
١	CBJ15B	15	205-390	£29.98	£35.98
	CBJ20B	20	217-407	£36.99	£44.39

### **2/3 TONNE** Clarke TROLLEY **JACKS** \*39: JACKS ALSO CTJ3000G

235-360mm §

1					
	MODEL	TYPE T	ONN	E EXC.VAT	INC.VAT
	CTJ2250LP*	Low Profile	2	£39.98	£47.98
	CTJ3000GB	Pro Garage			£95.98
	CTJ3000QLB	Quick Lift	3	£84.99	£101.99
	CTJ3QLG	Pro Instant Lif	t 3	£86.99	£104.39
	CTJ3000G	Pro Garage	3	£99.98	£119.98
	CTJ2QLP	Low Quick Lift	2	£114.99	£137.99
	CTJ1500QULP	Ultra Low			
	ATTATO	Ouick Lift	15	2156 00	£199 20

	* CTJ22 low entr	50LP has a 2.2 y of only 80mm	5 tonne and in	capacity, cludes 2 s	has a ockets
	Quick nylon v contack proteck unde	MINIUM LING JAC k lift Non-mar wheels Rubbe t pad - helps t vehicle trsides	king	Clark	NG
١	1	TJ1250AB	1		
		0	4	FROM £94	<b>1.99</b> EX.VAT
	LOW ENTRY ONLY		l chassi	£11:	3 inc.vat
	85MM	CTJ1250AB CTJ1800A	1.25T 1.8T	£94.99 £159.98	E113.99 E191.98
	100	CTJ2500QLG*	2.51	£149.98	E179.98

# Clarke NO GAS/GAS MIG WELDERS

Uses flux cored steel 151EN

IROWAI			
MODEL AMPS	<b>EXC.VAT</b>	INC.VAT	
105EN 30-100	£194.99	£233.99	-1
151EN 30-150	£219.98	£263.98	D
130EN 30-130	£234.99	£281.99	
160EN 30-150	£274.99	£329.99	in .
	_	_	

# Clarke ARC ACTIVATED Activates instantly when Arc is struck Protects to

	III-STURE/U	MLINE
Clarke	FROM ONLY £129.98 EX.VAT	7
	£155:98	
INVERTER		ATIE
WELDERS  • Efficient inverter		
technology . Variabl	e <b>55</b>	-
output current		_

ODEL MIN/MAX ELECTRODE

Clark HYDRAU BOTTLE	U JLIC JACKS	N.
FROM ONLY  8.99  EXC.VAT  10:79  INC.VAT	*Telescopic Range	1

		HEIGHT	EXC.	INC.
MODEL	CAP.	(mm)	VAT	VAT
CBJ2B	2	148-276	£8.99	£10.79
CBJ3B	3	180-350	£13.99	£16.79
CBJ5B	5	185-355	£15.99	£19.19
CTBJ5*	5	220-495	£54.99	£65.99
CBJ8B	8	190-365	£18.99	£22.79
CBJ10B	10	195-375	£23.99	£28.79
CTBJ10*	10	210-525	£69.98	£83.98
CBJ12B	12	200-380	£25.99	£31.19
CTBJ12*	12	235-580	£89.98	£107.98
CBJ15B	15	205-390	£29.98	£35.98
CBJ20B	20	217-407	£36.99	£44.39
_	_	_	_	

CSA10BE

# Clarke HYDRAULIC PRESSES 167:98

PROFESSIONAL QUALITY Built for tough daily use in automotive industrial workshops Available with/without

7 pce pin. bracket & pressing plate kit Adjustable arbonate safety

screen # Economy	/ model 🥒		t
MODEL	EXC.VAT	INC.VAT	
4 tonne bench#	£139.98	£167.98	
10 tonne bench*	£198.00	£237.60	
12 tonne floor*#		£310.80	
20 tonne floor	£329.00	£394.80	
30 tonne floor		£778.80	
50 tonne floor	£1299.00	£1558.80	

Clarke cirislic

BRUSHLESS IMPACT WRENCHES FROM ONLY £114-99 £137-99 £137-99

	UNLY £7	1.98 INC. VAT		MIN D
١	MODEL		EXC.VAT	
ı	CIR18LIC	2x 2.0Ah Li-lon	£114.99	£137.99
	CIR18LI	2x 4.0Ah Li-lon	£179.98	£215.98

## Harke 12V BATTERY **CHARGERS**

For lead acid batterie \*Automatic charger maintains optimal charging

contaition				-
	MAX RGE AN	EXC.VAT	INC.VAT	>
LA4 LA6 AC80*	4 6 8	£17.99	£21.59 £23.98 £40.79	FROM ONI <b>17.9</b> <b>17.9</b> <b>21.5</b>
	_			

Clarke **BATTERY CHARGERS/ ENGINE STARTERS** Ammeter Multi-position **⁵64** 

charge regulator Overload protection on charging cycle

		CHARGE/BOOST	EXC.VAT	INC.VAT
	BC130C	15/120	£64.99	£77.99
	BC190	38/180	£94.99	£113.99
	BC210C	25/200	£109.00	£130.80
	BC410E	35/400	£129.98	£155.98
	WBC180	35/180	£139.98	£167.98
	BC205N	30/200	£179.98	£215.98
	WBC240	45/240	£159.98	£191.98
	BC520N	50/100	£179.98	£215.98
١	WBC400	60/350	£199.00	£238.80
		ODINE	EDC	

# Clarke & STANDS

 Stands come 6" & 8" AVAILABLE WITH LIGHT complete with bolt mountings and feet

anchor holes E32:599 £32:5.VAT £39:NC.VAT



& 6" drystor	16		_	
MODEL	DUTY	WHEEL		
		DIA	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£32.99	£39.59
CBG6RZ	PR0	150mm	£42.99	£51.59
CBG6RSC	HD	150mm	£54.99	£65.99
CBG6SB#	PR0	150mm	£54.99	£65.99
CBG6RWC	HD	150mm	£59.98	£71.98
CBG8W* (we	et) HD 1	50/200mi	n £56.99	£68.39

# Clarke FUEL TRANSFER PUMPS

Ideal for dispensing diesel, ligh fuel oils or refueling vehicles Self-priming Includes 2m cable with battery clips, 2m delivery hose, 2m suction hose

with foot valve/filter nozzle 149

179 <u>98</u> DFT12 12V DFT24 24V DFT230 230V 40I/min

# Clarke LCD INSPECTION CAMERA WITH 9mm LENS

 4 LEDs and 5 brightness CIC2410

settings • 1m long, flexible camera probe • Inc mirror, magnetic pick up and hook attachments



9	BES	T R	*16 *19	4.99 PEX.VAT 7.99 INC.VAT
V	MODEL CFC500F CFC100 CFC1000L	DESC.  1/2 ton fold  1 ton fold R 1 ton long reach	EXC.VAT £169.98 £164.99 £219.00	£203.98 £197.99
Ma.				10.

Fully tested Robust, rugged construction to proof load CFC100 Overload safety valve

#### INTELLIGENT Clarke **AUTOMATIC** CHARGER / MAINTAINERS CB09-12 Keep

Keep batteries

		55.0		
		S BATTERY	EXC.VAT	NC.VAT
CB03-12	3	6Ah-40Ah		
		12V lead acid	£24.99	£29.99
CB09-6/12	9	Up to 80Ah 6V	1	
		12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah	£59.98	£71.98
	12	V lead acid & c	alcium	

## HIGH FREQUENCY Clarke **BATTERY CHARGERS** Microprocessor provides appropriate HFBC12/24 charging rate Variable current output for medium

cnarge	53inc.vat		7	
MODEL	MAX Charge	MAX BATTER\	EXC.VAT	INC.VAT
HFBC12			£44.99	
HFBC12/2	4 20 Amps	200Ah	£79.98	£95.98

J	HFBC12	6 Amps	100Ah	£44.99	£53.99
	HFBC12/24	20 Amps	200Ah	£79.98	£95.98
Z	Clar	ke sp	RAY	GUNS	M





218 EXC.V	AT IN-STU		
£22.79	ONLI	NE	
	DESCRIPTION	EXC.VAT	INC.VAT
CAT110 1/2	" Impact Wrench	£26.99	£32.39
CAT111 A	ir Orbital Sander	£21.99	£26.39
CAT113	3" Cut Off Tool	£18.99	£22.79
CAT117	13 piece ½"	£34.99	£41.99
In	pact Wrench Kit		
CAT120 43	Piece Air Tool Kit	£99.85	£119.82
CAT121 Du	al Action Sander	£24.99	£29.99



		EXC.	INC.	*Folds for
MODEL	CAPACITY	VAT		storage
CES340	340kg		£53.99	
CES450	450kg	£64.99	£77.99	£95.98
CES560#	560kg	£74.99	£89.99	inc VAT
CES680F	680kg	£99.98	£119.98	1110.4711



TI mushkili De

ockets, spanners oliers, drivers

#### MODEL 8/250 7/250 11/250 2 HP 24ltr 24ltr B/510 2HP 50ltr £119.98 11/510 2.5HP 9.5 50ltr £139.98 3 HP 3 HP 50ltr £209.00 INDUSTRIAL AIR

master 8/250

COMPRESSORS

FROM ONLY \*89:98 \*107:98

TURBO

# Clarke COMPRESSORS COMPRESSORS

Top quality belt driven air compressors for industrial & commercial users inc; garages, factories, workshops and farms, 10 bar/150psi max working pressure





XEV16/100

478 †V-Twin \*230V

	AIR				
	DISP.	MOTOR	AIR	EXC.	INC
MODEL	cfm	(HP) F	ECEIVE	R VAT	.VAT
XEV11/100(OL)+	9	2	100ltr	£399.00	£478.80
XEV16/100+*	14	3	100ltr	£419.00	£502.80
XEV16/150+*	14	3	150ltr	£449.00	£538.80
XEV16/200(OL)†	14	3	200ltr	£519.00	£622.80
XEV16/150(400V	)†14	3	150ltr	£529.00	£634.80
XE18/200 (OL)*	18	4	200ltr	£579.00	£694.80
XET19/200 (0L)*	18	4	200ltr	£619.00	£742.80
XEV26/200†	23	5.5	200ltr	£719.00	£862.80
YF37/270 (01 \*	36	2v /	270ltr	C11/0 NN	£1378 80

# Clarke ELECTRIC BELT Super range of DRIVEN AIR Super range of belt driven air COMPRESSORS

ressors, ideal for powering all commonly



MODEL	CEM	ΗР	RCVR	FXC.VA	T INC.VAT
RACER 9/50P*	9	2	50ltr	£289.0	0 £346.80
RACER 9/100P#	9	2	100ltr	£339.0	0 £406.80
BOXER 14/50P 0/L*	14	3	50ltr	£329.0	0 £394.80
BOXER 14/100P 0/L					0 £466.80
DUNLII IT/ IUUI U/L		J	TOOILI	200010	L-TUU.UU
BOXER 14/150 O/L#	14	3	150ltr	£399.0	0 £478.80
BOXER 14/200 O/L	14	3	200ltr	£499.0	0 £598.80

\* 110V model in stock # 400V model in stock



Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly



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

Over 12, 24 or 36 Months

Purchases over £30012.9% APR, 10% Deposit\*

# EASY TO USE WEBSITE 1,00







**IN-STORE** ONLINE

**PHONE** 

844 880 1265



N DRAW Honda N WATER & Diese engine mode

	PRESSURE	ENGINE	EXC.	INC.
MODEL		HP	VAT	
Tiger1800		2.6 £2	19.00	£262.80
Tiger2600	170/2465	4 £2	89.00	£346.80
Tiger3000	200/2900	6.5 £3	49.00	£418.80
PLS195	186/2698	6.5 £4	39.00	£526.80
PLS265	260/3770	13 £6	69.00	£802.80
		-		

CAR CREEPERS

CDP152B

B = Bench

mounted F = Floor

standing

CMC36 Car creeper £
CMC40 With tool storage £
CMC45 With adjustable headrest£

**DRILL PRESSES** 

Clarke

 Range of precision bench & floor presses for enthusiast, engineering & industrial applications

£66

DP102E DP152E DP202E DP452E DP10B

280.39

EXTRA LONG

Oil resistant vinyl covered padded backs & headrests • Swivel castori for easy manoeuvrability

### Clarke **JETSTAR** PRESSURE WASHERS Makes easy work for washing vehicles, patios, stonework, etc. • JET7500, 8500 & JET9500

l	9500 inc	lude ho	se reel		
ı	MODEL	MOTOR	MAX. PRESSU	RE EXC.VAT	INC.VAT
ı	JS1850	1400W	1523psi		
ı	JS1950	1600W	2030psi		£107.98
ı	Jet 7500	1600W	2030psi	£124.99	£149.99
ı	Jet8500	2100W	2610psi		£179.98
١	Jet9500	2400W	3045psi	£179.98	£215.98



	INC.VAT			Long life	hattory
١	C1	ARTING			
				VAT	
	900	400	900	£59.98	£71.98
	JS1100 WWW	500	1100	£62.99	£75.59
١	910	400	900	£69.98	£83.98
	JS1100C WWW	500		£74.99	
	4000	700	1500	£124.99	£149.99
	JS12/24	1000	2000	£149.98	£179.98
ĺ	AND THE RESERVE				





ZIP C
ZIP U
EXC.
£229
£289
£279

tensioning		ZIF ULUGE	DUUII					
MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT					
CIG81015	4.5 x 3 x 2.4M	£229.00	£274.80					
CIG81020	6.1 x 3 x 2.4M	£289.00	£346.80					
CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80					
CIG81220	6.1 x 3.7 x 2.5M	£339.00	£406.80					
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80					
	10.00.000.000							



IG1200B

\$83.98

CP185

Includes hook &

loop backing pad and hook & loop

wool polishing bonnet. • 1200W

motor

**GENERATORS** Produces pure sine wave & stable power, essential for computers & sensitive ent . Low noise equip **Fuel Efficient Eco** Throttle • 12V battery

charging facility Up to 7 hours run time on 3/4 load 4 stroke engine

					INC.VAI	
			MAX	WEIGH	T EXC.	INC.
MO	DEL		DUTPU	T KG	VAT	VAT
IG9	50B	NEW	800W	9.3	£179.98	£215.98
IG1	200B	NEW	1100W	12.4	£249.98	£299.98
IG3	500F		3400W	35	£329.00	£394.80
IG2	000B	NEW	1800W	19.4	£349.98	£419.98
IG2	200		2200W	26.6	£389.00	£466.80

# Clarke HIGH VELOCITY FANS CFF18C100

hrome #black	4	CFF1	8B100
<b>NODEL</b>	SIZE/TYPE	EXC.VAT	
BF20	20" Box Fan	£36.99	£44.39
FF18C100*	18" Floor Fan	£39.98	£47.98
FF18B100#	18" Floor Fan	£39.98	£47.98
PF18B100	18" Pedestal Fan	£49.98	£59.98
	And the second		



INIUDEL	SIZE	EAU.VAI	ING. VAI	
CAM24	24"	£119.00	£142.80	
CAM30	30"	£149.98	£179.98	
CAM36	36"	£199.00	£238.80	
CAM5002	24"	£159.00	£190.80	
CAM6000	30"	£199.00	£238.80	
CAM110*	30"	£209.00	£250.80	*110



190	metals . Tough	cutting of ferrous steel guard & base
100 (FEE)	Adjusts 0-45°	for angled cutting
THE RESERVE OF THE PERSON NAMED IN	CC014C	FROM ONLY
		£109:98
		£131.98 INC.VAT
	INCLUDI	ES ABRASIVE

MODEL R	OUND PROFIL	E EXC.VAT	INC.VAT
	w115mm	£109.98	
CC014B	100mm	£139.98	£167.98



MODEL			<b>EXC.VAT</b>	
G720			£99.98	
G1200	1.1	-	£159.98	£191.98
PG2500	2.2	6.5	£179.98	£215.98
PG3800	3	7	£239.98	£287.98
PG3800DV	3	7	£269.00	£322.80
PG6500DVFS	5.5	13	£499 00	£598 80

# Clarke **PARTS** WASHERS £47.9 10Ltrs 45l trs

W40	75Ltrs	Floor	£159.98	£191.98
"Isbi	elegi T	AP &	DIF S	FTS
PEGE	rke T	• Hig	h quality tur	ngsten steel
Caca	C5 C505	STREET,		ied in metal
			storage o	ase (except
	(data)			16pce)

WM20 22.51 trs

			<b>5.99</b> EX.VAT
	8		9.19 9INC.VAT
TYPE		EXC.VAT	INC.VAT
CHT203 16pce	Metric	£15.99	£19.19
CHT302 24pce	UNC/UNF/NPT	£19,98	£23.98
CHT303 28pce		£23,99	£28.79
CHT304 33pce	Metric/UNF/BSP	£32.99	£39.59
CHT774 37pce			£46.79
CHT527 32nce	Metric		£56 39

#### CHT776 76pce Metric £64.99 £77.99 Clarke BLAST CABINETS



	358.80 inc.VAT	£13	.98 INC.VAT	SB20B
MODEL	DESC.	TYPE	EXC.VAT	INC.VAT
CSB20B	Compact Cabinet	t Bench	£109.98	£131.98
SB30‡	Large Cabinet	Floor	£279.00	£334.80

# Clarke STRUT SPRING COMPRESSOR

Foot operated hydraulic powered • Adjustable for springs up to 350mm dia. & 254mm in length • Yoke travel: 340mm • Weight 31.5kg





connector attachments for quick & easy assembly Hydraulic pump, ram & hose with various tubes pieces & connectors • Includes metal case

		* Fast action pump		
DEL	CAPACITY	EXC.VAT	INC.VAT	ı
4BRK	4 tonne	£89.98	£107.98	l
10BRK	10 tonne	£149.98	£179.98	3
10SBRK*	10 tonne	£154.99	£185.99	V

#### Clarke PRESSURISE SANDBLASTERS **PRESSURISED**

Heavy duty steel construction sandblasters for the quick INCLUDES SANDBLASTING
GUN, DELIVERY HOSE, 4
CERAMIC NOZZIES AND
SAFETY HOOD
FROM ONLY removal of surface rust, paint, dirt/grease etc.

Clarke

MODEL	TANK	<b>FLOW RATE</b>	EX. VAT	INC.VAT
	VOLUME	REQ.		
CPSB100	32 litre	6-19 cfm	£139.98	£167.98
DODOOO	00 13	40 00 -6	0400.00	0000 00

# Clarke ANGLE GRINDERS



MODEL	DISC (MM)	MOTOR	EXC.VAT	INC.VA
CAG800B	115	800W	£24.99	£29.9
CON1050B	115	1050W	£29.98	£35.9
CON115	115	1010W	£36.99	£44.39
CAG2350C	230	2350W	£52.99	£63.59



CAR TRANSPORTER	\ ?
Engine Diagnostic & £99.98 EOBD/OBD 2 Fault Code Reader*	



£119.98

# Clarke SOCKET SETS

Top quality chrome anadium steel. 18 Sockets 8-32mm Reversible ratchet

Comfort grip handle



1/2"&1/4" DRIVE



/2" TORQUE WRENCH - CHT141 5" Extension



ONLY **23.99 28.79 28.79** bar • 1/2" -3/8" adaptor

# 4.00 -4.00 01642 677881 01603 766402 0115 956 1811 01733 311770 01752 254050 01202 717913 023 9265 4777 01772 703263 0114 258 0831 0208 3042069 023 8055 7788

023 8055 7788 01702 483 742

01782 287321 0191 510 8773

#### OPEN MON-FRI 8.30-6.00, SAT 8.30-5.30, SUN 10.00-YOUR

Honda

engine

TYPE

BARNSLEY Pontefract Rd, Barnsley, S71 1EZ
B'HAM GREAT BARR 4 Birmingham Rd.
B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills
BLACKPOOL 380-382 Talbot Road
BOLTON 1 Thynne St. BL3 6BD
BRADFORD 105-107 Manningham Lane. BD1 3BN
BRIGHTON 123 Lewes Rd, BN2 30B
BRISTOL 1-3 Church Rd, Lawrence Hill. BS5 9JJ
BURTON UPON TREMT 122 Lichfield St. DE14 30Z 

EDINBURGH 163-171 Piersfield Terrace 0131 659 5919 EXETER 16 Trusham Rd. EX2 80G 01392 256 744 CATESHEAD 50 Lobley Hill Rd. NE8 4VJ 0191 493 2520 GLASGOW 280 Gt Western Rd. G4 9EJ 0141 332 9231 GLOUESTER 221A Barton St. GL1 4HY 01452 417 948 GRIMSBY ELLIS WAY, DN32 98D 01472 354435 HULL 8-10 Holderness Rd. HU9 1EG 01482 223161 LIFORD 746-748 Eastern Ave. 1G2 7HU 0208 518 4286 IPSWICK Unit 1 Ipswich Trade Centre, Commercial Road 01473 221253 LEEDS 227-229 Kirkstall Rd. LS4 2AS 0113 231 0400 LEICESTER 69 Melton Rd. LE4 6PN 0116 261 6688 LINCOLN Unit 5. The Pelham Centre, LN5 8HG 01522 543 036 LIVERPOOL 80-88 London Rd. L3 5NF 0115 709 4484 LONDON 6 Kendal Paradic, Edmonton N18 0208 893 0861 LONDON 503-507 Lea Bridge Rd. Leyton, E10 020 8558 8284 LUTON Unit 1, 326 Dunstable Rd, Luton LU4 8LS MAIDSTONE 57 Upper Stone St. ME15 GHE 01622 769 572 MANCHESTER ALTRINCHAM 71 Manchester Rd. Altrincham 0161 9412 666 MANCHESTER CENTRAL 209 Bury New Road M8 8DU 0161 241 1851 MANCHESTER CENTRAL 209 Bury New Road M8 8DU 0161 241 1851 MANCHESTER DENSKAW Unit 5, Tower Mill, Ashton Old Rd 0163 262160 ove (0844 880 1265) cost 7p per minute plus your telephone comp

SAT 8.30-5.30, SUN 10.00
0131 659 5919
MIDDLESBROUGH Mandale Triangle, Thornaby
01392 256 744
NORWICH 282a Heigham St. NRP 24LZ
0191 493 2520
1014 332 9231
NOTTINGHAM 211 Lower Parliament St.
PETERBOROUGH 417 Lincoln Rd. Millifield
01452 2417 948
01472 254435
POULE 137-139 Bournemouth Rd. Parkstone
01482 22316 PORTSMOUTH 277-283 Coppor Rd. Copnor
10482 22316 PORTSMOUTH 277-283 Coppor Rd. Copnor
10482 22315 SHEFFIELD 453 London Rd. Heeley, S2 4HJ
0113 231 0400
0116 261 0688
SUUTHAMPTON 516-518 POTSWOOD Rd.
0152 2543 036
0151 709 4484
SOUTHAMPTON 516-518 POTSWOOD Rd.
0162 26380 895 885
SUNDELTAND 133-15 Rhypop Rd. Grangetown
0208 695 5688
SUNDELTAND 133-15 Rhypop Rd. Grangetown
0208 695 5688
SUNDELTAND 13-15 Rhypop Rd. Grangetown
0162 2769 572
WIGAN 21 VICTOR 16 SM1 3AW
01582 728 063
TWICKENHAM 83-85 Heath Rd. TW1 4AW
01582 769 572
WIGAN 21 Harrison Street, WMS 9AU
01623 622160

5 EASY WAYS TO BUY. SUPERSTORES NATIONWIDE

ONLINE www.machinemart.co.uk

TELESALES 0115 956 5555

CLICK & COLLEC OVER 10.000 LOCATIONS

**ALL & COLLEC** STORES TODAY

# NICHOLAS MEE



# 1966 ASTON MARTIN DB6 £330,000

The DB6 we are delighted to offer, was delivered new in March 1966. Finished in Pacific Blue with Black hides, with 5 speed manual ZF transmission. Optional extras fitted, included chrome wheels and a heated rear screen. Early AM records included in the history file, confirm vehicle servicing and maintenance carried out by Aston Martin until 1971, making note of a replacement engine block installed in 1967 and present in the car today.

Purchased by its last owner in 2003, with a recorded mileage of just 56,500 (supported by servicing history and MOT certificates) this DB6 was enjoyed sparingly, before recently benefiting from extensive body, chassis, engine and drivetrain restorative works, including a bare metal repaint in its original body colour. Carried out by marque specialists between 2015/16, an extensive photographic and paper record of the works, original build sheet and period and later service history, is provided in the cars history folder.

Post restoration, the car has been driven lightly and is for sale, having been replaced by a DB6 Volante. Ready to be enjoyed by its next custodian after 15 years ownership, this car represents excellent value in today's market, with all major restorative works completed.



1987 Aston Martin V8 Vantage Zagato £495,000



1963 Aston Martin DB4 Series V



£440,000



1984 Aston Martin V8 Vantage (LHD) £399,950



1952 Aston Martin DB2





1988 Aston Martin V8 Efi



£149,950



2001 Aston Martin DB7 Vantage Volante (Manual) £46,950









# Aston Martin DB4 Series V £440,000

This DB might be standard looking, but it packs a 4.7 RS Williams motor, says Paul Hardiman

his DB4 was restored in 2005 by RS Williams. At the time, the owner chose a number of upgrades including 4.7-litre Vantage-spec engine and Harvey-Bailey handling kit. It was originally Fiesta (red), as shown by a picture in the history file, and has always had overdrive with 3.77:1 differential.

It was in the US for a period until 1988, and its new UK owner went to some lengths to track its history in California, with some success. Bills once back in the UK start with new seats, carpets and wheels at Aston Service Dorset in 1988, followed by Fulham Workshop, and RS Williams bills begin in 1991.

Even 13 years after the restoration its appearance is excellent, with straight body panels, good fits and nice paint and chrome. The only blemish we could find is a small section of paint lifting on the scoop-to-bonnet blend. Underneath it's all straight and solid, with good jacking points and a stainless exhaust. The spokes all ring evenly when subjected to the pen test, and tyres are Avon ZZs with lots of tread, plus an older orphan on the steel spare.

Inside, the leather still looks fresh unused in the back, slightly creased on the passenger side and more so on the driver's seat. Carpets are still almost like new, headlining is excellent and the dash is very good, probably with its original covering because there are one or two wrinkles at the edges and the stitching is discoloured - or 'period' if you prefer. A modern stereo remains, with a CD player in the boot, but Mee & Co hasn't reverted this to a period-style radio yet, leaving the choice up to the new owner, and will resolve the holes in the leather trim above it at the same time.

The motor is clean, with the paint just starting to burn off the exhaust manifolds, and there's a little paint melted off the scuttle under the brake reservoir. The triple SUs wear K&N filters, and there's an electric fan on the front of the radiator complementing the standard mechanical item, as well as a small modern alternator. Coolant is a strong blue and full in the header tank, and oil is golden and to the full mark. The motor itself was dynotested after build by RSW at 320bhp and 330lb ft, up from the original 3.7's 240bhp and 240lb ft - and which does rather make you wonder about the alleged 325 horses

of a 4.0-litre Vantage-spec DB5 engine... It starts easily, and drives nicely with a taut ride and nice brakes. There's plenty of torque but it's also happy to rev, and is quick enough to go M5-baiting. The synchromesh is good (though the gate is typically wide and you have to learn your way around it), and the overdrive clicks in and out promptly. Oil pressure is at least 80psi when warmed through, when temperature is 85-90 degrees. Oh, and the clock works. Windows are manual so no electrics to worry about.

This is a delightful mix of originality, upkeep and upgrades that looks standard, and costs about the same as a standard, restored (or incredibly original, for which read borderline tatty) earlier DB4.

#### **CHOOSE YOUR DB4**

- ▶ DB4 launched in 1958 with aluminium 3670cc twin-cam engine (twin SUs) and Superleggera body. 1959's GT has shorter wheelbase, 302bhp 12-plug engine, faired-in headlights.
- ▶ On 1960's Series II the bonnet is front-hinging, there are heavier bumpers, plus window frames. Also 19 lightweight GT Zagatos built.
- ▶ With 1961's Series III, tail-lights change from 'cathedral' style to three small round lamps.
- Series IV later in 1961 has barred rather than egg-crate grille, lower bonnet scoop. Vantage has faired-in headlights, triple SUs, 266bhp.
- Series V cars of September 1962 have taller and longer body, smaller 15in wheels, and most have faired headlights and recessed tail-lights.
- Production ends 1963, 1110 DB4s built in total.

## HAGERTY

**Quote £1334.65** comprehensive, 5000 miles per year, garaged. Call 0333 323 1181



#### 1963 Aston Martin DB4 Series V

**Price** £440,000 **Contact** Nicholas Mee & Co, Essendon, Herts (020 8741 8822, *nicholasmee.couk*) **Engine** 4.7-litre aluminium straight-six, dohc, three SU HD8 carburettors **Power** 320bhp @ 5750rpm **Torque** 330lb ft @ 4000rpm **Performance** Top speed: 149mph; 0-60mph 6.6sec (Vantage) **Length** 4572mm **Width** 1676mm







# 1978 Lotus Elite 501 S1 £7999

This low-mileage and original Elite drives well – minor blemishes aside it looks to be an excellent example, says Mike Renaut

irst impressions are strong with this Series 1 Elite looking very smart in dark blue paint that remains shiny. This is the entry-level 501, so it lacks the air-conditioning and tape player of the 502 but still offers some Seventies luxury. The suede effect interior is particularly nice and virtually unmarked. Seats are supportive with no sags and the door cards are equally blemish-free. The matching brown carpets are also in excellent condition. Elites often suffer from a drooping headliner but this example's looks perfect. A working period LW/MW radio-cassette player is fitted.

Both electric windows operate smoothly as do the mirrors, but although the front pop-up lights seem mechanically sound the offside one sits slightly proud of the body. It can be gently pushed back into position, so may just require adjustment. The windscreen has a crack across the top which is largely obscured by a sunstrip.

The engine bay is clean and appears in original condition; no obvious leaks were noted. From cold the twin-cam fires immediately and quickly settles to

a smooth idle. The manual five-speed gearbox is very positive although the clutch seems a little heavy. The non-powered steering requires some effort at low speeds – as you'd expect – but is noticeably lighter on the move. All-wheel disc brakes deliver excellent stopping power. All gauges perform as they ought to.

Body trim is all in place but there is some scuffing and small scratches, notably the stainless trim on the rear hatch where the wiper has marked it. On test the rear wiper was not fitted but stowed in the boot.

The glassfibre bodywork is in generally good condition with even panel gaps and no obvious evidence of accident damage. There are a few stonechips on the bumpers and some light crazing in places, consistent with any unrestored four-decade-old glassfibre. The alloy wheels are in decent condition. Tyres are Zeetex 205/60 R14s with sufficient tread all round.

Much of our test was over uneven road surfaces but the Lotus behaved perfectly, with no creaks or groans from the suspension or chassis.

Showing 44,600 miles and originally registered on October 27, 1978 as '9 NOK', the car now wears 'BRX 90T'. The second

owner bought it in 1979 and there have been two more keepers since. There's decent service history and receipts include brake disc replacement in 2011, new antiroll bar in 2012 and fuel pump in 2013. Although MoT'd annually the car has only covered 300 miles since 2012 and the seller understands it has been garaged most of its life. The last MoT expired in April 2018, but the car will be sold with a fresh ticket.

With just over 2500 Elites built and around a fifth surviving today, there are relatively few decent cars to choose from and this may be one of the most original examples left.

#### **CHOOSE YOUR ELITE**

- ▶ The Elite is launched in 1974 to replace the Elan +2. It offered four seats (rears best suited to children) plus hatchback practicality. It boasted all-wheel independent suspension and disc brakes and was the first Lotus to use the 1973cc aluminium-block dohc 16-valve 907 motor also seen in the Jensen Healey.
- ▶ Initially two versions were offered the entry-level 501 and the 502 with aircon, quartz headlamps and better stereo.
- The 503 arrived in 1975 with power steering.
- ▶ 1975 also saw the introduction of a fastback coupé sister car, the Eclat.
- Series 2 arrived In 1980 with Getrag five-speed gearbox and the 2174cc 912 engine with more torque. Galvanised chassis from May 1980.
- The final derivative is the Riviera, launched in 1981 with a lift-out roof panel and rear spoiler.
- ▶ Elite production ended in 1983 after 2531 examples were built.

## HAGERTY

**Quote £171.93** comprehensive, 5000 miles per year, garaged. Call 0333 323 1181



# 1978 Lotus Elite 501 S1

Price £7999 Contact Kinson Motor Company, Southampton (07545 703474, kinsonmotorcompany.co.uk)
Engine 1973cc in-line four-cylinder, dohc Power 160bhp @ 6500rpm Torque 140lb ft @ 5000rpm
Performance Top speed: 125mph; 0-60mph: 7.5sec Fuel consumption 25mpg Length 4460mm Width 1820mm





Jaguar E Type Series I Roadster (semi lightweight 4.7)



Jaguar E-Type Semi Lightweight (RHD)



Jaguar E-Type Series I Roadster (Royal Wedding Spec)



Ferrari 550 Barchetta (only 2000 miles)



Maserati Ghibli 4.9 SS Spyder (award winner)



Ferrari 550 Barchetta (1st RHD car ex Eric Clapton)



Aston Martin X-Pack Volante Factory fitted Manual matching numbers



Aston Martin X-Pack Coupe matching numbers



Aston Martin X-Pack Volante (stunning)



Aston Martin DB6 Factory Manual (recent refurbishment)



Fiat 500 Jolly Aqua Blue (simply exquisite)



Jaguar Xk150 Fast Road Spec 4.5 (Radford engine)



DD Classics, West Cross Business Park, Unit 3, Shield Drive, Brentford, Middlesex, TW8 9EX. Showroom: +44(0)208 8783355 • Mobile: +44(0)7850 888 880 • Email: info@ddclassics.com

# BEAULIEU GARAGE



1928 Austin Seven Fabric £14,995

Produced from 1922 to 1939 and nicknamed the 'Baby Austin' for its small nature following previously produced larger cars, the Austin 7 went on to be one of the most popular cars produced for the British market of its time. It sold well overseas too! This little Austin 7 Fabric TOP HAT, aka Freeda, is in a truly remarkable condition for a 90 year old car! An enjoyable classic that doesn't require too much garage space and will attract attention wherever she goes. Complete with a history file containing various bills and receipts.



1957 MGA 1500 Roadster £37,500

A wonderful example of a 1957 MGA in Old English White, complemented by a red leather upholstery and factory extras including wire wheels, heater and safety belts. Imported from the States in 1989, the car underwent comprehensive restorative works when it arrived in the UK which included a conversion from left-hand to right-hand drive. The car comes complete with an extensive file of bills, receipts, photographic evidence of rebuild and MOT's etc. A luggage rack is already fitted to the boot lid and complete weather equipment with side screens included. A very desirable MG model with the ultimate classic appearance.



1959 Triumph TR3a £32,995

U.S supplied, this TR3a was treated to an extensive, chassis-up, bare metal restoration by its first UK keeper, Mr B. Watson of Clifford, Wetherby, the work included conversion to right-hand drive and the installation of a more powerful TR3B/TR4 specification 2138cc four-cylinder UHV engine. Converted to run on unleaded petrol as part of an engine overhaul carried out during 2002, 'SSK 972' entered its most recent ownership a decade later. Progressively improved since then, the Triumph has benefited from attention to its fuel system, cooling system, clutch, headlights and carburettors.



1964 Lotus Elan Series 1 £47,995

Having recently undergone a full restoration, this desirable Lotus Elan Series 1 has covered just 200 miles since rebuild. Presented in its original and legendary colour, Lotus Yellow,

the vibrant exterior is complimented by black textile upholstery and a new black soft top. Sitting on the correct Lotus wheels, the overall finish of this car is to a very high standard and believed to be all original. With its increasing rarity and appreciating value, this Elan is a buyer's dream with only 3 previous owners. The car is available to view at our showroom in Beaulieu.



1967 Triumph TR4a IRS £29,995

Due to our last TR4a IRS being such a popular choice, we drove an 800 mile round trip to bring you yet another example in excellent condition. This desirable TR4a IRS finished in Red with a complementing Black trim, it sits upon restored chrome wire wheels. Offered for sale with VSC Registration Document, large history file including bills and mot certificates. History file includes an original Thoroughbred and Classic Cars write-up from October 1975. The history file alone makes for great reading!



1967 Jaguar MK II 340 £24,995

Finished in red with a complementing beige leather, walnut trim and spoke wire wheels, this car is a credit to its previous owner. After the previous owner acquired the car, an additional £17,190.45 was spent on the car to bring it up to its presented standard. A full list of works completed is available to view with the car. The speedo displays just 79,895 miles from new. A 3.4-litre model, letting passers-by know with its registration mark '340 TMM.' An appreciating classic to be enjoyed for many more years.



1991 Porsche 944 S2 £15,995

TA 1991 Porsche 944 S2 in the ever popular Guards Red with a contrasting checked sports trim, featuring all the expected extras including an electric tilt sunroof and mileage of just 84,000 from new. Car is offered for sale with VSC Registration Document, some MOT certificates and its original Porsche service book, owner's guide and driver's manual in its original branded Porsche wallet. The 944 S2 will be supplied with a new MOT upon sale.



1994 Ferrari 348 Spider £64,995

Imported from the States in 2016, this 348 Spider is offered for sale with V5C Registration Document, import certification and MOT certificate valid until March 2019. A genuine low mileage example with less than 37,000 miles showing since new. Finished in the iconic Ferrari Rosso Red, its impeccable exterior is complemented by its Tan leather interior, the immaculate black soft top is stowed away beneath a Tan tonneau cover. This Ferrari has been well cared for, stored in a controlled humidity environment with a battery management system; stored during the winter months; regularly run-up and only ever driven in dry conditions.

# WANTED

We are keen to acquire similar cars for either outright purchase or on a sale or return arrangement.

T: 01590 612 999

W: www.beaulieugarage.co.uk

E: sales@beaulieugarage.co.uk







# 1993 Ferrari 348 Spider £64,995

Ticking all the boxes for a shiny red roadster with lots of history and low mileage, this 348 drives superbly, reckons Mike Renaut

mported from San Diego in 2016, this left-hand drive 348 looks to be in remarkably good condition. The Rosso paint gleams and is free of scratches or stone chips, and even those large, vulnerable door mirrors appear factory fresh.

It's just as good inside, with the hand-stitched leather looking as good as new apart from some tiny cracking on the surface of the driver's seat. There are some shoe scuffs along the inside of the door sill, but otherwise the rest of the cabin is free from scratches. Slightly jarring aftermarket speakers are fitted in both doors and an amplifier sits in the front boot. A Panasonic radio/CD player hides under a flap in the dashboard.

The immaculate black soft-top stows beneath a tan tonneau; both are unmarked. Heating and air-conditioning systems operate correctly. There's an odd seatbelt arrangement that's part lap belt, part shoulder belt. Once suitably adjusted, it's a comfortable driving position, the Momo steering wheel's size and angle familiar to anyone who's been go-karting.

The five-speed manual gearbox is typical of a classic Ferrari, taking a while for the oil

to warm and circulate before second can be selected. Otherwise gear changes through the dogleg gearbox are very positive and there's ample pull in every gear. The brakes are excellent.

The Pirelli P-Zero tyres were brand new earlier this year and grip superbly. The unblemished original-style alloy wheels are another recent addition.

Oil pressure and temperature gauges show healthy readings regardless of hot weather and slow traffic. Inside the spotless engine bay the V8 has aftermarket conical air filters; the pipework that previously connected to the side air vents and the factory airbox has been removed.

The service book is full of stamps from Ferrari specialists up to February 2018, and the 36,800 miles showing is backed up by a thick file of paperwork. This Ferrari appears well cared for and the vendor understands it spent its life in America stored in a controlled humidity environment and was only driven in the dry.

Ferraris are rarely cheap to own so further confidence is inspired by a big pile of recent bills. In recent months it has undergone an engine-out cambelt change, new belt tensioners, a change of hoses, a water pump, and upper and lower ball joint gaiters. The front and rear upper and lower suspension bushes have been replaced (more than £1700 by itself) and another invoice shows £1100-plus spent on replacing the gearbox mounting bush.

MoT'd until March 2019, the 348 is sold with a tool kit, fitted car cover, a complete set of owner's manuals and a spare key. Originally UK-registered as 'L661 SWT', it now comes appropriately registered as 'F348 SDR'. There's no denying this spider offers a lot of performance for the money and with that low mileage must be one of the nicest examples available.

#### **CHOOSE YOUR FERRARI 348**

- ▶ The 348 replaced the 328GTB/S in 1989 and was available in TB coupé or TS targa variants.
- ▶ 1993 saw minor styling changes and an improved Bosch Motronic engine management system, higher 10.8:1 compression ratio and an uprated exhaust. Japanese-made starter motors aided reliability, while the battery was relocated in the left front wing to enhance weight distribution. Suspension geometry was also improved and the cars were renamed 348GTB and 348GTS.
- Also in 1993 Ferrari introduced a convertible version known as the 348 Spider. The marque announced plans to build 100 'Serie Speciale' 348s, but in the end only 80 were produced. All were for the American market with 312bhp, a larger front spoiler and 25mm wider track.
- Production ended in 1995 after 1090 Spiders were built in a total run of 8604 cars.

## **HAGERTY**

**Quote £840.53** comprehensive, 3000 miles per year max, garaged. Call 0333 323 1181

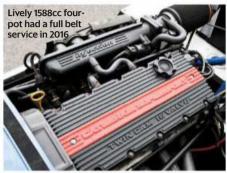


#### 1993 Ferrari 348 Spider

Price £64,995 Contact Beaulieu Garage, Hampshire (01590 612999, beaulieugarage.co.uk) Engine 3405cc V8, dohc Power 300bhp @ 7200rpm Torque 238lb ft @ 4200rpm Performance Top speed: 171mph; 0-60mph: 56sec Fuel consumption 22mpg Length 4230mm Width 1895mm







# 1997 Caterham Seven £16,550

Here's a sweet-running Seven with an appealing spec that's immediately ready for summer action, says Rob Scorah

aterhams come in a wide variety of flavours, but a popular spec would read, '1.6-litre engine with around 120-135bhp, de Dion rear axle, Momo steering wheel, leather seats, four-point harnesses, five-speed gearbox and the beefier MSA-approved roll bar'. All of which this car has, plus a heated windscreen. Further, it has had only four owners and its just-over 26,000 miles are documented in a good history file.

Walking around the car you'll notice that the rear spats are a little gravel-chipped, while the nose is very clean. It was replaced after being knocked in a car park and remains very shiny. Almost everything else looks pretty good too. The front cycle wings retain their lustre, though there is some slight corrosion/oxidation in their retaining bolts and washers.

Looking through the '7' grille, the low-down radiator looks undamaged by incoming stones. Elsewhere there are small scuffs to the paint - one on the bonnet recess on the passenger side and one near the tonneau stud below the windscreen on the driver's side. There is also a small,

protruding dent where something probably shifted in the rear tub and hit the rear panel. All these are small and no detriment to the overall impression of the car.

Taking the engine cover off (springs and hooks are in good shape) the engine bay is clean and tidy. No DIY kit-car fixes here. The history bears this out with proper and well-known Lotus names on invoices and regular pre-emptive servicing throughout the car's life. It had a full belt service in August 2016, around the 22,000-mile mark, and new filters and fluids in October 2017.

Looking through the engine bay and around the frame, there are no signs of corrosion and the chassis appears solid. The exposed suspension parts are in good order - the slightest weathering but no real pitting or surface corrosion. The wheels are 16in 'Prisoner' style, all very clean and wearing new Avon tyres.

The cockpit has only the gentlest patina to the seats. The minimal instrumentation and switching all works as it should.

The Caterham fires immediately and settles to a smoke-free idle. The stubby gearstick slots into first without hesitation and the motorised breadbin is away. Everything feels taut and responsive, with

immediate and precise steering and pedal responses. The car takes a relaxed attitude at lower revs, but for proper Caterham shove you need to spin beyond 4000rpm when everything gets rather lively.

Keep the revs up and the car remains alert, poised, quick and rattle-free. The engine makes all the right noises while the temperature gauges say the mechanicals are behaving nicely.

The price is up with the nice ones as the dealer intends giving this Seven a light cosmetic refresh - cycle guard bolts, stone chips, etc. However, he may be open to a deal on the car as-is.

#### **CHOOSE YOUR CATERHAM SEVEN**

- In 1974 after briefly grappling with Lotus's glassfibre-bodied Series Four 'Seven', Caterham relaunches the definitive Series Three in 1.6-litre twin-cam SS spec.
- Caterham-designed de Dion rear suspension is offered as an option from 1985, with a five-speed Ford XR4i gearbox available a year later.
- In 1987 the chassis receives corrosion protection and the driver gets a heated screen.
- De Dion cars get a suspension tweak in 1988 plus disc brakes all-round.
- From 1989 you can opt for 'Prisoner' trim to celebrate the Sixties TV series.
- ▶ A 1993 law change allows Rover K-Seriesengined Caterhams to be sold fully-built.
- Six-speed gearbox becomes an option in 1996.
- ▶ 1996 sees a big upgrade for the K-Series Seven in the form of the 1.6-litre Supersport with revised chassis and stiffened suspension.
- The Supersport remains in production today.

## HAGERTY

**Quote £385.09** comprehensive, 3000 miles per year max, garaged. Call 0333 323 1181



# Car 1997 Caterham Seven Supersport

Price £16,250 Contact Fulwood Motor Company Sheffield, UK (0114 230 9500, fulwoodmotorcompany.com)
Engine 1588cc, in-line four-cylinder Power 133bhp @ 7000rpm Torque 110lb ft @ 5000rpm Performance Top
speed: 112mph; 0-60mph: 60sec Fuel consumption 24mpg Length 3380mm Width 1575mm

# **Telephone:** (01753) 644599

www.runnymedemotorcompany.com



# Mobile 07836 222111

sales@runnymedemotorcompany.com



1958 Aston Martin DB MkIII finished in Aston Racing Green with grey hide interior. One owner for the last 33 years and beautifully restored. Fitted with overdrive and driving perfectly. Realistically priced for one in this condition.



1958 Aston Martin DB MkIII finished in original vellow with recently rebuilt fast road engine. This car is in need of a total restoration but all of the parts are available with the car to complete the task. Please enquire.



1955 Aston Martin DB2/4 finished in Burgundy with Tan hide interior. This is a completely restored example to fast road spec and needs to be driven to be fully appreciated. Please



1997 Ferrari 550 Maranello finished in Grigio Titanio with red hide interior. 31,000 miles only with complete service history including cam belt changes. Perfect throughout and sensibly £125,000



1988 Ferrari Testarossa finished in Rosso Corsa with Magnolia hide interior, 21,000 miles only and in perfect condition throughout...



1997 Ferrari 355 Berlinetta finished in Tour de France Blue with light tan hide interior. 53,000 miles only with full Ferrari



1955 Austin Healey 100/4 BN1 race car prepared to the highest standard by Dennis Welch Motor Sport, full FIA papers and welcome internationally in numerous prestigious events. Probably the most economical entry point into International FIA £99,500 racing





1958 Austin Healey 100/6 BN4 in Colorado Red over Black, Only 2 owners in the last 40 years, absolutely beautiful throughout, Vast service history file. Fantastic Value at £59.950



2001 Aston Martin DB7 Vantage Manual in Grigio Titanio with Black hide interior, full service history, 53,000 miles with Black hide interior, full service history, 53,000 miles only and very realistically priced for a beautiful manual car at £39,950



2004 Aston Martin DB9 Finished in Celeste blue with matching blue hide interior. This is an excellent example that was supplied by us to its previous owner and has always been very well maintained. It has covered a total of 51,000 and comes with a complete service history. It now represents exceptional value at only . £32,950



1998 Aston Martin DB7 i6 Volante "Dunhill Limited Edition" Finished in Dunhill Silver with black hide interior. The car has covered only 61,000 miles and has a comprehensive service history... £33.950



1967 Aston Martin DB6. Finished in Dubonnet Bosso with contrasting magnolia interior. It has been in the same ownership for the last 39 years, during which time it has been the subject of a complete refurbishment to a very high standard. Very sensibly priced at ... Please enquire for more details ....£275,000



1978 Aston Martin V8 "S" finished in Kentucky blue with pale blue hide interior. Mechanically excellent with a really comprehensive history file, bodily unmarked and superb to drive. Very well priced at only .... £89,950



1960 Austin Healey 3000. Finished in original Primrose Yellow with black hide interior. It was the subject of a full restoration about 15 years ago and has been very well kept ever since. It is superb to drive and these cars have always proved to be very reliable classics which continue to appreciate.Sensibly priced at ......£52,950



an excellent history file with old mot certificates and various maintenance involces an of which commit the accordacy of the footbase committee and the price, it represents exceptional value currently on the market an when compared with every other Ferrari. £27,950 record. Stunning Value at ...



1982 Ferrari Mondial 8. Finished in Silver with contrasting red hide 1984 Ferrari 308 GTS. Finished in Rosso Corsa with Crème hide interior that has covered only 46000 miles from new. This car comes with interior. This is an extremely well maintained motor car that has



1952 Jaguar XK120. Finished in Old English White with sumptuous Red hide interior complimented with a beautifully finished Walnut dashboard and door cappings. This car has been the subject of a chassis up restoration including the replacement of almost every body panel. Fitted with an uprated 3.4 engine and an overdrive gearbox together with Rack and Pinion power assisted steering, all of which contribute towards the exceptional manner in which this car drives

More information on all of the above Motor Cars can be found by visiting our website. Please call us if you have an interesting motor car to sell

Visit our website on www.runnymedemotorcompany.com

# Visit our internet website www.peterjarvis.net



# Established 1970

Rolls-Royce • Mercedes-Benz • Jaguar and Prestige Automobile Specialists. Specialists in Shipping to all parts of the World Gildenhill Place, Gildenhill Road, Swanley, Kent BR8 7PD, England. Telephone: (01322) 669081 • Mobile: (07836) 250222 VIEWING BY APPOINTMENT ONLY. Servicing & Storage - Transmission Specialists<sup>o</sup>



Jaguar E Type V12 1971
2+2 finished in unmarked gleaming signal red with black hide interior, sparkling chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs, this car is just stunning one of the best there is garaged from mes



Jaguar SS 100 built in 1968 by the famous Birchied coach builders in hand crafted aluminum, based on the 1936 SS 100. These cans are this is number 120, these cans this is number 120, these cans have over tripled in price in the last few years, because of the investment side of It, plus they give beautiful, so the state of It, plus they give beautiful, and the state of It, plus they give beautiful, and the state of It, plus they give beautiful, and they give beautiful, and they give beautiful, and they give beautiful, and they give beautiful give have had been deadlight with white side tyres, large chrome headlights with chrome mesh had give they have been deadlight with chrome mesh had give they have been deadlight with chrome mesh beautiful give they have been deadlight with chrome mesh placed gives the state of the state o



Rolls Stope Phatems 11 Sedence as ville 1334, cach bail by the famous Windows, finished in mamons back on respirate with brown hide to the chardware compandment of writed of England of the teas. Occasional seats to tran with glass divisions, superh highly polithed veneers, variety micros, between the property of the property of the control of the co





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



independent rear suspension, disc brakes all round, AM/FM stere 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



Jagars 25100 repor cascibilit by the famous Adams coach builders who were responsible from ont of the exotic sports can, being are site freely man. This roader's was build in 1985 season on the 1935 Jagars 55100, one of only 17 built, finished in British Racting green, with beinge his being built interior, knothers, and Cop Dujers, powered by the popular Jagars 42 chapine with triple can be the proposition of the proposition of





Bentley 1997 LWB turbo R. Finished in the superb colour of royal blue with magnolia hide interior piped royal blur, headrests front and rear, magnolia hide headlining, with royal blue to prol dash, glass like finish burr walnut veneers, lambswool over urgs, quitted door panels, rear centre opening armest, airhags, power vasts, side quarter Bentley badges, power windows, air conditioning, stereo system, tinted glass, expensive chrome wheels, only 41,000 miles from new, original tools, and handbook, lots of original factory paperwork, drives like new this car is talduly



Mercedes Sports 350SL 1980 finished in glacier white with tan hide interior,headrests,hard and soft tops, tinted glass,power windows,power steering,automatic,over mats, original stereo,factory alloys,this car has only covered 45,000 original miles from new,with full Mercedes history,and all old MOTs, and invoices Complete with all original tools, Recent full service,garaged from new,this car must be one of the finest to be on offer......£28,750



Rols Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hid interior, point: tables to rear, with beige capests, adio, original sliding san nod works perfect original fool its complexe, original pail is point to rear works perfect, and the fact of the point of the period or the period or the period or the period or the period of the period of the period or the period of the period or the period of the period of the period or the period of the period of the period or the period of the period or the period or the period or the period of the period or the period of the period or the period or



Mercedes 450SL Sports 1980, finished in champagne gold, with superb contrasting interior, headrests, hard and soft tops, automatic ransmission, power steering, alloys, abs, expensive steres system with modern updates, air conditioning, only 79,000 miles, with service sistory, original owners manual, complete with invoices, and all book, ganaged from new, drives superb. A fine investment. Hence. £19,730



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, had 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 Mo1s, fitted stainless exhaust system, reconvertaul, extraordinary folder full of service history, drives superto 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



DEVILED 1300 Cookclouds of Intoper (climbers Suria Intoder). Finished in the whole green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front an errar, power windows, oneignal HMV radio, new tyres, matching thick pile lambown overrugs to the interior, only one former keeper, this very rare coachbuilt Better is ideal for schowing with every possibility of winning or for the pure pleasure of winning to the proper possibility of winning or for the pure pleasure of winning to the property of the pure pleasure of winning to the property of the pure pleasure of winners of the pure pleasure of winners of the pure pleasure of the pleasure of the pure pleasure of the pur



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



Mercedes Sports 300 SL 1987 finished in gleaming signal red, with soft black hide interior, hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top ne









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 lype, Which has mellowed to an amazing condition with a very rare E lype, Which has mellowed to an amazing condition. S165,500



Mercedes 2505L 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, CO stereo system, full tool kit, lots of old mott's and history invoices, handbook, looks very similar to new Drives Superb, Garaged, This car is just remarkable. Please view cur website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one .....£139,500





Mercedes E 280 Elegance 6 door 2000 limousine coach built by Binz, face lift model, finished in black with superb hide interior, headrests all round front and rear, glass divide, veneer dashbod, and door rails, automatic, power steering, cruise control, air conditioning, power windows, power mirors, auto tip tronic, paring sensors front and rear, power seats, stereo, alloys, multiple air bags, only 65,000 miles, original wallet containing handbook and service details. Excellent example and drives superb. ......£11,750







Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, and aerofolyle, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example ......£115,500





Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, pricin tables to rear, lambowoof ovenugs, stinted glass, air conditioning, stereo system, power windows, vanity mirrors to make a more still mand whiteside types, complete with all hols, one of the last of this classic model built, this upper beample drives very smooth, and conses with nells very personal process with nells very personal process with nells very personal consess with nells very personal consessions of the consession of the process of the consession of the consessio







Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning.







Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mots, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types ......£125,500



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, 350/8 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 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seals, sparkling chrome wire wheels, manular transmission, power steering, Jaguar filted triple Webber dox 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the strestoration we have ever seen, complete with all tools, recent concourse without the stress of the





Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests,CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres,spare wheel never used,complete with all tools,only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning ......£135,750. More pics on our website.



Hillman Super Minx Convertible 1963 This very rare model is finished in glacier white with superb cherry red interior with joining and matching convertible to portginal radio, personal number plate, nameal transmission, considerable to the properties of the proper







Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.
£145,750



Jaguar E Type V12 roadster 1973 This E Type must be one of the best in the world, easily mistaken for new. Finished in unmarked gleaming black with cherry red hide interior, headrests, sparkling chrome wire wheels, with white band tyres, spare wheel unused, power steering, manual transmission, stereo system, thinted glass, drives like new, box file full of history, thousands spent to bring this car to its like new condition; if you want the very very best this is it, Just breath taking, more pics on our website. A fine investment. ... £165,750





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





Mercedes sports 280SL 1983 finished in totally unmarked light peppermint green metallic, with light beige interior, which is just stunning, headrests, hard and soft tops, stereo system, power windows, alloys, over masts, factory fire estinguisher, intitled glass, automatic, power steering, twin spots, twin mirrors, complete with all tools, this car is one of the best we have ever sen it is just pristine through out, and drives like new, garaged from new, only 85,000 miles, and only two very care full owners with full history, but smar ji vinoices and many old MOTs, properly the finest there is Superb investment...................£29,750



Jaguar E Type V12 Roadster 1973/4. Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show......£145,500



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aerofoyle, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset, just stunning.....£125,500



# Oselli Engineering est 1962

# 1968 ASTON MARTIN DBS VANTAGE



Finished in light metallic blue with navy trim. 78000 miles from new, with huge history file back to 1969 mainly with Aston Martin service dept.

Very original Vantage

£139,000



2006 ASTON MARTIN VANTAGE, in Oynx black with sandstone trim, 38000 miles with just one owner.
£38.950



2001 ASTON MARTIN DB7 VANTAGE MANUAL
GEARBOX CAR! Finished in Malvern silver with black
trim. 42000 miles. £39,950



2001 ASTON MARTIN DB7 VANTAGE VOLANTE finished in silver blue with black hood and trim. 52000 miles with full history £39,950



1959 MGATWIN CAM ROADSTER fully restored to original spec plus five speed gearbox, fully documented. £POA



1968 MGB ROADSTER in green with tan trim. 1950cc oselli engine etc. high spec car. Restored on a heritage shell (similar to pic) £POA



**1957 MGA ROADSTER.** Body off restoration by Oselli huge spec including 1950cc stge two engine and five speed gearbox. Full picture file. Just superb **£POA** 



THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



Dealing in Dreams by John Collins

This beautifully printed coffee table book measuring 310 mm x 250 mm is a fascinating insight into the world of dealing in classic collector Ferraris and other exotic cars from John Collins. It tells the inside story about John and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia and Marcel Massini amongst others and includes many important Ferrari road and racing cars. Many are accompanied with histories, track tests and how the deals were done.

The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queen's Award for Export. Apart from the cars there are fascinating chapters about John's personal life and other achievements.

John's connections with the Sport of King's and love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and The Racehorse Sanctuary.

# ORDER YOUR COPY SECURELY ONLINE AT TALACREST.COM







# www.sherwoodrestorations.co.uk sales@sherwoodrestorations.co.uk Tel: 01636 812655/812682/812700 FULL SERVICE, BODYWORK AND RESTORATION FACILITIES



### 1964 MORRIS MINI COOPER 1071 S.

Tartan Red with White Cap abd Red Trim. Supplied new by Appleyards of Leeds. Total ground up restoration to FIA Spec some years ago and still in exceptional condition today. Mountune Engine, Close ratio Gearbox, LSD, Full Cage, Reclining Works Seats, 4 Cibie Spot Lamps, Minilite Wheels. Twin Tanks, Harness's, Map Light, Heated Screen, Fully Fused Works Style Dash, Sump Guard, Adjustable Suspension etc. bodyshell painted by Moorland Classics at a cost of £8,000 ! A most exceptional example. Correctly set up and ready to go! RHD - £39,995



### 1978 FORD ESCORT RS2000 - GROUP 1 SPEC.

Original Ford Demonstrator in Group 1 Spec. from new Twin Downdraught IDF Webers, Bespoke Inlet Manifold, Large Bore Exhaust, Bilstein Shocks, Single Leaf rear Springs, Anti roll Bar, Etc. Etc. One of, if not 'the' finest example nexistence. Totally restored to an unbelievable standard. Additional spec. includes stage 3 Head, High Lift Cam, Lightened and Balanced, Ported and Polished, LDS, AP Racing Calipers Etc. Last sold by us three years ago to a true Ford Fanatic and now delighted to offer once again. Stunning throughout, the Magazine featured RS is presently one of the most desirable and quickly appreciating 'classies' there is. Secure now before prices get out of reach.



#### 1990 MINI COOPER 1275.

Red with White Cap. Last Owner for 20 years !! Three 'lady' owners in total. Full Body and Mechanical rebuild some years ago by TR Enterprises to the highest of standards. Lovingly cared for since and stunning throughout. Engine now 1293 and beautifully detailed. Genuine Minilite Alloy Wheels. A superb example of this rare and appreciating asset. Far from just being another 'average' example. Now awaiting its next custodian.

RHD - £16,995



#### 1958 ROVER 60.

Dove Grey over Smoke Grey with Red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 20,800. This has to be the lowest mileage Rover extant. Has a most extensive history, including Original Log Book, Hand Books, service Bills Etc. Equipped with Free Wheel, Spot Lamps, Wing Mirrors, 'His Masters Voice' Radio, Rim embellishers Etc. It would be hard to believe that a better example exists. RHD - £13,995



# 1981 TRIUMPH 2.0 TR7 CONVERTIBLE. Pharoh Gold with Golden Tan Trim. One Recorded UK

Keeper. Only 20,800 Miles from new !! I have personally known this car for in excess of 14 years. In stunning condition throughout. Now ready to be enjoyed as intended. This really is as good as they come. Should not be compared to the many 'average' examples left on the road today. RHD - £7,99 RHD - £7,995



#### 1952 BRISTOL 401.

Smoke Silver with Red Hide, piped Cream. Restored from the ground up some years ago with full photographic record. One of the very best examples still on the road today. Recent new headling and visors, Uprated with Overdrive on 3rd & top, Servo, Gearbox Remote Control, Dunlop Disc Brakes, Front Anti Roll Bar, Oil Cooler, Electric Cooling Fan with Revotec controller, Hi Torque Starter, Alternator, Kenlow Fan, Aluminium Fuel Tank, Seat Belts, 185 x 16 Vredstein Tyres, Uprated Heater, Flashing Indicators with Working Semaphores, Hazard Warning Lights, Overtaking Mirrors Etc. A very RHD - £69,995 advanced four seater Grand Tourer.



#### 1959 AUSTIN HEALEY FROGEYE SPRITE

Iris Blue with White Hard Top. Totally restored by us, from a bear shell, some 20 years ago ! Subsequently modified to provide the ultimate driving 'Frogeye'' by BRDC member. Engine is now 1380cc by Dave wells / SH Engineering, Gearbox - 5 Speed, Suspension uprated with leafspring lowering kit and adjustable AVO Shocks, Stainless Sports Manifold and Exhaust (Repackable ) by Frontline. Bespoke Seats in Navy, also by Frontline, Not one for the purist, but once driven you would never go near a standard Sprite again! RHD - £34,995 Simply sensational!



#### 1966 MGB ROADSTER.

Heritage Shell. Finished in Tarten Red with Black Interior and Hood / White Hard Top. Specification includes Overdrive, Chrome Wire Wheels, Additional Cooling Fan, Map Light Etc. Etc. Last Owner for almost thirty years! Total restoration some years ago to a superbly high standard and lovingly cared for since. Comprehensive history file and photographic record of rebuild. A beautiful example of the iconic RHD - £17,995 MG now ready to be enjoyed once again.



## 1974 FORD ESCORT 1300 L ESTATE.

17,000 Miles from new !!!!!!!!! Diamond White with Black interior, Disc Brakes and Servo from new - £ 18/10! Seat Belts from new - £ 9/68! Original bill of sale, Stunning condition throughout, Try and find another like this. Unrepeatable and RHD - £14,995 one for the true Ford enthusiast.



### 1972 MGB 1.8 ROADSTER -**OVERDRIVE.**

Mallard Green with Black Hide. Restored some years ago to a superb level. Little use since and remaining in the same stunning condition. Specification includes chrome Wire Wheels, Tonneau, Spin on oil Filter Conversion, Oil Cooler, Tubular Stainless Manifold and Sports Stainless Exhaust System. Not just another RHD - £16.995 'average' MGB.



#### 1972 TRIUMPH STAG – AUTO

Yellow with Black Interior and Hood, complimented by Image Split Rim Alloys. Sold by us to fastidious owner nine years ago and lovingly cared for since regardless of cost. Continual care and attention means that the condition remains superb throughout having had a total restoration some years ago. The underside supero involgitout having flat a draft estardation some years ago. The functions is as clean and detailed as the rest of the car. Recent works include replacement hood and frame and a totally overhauled gearbox. General spec. includes Holley Carb, Spin On Dil Filter Conversion, Luminition, and Halogen Headlights. Complete with impressive history file including bills, invoices, MoT's, Heritage Certificate Etc. etc. A true four seater 'family' Classic waiting RHD – £21,995 to be enjoyed once again.



#### 1983 PORSCHE 944 LUX.

Ocean Green Metallic with Cadbury Interior. Merlin Supplied. Just 3 Owners from new with the last custodian having the car for some 30 odd years!! With just 56,000 miles having been covered from new and with a superb history file and service documentation this Porsche remains in superb condition and far better than most of the very average examples on the road today. Now becoming much sought after, values
for such models are on the increase.

RHD - £12,995 for such models are on the increase.

# BE THE HERO OF YOUR E-TYPE STORY



# **HURST PARK Classic Cars**

A family business founded in 1938



**DAIMLER V8 2½ Ltr 1964:** Opalescent Dark Blue with Blue-Grey hide interior. Silver wire wheels. Automatic. 51,000 miles only from new. Extensive history. Sold by ourselves to the last owner over 20 years ago!...... **Expected shortly** 

Picture of a similar car shown



MERCEDES-BENZ SL 320 (R129) 1994: Brilliant Silver over Graphite with Navy blue hide interior and matching mohair power operated soft-top. Silver hard-top. 8-hole alloy wheels. Two owners, 28,000 miles only from new. Rear seat, cruise control, heated electric front seats, headlamp wash wipe. Original sales invoice, Data Card, tool roll, unused spare wheel, 21 expired MOT certificates and comprehensive service history from new. Superb value compared with previous R107 model SL's...£15,995



JAGUAR XJ8 4Ltr (X-308) 2000: Pacific Blue with Ivory hide interior. 16" 'Starburst' alloy wheels. Jaguar Cars plus two private owners. 28,000 miles only from new. Full service history. Wood & leather steering wheel. Figured Walnut wood trim. Stainless steel window surrounds. .....£10,995



JAGUAR SOVEREIGN 4.0 Ltr (X-300) 1994: Kingfisher Blue with Doeskin hide interior. 16" Kiwi alloy wheels. Three owners. 31,000 miles only from new. Air conditioning, cruise control and other usual Sovereign refinements with the addition of Harman Kardon stereo, polished stainless finishes to the window surrounds and chromium door mirrors and rear lamp units......£10,995

JAGUAR EXECUTIVE 3.2Ltr (X-308) 2002: Sapphire Blue with Oatmeal hide interior. Three owners. 34,000 miles only from new. Supplied and maintained by R.A. Creamer in Kensington. 16" 'Starburst' alloy wheels. Wood&leather steering wheel, Park-assist and other usual refinements. .....£8,995

MARLBOROUGH HUNTER 3.5 TON 2 x HORSE LORRY BASED ON A 2015 RENAULT MASTER: Built in March 2017 by Marlborough Horse Boxes. Available for viewing near Liphook, Hampshire. .....£29,995

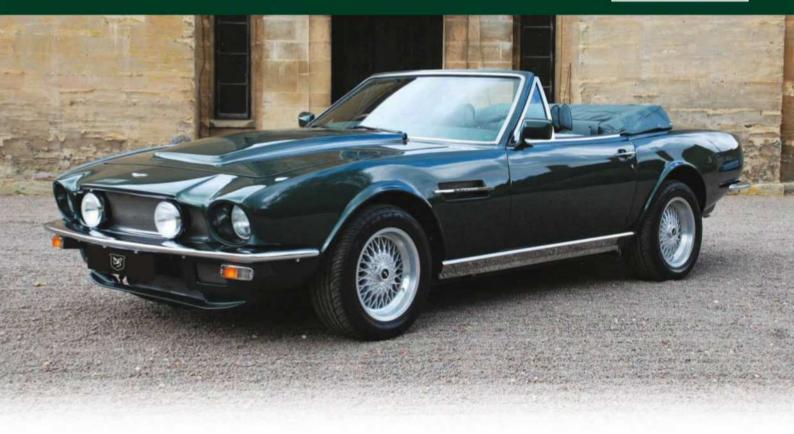
# **Hurst Park Automobiles Ltd**

www.hurstpark.co.uk Tel: +44 (0) 1372 468487 enquiries@hurstpark.co.uk









# 1982 ASTON MARTIN V8 VANTAGE VOLANTE MANUAL • £325,000

The very first UK V8 Vantage Volante, fully restored to POW spec, immaculate with superb history



**1965** DB5 Genuine 33,000 miles from new, superb condition, comprehensive history **£850,000** 



**1964** DB5 Vantage specification, well maintained car in excellent condition **£650,000** 



**1968** DB6 Manual, matching numbers with comprehensive history, great condition **£290,000** 







**RESTORATION** 



# Workshop

36 East Street, Olney, Bucks MK46 4AP

**T** +44 (0)1234 713 083

E service@djsmail.co.uk

## **Showroom**

13-19 High Street South, Olney, Bucks MK46 4AA T +44 (0)1234 240 636 E sales@djsmail.co.uk View our full selection of cars at www.djsmail.co.uk







# CLASSICMOBILIA

For all your classic car motoring needs

+44 (0) 1908 270672

+44 (0) 7889 805432

keith@classicmobilia.com



# www.classicmobilia.com

# Milton Keynes



Aston Martin V8 Vantage V600



Aston Martin DB6 Manual RHD



Aston Martin DB7 Vantage Volante



Aston Martin V8 Volante Auto 1981



Aston Martin V8 Volante POW Spec LHD Manual



Aston Martin Virage Coupe



Aston Martin DB5 Coupe RHD



Aston Martin Virage LE Number 7 of 9 Ex Lennox Lewis



Aston Martin V8 Vantage Zagato Left hand drive

Aston Martin V8 Volante RHD Man Aston Martin Vanguish Ultimate Edition Aston Martin DB6 Vantage Man RHD Aston Martin Virage Volante Wide Body Aston Martin DBS 1970 RHD Aston Martin DB6 Vantage Man LHD Aston Martin V8 SIII Saloon Auto LHD

Aston Martin V8 Vantage X Pack Coupe RHD Aston Martin V8 S2 Saloon LHD Aston Martin V8 Volante Auto LHD Aston Martin Virage Coupe Aston Martin DB MKIII LHD Aston Martin Virage FULL 6.3 Man RHD Austin Healey 100M LHD

Jaguar XJ220 Un-reg 220kms Jaguar XJS Convertible RHD Jaguar MK IV manual LHD Jaguar V12 Roadster Man Lagonda M45 Le Mans Lancia Dilambda Saloon 1931 RHD Morgan Plus 4 LHD



# Rolls-Royce & Bentley Specialists THE WORLD'S OLDEST INDEPENDENT ROLLS-ROYCE AND BENTLEY SPECIALIST



1935 Bentley 3 ½ Litre Three Position Drophead Coupe by Corinthian



1938 Bentley 4 ¼ Litre Sedanca Coupe by Gurney Nutting



1939 Bentley 4 ½ Litre (Overdrive) by Vanden Plas "Honeysuckle"



1947 Bentley Mk VI Drophead Coupe by Windovers



1955 Bentley S1 Continental Drophead Coupe (Adaptation) by Park Ward



1956 Bentley S1 Continental Fastback by H.J.Mulliner



1956 Bentley S1 Continental Coupe by Park Ward



1958 Bentley S1 Continental Sports Saloon by James Young



1960 Bentley S2 Continental Coupe by H.J.Mulliner



1961 Bentley S2 Continental Drophead Coupe by Park Ward



1965 Rolls-Royce Silver Cloud III Sports Saloon by James Young



1965 Rolls-Royce Silver Cloud III Drophead Coupe by Mulliner/Park Ward

FOR FURTHER INFORMATION AND COMPLETE STOCKLIST PLEASE TELEPHONE OR EMAIL US AT THE ADDRESSES BELOW

SALES | SERVICE | TRIMMING | RESTORATION



125 Harlequin Avenue, Great West Road, London TW8 9EW, UK **Tel: 020 8847 5447 Fax: 020 8560 5748** 

www.frankdale.com Email: sales@frankdale.com





# JAGUAR SPECIALISTS

www.thecarriagecompany.com Tel: 01525 861474 Mobile: 07774 261674 Email: info@thecarriagcompany.com



DAIMLER LIMOUSINE 4DR AUTOMATIC

This excellent example has had a tremendous amount of money recently spent on it. Will be mot'd and ready for hire or sale. £15,999



JAGUAR E TYPE 2+2, For full restoration.

£12,499



JAGUAR XK120
ROADSTER 2DR MANUAL
This is an original right hand
drive XK120 roadster, it is
currently being fully restored
in our own workshops.

**£POA** 



JAGUAR 3.8 ROADSTER,

Flat floor, currently restoring. Nut and bolt rebuild £POA



JAGUAR 420 LHD, Nice Condition £6,999

# JAGUAR E TYPE 3.8 FHC

An excellent restoration project

£37,999



Just arrived requires major body work, original engine £39.999



JAGUAR E TYPE SERIES 1 4.2 ROADSTER

This is an original right hand drive 4.2 Roadster. It has an excellent large history file going back some 25 years

**£POA** 



JAGUAR XK140 DHC
Orginal to RHD, can be finished to customers own spec £POA



PROJECT,
FHC 2DR Manual,
for restoration. Original RHD
£23,999



JAGUAR E TYPE SERIES 4.2 FHC 2DR MANUAL

Original RHD For full restoration £39,999



XK150 FHC 3.4 S EXTREMELY RARE ORIGINAL RHD.

This is a fantastic opportunity to purchase an extremely rare solid restoration project. £44,999 Deposit Taken



JAGUAR XK150 FHC, Original RHD, Complete new interior, £'Thousands spent on mechanical restoration, Repainted. £64,999



BENTLEY CONTINENTAL GT
56 Plate 120k miles, full Bentley service history.
£26,999



For more than 30 years JD Classics has been restoring, racing and supplying the most significant road and race cars.



Jaguar XK120 Mike Salmon Competition Roadster



jdclassics@jdclassics.com

www.jdclassics.com

WYCKE HILL BUSINESS PARK, WYCKE HILL, MALDON, ESSEX, CM9 6UZ, U.K. +44 (0)1621 879579

MAYFAIR SHOWROOM, 26-28 MOUNT ROW, MAYFAIR, LONDON, W1K 3SQ, U.K. +44 (0) 207 125 1400

CALIFORNIA SHOWROOM, 4040 CAMPUS DRIVE, NEWPORT BEACH, CA. 92660 +1 949 679 4999



# KIM CAIRNS - Established 1972

Quality is remembered long after price is forgotten www. kimcairnsclassics.co.uk





1991 JAGUAR XJS V12 GUY SALMON JUBILEE EDITION. Finished in immaculate Solent Blue over Silver Birch with biscuit leather and lots of extra walnut as part of Guy Salmon Jubilee Edition. Supplied by Guy Salmon and serviced by them 12 times and a further 2 by specialists and now only covered 33,000 miles. Stunning, lovely example, would satisfy the most discerning collector ... £24,995







1998 JAGUAR XJ EXECUTIVE V8 4 LITRE. Finished in immaculate British Racing Green with ivory leather interior. The car has only covered 17,000 miles from new and comes with a full service history. Condition is in keeping with the extremely low mileage.......£12.995



1972 TRIUMPH TR6. Finished in Damson red with black trim. Was the subject of a full rebuild 15 years and had very little use since. UK car with Heritage Certificate, 150 HP Model and retains its original fuel injection system. Superb example and realistically priced



1991 BENTLEY MULSANNE S Finished in its immaculate and original Bentley white with unmarked dark blue hide piped white. With lovely dark blue withon carpets and dark blue lambswool rugs. Only 42,000 miles from new. This car needs to be seen to be appreciated. VERY HARD TO FIND A BETTER ONE IN THIS CONDITION... 216.995



1971 JAGUAR E TYPE V12 COUPE AUTO. Finished in immaculate pale primnose with beige leather and chrome wire wheels. This very unique example is an original righthand drive UK car. Only two owners and only 56,000 miles from new. Comes with Jaguar Heritage Certificate, all matching numbers and large history file. News been velded or rusky and only used in the summer months from 1988 VERY RARE OPPORTUNITY TO ACCUIRE AN ORIGINAL RHO RUST FREE UK E TYPE. AS SEEN ON THE CLASSIC CARS MAGAZINE STAND AT THE EXCEL LONDON CLASSIC MOTOR SHOW.... 274,985



1968 MERCEDES 250 SE AUTO Finished in immaculate Mercedes classic white with unmarked red MB TEX trim. Huge history file with this car and known to us for a number of years. The car was imported from Botswana in 1989 by a titled gentlemen who we purchased the car from in 2008 and looked after the car since then. The car is in immaculate condition, rust free and original. One of the best you will ever findi... £19,985



1974 MGB ROADSTER. Finished in British Racing Green with black trim. Comes with Wire Wheels and Overdrive, an original chrome bumper car. Very well looked after example. £10.995



1981 MERCEDES 230E Only one owner and 57,000 miles. Finished in immaculate Taigu beige with tan interior. Spec includes Auto Transmission and Power Steering. Very hard to find low milage and one owner 123 Mercedes in this condition......................£12,995



1997 MERCEDES 320 SL. Finished in immaculate brilliant silver with unmarked black leather and black hood ONLY 51000 miles with service history old MOTs and invoices to confirm how well looked after this car has been. Must be one of the best examples on offer today.

£13,995



1971 JAGUAR XJB 2.8 AUTO. Finished in immaculate Old English White with its original black hide in superb condition. Only 2 owners from new the last being a British airways captain who has had the car in storage since 1982 after using it and maintaining it to a very high standard since 1975 when he purchased the car from Coombs of Guildford. The car has only covers just over 60,000 miles and is fully recommissioned fully serviced new MOT and ready for the road again. MUST BE ONE OF THE BEST SERIES ONE JAGUAR XJBS ON THE MARKET TODAY GETTING VERY SOUGHT AFTER \$17,995





1998 ALFA ROMEO GTV T SPARK 16V. Finished in immaculate brilliant silver with unmarked black hide. Only 52000 miles full service history with 11 service stamps in the service book. This immaculate well looked car should not be confused with the normal Alfa GTV of this era.



2002 HARLEY DAVIDSON FLSTFI FAT BOY 1450CC.
Stage 1 tuned stunning Harley-Davidson, finished in blue/silver with expensive air brushed murals on the tank and mud guards. Lots of extra Chrome, Sissy Bar, Screaming Eagle Exhaust and only 4000 miles. Mint Condition #10.000 F10.005



03 - 53 MERCEDES SL 350. Finished in dark blue metallic with light beige leather interior. 91,000 miles with a Full Mercedes Service History. Very high spec car with AMG Alloy wheels and Panoramic roof. ...... £9,495





1966 VOLVO AMAZON 1225. This time Warp car has only covered 18,000 miles since new. The first owner, an elderly gentleman, had the car for 40 years and only covered 11,500 miles. Finished in Graphite Grey with red trim, the interior is in as new condition and retains plastic covering on the rear door cards and B posts. The body has never had any welding and is in a truly time Warp Condition. Best one on the market



To view all of our cars please visit www.kimcairnsclassics.co.uk

FREE DELIVERY ENGLAND, WALES OR ANY UK PORT SNETTISHAM, NORFOLK PE31 7PF - 01485 541526 - www.kimcairnsclassics.co.uk



1931 12/60 SPORTS SALOON BY CROSS & ELLIS



1928 FWD TOURER BY CAR BODIES



1934 SPEED 20 RACING SPECIAL BY HENRY STONER



1933 SPEED 20 TOURER BY VANDEN PLAS



1936 SPEED 25 TOURER BY CROSS & ELLIS



1934 SPEED 20 TOURER BY CROSS & ELLIS

# OTHER ALVIS CARS IN STOCK:

1922 10/30 Works Car by Cross & Ellis; 1928 TA14.75 4 Seat Tourer by James Young
1931 12/60 Beetleback by Carbodies; 1932 12/60 Replica Beetleback
1936 Speed 20 Replica Vanden Plas Tourer; 1938 Silver Crest Saloon by Holbrook
1963 TD21 Saloon by Park Ward; 1965 TE21 Saloon by Park Ward

Car Sales • Restoration • Genuine Alvis Parts • Car Storage
To make an appointment please call 01926 864867 or 01926 857303
www.redtriangle.co.uk Email: carsales@redtriangle.co.uk
Red Triangle, Common Lane, Kenilworth, Warwickshire CV8 2EL England.

# **GHOST MOTOR WORKS LTD**

Exclusively Rolls Royce and Bentley
we now offer a full transportation service that can professionally move your vehicle anywhere in the uk



1953 BENTLEY R TYPE LIGHTWEIGHT SALOON BY H. J. MULLINER. Finished in Shell over Tudor Grey with Grey hide Large history file including PARK WARD. In Black Magnolia hide Interior Just 3 with Black hide and Grey west of England wool cloth 1947 ROLLS ROYCE SILVER WRAITH FORMAL build sheets and original handbook A very scare owners from new Excellent history file. Known to us interior. Offered with a huge history file detailing the recent SALOON BY BARKER, with Division. Finished 'Lightweight' all aluminium saloon with Continental for last 6 years. A beautiful, rakish Park Ward sports £100,000 restoration The car runs and drives beautifully. in Grey over Black with Grey hide interior. Good axle and factory glass sun roof ......



....... £62,000 saloon in exceptional original condition.......£58,000 Outstanding condition. A show winner...



1947 ROLLS ROYCE SILVER WRAITH SEDANCA DE 1934 ROLLS ROYCE 20/25 SPORTS SALOON BY VILLE BY H.J. MULLINER Finished in Black over Maroon



£85.000 History File.Lovely condition.



Windsor Blue with Parchment hide piped Blue. Finished in Exeter Blue with Magnolia hide. New radiator and new Red carpets. All weather equipment leads of the piped Blue. Finished in Exeter Blue with Magnolia hide. New radiator and new Red carpets. All weather equipment leads of the piped Blue. Finished in Exeter Blue with Magnolia hide. New radiator and new Red carpets. All weather equipment leads of the piped Blue. Finished in Exeter Blue with Magnolia hide. New radiator and new Red carpets. All weather equipment leads of the piped Blue. Finished in Exeter Blue with Magnolia hide. New radiator and new Red carpets. A new Red Payer Silver. Spirit history file layered from Payer A charging Silver. A new Rolls-Royce Silver Spirit

1988 ROLLS-ROYCE SILVER SPIRIT. Finished in 1980 ROLLS ROYCE SILVER SHADOW II.

history file. Invoices from new. A stunning Silver Shadow. £23,000



driving car ready to tour and show. A fantastic original example.....£24,000



1953 ROLLS ROYCE SILVER DAWN LHD Finished in Silver with Rec 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.



1934 3 1/2 LITRE DERBY BENTLEY CONVERTIBLE



by Park Ward. Finished in Brown and Cream with 1963 ROLLS-ROYCE SILVER CLOUD III finished Dark tan hide. Owned by the Duke of Grafton. in original Pine Green with Light tan hide Interior. A unique body design, special order, one off Genuine 102,000 Miles from new. 1 family coachwork. A stunning example in exceptional owner from new. Father and son. A stunning ...£175,000 example in exceptional condition. .....



1959 ROLLS ROYCE SILVER CLOUD II finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new.

Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage 



1978 ROLLS ROYCE SILVER SHADOW 2 Caribbean Blue Dark Blue hide with matching carpets and over rugs. Just 57,000 Miles Full service history. Every MOT from new. A wonderful example.



1964 ROLLS ROYCE SILVER CLOUD III finished in Shell over Tudor Grey with Tan hide interior. Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition..... £80,000



1996 BENTLEY TURBO R SWB. Finished in Racing 1965 BENTLEY S3. Finished in Bordeaux with Black 2000 BENTLEY ARNAGE. Red Label Royal Blue Green with Tan hide interior Covered 49,000 miles. have seen. Perfect throughout...



hide interior 53,000 miles just 4 former keepers. £25,000 mechanically



Magnolia piped Blue Interior. 97,000 miles. Full Full service history with Jack Barclay Cylinder One family and 3 private individuals. A sturning service history. 2 former keepers. Recent headgaskets replaced. The finest example we example outstanding condition cosmetically and replacement from the head gaskets. Exceptional £50,000 condition.



Blue, Light tan hide Excellent service history. Known Covered 129,000 miles with full service history. Offered with an to us for many years. Replaced head gaskets and impressive history to include original handbook folder complete with new pistons and liners. Many thousands spent. 2 stamped service book having 25 service stamps, drivers handbook 



1997 BENTLEY TURBO R LWB. Finished in Peacock 1979 BENTLEY T2 Finished in Silver Mink with a Blue everflex roof.



1995 JAGUAR XJ12 (XJ81) Finished in Regency 



1909 ROLLS ROYCE SILVER GHOST 40/50HP TOLIRER Finished in Black and Green, Black hide interior, Last





1980 ROLLS-ROYCE SILVER SHADOW 2 LHD. F 1990 BENTLEY TURBO R finished in Midnight Blue 1998 BENTLEY ARNAGE GREEN LABEL (Red finished in Nutmeg Tan hide with original Fawn with Magnolia hide piped Blue Just 59,000 miles from label look alike) Finished in Silver Pearl. Magnolia PRESSURE Turbo finished in Ocean Mica with magnolia carpets. 57,000 Miles (92,000 klms) A beautiful new. Known to us for many years. Always regularly piped Blue interior Covered 62,829 4.4 BMW interior piped blue. 76,000 miles. 4 former keepers. full





SIMILAR CARS REQUIRED, INSTANT DECISION.

LANDWAY FARM BASTED LANE CLAYGATE CROSS KENT TN15 8PY ENGLAND

CALL US ON 01732 886002 OR VISIT OUR WEBSITE WWW.GHOSTMOTORS.CO.UK

## www.fenderbroad.com



1959 JAGUAR XK150 FHC
UK RHD car restored some 15 years ago with Guy Broad
to drive train including 3.8litre engine, 5 speed gearbox,
brakes and bucket seats. 2000 miles since.
£79.995



1954 JAGUAR XK120 OTS
Body off chassis restored to perfection with louvred
bonnet and bucket seats. Mille Miglia and FIA paper
optional OR upgrade for regular road use
£DISCUSS



1961 & 1967 JAGUAR MARK II 3.8MOD
Gunmetal car is JD Classics restored. Red DON38
is a highly significant piece of Jaguar history
£DISCUSS



1976 TRIUMPH STAG
Fabulous manual/overdrive UK car. Restored and in excellent condition all round with super history file.
£OIRO £20k



DAIMLER DART
Fully restored throughout, a superb example.
See website for video.
£34,995



1954 JAGUAR XK120FHC
'BROADSPORT'
LHD best of the best with all of the Guy Broad extras.
A very fine car indeed. £POA



1962 ALVIS TD21 DHC BRG
With outstanding bodywork, new hood,
matching numbers and AUTOMATIC gearbox.
A lovely car with outstanding history. £79,995



1964 JAGUAR E TYPE FIA FAST ROAD/RACE CAR WON over 50 races in period with Tony Shaw. Amazing History, New FIA HTP. 0 miles race engine. £POA



1954 JAGUAR XK120 DHC
Body off chassis restored, UK matching numbers car with 5 speed. Wire wheels and further upgrades possible. £DEPENDANT ON OPTIONS



1959 JAGUAR XK150 FHC B.R.G. UK RHD car,5 speed, power steering and other upgrades. £69,995



5x TRIUMPH TR2-3A's We have a selection of 5 excellent sidescreen cars See videos on the website



1964 TRIUMPH TR4
UK RHD car fully restored and uprated to fast road rally
spec. See website for full details.
£POA

Videos of all cars on our website

Finance available - contact us for details



Tel: +447794477785





### 1966 SHELBY COBRA 427 - UK Reg. No. COB 3

One of just five genuine 1960's Shelby 427 Cobras in the UK, the only one in Right Hand Drive, with a mere four owners and 15,400 miles from new, Reg. No. COB 3 and in total 'Concours' condition.

Chassis No. CSX 3234 was imported into the UK from California in 1971 and restored and converted to Right Hand
Drive by AC Cars Ltd. in Thames Ditton the same year.

It then acquired the Reg. No. 427 COB and was featured in many books and magazine articles.

Subsequently sold (by myself) to Switzerland and reimported and restored again by AutoKraft/AC Cars in the late 1980's, still retaining its original chassis and twin-carb. '427 S/C' spec. 485 bhp side-oiler engine etc., but now with Reg. No. COB 3.

Upon completion it immediately became the 1990 AC Owners' Club 40th Anniversary 'Champion of Champions' Concours outright winner - just 500 miles since.

Actively stored from 1995 till the present, just serviced and thoroughly checked over by Thunder Road Speed Shop (plus brand new tyres, fuel tank and hydraulics etc.) with fresh MOT, this spectacular and mind-shatteringly quick Cobra has full weather equipment, car cover and comprehensive documented history including lengthy correspondence with the original 1966 Californian owner. It is still in Show-winning condition in every respect.

For more photos etc. search 'AC SHELBY COBRA' on www.classiccarsforsale.co.uk











ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~ E-Mail: info@rodleach.com

## DEVONSHIRE MOTOR COMPANY

Ultimate Modern Classics

Family Business since 1993







Tel: 01323 423002 E-Mail: sales@dmc-porsche.co.uk www.dmc-porsche.co.uk





Jaguar XJ 2.7 V6 Sovereign. ONLY 31000 MILES 2007. (Face Lift Model) Finished in Rare Lunar Metallic Grey With Full Ivory Leather Electric Heated Memory Seats. This Stunning Low Mileage Example was supplied New on 24/10/2007 to its First Owner. We Purchased it in 2014 and sold it to the last Owner. Factory Options Include: Colour Touch Screen Sat Nay. Bluetooth Phone, Heated Seats, Climate Control, Xenon Headlights, Premium Alpine HiFi With Multi CD, Front/ Rear Park Distance Control, Power Folding Mirrors, 18" Jaguar Alloys. Full Service History With Full MOT History. These Jaguar X351 Models Have become so Rare With Very Low Mileage. For More Detailed Information Please Call or email........................£14,995







BMW Z4 2.0i SE 2008 Roadster ONLY 8900 MILES 6 Speed Manual. Finished in Metallic Stratus Grey with full Black Leather. This Superb example was supplied new by Trainer BMW Of Swansea to the One Lady Owner. BMW HiFi, 17" BMW Alloys, Climate Control, Black Power Hood. Serviced From new by Trainer BMW With Full MOT History. For More Detailed Information Please Call or email...£11,995









The Dutch world of historic Jaguars



WWW.ZWAKMANMOTORS.COM



## Excellent restoration project... £149,950

This particular RHD 1955 DB2/4 is ideal for a sympathetic or full restoration and the asking price is for this lovely old Aston "as is". Therefore it can be purchased and restored by the new keeper or they can choose to treat it to the best restoration possible here at Aston Workshop.



For more info about this car please call +44~(0) 1207 233 525

To see all our cars for sale visit aston.co.uk

Restoration Parts Servicing Global delivery Storage | Beamish

**England** 

We also cater for all classic marques

ASTON WORKSHOP

# ERclassics.com - Holland





Ford Shelby GT500 1968 cabriolet 428ci, V8 Police Interceptor



Jaguar E-Type Series 2 Cabriolet 1968 4.2 ltr, Top restored



Mercedes-Benz 190SL Cabriolet 1961 in very good condition



Austin Healey 3000 MK3 1964 Restored



Chevrolet Corvette C1 1962 Matching numbers



Austin Healey 3000 MK2 1960 Restored



Bentley S1 1956 Restored



Volvo P 1800 Jensen 1961 In very good condition



Bentley Arnage 2003 6.75 Ltr V8, in fabulous condition



MGA cabriolet 1958 Restored



TVR Chimaera 500 1996, 5.0 ltr, LHD In very good condition



Triumph TR6 cabriolet 1973 in top condition



Cadillac Coupe DeVille 1961 In very good condition



Austin Healey Sprite MK1 1959 Frogeye, Restored



Triumph TR6 cabriolet 1976 Overdrive



Triumph Spitfire MK3 1970 In very good condition

Misprints and printing errors reserved

## ERclassics.com

Kleiweg 1 • 5145 NA Waalwijk • The Netherlands **Tel:** +31 416 751393 • **Mail:** info@erclassics.com

## THE **ESTD 1977** CHELSEA WORKSHOP









WE DO ANTHING AND EVERYTHING WITH ROLLS-ROYCE AND BENTLEY MOTOR CARS, ALL AT COMPETITIVE RATES

#### **CARS FOR SALE**



1963 Bentley S3 One Family Owner.
Excellent history



1965 Rolls-Royce Silver Cloud 111 coupe 79,000 excellent history



One owner 51,000 Klms FSH



convertible only 12,000 miles from new



1968 Rolls-Royce Silver Shadow 1 67,000 miles



Only 6,000 miles FBSH



1995 Rolls-Royce LHD Corniche IV 1960 Bentley S2



### SALES • SERVICE • RESTORATION

Nell Gwynn House, Draycott Avenue, Chelsea SW3 3AU www.chelseaworkshop.co.uk T. +44 (0)207 584 8363/4 F. +44 (0)20 7581 3033 info@chelseaworkshop.com

#### DAL 1975 FACCIAMO RINASCERE I MITI









++39. 335 5350022



#### 1985 Alfa Romeo GTV6 2.5cc

Excellent conditions as brand-new only19,000 km covered Totally repainted on it's original Rosso Alfa. Ready to join.

£ 27.000-



#### 1963 Alfa Romeo Giulia Sprint Speciale «SS»

Rare and very unique condition, this beautiful SS has never been restored since 1963. Italian first registration, matching numbers, matching colors, ASI certified, ready to use.

£ 105.000-



#### 1929 Alfa Romeo 1750 &c Torpedo «Deluxe»

Pristine condition for this Alfa designed by Farina. In 2008 a long challenging restoration started and took end in 2012.

Italian registration, ASI certified.

£140.000-



#### 1955 Austin Healey 100/4 Bn1

Superb BN1 MM eligible. Original italian registration Milano, ASI certified. This is maybe the rarest and most longed-for version for the historic competitions. 2011 restoration, matching numbers. Currently equipped with aluminium bonnet "Le Mans", side exhaust.

£ 70,000-



#### 1978 Chevrolet Corvette C3

Model year '78 built for collectors with only 8.900 originals miles. It's one of the 200 produced with manual gearbox and the big L82 engine. This C3 competed and won the Top Flight competition in Ohio in June 2016. 97 score.

£ 55 000-



#### 1967 Chevrolet Corvette C2 427cc «Stingray»

Purchased in 1990 by the Pro Team in Ohio later imported in Italy the same year. Always belonged to one owner. Well taken care shows up in impeccable condition.

Few improvements were carried

£ 70.000-



Very well taken care of. Servicebook available Full inspection of the engine and the mechanics carried out. Photographic book and invoice of works made are available. Excellent conditions

£ 52 000-



Great original condition, one ownership, 51.000 km from new. Available original Ferrari tools, service book.

£ 100.000-



#### 1972 Dino 246 GTS

First italian registration and delivery in Roma. Only two owners within the last 25 years, 64.000kms covered.

Very original concourse conditions ready to use and regularly serviced, Italian MOT ok.

£ 350.000-



#### 1954 Fiat 500C Topolino

The vehicle we offer has been fully restored. Still fit original italian registration plate and libretto. Body fully repainted in its original green color, cover seats and panels new, mats set new. Mechanics completely reviewed. Ready for road use.

£ 13.000-



#### 1965 Ford Mustang 289

well kent mechanics conditions regularly registered in Italy.
Asi certified. Are installed electric soft top, front and rear disk brake, brake pump and servo, automatic gearbox. radio, power steering.

£ 45,000-



#### 1962 Jaguar Etype 3.8cc

European delivery, fully restore lasted over 6 years. Restoration's pictures and purchase's invoices are available. The engine and all of the mechanics groups are subjected to run-in.

£ 150.000-



#### 1955 Jaguar XK 140 FHC «SE»

Stunning rare model comes with its original "special equipment" twin silencer, "c-type head".

Jaguar Heritage, matching numbers, matching colors.

£ 97.000-



#### 1973 Lancia Fulvia Sport Zagato

First italian registration in 1973. Matching numbers, few jobs carried out, engine fully refurbished for a value of over € 4000-

£ 30.000-



#### 1967 Lancia Fulvia Coupe' 1216

First italian registration 1967. Very first series fitting the small 1216cc engine built only in the first year of Fulvia production. Asi certified, very good condition still maintains its interiors, chromes and finishers. Very good running order.

£ 15.500-



#### 1963 Lancia Flaminia GT Touring

Very rare one of the 168 models built between 1963 and 1968. Extraordinary unmolested conditions, wonderfully taken care and maintained. Italian registration and delivery in 1963. ASI and LANCIA certified. £ 98.000-



#### 1963 Lancia Flaminia Touring Convertible 2.8cc 3 carbs

This masterpiece made by Touring was built in 1963 in only 180 cars First registration and delivery in 1968. Last long ownership from 1987 till 2018. Matching numbers, matching colors

£ 135.000-



#### 1962 Lancia Appia Convertible

First italian registration and delivery. Lancia certified. Mechanics in great conditions, in 2017 were replaced. Ran into GP Nuvolari 2017

£ 38.000-



#### 1948 Lancia Aprilia 1500cc

Great restorable conditions for this 1948 Aprilia. The car we offer has italian registration.
All the mechanics groups run and we believe a light restoration can be made. Perfect solution for anyone who wants to prepar a Mille Miglia eligible car. ASI certified.

£ 38.000



#### 1963 Mercedes 220 SEb

Car conceived and built for the european market, it was fully restored 15 years ago. Matching numbers, beige leather interiors and soft top.
Only 2729 units built between 1961-65. Mercedes Heritage.

£ 95.000-

# Silver Lady Services Limited

**FULL STOCK** LIST ON **OUR WEBSITE** 

ROLLS - ROYCE & BENTLEY

www.silverladyservices.co.uk **SALES - SERVICE - RESTORATION** 



2008 ROLLS-ROYCE PHANTOM DROPHEAD Metallic Metropolitan Blue with Ivory hide, brushed steel package and teak rear decking. Sat Nav, Parking sensors, DAB radio. 66,000 miles. F.S.H. £130,000



1989 BENTLEY CONTINENTAL Finished in stunning metallic Royal Blue with Magnolia interior and Dark Blue carpeting 67000 £95,000



2014 BENTLEY FLYING SPUR Hallmark with Linen interior and piping in Imperial blue. Only 11,000 miles. Full Bentley Main Dealer history. Like new throughout.



1997 BENTLEY AZURE JACK BARCLAY SPECIAL BY MULLINER PARK WARD - Silver with Royal blue interior. 51,000 miles. Limited edition - only 10 ever built. Burr walnut front door panels. DVD screens in headrests. F.S.H.



2005 BENTLEY ARNAGE T Metallic black with Beluga diamond quilted interior. 53,000 miles. Electric sunroof, Upgraded stereo system with DVD screens to rear of front headrests. F.S.H.



1994 BENTLEY CONTINENTAL R Black Ebony with Black interior and seats piped in St. James red. 107,000 miles. Lots of history. Superb condition. £34,950



2000 BENTLEY ARNAGE RED LABEL Finished in Peacock Blue with Magnolia hide piped in blue. 60,000 miles. 19" split rim alloys, rear picnic tables. Full service history. Outstanding condition.



1988 ROLLS-ROYCE SILVER SPUR Ice green with Dark green interior, Only 19,000 miles. 1 owner. Picnic tables, Cocktail cabinet in rear of centre console. Immaculate condition.



1994 ROLLS-ROYCE FLYING SPUR Number 5 of 50 produced. Wildberry with Sandstone hide piped in Wildberry. 90,000 miles. A very rare car in superb condition.



2004 BENTLEY CONTINENTAL GT Silverlake metallic blue with Saffron interior, Front massage seats, Heated steering wheel, Sat Nav, Parking sensors. F.S.H Just serviced and MOT. £23,500



1995 BENTLEY TURBO S No 39 of only 75 produced. Brooklands Green with Parchment hide. 49,000 miles. Just been serviced. Outstanding condition £22,500



1979 BENTLEY TII Walnut brown with Beige interior. 124,000 miles. Bentley suspension handling kit & Halogen headlamps. Lots of history. We have known vehicle for last 22 years.

#### PLEASE CALL STEVE DREWITT ON:

Tel: 01202 388488 
Mobile: 07860 512368

www.silverladyservices.co.uk • e-mail: silverlady@btconnect.com

64-70 ALMA ROAD, BOURNEMOUTH BH9 1AN



### TIT

Supplying Classic Cars Worldwide for Over 25 Years

#### **OPEN MONDAY - FRIDAY 9AM - 5:30PM SUNDAY 10AM - 4PM**



1971 Rover PSB Coupe – Beautifully presented in Zircon Blue with Silver Birch roof with Magnolia leather upholstery. Recorded mileage of 59000 and we know from paperwork in the history file that the car had a recorded mileage of 37000 miles in 1987 so we can see the Rover has covered 22000 miles in the past 31 years. The Rover has spent some time overseas in Holland and returned to the UK in 2015.....£24,995



1981 Triumph TR8 Del Lines – This is a very rare car in that Del Lines only built 33 Triumph TR8's from new factory shells. From the TR register we know this car was built and completed by Del Lines in August 1981. V8 engine, 5 speed gearbox and finished, black vinyl roof and grey leather interior. Room for improvement cosmetically but a bargain at....£9,995





1973 Jaguar E-Type Series III V12 FHC - Remarkably original, low mileage and matching numbers. Covered just 52,000 miles from new and comes to us with a comprehensive history dating back to when the car was four years old with 14276 miles. Webasto sunroof, beautifully patinated original leather seats. Automatic transmission. Ideal for regular use or long distance touring .......£67,995





1964 Jaguar E-Type Series I 3.8 FHC - A lovely, usable example that is a matching numbers car, retaining its original features including its four speed Moss gearbox. Incredibly sought after, this is a top class driving example that can be used and driven with confidence. Will no doubt over time prove a superb investment ... £124,995



1936 Alvis Firebird DHC - Beautiful Cross and Ellis DHC body, we are told only 25 of the 97 manufactured with this body are said to survive. £11,300 was spent with Red Triangle between 2012 and 2013 including some engine rebuild work, starter motor re-conditioned, front suspension rebuild and various electrical work. Exceptional gleaming paintwork. Brand new hood ..... £52,995





1992 Jaguar XJS V12 Convertible - 66,700 miles covered from new. The car is beautifully presented with an exceptional paint finish, beautiful Magnolia leather upholstery and excellent Black power hood. Wheel arches are superb, bumpers are very smart and alloy wheels are in lovely condition. The car is incredibly sharp and has clearly been a garaged, well-kept car.......£26,995



1923 Durant Star Model C-5 Tourer - We sold this rare motor car in 2011 to a regular customer who has 50 years of experience in engineering. He has been totally meticulous, taking it to an exceptionally high standard spending £35,000 on the car during his ownership. During his ownership a 150 mile journey to Angouleme in Bordeaux and back for the cars 90th birthday.............. £24,995



1994 Range Rover Vogue SE A — Outstanding 'soft dash' Range Rover has arrived with us in exceptional condition having been subject of over £23,000 of refurbishment work over the past 18 months. The car also comes with an exceptional service history. Beautifully presented in a deep blue with grey leather interior. £24,995





1957 MG A 1500 Coupe – On arrival back in the UK in 1992 the MGA was stripped down and the body removed from the chassis. The car was then subject of a show standard chassis up nut and bolt rebuild to the highest of standards. Since covered 9000 miles and drives superbly. The 1500 engine is excellent with superb oil pressure and it ticks over and runs perfectly . £34,995





1962 Triumph TR3A – Presents very well with an excellent hood, side-screens, Minilight style wheels, lovely paintwork, body panels are exceptionally straight, the underbody superb and the interior looks excellent with freshly trimmed upholstery ......£29,995



1962 Porsche 356B Coupe – This beautifully presented, very usable example is a Black plate California car that has been well kept over the years. The car retains its original interior with the front seats recovered in black hide, original door cards, headlining and electric sunroof. Since arriving from California the Porsche has been subject of some general re-commissioning work and body restoration in the region of £10k......£69,985



1969 Rolls Royce Mulliner Park Ward Coupe – Beautifully presented, low mileage, exceptional history. 1 of 606 MPW models made, it was professionally re-modelled to Bentley specification by Royce Engineering some 30 years ago. It therefore features the very rare Bentley grill and various badging. This is a beautiful machine, a car of real quality and certainly one for the discerning buyer ............. £44,995





1958 Jaguar XK150 3.4 FHC – Known by us for over 15 years. Upgraded to \$ Specification during a mid-1980's restoration. Genuine UK supplied matching numbers car. Between 1983 and 1985 had to be completely stripped and the body professionally restored with new floors, sills and various new panels..... £79,995



1955 Triumph TR2 – First class, fully rebuilt with less than 500 miles since completion in 2014. This is a now a show winning car that has great provenance being a genuine UK car with matching numbers, original registration mark and has been restored with photo record to original specification including interior and exterior colours...... £55,995

## epping motor company

Friendly family business established nearly 50 years



1998 BMW Z3 2.8i Roadster.

Arctic Silver, Black/Grey sports seats, Black electric roof, PAS, ABS, 5-speed manual, e-seats, alloys etc. Only 34,000 miles with FSH. Like new throughout.

£7.995



2000 Mercedes SLK320 Convertible.
Metallic Brilliant Silver with Anthracite leather.
Automatic, PAS, ABS, A/C, e-roof, e-seats,
stereo, alloys, only 63,000 miles and FSH.
Jersey car from new.
£5.995



1934 Austin Seven Special
Green with Black cycle wings and Green leather interior piped Red. Alloy body, wire wheels, hydraulic brakes, Supaloy head. Pretty and superb condition.
£14.795



2014(14) Honda CR-V 2.2 i-DTEC SE-T 5-Door. 6-speed man, White Orchid with Black trim, PAS, A/C, sat nav, multimedia bluetooth system, parking sensors, reversing camera. 35,000 miles, 1 owner with Honda FSH. As new. \$12,995



 $\begin{array}{c} \text{Cherished registration number} \\ \textbf{3100K} \end{array}$ 

on a retention certificate and available for immediate transfer onto any age of car. £6.995



2007 Mazda MX5 Mk3 1.8i Convertible.

Metallic Red with Black leather, electric
folding hard top, 5-speed, A/C, alloy wheels,
1 lady owner, only 26,000 miles with full
history. Absolutely immaculate.

55,765



1999 Mercedes E55 AMG Saloon.
Brilliant Silver with Black leather. Sat Nav, climate control, e-sunroof, e-memory seats, Parktronic, 18" alloys etc. Only 65,000 miles, FSH. Immaculate. Amazing value.
£8,995



2002 Mercedes SLK230 Kompressor.
Brilliant Silver with Anthracite leather. Auto,
PAS, ABS, A/C, e-seats, e-roof, cruise
control, alloy wheels, stereo. Genuine 37,500
miles with FSH. Superb condition.
F5.995



2001 BMW E46 330Ci Convertible Steptronic auto. Metallic Light Gold with Beige leather and Black power roof. A/C, cruise control, e-seats, 18" alloys, only 60,000 miles with FSH. Lovely car.



1997(P) BMW E36 328i Convertible.
Samoa Blue with Dark Blue leather and new Navy e-roof. Switchable auto, PAS, ABS, A/C, air-bags, heated seats, parking sensors, alloys etc. Only 97,000 milles. Immaculate. £3,995



1997(P) BMW E36 328i Convertible.

Metallic Samoa Blue with Navy leather, Navy
e-roof. Switchable auto, PAS, ABS, A/C, ASC,
parking sensors, CD stereo, e-w, alloys etc.
Only 62,000 miles, FSH. Very nice.
£4,995



2003 Mercedes CLK240 V6 Cabriolet. Brilliant Silver with Cream interior and Black power roof. Sat Nav, A/C, electric seats etc. Only 63,000 miles with service history. Lovely condition throughout. £5,995



2006 Audi A4 1.8T S-Line Convertible.
Avus Silver, Grey leather. 5-speed manual, electric and heated seats, power roof, climate control, 18" alloys etc. Only 50,000 miles with FSH. Pristine.
£6,795



2001(X) BMW Z3 Roadster 2.2i 6-cylinder. Titan Silver with Black leather. 5-speed, e-w, e-mirrors, e-seats, chrome pack, alloys, PAS, ABS, CD stereo, only 62,000 miles. FSH. Lovely condition. Choice of 2 identical cars. £5,295



2000 Audi A6 4.2 V8 Quattro Sport Tiptronic Saloon. Metallic Silver with Dark Green leather. PAS, ABS, A/C, sat nav, alloys, e-seats, e-sunroof, parking sensors, only 55,000 miles, FSH. Immaculate. £5,795



2000(W) Mercedes E240 Elegance Saloon.
Brilliant Silver with Charcoal interior,
automatic, climate control, e-seats,
e-windows, alloy wheels, only 41000 miles
with history. Immaculate.
£3.295



2001(X) Mercedes SLK230 Kompressor Convertible. Metallic Obsidian Black with Anthracite and Cream leather. Auto, PAS, ABS, A/C, e-roof, CD stereo. Only 55,000 miles with FSH. Immaculate. £5,295



2005(05) Mercedes C230 K 1.8 Sport Evo Coupe. Tanzanite Blue with Light Grey trim. Auto, Panoramic glass sunroof, Evo sports pack, Bi-Xenon lights, 17" alloys, climate control, e-memory seats etc. 93,000 miles, FSH, pristline. E2,995



1999 Mazda MX5 Mk2 1.6i.
Racing Bronze, Black trim. Jersey car with 1 lady owner from new until April 2018 and only 27000 miles. Full Mazda dealer service history. 5-speed, PAS, alloys. Pristine. £3,795



2004 BMW E46 318Ci 2.0 SE Convertible Steptronic auto. Silver Grey with Grey leather and Navy power roof. A/C, cruise control, electric seats, heated seats, parking sensors etc. Only 51,500 miles, FSH. Pristine. £5,995

Up to date stock situation on our Website:

## www.eppingmotorcompany.com

We are always keen to purchase or take in part exchange modern and classic cars in right or left hand drive

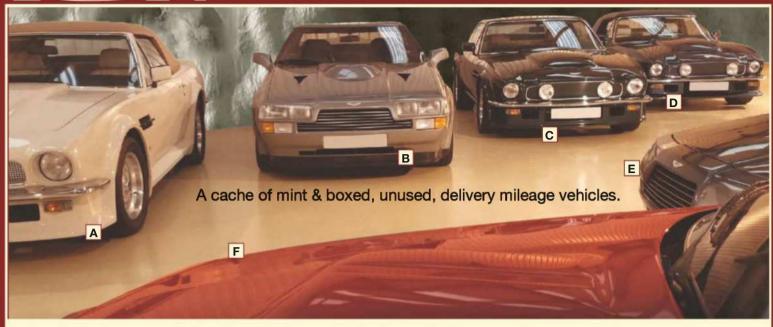
Tel: 01277 365415 Fax: 01277 365436 Email: sales@eppingmotorcompany.com



#### Renowed specialists in the sale and acquisition of superior example Aston Martins

Mobile:

Landline: +44 (0)1543 480868 +44 (0)777 584 6873



A1989 RHD 5 SPEED V8 VANTAGE VOLANTE. Cheltenham Beige. Magnolia piped Light Brown. 2,000 dry miles. Factory fitted Magnolia luggage. B1986 RHD 5 SPEED V8 VANTAGE ZAGATO. Lightning Silver. Navy Blue. 266 delivery miles.

C1990 RHD 5 SPEED V8 VANTAGE 580X. Balmoral Green. Tan piped Green. 242 delivery miles + 256 dry exercise miles (498 miles total).

D1989 RHD 5 SPEED V8 VANTAGE VOLANTE. Chichester Blue. Parchment piped Navy. 352 delivery miles. Factory fitted Navy Blue luggage.

E1988 LHD 5 SPEED V8 VANTAGE ZAGATO. Javelin Grey. Black. 15,500 Kms.

F1990 RHD 5 SPEED V8 VANTAGE ZAGATO VOLANTE. Factory 6.3 Litre. Gladiator Red. Parchment piped Red. 1,335 dry miles.



#### 1968 Jensen Interceptor Mk I

The most original Mk 1 left on the planet, for less than the cost to rebuild a typical rust bucket. Phenomenal perfectly preserved museum piece with just 13,000 dry miles from new. £100.000 Non-negotiable



#### 1989 Ferrari Testarossa

1,000 dry miles since delivery. 'Mint and boxed' condition. Ferrari fitted luggage. Part of a World class Ferrari collection for the past 17 years. Priced at £250,000 today. What price tomorrow for the 80s bedroom poster V12 Ferrari?



#### 1965 Jaguar E Type

A unique period commission styled & built by Frua. Museum piece in fabulous condition. Enquire for details. Price guide £250,000 for this opportunity of TOTAL exclusivity.



#### 1964 Gordon Keeble

This is Chassis No 1. Restored several decades ago & not used subsequently. Requiring re-commissioning. Offers invited for this piece of motoring history. Price auide £75.000



#### 1966 'Works' Sunbeam Tiger

This is THE Monte Carlo - Andrew Cowan Works Tiger FRW 667C. FIA papers, reams of historic paperwork & tons of spares. Eligible for every classic car event going with the potential (4.7 Litre V8) to absolutely trounce the competition to boot! 5, 4, 3, 2......£150,000



#### 1972 Lotus Elan 2+2 S130/5

Mr Colin Chapman's very own 2+2 and subsequently kept in the Lotus Car Collection. Breathtakingly original with just 6,800 miles. A unique opportunity to acquire a significant piece of Lotus history. £80,000 Non-negotiable



#### 1973 MGB GT V8

No words can adequately justifiably describe this multiple concours winning example. Accepted by V8 aficionados as quite simply the finest BGT V8 out there. If you are seeking £40,000......Eureka!



#### 2010 Bentley Continental GT Supersport Lightweight 2 Seater

Two owners. 35,000 miles. FSH with Bentley. Full MoT. Faultless. Demonic performance. Brand new tyres on freshly refurbished Alloys. Extreme value @ £55,000.



#### 1974 Lincoln Continental Mk IV

This beautifully preserved 45,000 mile example is an Ex LOC Concours winner. A remarkable 'time capsule' still retaining original paintwork, original trim, original carpets and original chrome. Full history. Freshly serviced and MoT'ed. Ready for cruising the classic car show arena. Price guide £25,000 ono.



#### 1980 Aston Martin V8

Fastidiously maintained. Very rare 5 speed manual. Full AM service history. Still looks, feels, smells & drives like the day t was built. With resto costs running in excess of £250k, at £200,000 this is massively undervalued alongside other offerings of typically tired & aged V8s.



#### 1989 Mercedes 560 SL

A stunning flawless example of the ultimate W107. Do not confuse this with the usual offerings. This is NOT a converted US Spec example. Genuine 22,000 Kms (13,750 miles). Recent no expense spared refresh by Mercedes specialist, prior to faultless tour of Europe. Asking £89,950 for effectively a barely 'run in' new car.



#### 1973 Ferrari Dino 246 GTS

Ex William Shand Kydd (Princess Diana's stepfather). Original 19,313 miles from new. Recently 'refreshed' by highly respected Ferrari Specialist following its emergence from a 20+ years slumber in a World class Ferrari collection. On the key & ready to Show &/or Go £388,000.

Established 43 Years. Open 7 Days a Week.



2014/14 Bentley Flying Spur W12 LHD. Finished in Darl of the Bentey Frying Spur W2 LHD. Finished in Dan Sapphire with electric sunroof and factory light smoked lass with Linen interior, with Comfort spec. and two tone spoke steering wheel. Picnic tables and Naim premium audio system. One owner, only 25,000 miles with Full Service History. Immaculate throughout £98,950



2008/58 Bentley Arnage T Mulliner Level II.
Finished in Beluga with diamond cut alloys. Soft Black Infinited in Benga with diamloud cut alloys, 301 Black interior with contrasting stitching in White. Piano Black veneers with turned alloy dash and waist rails. Only 41,000 miles with Full Service History, Immaculate condition throughout. Outstanding value £57,950



08 model/57 Bentley Continental GTC Mulliner. 2008 models/ Bentley Continental GTC Mulliner. Finished in unmarked Beluga with a Black hood and all the Mulliner features, with Black and polished alloy wheels. Beluga interior with Linen stitching, embossed Flying B's and Piano Black veneers. Only 55,000 miles with FSH. Totally immaculate throughout £49,750



2007/07 Bentley Arnage T Mulliner Level II.
Finished in Black Sapphire with Magnolia interior.
With electric sunroof, rear DVD screens, picnic tables, cocktail cabinets and cool box. Only 70,000 miles and known to us since 2015 with FSH. Immaculate condition inside and out £44,950



2007 Model/56 Bentley Flying Spur. Finished in Glacier White with Portland interior, Nautic secondary hide and Nautic carpets. With seat ventilation front and rear, powered boot, Sports gear lever and drilled pedals, 53,000 miles with FSH. Known to us since 2013 and immaculate throughout £32,950



2005/55 Bentley Arnage R LWB. Was Bentley Motors' own car and is a 2007 model. Finished in Black Sapphire with Cotswold interior, complemented by French Navy carpeting. This extremely rare car is in outstanding condition throughout with low mileage and FSH. This car is value at £45,950



2005/05 Bentley Continental GT. Finished in Moonbeam Silver with Portland hide interior and Beluga carpets. With Dark Burr Walnut veneers including door and rear quarter inlays. Fitted with massage option to the front seats. Only 66,000 miles with Full Service History. Immaculate throughout £27,750



2005/05 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys, with Magnolia interior, Beluga secondary hide and Walnut inlays and veneers. Only 63,000 miles with Full Service History. Immaculate condition throughout. Value at only £29,950



2005 Model/54 Bentley Continental GT. Finished in Silver Tempest with 19 inch split rim alloys. Soft Black interior with Walnut veneers and door inlays. Only 47,000 miles with Full Service
History. Known to ourselves for last 5 years.
Immaculate condition throughout £27,999



2002/02 Rolls Royce Silver Seraph Last of Line.
Very rare, one of only 170. 2 owners, supplied by us 3
years ago. Only 58,000 miles with FSH. In Silver
Tempest with St James coachlines, Electric sunroof and
all Last of Line features. Interior in Light Grey, with
Mulberry carpets. Immaculate. Only £56,950



2002/02 Bentley Arnage T.
Finished in Graphite with 19 inch split rim alloys and
Beluga interior by Mulliner, with embossed headrests
and rear screens. Only 44,000 miles with Full Service
History. Known to ourselves for last 6 years. Immaculate condition throughout £28,750



2001/51 Rolls Royce Silver Seraph Last of Line.
A very rare car finished in Royal Blue with Magnolia
nterior piped in French Navy and French Navy carpets
piped in Magnolia. All the usual extras including
electric sunroof. Only 74,000 miles with FSH.
Outstanding value for Last of Line £45,950



2001 Model X Rolls Royce Silver Seraph.
Finished in Royal Blue with whitewall tyres and privacy glass. Cotswold interior with French Navy piping and Walnut veneers including door inlays, with picnic tables.
French Navy carpets piped in French Navy. Only 23,000 miles from new with FSH, known to ourselves £59,995



2001 X Bentley Arnage Red Label. Finished in Silver Pearl with Le Mans Limited Edition alloys and an electric sunroof, with Beluga interior, Walnut veneers and Beluga carpets with matching piping. Known to ourselves for last 12 years. Full Service History, only 88,000 miles. Must be seen £22,950



2001/X Rolls Royce Silver Scraph. Finished in Meteor Blue with Cotswold fine lines and Cotswold interior with French Navy piping. Only 2 owners from new, last owner since June 2001. Wood and leather two topic steering wheel, folding mirrors and sat nav. FSH and beautiful inside and out £43,950



1999 T Bentley Arnage Red Label Look Alike. Finished in Peacock Blue with colour coded bumpers and limited dition Le Mans style wheels. Soft Tan interior with French Navy carpets piped in Soft Tan. Known to ourselves for a number of years and maintained regardless of cost, Only 71,000 miles. Immaculate and amazing value £19,999



1999 T Bentley Arnage Red Label Look Alike. Finished in Masons Black with limited edition Le Mans alloy wheels and colour coded bumpers. Magnolia interior with Black piping and Black carpet piped in Magnolia. Only 84,000 miles with history. carpets Immaculate condition £19,999



1998 S Rolls Royce Silver Seraph. In Peacock Blue with Cream coachlines, whitewalls and later lamp lenses. Cotswold interior with French Navy piping and French Navy carpets piped in Cotswold, with all the usual luxury extras. Only 2 owners. FSH and known to us for last 6 years. Fantastic condition, only £32,950



1998 R Rolls Royce Silver Seraph.
Finished in Royal Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. Rear vanity mirrors, fully electric rear seats and rear screens fitted. 76,000 miles with Full Service History. Immaculate condition throughout £39,750



1992 K Rolls Royce Corniche Convertible Series III.
Finished in Vermillion with a Magnolia hood and
Magnolia interior piped in St James, with St James
carpets piped in Magnolia and Walnut veneers. Only
14,000 miles with full history. Just amazing condition
and will only go up in value. Only £132,950



1991 J Rolls Royce Silver Spur MK II Active Ride. Finished in Midnight Blue with whitewall tyres and Cream interior piped in French Navy, with Cream carpets Electric rear seats and only 31,000 miles with FSH. Known to ourselves for last 10 years and maintained regardless of cost. An excellent investment £23,950



1981 W Rolls Royce Silver Shadow Series II.
iished in traditional Georgian Silver with St James Red interior. This car has to be seen to be believed, with only 42,000 miles, over 30 services and a full MOT history. Also many invoices noting how the car was positively appearable of cert. Husepotchile 1, 23,050 naintained regardless of cost. Unrepeatable at £36,950



1980 V Rolls Royce Silver Shadow II. Finished in Cardinal Red with whitewall tyres. The bodywork is completely unmarked throughout. Interior in Cream with St James carpets piped in Cream and Walnut veneers. Known to us for last 20 years and has a Full Service History. Immaculate throughout £24,950



1980 V Rolls Royce Silver Shadow Series II.
Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only £75,950

24 MONTH PARTS AND LABOUR WARRANTY
20,000 mile service and 100 point checkover before collection, 1 year's MoT and 6 months road tax. Worldwide export facility. Licensed credit brokers

# THE FINE AUTOMOBILES GALLERY



#### **NISSAN GTR GT1**

GT1 World Championship winner Perfect condition and lots of spares



#### **LFA**

LFA number 009/500 Only 1800km and new condition



#### **ASTON MARTIN GT2**

Chassis 008 Le Mans and ELMS 2011 3 hours since pro drive rebuild, massive spares package



#### **TYRRELL 010**

Ex Jarier & Daly, race ready and multiple winner in FIA F1 Historic



#### **PORSCHE 962**

Chassis 162, 3.2 liter, engine and gearbox 2h, all original in every detail



#### MATRA MS630

First continuation car built at EPAF. FIA papers and ready to race

#### **ALSO AVAILABLE:**

**Arrows A11C:** 1991 ex. Alboreto, originally fitted with Porsche V10, now on Cosworth

Aston Martin Vantage GT8: 250 km, black/black, full options, manual gearbox

**BMW 318 IS:** Ex. BMW factory car entered by Bigazzi, won 1994 Spa 24h.

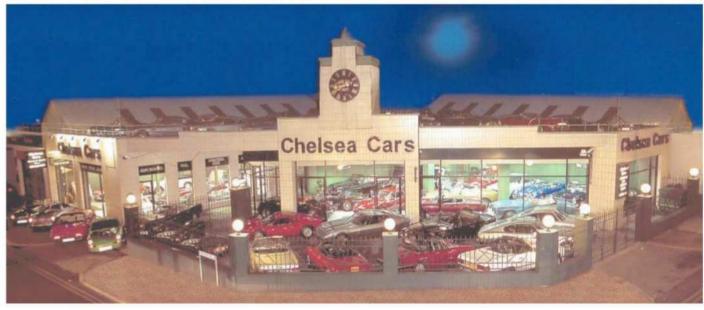
Ferrari 360 GT: Chassis 000M, the very first of modern Michelotto cars, extensive history

Ferrari Testarossa: 24 000 km, red/black, FFSH, amazing condition, fully serviced

**Jaguar E-Type 3.8:** Concourse restoration, black on red interior, full report available Matra MS630: Chassis 05 the first

continuation car, FIA HTP, excellent condition

**Porsche 928 S2:** 1984, 24000km, white / white amazing condition **Porsche 964 RS:** 21,000km, silver, excellent condition, fully serviced



1988 ALFA ROMEO SPIDER - 2.0 LITRE. RHD. PRESENTED IN PRIMROSE YELLOW COACHWORK WITH BLACK INTERIOR. SHOWING JUST 44K MILES AND LOW OWNERSHIP. BODY AND PAINTWORK VERY GOOD WITH CORRECT PANEL FIT AND ORIGINAL RUBBER MATS, NO SPLITS ON DASH OR SEATS ETC ..... £22,995 1965 ASTON MARTIN DB5 - CALIFORNIAN SAGE COACHWORK MAGNOLIA INTERIOR 1966 ASTON MARTIN DB6 VANTAGE - MANUAL GEARBOX, WHITE COACHWORK, LOW MILEAGE. PREVIOUSLY OWNED FOR MANY YEARS BY AN ASTON MARTIN SPECIALIST. THE ONLY WHITE DB6 VANTAGE PRODUCED. THIS IS A VERY HIGH END CAR ........ £450,000 2008 ASTON MARTIN V8 VANTAGE ROADSTER. SPORTMATIC. SILVER COACHWORK, BLUE LEATHER, S UPGRADE BODY KIT AND LIGHTS, 32K MILES..... .....£39,995 1993 ASTON MARTIN VIRAGE VOLANTE 5.3 - WIDE BODIED CONVERTIBLE 1966 BMW 2000 CS COUPE. LHD. SILVER COACHWORK. RESTORED ... £29,995 1957 CHEVROLET BEL AIR CONVERTIBLE. FULLY RESTORED .. 1937 CORD PHAETON 812 SUPERCHARGED CONVERABLE - GREY COACHWORK, DARK BLUE LEATHER, VERY RARE .... 1966 CORVETTE 427 BIG BLOCK 7.0 LITRE CONVERTIBLE - DUBONNET RED COACHWORK BLACK INTERIOR, MANUAL TRANSMISSION..... 1982 FERRARI 512 BBI BOXER, LHD - GRAPHITE GREY COACHWORK, MAGNOLIA LEATHER, RESTORED..... £249,000 2001 FERRARI 456 GTM RARE MANUAL GEARBOX. RED COACHWORK, 44K MILES. £89,995 1970 FIAT 500 - BURGUNDY COACHWORK ..... 1966 FORD MUSTANG FASTBACK - BLACK COACHWORK. AUTO, POWER STEERING, DISC BRAKE MODEL..... ....£39,995 1956 JAGUAR XK 140 ROADSTER RHD - RED COACHWORK. RESTORED ... ...£99.995 1970 JAGUAR E TYPE 4.2 ROADSTER - RHD FOR RESTORATION. 1972 JAGUAR E TYPE ROADSTER - UK RHD, RED COACHWORK, TAN LEATHER, AUTOMATIC TRANSMISSION, WIRE WHEELS. JUST RESTORED..... £95.000 1975 LAMBORGHINI URRACO P300S. RARE 3.0 LITRE MODEL. LHD. BLACK COACHWORK 1988 LAMBORGHINI COUNTACH 5000 QV. LHD. WHITE COACHWORK, BLACK LEATHER. 1952 LANCIA AURELIA B52 2000 COUPE BY PININFARINA, RHD, ONE OF ONLY THREE 1936 MERCEDES V170 - 4 DOOR LIMOSINE CABRIOLET, RED COACHWORK, FULLY

1965 MERCEDES 220 SE COUPE - RHD, SILVER SAND COACHWORK, MAGNOLIA LEATHER 1965 MERCEDES 220 SE CABRIOLET RHD - PRESENTED IN WHITE COACHWORK WITH BLACK LEATHER INTERIOR. MANUAL TRANSMISSION WITH POWER STEERING. VERY GOOD SERVICE FILE.....£75,000 ... £675,000 1965 MERCEDES 230 SL - RED COACHWORK, BLACK INTERIOR, AUTO, P/S ... 1968 MERCEDES 280 SL - DARK BLUE COACHWORK, TAN INTERIOR RHD, AUTOMATIC TRANSMISSION..... ... £POA 1969 MERCEDES 280 SL LHD - WHITE COACHWORK ,DARK BLUE INTERIOR AUTO, P/S. 1969 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - AUTO -RECENT FULL RESTORATION ......£POA 1969 MERCEDES 280SL - WHITE COACHWORK - AUTO, P/S - RED LEATHER INTERIOR 1970 MERCEDES 280 SL RHD - AUTOMATIC TRANSMISSION. SILVER COACHWORK WITH 1970 MERCEDES 280SL - SILVER COACHWORK - BLACK LEATHER INTERIOR - RHD AUTO - HIGH END - RECENT FULL RESTORATION AND ENGINE REBUILT - ONE OF THE FINEST 1984 MERCEDES 500 SL - LIGHT METALLIC BLUE COACHWORK ...... ....£18,995 1986 MERCEDES 300 SL - LIGHT GREEN METALLIC COACHWORK, BEIGE INTERIOR ...£32.995 SHOWING 82,000 MILES..... 1987 MERCEDES 300SL - RED COACHWORK, BLACK INTERIOR..... 1988 MERCEDES 300SL - BLUE BLACK METALLIC COACHWORK, MAGNOLIA INTERIOR, 1988 MERCEDES 300SL - BLACK COACHWORK - MAGNOLIA LEATHER INTERIOR ... £17,995 1988 MERCEDES 500 SL - LIGHT METALLIC BLUE COACHWORK, DARK BLUE INTERIOR .....£19.995 .....£12,995 £21,995 .....£49,995 1978 VW BEETLE CONVERTIBLE RHD WHITE COACHWORK.

#### AS APPEARED ON 'TOP GEAR' TV PROGRAMME

WE URGENTLY REQUIRE CLASSIC AND SPORTS CARS FOR CLIENTS ARMOURY WAY • WANDSWORTH • LONDON • SW18 1JZ



Website: www.chelseacars.com E-Mail: sales@chelseacars.com

ELEPHONE: 020 8870 9977 • FAX No: 020 8877 1905•







#### 1970 Ferrari 365 GTB/4 Daytona Group IV by Michelotto

#### £900,000

Offered from our private collection, this exceptional motorcar once owned by the late Aldo Cudone and under his ownership in the early 1980s converted to Group IV specifications by Giuliano Michelotto and Bacchelli & Villa with the assistance of Gaetano Florini of Ferrari's Assistenza Clienti. Competition history including the 1985 Coppa d'Italia, Adelaide Classic and Tour Espana to say the least. FIA HTP valid until 2026 with a new MSA/FIA roll cage fitted in 2016. Documented by Ferrari Historian Marcel Massini and over £80,000 invoiced for race preparations.

#### 1968 Aston Martin DB6 Volante



Dark Blue over Dark Blue, 1 of 140 Volantes, Mk 1 in Superb Condition, RHD

#### 2001 Aston Martin V12 Vanquish



£88,500 Skye Silver over Charcoal, Full Main Dealer History with 3 previous keepers, 2+2 22,000 m, RHD

2003 Ferrari 575M F1

### 1963 Aston Martin DB5



£605,000
Silver over Black, Preserved Early Car,
4.2 L Specification with Period Race History,
47,000 m, RHD

1965 Aston Martin DB5



£795,000 Sierra Blue over Black, Concours Level Restoration, Vantage Specification, Manual, RHD

#### 2006 Ferrari 575 SuperAmerica



£295,000 Argento Nurburgring over Grey, Italian Delivery with HGTC, Just Serviced with Cambelts, 27,000 km, LHD

£99,950 Blue TDF over Beige, Comprehensive Service History, Capristo Exhaust, Immaculate, 35,500 m, RHD

1964 Ferrari 330 GT 2+2

2001 Ferrari 456M GTA



£49,500

Blue TDF over Sabbia, Comprehensive History with Provenance, 46,000m RHD

1973 Ferrari 246GT Dino



£335,000
Azzurro Metallizato over Beige, Fully Restored
Award Winner, Comprehensive History,
LHD

#### 1976 Ferrari 308 GTB



£134,950 Rosso over Nero, Rare Vetroresina Dry Sump, Immaculate with a Comprehensive History, 45,000 m, RHD



£175,000 Rosso over Nero, Preserved and Original, European, Last Owner for over 30 years, 109 k km, LHD

#### 1973 Ferrari 246GT Dino



£274,950 Rosso Chiaro over Nero, E Series, Light Restoration, Full History, 33,000 m, RHD

1976 Ferrari 512 BB



£255,000 Rosso Corsa over Crema, LM Engine Spec, London Motorshow Car, Last Owner 27 years, 37,500 m, RHD



### The School Garage

A small selection of up to 60 Prestige and Classic Cars in stock

47 Buxton Road, Whaley Bridge, High Peak, Derbyshire SK23 7HX Telephone 01663 733209 Mobile: 07767 617507 www.classiccarshop.co.uk



973 ALFA ROMEO 2000 BERLINA Matching numbers LHD, 39000 miles only. Rust free, mint original example. Very rare like this, .....£22,950



still in £39,950



MERCEDES 280SL 



971 PORSCHE 911 Full matching numbers example with excellent history and factory authenticity Documentation. Only known example converted to RHD in the 1980s. Lovely example and great to drive ......£109,950



1988 PORSCHE 911 (930 TURBO CABRIOLET). GP white with marine blue leather and blue. Power hood, polished Fuchs alloys, 30000 miles only, ..£99,950





1967 AUSTIN HEALEY 3000 MK3 PHASE 2. LHD. BRG with Black trim and Black hood. 2 owners, matching umbers and Heritage Many concours wins to it name with last owner of over 30 years. The most stun ning and correct Healey we have



1970 ROLLS ROYCE MPW COUPE In Silver two tone mink with navy blue leather and blue carpets. Original matching numbers RHD example 78000 genuine miles with a comprehensive history and all books tools, and documentation. A very rare and stunning car .....£49,950 and stunning car ...



1996 PORSCHE 993 CARRERA 2 1996 PORSCHE 993 CARMERS CABRIOLET Iris blue with marble leather sports seats Blue power Hood, cup alloys, Aircond, Tear drop mirrors, 6 speed manual transmission 35000 miles with Full Documented history A superb unmarked example ......£64,950



1981X TRIUMPH SPITFIRE MK 5. 1500. White, black check trim. 40400 miles only, full documented history. Original and No rust, and one of the very last built. One of the best available, Please view website for detailed photo-£14.950



1997 VW GOLF 1600 GL AUTO. LHD.



CARS WANTED We pay the Best prices consistently in the UK for the right cars.



BRAND NEW 2009 MODEL CATERHAM CLASSIC 1400 Zero miles from new. Out of the Box. Black and 



1937 BUICK OPERA COUPE. One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration, Simply the £49,950



1993 MERCEDES 300SL, W 129. Signal red with beige leather. Black power hood, flat face 8 hole alloys. Auto power, 73000 miles only from new. With full Mercedes history. Stunning and original .....£14,950



MERCEDES 500ST LHD Almandine with full leather and power hood. Two previous owners and 55000 miles only (90KLMs) Stunning Original car, all Old MOTs, all original Books and tools. Stunning. ...£16,950



1954 CITROEN TRACTION AVANT FAMILIALE 11B. Rare 6 light, matching numbers, last owner many years, with superb history ......£19,950



2003 MDL BENTLEY ARNAGE T Silver storm with black leather, Quilted seats with Bentley logos, stainless turned sports dash, special order black alloys, massive factory spec, 42000 miles only with FBSH. Available with or without cherished number ...£31,950



1971 ASTON MARTIN DBS V8
AUTO. RHD Matching numbers
example. In Caribbean blue with navy
blue leather. Alloys, aircond and
stainless steel sports exhaust, a superb
and original rust free example with Low
mileage. Recently serviced by leading
specialist. Registration number DBS 11 mileage. Recently serviced by lead specialist, Registration number DBS Unique and stunning.....£169,950



1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Original RHD matching numbers converted to LHD in 1968 when it was sent to Barcelona. Signal red with black leather, updated brakes, suspension, cobra wires and stainless exhaust, stunning rust free example priced correctly ..£89.950



1964 BENTLEY S3. Blue over Sage with original grey leather. Lovely original car with superb history and Original handbooks. Excellent driving example could benefit from some cosmetic Paintwork and detailing .....FROM £39,950



1970 PORSCHE 911 2.2T (RS SPEC). Matching numbers. LHD example. Completely restored and updated to RS specifications by leading Porsche specialist. Arguably the finest available.



1989 JAGUAR 2.9 XJ6 SOVEREIGN SPEC. AUTO. One Famous DR owner. 49000 miles only with Full Documented History, All Tools, Books, etc. Concour



2004 PORSCHE BOXSTER TIP S Silver with grey leather leather, alloys



1966 FORD MUSTANG 289 CONVERTIBLE, Auto, Power hood. And power steering, Matching numbers, 53000 miles only, Correct colour scheme. In concours winning show condition. Best known to exist in the UK



1986 MERCEDES 280SL SPORTS. Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 67,000 miles with full service history. In original, concours winning condition, we have not seen a better example ever. Truly stunning.....



2008 PORSCHE 997 CARRERA 2 leather, 6 speed Manual, air conditioning, parktronic, Forged alloys, full elect pack, 55000 miles with FPSH outstar £34,950 ing at.



Rare floor change factory Manual. Time warp unrestored example, completely rust free, original paint and tan trim. 11000 miles (17000 KLM's) from new.

## V.CLASSICCARSHOP.CO.UK



CLASSIC CAR WORMSHOP

# Full Restoration, Service & Sales To Order Jaguar And British Classics a Speciality

- Full or part restorations
- Bodywork restorations
- Servicing & Upgrades
- Engine and Mechanical
- Trim & Interiors
- Car Sourcing & Sales



- Ring for your requirements
- Sensible Pricing
- Monthly Budgets Catered for
- Full repaint and partial
- Ring to talk about booking your restoration

### **CARS FOR SALE**



1960 Jaguar Mk2 Manual. Very early Mk2 Jaguar with some carry over features from the Mk1. An older restoration and in beautiful condition.



1961 Jaguar 3.4 MkII Manual + Overdrive. A sound 'donor' car available to be restored to the buyers spec. All work carried out in house. A show car in the making......

.....From £42,995



1967 Jaguar Mk2 3.4 Automatic. A second car to undergo a complete restoration in our own workshops. Choose your own spec!......

.....From £42,995



Ultimate 1959 Jaguar Mark 2 3.4 Manual + Overdrive. One of the first 300 Mark 2s ever built. Due to complete soon, this is a unique and true collectors piece.







1996 Jaguar XK8. Two owners, the last for over 20 years. It has covered less than 79k miles and drives without fault. ......£9,995





MGC GT 1969. To undergo ground up restoration. Please ring to discuss.



2 owners last 30 years, amazing condition.....£3995



MG Midget, first registered July 1973. Benefitting from a ground up restoration to include full bodywork, engine, gearbox and interior, the car now stands in factory original "restored" condition. A beautiful British sports car ready to be driven and enjoyed.....£15,995



Arriving Soon

1989 Lancia Delta Integrale, 16V low miles enquire for details ...... POA

Also Daimler 250 V8 Manual

WANTED - SIMILAR CARS TO BUY - ANY CONDITION

Unit B,
Crigglestone Industrial Estate

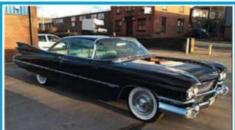
Call: 01924 256426

www.tennysonjames.co.uk

enquiries@tennysonjames.co.uk

## Retirement Sale!

After nearly 60 glorious years selling classic cars we would like to thank our customers for their business and offer all of our collection for sale. Please find a selection of our cars below, full details for these and more can be found on our website. All serious offers considered and trade enquiries welcome. Ian & Sam Grange.



1959 Cadillac Coupe de Ville
Beautifully original,
only 28,000 miles.
£55,950
£30.000



1926 Fiat 501 Sport Silvini
Took part in the Vernasca Silver
Flag hill climb, could be very
competitive in the right hands.

£57,500 £40,000



1936 Hudson Eight Special Saloon Stunning! A serious contender for first place in any concours competition. £89,950 £70,000



1939 Cadillac 75
Purchased new by MGM studios
for Hollywood legend Greer
Garson. £95,000



1939 Chrysler Series C23 Imperial 1 of only 16 RHD's built. £37,500 £32,500



12 Cylinder
A true American classic, very rare in the UK. £95,000 £80,000

1947 Lincoln Continental



1954 Allard P2 Station Wagon
1 of only 10 built
& 4 remaining.
£69,500 £60,000



1961 Bristol 406 A joy to drive & own — won't disappoint. £85,000 £70,000



1962 Daimler Ferret Scout Interesting, fun and still in military use in 31 countries. £18,995 £13,500



1964 Ford Thunderbird Convertible Belonged to the late John

Belonged to the late John Entwistle of the rock group The Who. £59,995 £45,000



1969 Rolls Royce Phantom VI -

Super condition, 78k miles unusual British royal family history. Unmarked. **£99,950** 



1971 Mercedes Benz 300 SEL 6

Extremely rare in Right Hand Drive, just stunning. £65,000



1972 Mercedes Benz 600 SWB

Stunning example of an iconic car, LHD. £79,500 £70,000

## IAN GRANGE Established 1963

Telephone Sam Grange-Bailey on: **07581 437657** Email: **info@oldtimermanchester.com** Please see our website **www.oldtimermanchester.com** for fuller and better particulars



## TEL: 01487 842168 Email: sales@trgb.co.uk



**URGENTLY REQUIRED!** 

TR2/3/4/4A/250/5/6.

WE URGENTLY REQUIRE MORE



RENOWN FOR OUR **ENGINE REBUILDS** FREE **ESTIMATE AND** ADVICE AVAILABLE

CAR SALES AND

COMMISSION SALES

TR'S ALWAYS

WANTED!



INSURANCE APPROVED REPAIRS **NEED A VALUATION?** 

**HUGE STOCK OF** 

SECOND HAND TR

PARTS, NEW AND

**PREMIUM RANGE** 

**PRODUCTS** 



TR CAR STOCK, IF YOU ARE CONSIDERING SELLING YOUR CAR PLEASE CALL GARY ON

07801 631632 FOR AN INFORMAL CHAT.

WE BUY ANYTHING TR

FROM RESTORATION PROJECTS RIGHT THROUGH TO MINT EXAMPLES. WE ALSO OFFER A BROKERAGE SERVICE, COLLECTION ARRANGED FROM ANY LOCATION AND THE CAR IS FULLY INSURED FROM THE MOMENT WE COLLECT. WE CAN M.O.T AND VALET YOUR CAR PLUS GIVE FREE ADVICE SO THAT YOU GET THE

BEST POSSIBLE PRICE.



SPRAY BOOTH/OVEN



**FULLY EQUIPPED** WORKSHOPS

FOR FULL/PART **BODY RESTORATION** AND CHASSIS JIG



Visit: WWW.TRGB.CO.UK or our latest ON LINE SHOP

SEEN THIS ADVERT? ..... RECEIVE DISCOUNTS ON PARTS QUOTE CCMJUNE2018

## THE PRIVATE



## COLLECTION

#### 2004 MERCEDES SL55 AMG F1 PACE CAR EDITION



Rare de-restricted Special Edition based on the F1 Pace Car of early 2000's, finished in Obsidian Black with AMG embossed black leather, lots of extras including 20" BBS alloys with brand new rear tyres, panoramic roof, cool/ heat/massage seats, Keyless Go, Bose, new front pads and discs, full service history, recent new ABC suspension. Modern Classic collectable investment opportunity

#### 1989 MERCEDES 300SL AUTO R107 SERIES



Presented in Arctic white with blue leather interior, last R107 production year 300SL benefitting from the later models galvanised body work. Less than 5k mileage in last 15 years with annual servicing at two Oxfordshire classic car specialists, excellent condition and very original, unmarked blue soft top, new MOT to April 19, TOAD alarm central locking. Handsome iconic 1980's convertible sports car, and an appreciating asset to enjoy.

#### 2007 AUDI B7 RS4 QUATTRO SALOON 6 SPEED MANUAL



Finished in Avus Silver pearl effect paintwork, Silk Nappa leather and with 48,000 miles and full Audi history this car is genuinely in pristine condition. Approx. £5000 of extras including Bose Symphony II, dual climate, sat nav, xenon, heated electric seats, solar pane sunroof, refurbished immaculate 19" alloys wearing Michelin Pilot Sport. If you are looking for a saloon RS4, this car must be seen and driven.

#### 2004 AUDI TT COUPE 3.2V6 DSG GEARBOX

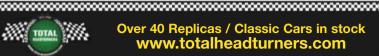


Ordered new as an Audi Press Car hence the spec, metallic silver with black leather and alcantara trim, Bose 6 disc, heated seats, sat nav, xenon, the overall condition of this car is really astonishing. With only 30,000 miles and full service history, huge bills/ old MOT box file, the V6 and DSG combination, metallic silver exterior over leather and alcantara interior, early screen less sat nav, this iconic Series 1 TT surely is a collectors dream. Double your money in 10 years?

Please visit www.theprivatecollection.co.uk for additional pictures of our featured cars, and more of our cars for sale For any enquiries please call Nick on 01869 22 66 33 or email nick@theprivatecollection.co.uk

Viewings by appointment at our showroom near Bicester, Oxfordshire

## Total Headturners



#### Over 40 Replicas / Classic Cars in stock www.totalheadturners.com

























Telephone: 07711 630348 or 01992 573564 Email: mark@totalheadturners.com

Tel: +44 (0)7375 658007 Email: bim@kerbeymotors.com



Full stocklist at www.kerbeymotors.com



MERCEDES SL CLASS 380 SL - 1985 - C REG \*\*Rare factory fitted air conditioning\*\* 58,000 miles, 6 months warranty. Outstanding example... £27,950



MERCEDES SL CLASS SL320 - 1999 Only 19,000 miles from new. One of the best examples available 6 months warranty, magnificent condition



MERCEDES SL CLASS SL320 - 1999 Only 32,000 miles - \*\*One of the best examples you will find \*\*6 months warranty\*\*. Beautiful example...£21,995



\*\*A stunning immaculate example of a late model R107\* brand new Mercedes soft top fitted\*\* 67,000 miles



MERCEDES 420SEL W126 - 1989
\*\*Find another at only 9,000 miles from new\*\* LHD. In beautiful time warp condition....£29,995



MERCEDES SE CLASS 300SE - 1990
A really beautiful W126 \*\*only 36,000 miles from new\*\*
- \*\*air con\*\*. Stunning example......£18,99

As quoted by Mike Brewer "Our cars are detailed to another level"

Come along and see for yourself

ESTABLISHED OVER 20 YEARS

#### EXCLUSIVE CLASSIC CARS LTD

OF BURTON ON TRENT, STAFFORDSHIRE

















WWW.EXCLUSIVECLASSICCARSLTD.COM

















TEL:- 01283 548811 OR MOBILE 07779 335727









SPECIALISTS IN THE SALES & PURCHASE OF CLASSIC, SPORTS & PRESTIGIOUS CARS PART EXCHANGE UP/DOWN OR SWAP CONSIDERED. SEE OUR WEBSITE FOR FURTHER DETAILS AND MORE CARS AT



#### **AVANTGARDE CLASSICS**

www.avantgardeclassics.co.uk

JONATHAN AUCOTT

Mobile: 07968 694448 Office: 01827 288177

Email: sales@avantgardeclassics.co.uk



Porsche 911 Turbo S 1998, 22,600 miles, ocean blue, rare UK car.



Porsche 911 Turbo 1995, 65,100 miles, arena red. black leather



Porsche 911 Turbo 3.3 1978, 79,100 miles, finished in factory special green.



Mercedes 280SL Pagoda 1969, 49,500 miles, wonderful unrestored example



Mercedes 300SL 1987, 57,600 miles, champagne metallic, cream leather.



Mercedes 300SL 1989, 64,900 miles, nautic blue, cream leather, A/C.

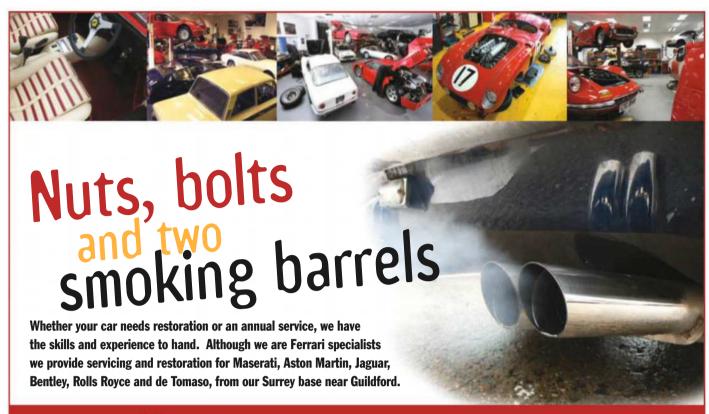


Lamborghini Countach 25th Anniversary 1989, 17,200 miles, nero, crema.



Ferrari 328 GTS 1987, 25,200 miles, rosso, crema, non-ABS.

VIEWINGS: TAMWORTH STAFFORDSHIRE • WANTED: SIMILAR HIGH QUALITY CLASSIC CARS





Classic and modern servicing, restoration and race preparation

01306 627770 www.smdg.co.uk

Ridge Farm, Rowhook, Horsham RH12 3QB smdg@btconnect.com

Viewing by appointment only 6 days 9-9pm



# ENTHUSIASTS FAMILY BUSINESS



Tel: (01487) 842085 Fax: (01487) 843142

www.westendclassics.co.uk

E-MAIL keith@wec.uk.com



MORRIS MINOR SPLIT SCREEN CONVERTIBLE 1956 1098CC. Finished 





TRIUMPH HERALD ESTATE 13/60 ESTATE CAR. Owned and loved by the sam 



MG MAGNETT 1965. Very Rare Automatic. Finished in smoke grey with superb dark blue leather upholstery. 39,000 Miles from new, low ownership, amazing all original condition with full history from new, rear



VANDEN PLAS PRINCESS 1300. Manual 1972 In what can only be described as a little braemar on four wheels. Drop dead gorgeous navy leather upholstery, walnut dash and deep pile carpets makes for the perfect environment to be seated in. Good quality restoration on this car few years ago, a whicle well known to us having previously supplied it to the last owner.......EPOA



FORD POPULAR 1955 SIT UP AND BEG. This is a sweet little car in really lovely condition. The all steel body is finished in gloss black with superb red interior. No rust problems, engine is sweet and starts on the button, recent new tyres all round. A regular exibit at the classic shows and getting extremly hard to find in this condition so bound to please the next owner..RESERVED

ARE YOU THINKING OF SELLING YOUR CLASSIC CAR.

UK and overseas delivery on all cars for sale if required

## RIKKI CANN

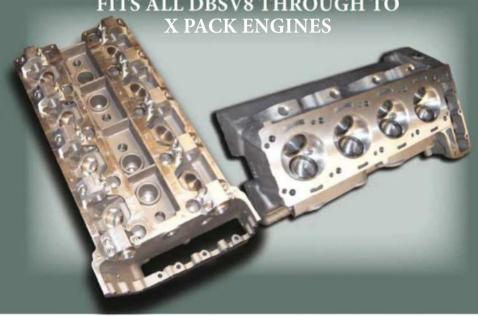
- ASTON MARTIN SPECIALISTS -

Vantage House, 6 Towerfield Close, Shoeburyness, Essex, 553 9OP Phone: 01702 291818 Fax: 01702 294520 www.rikkicann.com email: rikki@rikkicann.com



## **NEW CYLINDER** HEADS

FITS ALL DBSV8 THROUGH TO



Celebrating Over 25 Years of Service and Care

FOUR YEARS IN THE MAKING AND TESTING

FOR ASTON MARTIN **DBSV8 THROUGH TO** 1989 V8 VANTAGE X PACKS

> **CAST IN LM25TF ALUMINIUM**

**CAST AND CNC MACHINED TO** ISO 9001 STANDARDS

LINE BORED

**REDESIGNED CAMSHAFT CAPS** 

100% BRITISH MADE

## CLASSIC CARS



1988 BMW E30 3251 Motorsport Convertible Auto

67700 miles warranted with a full service history. Genuine rare Motorsport edition in Macau blue met with Grey motorsport leather interior. A Jersey car until 2002 hence low mileage and rust free condition. Very high spec and comes with a genuine BMW hardtop. Huge history file.One of the very best on the market. 3 months warranty and over 50 pics on website



1994 BMW 840 Ci 4.0 V8 5 Speed Auto

91500 miles. 16 service stamps and invoices. £13k spent over past 6 years. Silver grey met with black hide upholstery. In stunning condition no corrosion or dents. Elec sun roof/seats, dual air con, new front tyres. 3 monthswarranty and 50 plus pics



1995 BMW M3 Saloon 5 speed manual (E36)

95000 miles and just serviced. Full service history with over 20 stamps and many invoices. MOT to Sept 18 with no advisories. Avus blue met with black nappa leather. Air con, elec sun roof. A lovely drivers car in beautiful condition. 3 months in house warranty. 50 plus pics on website.



1988 Peugeot 205 CTI Cabriolet 1.6 manual

67600 miles 2 owners from new. Recent cam belt change. Will come with 12 months MOT. Mechanically excellent with beautiful rust free body work. Electric windows and leather GTI upholstery in excellent condition 3 months warranty included, 50 plus pics on website.



2004 MG TF 135 Cool blue edition 5 speed manual 32000 miles and serviced just 200 miles ago with a full service history

MOT to June 18. Blue met with black/blue upholstery and coordinating hard top. Virtually unmarked condition. one of the best for sale today. 3 £7,495 months in house warranty. 50 plus pics on website.

£4.795

## **Classic Car Storage East Midlands**

We provide car storage for your classic car. Short or long term options available in secure, alarmed discreet rural location.

All vehicles are indoors and with a cotton car cover. Battery and fluid checks included. Competitive rates, please enquire for more details.

www.praclassiccars.co.uk Market Harborough, Leicestershire.

Peter 07885 742090

Email: praccv8@gmail.com

#### JUSTINBANKS





1988 Ferrari 412 Auto RHD, £34,995



1995 Lotus Esprit S4S RHD, £32,995



£17.995





1992 Peugeot 205 CTi RHD, £17.995



2001 Mercedes-Benz CL600 Coupe RHD,

We actively purchase cars, bikes, boats and watches - Viewing by appointment only.

Tunbridge Wells, Kent - 01892 536 813 - 07837 071 024 - tom@justinbanks.com

www.justinbanks.com



## +44 (0)1865 884 488

#### REBORN WITHOUT COMPROMISE



1992 Rust Free RHD Range Rover 2 Door 200TDi -Excellent 'daily driver' or base for a RestoMod.

£24,500.



1993 Kingsley Range Rover 2 Door RestoMod - 4.5 litre High Efficiency, Air Conditioning, Kingsley Handling Pack, Kingsley Exhaust and Wheels.

£139,995.



1994 Range Rover LSE

- Body-off restoration, mechanical rebuild, exceptional value.

£36,500



1977 RHD Range Rover Suffix D - Kingsley Nut & Bolt 'Future Proofed' Restoration nearing completion.

£84,995



Restoration Improvement Parts Service Sales

# ClassicCarsForSale

ClassicCarsForSale co.ul

#### BRITAINS BEST MARKETPLACE FOR BUYING AND SELLING CLASSIC CARS IN PRINT | MOBILE | ONLINE

Classic Cars for Sale reaches 1.4 million classic car buyers & sellers every week in print, online and via mobile.
To see more cars for sale or to sell yours go to

#### ClassicCarsForSale.co.uk

## ASTON MARTINS WANTED URGENTLY TOP PRICES PAID

Aston Martins and classic Aston Martins especially DB5 and DB6, all models, any year, any condition Please phone anytime:

01322 669081 or 07836250222 Fax: 01322 662400 pjarvis646@aol.com



AUSTIN 7 FABRIC 1928, one of the most popular cars produced for the British market. Complete with a history file containing various bills and receipts. www.beaulieugarage.co.uk £14,995 TEL: 01590 £12999 HANTS (T)



AUSTIN HEALEY BN2 1955, During restoration numerous upgrades and modifications for fast road or mild competitive competition. Pleasure to drive and behold. £65,000 ONO TEL: 01676533347 WEST MIDLANDS



ADAMS ROADSTER No. 5 of 15 supplied by Dennis Adams. Superb condition, usable very special car with a great hood and a large boot ideal for touring. Open to sensible offers. £30,000 ONO TEL: 07713348345 BRIGHTON



ASTON MARTIN DB MKIII 1958, Outstanding concours condition, full bare metal refurbishment and respray recently completed. Current owner for 13 years. Used regularly and is very well-sorted. E280,000 TEL: 01296640906 BUCKINGHAMSHIRE



AUSTIN A60 CAMBRIDGE 1966, auto 4 door saloon, 38,000 miles for new. Smartly finished in snowberry white and cardinal red side strip and wheels with red leather trim. www.panoramabay.co.uk £9,995 TEL: 01202-709407 DORSET (f)



AUSTIN HEALEY FROGEYE SPRITE 1960, white 5456 miles. Very rare with spare wheel compartment, all steel body. Full restoration regardless of cost. Heritage certificate. £19,000 TEL: 01494 716512 BUCKS



GT/GTV(1964-77) Spider (1955-93) Super (1962-77) 750/101(1955-64) Montreal

Mail order parts worldwide Tel. 0208 688 4443



www.middlebartongarage.com

Middle Barton Garage

Ardley Road, Somerton OX256N0 Tel ++44(0)1869 345766 Fax ++44(0)1869 346581

carsandparts@ middlebartongarage.com



AUSTIN HEALEY 100 1957, Original matching engine. Red and Black, with black trim. Original bucket seats. Excellent condition soft top, tonneau cover. Recent Mot. £52,250 ONO TEL: 07973408581 STAFFORDSHIRE



AUSTIN MINI 1964, Fuel and brake lines inside car. Usual trip meter, intercom and map reading lights with Moto Lita steering wheel. Rebuilt in 2016 and not rallied since. £34,995 TEL: 07624490635 ISLE OF MAN



Totally rebuilt including both engine and gearbox. Original Italian racing logbook. All invoices. A unique car ready to go. www.arunholdings.co.uk £27,500 TEL: 01420 511375 HANTS (T)



AUDI R8 2008, Brilliant red, black full leather, carbon interior pack, magnetic ride, carbon blades, sat nav, heated seats. MoT Dec 2018. Full Audi service history. 45000mls, £43,950 TEL: 07787 557557 SHROPSHIRE



1 in beautiful original condition, 65k miles, Genuine reason for sale. Please call me. £49,995 TEL: 01326 270425 OR 07768316902





ALFA ROMEO MONTREAL 1972, brilliant looking vehicle in the rare colour of orange. LHD manual. Top condition, fully restored, ready to drive. www.oldtimerfarm.be €65,000 TEL: 0032 472 401338 BELGIUM (T)



AUSTIN 12/4 1928, Excellent running condition. Last refurbishment in 2009 - Leather, wiring, paint, etc. Ball change box currently fitted gate box is included, £18,500 TEL: 07771 558074 NEATH PORT TALBOT





BENTLEY 3 LITRE FREESTONE & WEBB TOURER 1924. Matching numbers, fresh from a fabulous bare chassis up restoration, two families from new. www.realcar.co.uk 6295,000 TEL: 01248 602649 N. WALES (T)



BENTLEY 4 1/4 KELLNER PILLARLESS SPORTS SALOON Rare French coachbuilt car, well finished in dark green with lovely green leather. Drives nicely, overdrive. een leather. Drives nicely, overdrive. vw.realcar.co.uk £77,500 TEL: 01248 602649 N. WALES (T)



BENTLEY SPECIAL 1951, Rakish design & built professionally to an exceptionally high standard MKVI chassis with Bentley V8, auto g/box & disc brakes. Powerful & easy to drive, www.realcar.co.uk £125,000 TEL: 01248 602649 N.WALES (T)



BENTLEY ARNAGE 2000, automatic 4 dr saloon, power steering, full leather inteior in cream. This beautiful Bentley comes with full service history and only convered 71,000 miles. www.kinsonmotorcompany.co.uk £25,995 TEL: 02380 766200 HANTS (T)



BMW 2000 1968, Two previous owners, daily running order and she may not be a the fastest girl out of the starting blocks but she's without a doubt a looker. 230,000 TEL: 07557219203 GREATER LONDON



matching interior, alpine stereo, present owner for 14 years, New MoT. Lots of new parts fitted. No rust. £13,000 TEL: 01732 843377 KENT BENTLEY EIGHT 1987, Windsor blue with



BMW 325i 1992, manual LHD. Recently serviced with new tyres and new hood mounted. Belgian papers, invoices and maintencance booklet. www.oldtimerfarm.be €15,950 TEL: 0032 472 401338 BELGIUM (T)





BMW 518I LUX Red manual, MoT, 70000 miles, one owner from new and garaged. Original throughout and is a treasured vehicle. £9500 TEL: 01252 514682 HANTS



wheel, many more extras, just stunning. www.peterjarvis.net £138,000 TEL: 01322 www.peterjarvis.i 669087 KENT (T)



BENTLEY MKVI 1947, attractive colour combination of Georgian silver with soft burgundy leather interior and walnut veneers with dark red carpets and set off with whitewall tyres. £23,000 TEL: 01288 361022 CORNWALL



BENTLEY S2 1962, Offered in immaculate condition after a complete full body bare metal respray in Dark Blue/Silver Grey, MoT Nov 2018 and full service history available. \$53,999 OVNO TEL: 07752 711605 HERTFORDSHIRE



BUGATTI TYPE 35 1925, original Bugatti steering wheel & racing harness. Beautifully antiqued period leather interior. current MOT drives beautifully, sounds fantastic, looks a willow delign. million dollars. www.ivorbleaneyclassicc £44,500 TEL: 01794 390895 HANTS/WILTS



BUICK LE SABRE 57,000 miles, UK registered and in great condition, free road tax and 12 months MoT will be provided. Engine runs well and is quiet. E13,250 TEL: 01613677824 GREATER MANCHESTER







#### 1997 Bentley Turbo RL

This is a very nice example that has been well looked after in the best colour combination. In Royal Blue with parchment hide piped dark blue. Only 50,000 miles. £19,950



Bentley T I. This Early Example Bentley T I is the nicest we have seen for a long time. We have been looking after it since 1990, it has had a complete respray and some mechanical upgrades and is in very nice condition as a usable classic Bentley that is appreciating in value. 69,000 miles. £29,950



#### **Bentley Continental T 420 BHP**

This Continental T, 28,000 miles and a full service history it is in excellent condition. Finished in Silver Pearl with light Grey hide and contrasting Slate piping. Full burr walnut door caps and facia. £94,950



#### 2003 Bentley Azure Mulliner

This Late Series Azure is in Storm Silver with contrasting Cotswold Hide and Nautic Blue Top Rolland Carpets. Dark Blue Hood, Twin Umbrellas fitted in Boot Compartment and Sat Nav Hi FI System. Values only going one way now. 36000 miles. £79,950



**1954 Bentley R Type Saloon Auto**This is a good solid car that has been well looked after. Exterior Colour: Mason Black Maroon Side Panels. Interior Colour: Red Hide A good usable classic with investment potential. £38,950

PLEASE VIEW OUR WEBSITE FOR A FULL LIST OF CARS FOR SALE

#### Royce Service and Engineering now has a vehicle storage facility available

Over the last twelve months we've found greater need for customer vehicle storage, so we are now extending this facility and can offer **long or short-term storage in fully insured, secure alarmed premises.** Vehicles can be stored in air chambers (air-circulated pods) by arrangement. For more information please call.



#### Tel: 01737 844999

www.rsande.co.uk Email sales@rsande.co.uk

Station Road, Betchworth, Surrey RH3 7BZ



BICESTER

## THE MOTOR SHED LTD

THE SPECIAL REPAIR SHOP, BICESTER HERITAGE, BICESTER 0X26 5HA

Tel: 01869 249999

Mobile: 07718 764463

Email: elder.vintage.services@gmail.com







located at:

903 913	MALLICET et BLIN 8hp four-seat rear-entrance tonneau £110,000 OVERLAND Model 79TE 4-seat tourer, 35hp, 3.5 litres, VCC dated £37,750	1934
919	CHEVROLET 490 tourer. Right hand drive£17,000	1934
923	ALVIS 12/40 4-seat tourer, fitted with 12/50 engine, good history	1935
923	CADILLAC V8 Town Sedan£30,000	1935
923	RENAULT KZ camionnette utilitaire£15,750	1936
924	ALVIS 12/40 4-seat tourer£27,750	1936
925	ALVIS 12/50 SD open 4-seat tourer, rebodied in 29 by factory £45,000	1936
925	MORRIS Oxford "Bullnose" 2-seat tourer & dickey£17,000	1936
926	STAR 12/40 Pegasus narrow body sports 2-seat & dickey£34,000	1938
927	CHRYSLER Model 70 Phaeton, Rhd. 3.6 litres, fast open motoring £23,750	1939
927	MORRIS Cowley 2-seat & dickey, flat rad£14,500	1939
928	MORRIS Oxford 13.9hp Saloon, flat rad£12,500	1947
928	STAR Eclipse 4/5 seat tourer, restored beautifully, 60+ cruising .£45,000	1947
928	SUNBEAM 16.9 divided saloon by Simpson & Slater of Nottingham P.O.A.	1949
929	MORRIS Cowley 2-seat tourer special£9,750	1951
929	HUMBER 9/28 saloon£12,750	1953
930	CROSSLEY 15.7 hp "delux"six-light saloon£22,000	1955
930	HUMBER 16/50 Imperial 6-light saloon£18,500	1955
930	ROLLS ROYCE 20/25 Sportsman's saloon by Southern Coach Work	1959
004	£48,000	1964
931	ALVIS 12/50 TJ replica Cross & Ellis narrow tourer£42,500	1966
932	ALVIS 12/50 2-seat drop-head coupé, super history£35,500	1971
932 932	AUSTIN 7 RN saloon	1971
932 933	AUSTIN 18/6 Carlton saloon£17,250	1972
933	MORRIS 10/4 open road tourer with dickey	1972
933 933	SIDDELEY Special all weather tourer£85.000	1991
933 933	RILEY Grebe replica, 2-seat, 6 cylinder competition car£76,500	2001
933 933	ROLLS ROYCE 20/25 Sedanca de Ville by Windover£44,000	
933 933	SUNBEAM 16 (18.2) 4 light Coupe with Sunroof£44,000	1969
300	30HDEAM 10 (10.2) 4 Hyrit Goupe With Still Ool	1309

	80.	
£110,000	1934	ALVIS Silver Eagle Special, 2.7 litres, ex. Lt. Commander Clinkard
ted £37,750		£37,500
£17,000	1934	AUSTIN 7 Box saloon£7,750
tory£35.000	1935	MORRIS Oxford 20hp 4-door saloon, in need of some restoration£12,000
£30,000	1935	ROLLS ROYCE 20/25 Limousine by Park Ward£37,500
£15.750	1936	BUICK "McLaughlin" Sedan, straight 8£12,500
£27.750	1936	RILEY 12/4 Kestrel Sprite saloon
£45,000	1936	RILEY 12/4 Adelphi saloon£20,500
£17.000	1936	TRIUMPH Dolomite 2-litre saloon P.O.A.
£34.000	1938	MG TA Midget, open 2-seat sports£24,500
a£23.750	1939	AUSTIN Big 7
£14.500	1939	BUICK Century sedan, straight 8£14,000
£12,500	1947	JAGUAR MKIV 3.5 litre Saloon
ng .£45,000	1947	WOLSELEY 14-60 saloon£16,750
gham P.O.A.	1949	ALVIS TA14 Saloon£17,750
£9,750	1951	MG TD 2-seat sports £20,500
£12,750	1953	BENTLEY R-type standard steel saloon, manual gearbox£22,500
£22,000	1955	BENTLEY R-type saloon by HJ Mulliner, auto gearbox£35,000
£18,500	1955	RENAULT Dauphinoise van, UK registered, original, not restored£8,750
Work	1959	AUSTIN Princess Vanden Plas 7 seat limousine, superb£14,000
£48,000	1964	MG B V8. total restoration, rebuilt SD1 engine, 5-speed gearbox £32,000
£42,500	1966	JAGUAR Mk II 2.4 saloon, manual, o/drive, superb£30,000
£35,500	1971	JAGUAR E-type series 2 4.2 roadster, now right-hand drive£78,000
£9,500	1971	MG Midget with hard top£6,800
£28,000	1972	MGB GT chrome wire wheel & over drive£9,995
£17,250 P.O.A.	1972	TRIUMPH Stag, automatic, total restoration 2011£22,500
£85.000	1991	MORGAN 4/4 2-seater, XR3 eng., 20k miles from new, full history . £23,750
£76.500	2001	MGF 160 Trophy, 43,000 miles, hardtop, trophy yellow £6,500
£44.000		MOTOR CYCLES
£33,500	1969	BSA Bantam 175cc 2-stock£1.800
		unt can I haln?

Cars sold on consignment - can I help?

Visit our web site: www.vintageandclassiccars.co.uk















#### BMW Z8 (2000)

One of only 137 produced in red

**Jaguar XK120 OTS (1952)**Very early car, fully restored condition

Porsche 356 Pre-A 1500 S (1953)

'Knickscheibe' coupe, only 776 kms after restoration

Aston Martin Virage (1990)

2nd owner, original lhd, only 25.000 kms

Ford Mustang (1968)
Shelby 350 GT Hertz Fastback, incredible history

Jensen 541 S (1961)

Only 105.382 miles, restored condition, one of only 127

Arnhemsestraat 47 | 6971 AP Brummen | The Netherlands T. 0031 (0)575 564055 | E. info@gallery-aaldering.com

www.gallery-aaldering.com

◎ f 🕏 8+ 🖻 ₽ 📇



CADILLAC 370 A ROADSTER 1931, been completely restored to the highest standards. Coachwork by Fleetwood, 2 seater with dickie seat, an absolutely stunning and rare carl www.oldtimermanchester.com £250,000 TEL: 01614 563836 LANCS (T)



CHRYSLER CROSSFIRE 2004, sports Auto gearbox, PAS, convertible, air conditioning and 18" alloys. Covered 69,000 miles. Becoming a very desirable. www.oldtimermanchester.com £8995 TEL: 01614 563838 LANCS (T)



CADILLAC SERIES 62 1951, Owned for the last 13 years but have decided its time for a change. Usable condition, good for local classic car shows. £15,000 OVNO TEL: 07926096477 KENT



CHRYSLER MODEL 77 1930, One of the rarest and most desirable vintage Chrysler's ever built. Fast and reliable touring car. Complete with Golf compartment. Comes with many spares. £50,000 OVNO TEL: 01454 318665 GLOUCESTERSHIRE



CATERHAM SEVEN 1 lady owner, 249 miles, car currently in storage. Complete with Special Leather Key Pouch and 2 Leather Key Rings all engraved with "Caterham Seven Sprint", £34,995 TEL: 07540417404 HERTFORDSHIRE



CITROEN SM MASERATI 1974, 5 speed manual 2.7 litre V6 170 bhp carburettor engine. Original UK market car with 64,000 miles and 4 previous owners. New MOT with sale. www.oldtimermanchester.com £39,500 TEL: 01614 563836 LANCS (T)



CHEVROLET CORVETTE 1966, Beautiful Corvette C2, in its original colours of Nassau Metallic Blue with a matching blue interior. Large history file with the car. Please call for more info. £69,500 TEL: 07771771663 WARWICKSHIRE



CORVETTE C1 1959, automatic LHD.
Matching numbers and hard top. In a
beautiful condition with red and white
paintwork. www.oldtimerfarm.be . 679,950
TEL: 0032 472 401338 BELGIUM (T)



CHEVROLET CORVETTE 1954, Stunning & very usable. Interior is very nice too. 4 speed manual gearbox. Imported last year & getting round to registering it in UK. £60,000 TEL: 07739377776 HAMPSHIRE



DELAHAYE DROP HEAD COUPE 1948, Coachwork by Pennock, Original RHD. Underwent a total nut and bolt body off restoration, by a enthusiast. Fantastic, very rare, collectable car. www.ivorbleaneyclassiccars.co.uk £285,000 TEL: 01794 390895 HANTS/WILTS (T)



CHEVROLET SERIES AB NATIONAL 1928, Perfect wedding car, great condition. Very reliable. Restored by previous owner to a high standard. All tyres have lots of life in them. £15,750 OVNO TEL: 07563661971 HAMPSHIRE



FERRARI 166 INTER COUPE 1949.
Chassis #021 is one of the oldest Ferraris in existence. The 4th of only 10 Ferraris bodied by Stabilimenti Farina. Manual transmission, RHD. www.talacrest.com £POA TEL:01344 308178 BERKS (T)





FERRARI 195 INTER COUPE BY TOURING 1950, Beautiful restoration in spectacular colours, well-known ownership history since new. Ferrari Classiche Certification. www.talacrest.com POA TEL: 01344 308178 BERKS (T)





FERRARI 250 GT 1959, A genuine, numbers-matching example of extraordinary quality. Single ownership for nearly two decades. Well documented, with original tool kit. www.talacrest.com ΣΡΟΑ ΤΕL: 01344 308178 BERKS (T)



FERRARI F355 BERLINETTA 1994, Rosso red with crema leather trim, 6 speed manual, alarm system, fitted car cover. Full service history including new cam belts . 48,000 miles. 275,000 TEL: 01676 532404 WARWICKSHIRE



FERRARI 250 LUSSO 1964. Ex Chris Evans, part of the "White Collection" featured in the BBC Child in Need Magnificent 7 tour to Chewton Glen. Well known car, subject to £135,000 restoration, www.talabcrest.com EPOA TEL: 01344 308178 BERKS (1)



FERRARI F355 GTS F1 1998, Rosso Corsa with Nero Hide with red stitching. Well maintained and comes with a full maintenance record. www.runnymedemotorcompany.com £55,000 TEL: 01753 644599 BUCKS (T)



FERRARI 328 1985. 19,000 miles. Rosso Corsa red, leather seats, black top, new cam belt & service, original service book & owners manual, A/C, tool kit, spare wheel. www.kinsonmotorcompany.co.uk £99,850 TEL: 02380 766200 HANTS (T)



FORD CAPRI 1986, Beautifully restored, electrics refurbished new connectors and fuse boxes, 5 speed gearbox, full respray. Open to genuine offers. \$8500 TEL: 07468459038 WEST YORKSHIRE



FERRARI 348 1994, Full service history, complete with original wheels, steering wheel, exhaust, mats and unused Ferrari toolkit, New MoT to June 2019, £79,995 ONO TEL: 07775781778 SURREY



FORD GT 40 2003, generally considered to reproduce the very best copies of this iconic motor car. Beautifully constructed with a Tigwelded stainless steel monocoque chassis. www.runnymedemotorcompany.com 295,000 TEL: 01753 644599 BUCKS (T)



FERRARI DAYTONA 1973, Correctly restored to full UK Spyder specification, RHD coupes, 6 previous owners, large history file. Alloy wheels and spinners included. £65,000 TEL: 07941114919 CAMBRIDGESHIRE



FORD MODEL T 1915, Owned by Randy Meisner Of The Eagles, owned since 2007, been to many shows, first with electric lights and horn. £20,225 OVNO TEL: 01905757878 WORCESTERSHIRE

#### Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day





NEW PLUS 4 - £52,250

METALLIC GREEN WITH YARWOOD PEBBLE LEATHER, 6" X 15" STAILLESS STEEL WIRE WHEELS, MOHAIR HOOD PACK, MORGAN WINGS EMBROIDED ON HEADREST, WALNUT DASH, OVER RIDERS, TWIN RUNNING BOARD STRIPS, ELASTICATED DOOR POCKETS, SILVER MESH GRILL.



NEW PLUS 8 50TH ANNIVERSARY - £134,500

JAGUAR METALLIC BRITISH RACING GREEN WITH YARWOOD BLACK LEATHER 6 SPEED AUTOMATIC GEARBOX WITH PADDLE SHIFT

• BLACK EASY UP MOHAIR HOOD • 18" ALUMINIUM CAST WHEELS • REAR SPORTS EXHAUST • WALNUT DASH

• HEATED SEATS • BESPOKE AERO 8 STEERING WHELE • POLISHED FIXINGS THROUGHOUT • AERO RACING ROUND DOOR MIRRORS

• SEAT CENTRES WITH HORIZONTAL PLEAT



2017 4/4 - £43,950

ROYCE OCEAN BLUE WITH NAVY LEATHER, NAVY MOHAIR HOOD & TONNEAU,
WIRE WHEELS, WALNUT DASH, SUN VISORS, ELASTICATED DOOR POCKETS, RADIO/CD,
DOOR CHEEK STADE, OVER DIREDE MEET COULLE OF WHEELS NUMBER NOT INCLUDED.



 $2004~AERO~8~GTN~-~\pounds78,950$  Number 11 of 11 built. 6,528 Miles, sold and serviced by us from New. includes unused soft top package.

Morgan Hire Both 3 and 4 wheeler models £220 per day

BRAND NEW RUTTER PARTS CATALOGUE 40 Year Anniversary Edition, 84 Page Parts Catalogue £5 UK, £7 Europe, £9 overseas elsewhere



The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England
Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net

# Pristine Classics



1956 Jaguar XK 140 SE DHC fully restored, in black with blood red interior and luggage set.



1971 Aston Martin DBS FI, one of only a few cars that left the factory with the fuel injection system. The injection system was changes to the more reliable triple SU carburettors set up. £147,500



1969 Mercedes Benz 280 SL Automatic with the rare options of Ivory Steering Wheel and rear "Kinder seat". £72.000



1958 Mercedes 220 SE Ponton Coupe with sun roof, Only 830 cars of the 220SE coupe were manufactured and only 65 with the sunroof. £78,500

For more information please contact us here at pristine classics

### www.pristine-classics.com

Tel: 00353 (0)66 976 8863 Email: sales@pristine-classics.com Keelnabrack, Glenbeigh, Killarney, V93 WPW9, Co. Kerry, Ireland



FORD MUSTANG CONVERTIBLE 2016 Triple Yellow with Black racing stripes and Ebony leather trim, CD system, Shaker Pro Premium sound. 2,500 miles, Must be seen, www.hanwells.net, £28,850 +VAT TEL: 02085 679729 LONDON (T)



JAGUAR E-TYPE 1970, Convertible, hard top RHD. Immaculate winners of many Concours D'eligance with cups and Trophys. Has to be viewed to really appreciate its condition. £100,000 TEL: 07774272650 SUFFOLK



FORD MUSTANG GT 350 Shelby Tribute has been renewed and restored - all the suspension, front discs, rear drums and brake lines. Engine rebuilt to Hypo spec, Please call. \$236,000 TEL: 07973224911 WEST BERKSHIRE



JAGUAR E-TYPE 1970, Genuine registered new in the UK with matching numbers. Finished in Carmen Red with Black trim & hood. Lots of history & believed genuine mileage, £80,000 TEL: 07850 616484 ESSEX



FORD POPULAR 1954, Really super little car having had much expenditure in the last few years. Finished in gloss black with red upholstery, Ready to Show, www.westendclassics.co.uk £5995 TEL: www.westendclassics.co.t 01487 842085 CAMBS (T)



JAGUAR E-TYPE 1966, Complete engine and gearbox rebuild, paintwork is excellent just been resprayed, cockpit has been completely stripped and re trimmed to the the original red leather. £149,000 TEL: 07833645253 SOMERSET

www.uksportscars.com For everything Lotus & Caterham



LOTUS ESPRIT TURBO, 1982. LOTUS RACING GREEN WITH NEW MAGNOLIA LEATHER INTERIOR. A/C. STUNNING. £29,995

PORSCHE 911 (930) TURBO, 1987. STUNNING WITH LINEN LEATHER AND RED CARPETS. 90K MILES £74,995



LOTUS ELAN SPRINT DHC, 1972. FRESH GOLD-LEAF COLOURS. GALVANISED CHASSIS. £42,995



LOTUS ESPRIT TURBO S4S, 1995. BLACK LEATHER INTERIOR. A/C. TARGA ROOF. £32,995



AUSTIN HEALEY 100/6 BN4 2+2, 1958. WIRE WHEELS. 4 SPEED WITH OVERDRIVE. BLACK LEATHER £54,995

Please visit our website at www.uksportscars.com for thirty other carefully selected Lotus, Caterham, performance and classic vehicles, should you be thinking of selling any of the above or similar please contact us for a no obligation discussion -YOUR CAR WANTED

FULL PAINT SHOP & SERVICING FACILITIES COMMISSION SALES UNDERTAKEN ON MOST BRITISH CLASSIC & SPORTSCARS

Tel: 01227 728190

Website: www.uksportscars.com E-mail: sales@uksportscars.com



FORD THUNDERBIRD 2005, maintained in an new condition throughout. Finished in medium steel blue metallic with steel blue and black leather trim. Very attractive car exudes style, www.panoramabay.co.uk £18,995 TEL:01202 709407 DORSET (T)



JAGUAR E-TYPE 1961, LHD, road tax exempt and MoT to Feb 2019. Owner history file from the late 1960s through to present day with invoices dating back to 1975. £225,000 TEL: 07471192587 NOTTS

#### **JAGUARS WANTED URGENTLY TOP PRICES PAID**

Jaguars E-Types and classic Jaguars, all models, any year, any condition Please phone anytime: 01322 669081

or 07836250222 Fax: 01322 662400 pjarvis646@aol.com



JAGUAR E-TYPE V12 1972, black full soft leather, auto, stunning time warp condition, low mileage, new MoT, used weekly, Heritage cert, documented history, stamped service history, £80,000 ONO TEL: 07840 400569 BRISTOL





JAGUAR MARK 2 1962, Reluctant sale genuine solid and original Jaguar Mk2 3.8S matching numbers, dark Blue with grey interior. MoT March 2019 although Tax and MOT exempt. £23,950 TEL: 07908772527 W.MIDLANDS





JAGUAR MARK 2 1961, Automatic with factory fitted power assisted steering, in imperial maroon with maroon leather interior. Mot Feb 2019. Comes with a stack of history files. 225,000 OVNO TEL: 07802455217 WARWICKSHIRE



JENSEN INTERCEPTOR 1971, E series engine. Dark metallic blue 12 months MoT. Usable rolling restoration. Looks very original. E24,750 OVNO TEL: 07960264988 WARWICKSHIRE



JAGUAR MKII 1968, 51,000 miles, manual, reconditioned, stainless steel exhaust. Blue, new battery, two previous owners from new. Just serviced. Original condition. £18,500 TEL: 07814 001103 ROMFORD



LANCIA FULVIA 2C 1965, LHD. Rally/Race car. Original Italian logbook and FIA Papers. Good condition goodwood car. History and now a rare car. www.arunholdings.co.uk £16,950 TEL: 01420 511375 HANTS (T)



JAGUAR MKIV 2½ LITRE SALOON 1949, Thoroughly but sympathetically restored 18 years ago, Excellent condition, lovely interior. www.reaicar.co.uk £49,500 TEL: 01248 602649 N. WALES (T)



LOTUS ELAN 1966, Beautiful 1 owner, MoTs, notes, photos, receipts etc. all show its history. Mechanically the car is in excellent condition and runs very well. £39,000 TEL: 07780787976 GRÉATER LONDON



JAGUAR SPECIAL COUPE 1989, Strikingly beautiful imagining of a Jaguar that never was. Superb high quality construction based on XJS 3.6 mechanicals, pleasure to drive, £95,000 TEL: 01248 602649 N.WALES (T)



LOTUS ELITE 1978, Only 43,000 miles, service history, 2 Keys, manual, electric windows, alloy wheels, lots of service bills + old MoT's, last MoT. www.kinsonmotorcompany.co.uk £7999 TEL: 02380 766200 HANTS (T)



JAGUAR XF 62 plate, Grey, 24,000 Miles, Premium M Luxury, Diesel, Automatic, Power Steering, Full Leather Seats, Heated Seats, Electric Windows. www.kinsonmotorcompany.co.uk £14,999 TEL: 02380 766200 HANTS (T)



LOTUS ESPRIT 1982, Beautiful condition for the age of this car. Full service history. New windscreen. Interior has been completely re trimmed in top quality. £36,500 TEL: 07990974322 GLOUCESTERSHIRE



JAGUAR XK120 ROADSTER 1954, finished in British Racing Green with Tan hide interior. Joy to drive and will undoubtedly provide a new owner with hours of satisfaction.





LOTUS EUROPA 1972, Fully restored car on a new Lotus chassis. Body stripped of all paint, repaired as necessary and beautifully finished. Seats and interior re trimmed. £32,500 TEL: 07973 309370 ESSEX

#### AUTO-INVEST

Classic & Specialist Cars In Devon, website: www.auto-invest.co.uk

Tel: 01363 83909, Mob: 07970 449114, email: info@auto-invest.co.uk

#### RETIREMENT SALE

CLEARANCE OF BARGAINS FROM THE OWNERS BARN



1934 AUSTIN LICHFIELD 10HP, runs & drives, solid, last Mot 2011 £4,950

1964 AJS 350cc MODEL 16, 1 owner, museum display for decades £2,000





2001 MAZDA MX5
1.8 ROADSTER
63K miles, UK car,
FSH, fresh Mot
£2,150











Main photo © The Jensen FF Museum

COMPLETE TRIMMING SERVICES

1000s OF PARTS BESPOKE RESTORATION JENSEN CAR SALES

01962 779 556

info@jensenparts.co.uk www.jensenparts.co.uk Unit 1, Itchen Abbas Business Centre, Main Road, Itchen Abbas, Winchester, SO21 1BQ

## Collection Wittner

We are specialized in trading exclusive classic and race cars. We can deliver worldwide! - www.carcollection.at



tely the best €50000



BMW 635 CSi 1986 M Options 5 speed all original like new €39900



Jaguar XKE V 12 Roadster 1973 LHD manual 2 tops



Jaguar XK 120 FHC 1953 original SE €129000



ISO Rivolta IR 300 1963



Maserati Merak 3000 1974 totally redone

If you like Porsches, we have your car in stock! More than 25 Aircooled Porsche waiting for you in our showroom

A-4407 Dietach - AUSTRIA Mobile: 0043 664 83 67 050 franz.wittner@carcollection.at | www.carcollection.at

Winklingerstraße 14 - 16 Fax: 0043 7252 38 459



LOTUS EXCEL 1991, No expense spared. Fantastic example - Club Lotus valuation and Guaranteed Insured value. 6 owners from new. Full engine out high quality respray. £24,995 TEL: 07590014891 GREATER LONDON



MERCEDES BENZ 600 1996, super smooth switchable automatic gearbox. This lovely car has had just one owner, covering 122,000 miles and has a full history, www.oldtimermanchester.com £16,995 TEL: 01614 563836 LANCS (T)

#### **MERCEDES** WANTED URGENTLY **TOP PRICES PAID**

Mercedes sports and classic Mercedes, all models, any year, any condition Please phone anytime:

01322 669081 or 07836250222 Fax: 01322 662400 pjarvis646@aol.com

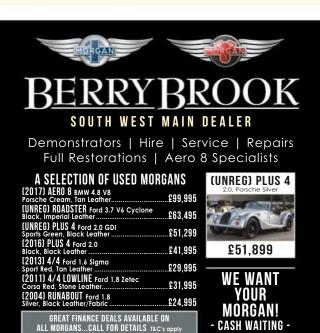


MERCEDES BENZ 600 SWB 1972, LHD, Unmarked Raven Black with light tan leather Absolute icon of the 20th century - the best we have had in 25 years. www.oldtimermanchester.com £79,500 TEL: 01614 563836 LANCS (T)





MERCEDES BENZ SL-CLASS 1988. Looks great and is fit for any show. It starts first time every time and pulls very extremely well. Nautic Blue paintwork with Orion grey leather interior. £21,000 ONO TEL: 07908815545 ESSEX



www.berrybrook.co.uk | morgan@berrybrook.co.uk

TEL: 01392 833301



MERCEDES 250SL PAGODA 1967, LHD. The rarest of them all. A good useable example Blue with tan interior. www.arunholdings.co.uk £47,500 TEL Jk £47,500 TEL: www.arunnolgings.co.uk 01420 511375 HANTS (T)



MERCEDES BENZ SLK 1998, Automatic convertible in Canary yellow. Comes with power steering, e.windows, and full service history. 2 keys and central locking, www.kinsonmotorcompany.co.uk £3999 TEL: 02380 766200 HANTS (T)



MERCEDES BENZ 280 1981, One owner FSH , unrestored, spare unused. Mileage is only 20,000 miles. Unique unrestored example. Appreciating assett. £35,495 TEL: 07850428281 EAST SUSSEX



MG MAGNETTE 1967, very rare beast! Smoke grey with the most delightful mid blue all leather upholstery, 34,000 miles, comes with all MoT's. No advisories. www.westendclassics.co.uk £11,750 TEL: 01487 842085 CAMBS (T)



MERCEDES BENZ 280 1969, Beautiful, original, numbers matching. New seat covers & carpets, but the door panels & other trim are original and in very good condition. £97,500 TEL: 07739377776 HAMPSHIRE



MG MAGNETTE ZA 1955, 78000 miles, 1622 MGA engine fitted, very nice condition, New chrome wire wheels and upholstery carpets, Marron in colour. Electronic ignition. £10,900 ONO TEL: 01843 592168 KENT







MGB ROADSTER Present owner since 2001, registered as a historic vehicle, hence it is road tax exempt. Capable and reliable tourer, £16,500 TEL: 07970968047



MG MGB 1973, Nut and bolt restoration with MGC 6 cylinder 3 litre engine. Stored in a dry garage. Tax exempt, and has a current MoT valid until August 2018. 218,000 OVNO TEL: 01254 822436 LANCASHIRE



MGB ROADSTER 1971, Redwire wheels, wood trime, chrome boot rack. Stereo imobilizer, Mohair soft top, full carpet set. £9750 TEL: 01473 310531 SUFFOLK



MG MIDGET 1972, Lovely little head-turning car; which has been loved and well-cared for in our family for 11 years. Always garaged. Selling due to having children! £8600 TEL: 01922413501 STAFFORDSHIRE



MORGAN AERO 8 Highly specified car, 18 months old and mine from new. Been kept in a garage and inside an air chamber in a dehumidified garage since new, £90,000 OVNO TEL: 07957 248585 DERBYSHIRE





MG MIDGET 1973, MoT until April 2019, 5 speed gearbox, very good condition and kept in a garage. Electronic ignition. Motalita steering wheel. Please call. £11,500 TEL: 07810058886 NORTHAMPTONSHIRE



MORRIS MINI COOPER 1963, English white with black roof, red & cream seats. Ground up restoration. Higher than a standard Mini Cooper S and all parts are correct. www.panoramabay.co.uk £39,995 TEL: 01202 709407 DORSET (T)



MGB GT V8 1971, Rare opportunity to purchase a one off car, car is designed and built to be reliable and sympathetic. Has been always garaged and regularly serviced. £22,750 TEL: 07788252610 DEVON



MORRIS MINOR 1932, Superb condition, 4 seat tourer, fully restored in the late 1990s including full engine rebuild, red over black paintwork. New 6 volt battery just installed. £14,995 OVNO TEL: 07800578576 HERTFORDSHIRE



MGB ROADSTER 1965, Reluctant sale of MGB Roadster 1965 in damask red. Fully restored in 1994 and since then has done 20k miles. Comes with brand new MoT. \$16,000 TEL: 07967008417 NOTTINGHAMSHIRE



OVERLAND WHIPPET 1927, Original RHD. 4 seat 4 door spacious open tourer is an ideal vehicle. Artillery wheels. All operation and care manuals. www.ivorbleaneyclassiccars.co.uk £15,950 TEL: 01794 390895 HANTS/WILTS (T)

## Duncan Ellison



#### **MERCEDES BENZ 450 SLC**

1977. Finished in blue grey metallic 906 with original navy blue leather . 50,000 miles only with service history. Very high specification which includes leather, air conditioning, electric sunroof and windows, alloy wheels, becker mexico stereo cassette, tinted glass, central locking, headlamp wash wipe, automatic transmission power assisted steering, first aid kit , tool roll etc. This superb 450 SLC has just emerged from storage and has been recomissioned and fully serviced (details supplied).

Please visit the website to view detailed pictures. **£29,950** 

Tel: 01723 859573 www.duncanellison.co.uk North Yorkshire



#### The Finest Examples of Mercedes-Benz Cars from the 1960s to the 1990s



300SL Roadster 1988F

Signal Red, matching hardtop, black soft top, Mushroom leather interior, auto gearbox, elec windows, cruise, OTG, centre armrest, rear seats, orig alloy wheels. FSH. 54.000m. £37.950



220SEb Coupe 1965C

Horizon Blue with Midnight Blue roof, column change auto, bare metal repaint, new beige leather interior, new walnut, new carpets, fully restored and immaculate throughout . . . . £44,950



500SEC Coupe 1989G

Almandine Red metallic, Mushroom leather, 4 speed auto, cruise, aircon, electric seats, electric sunroof, leather steering wheel and gearknob, original 15 hole alloys, FSH, 94,000m £17,950



**SLK320 Roadster 2001/51** 

Sapphire Blue met, blue/black leather, 5-Sp auto, climate, cruise/limiter, elec seats, leather steering wheel and gearknob, orig 5 spoke AMG alloys, FSH, *ONLY 12,000m*...£11,950



230TE Estate 1989G

Blue/Black metallic, grey leather interior, Zebrano wood, 4-Sp auto, 4 x elec windows, elec sunroof, cruise, htd seats, two owners (latest since 1yr old), mega history, 172,000m . £6,450



300SL Roadster 1986C

Signal Red, matching hardtop, dark brown soft top, Saffron sport check interior, auto gearbox, electric windows, rear seats, original alloy wheels, FSH, 51,000m . . . . £35,950



280SL Roadster 1985C

Midnight Blue, matching hardtop, new black soft top, blue leather, auto gearbox, air conditioning, electric windows, rear seats, original alloy wheels, FSH, 92,000m....£24,950



E320 Sportline Cabriolet 1996N

Azurite Blue metallic, grey leather, blue soft top, 5 speed auto, cruise, airbags, heated seats, wood/ leather steering wheel, original Sportline 15" alloys, FSH, 81,000m . . . . . £17,450



230CE Coupe 1984B

Champagne metallic, Quartz cloth interior, Zebrano wood, auto gearbox, 4 x elec windows, elec sunroof, front headrests, front and rear armrests, orig alloys, FSH, 122,000m . . . . £13,950



S280 Saloon 1998S

Brilliant Silver metallic, Orion Grey leather, 5 speed auto, cruise, climate, electric seats, double glazing, electric sunroof, leather gearknob, airbags, original alloys, FSH, 73,000m. £7,450

Our cars are carefully selected as the best of their type, and are sold with our own warranty after a full mechanical check by Mercedes trained technicians in our own workshop.

#### **Viewing by Appointment**

15 minutes from Manchester Airport. 1hr 41min from Euston by train tel: 07980 241177 or 01625 260913 email: info@ccbenz.co.uk
See www.ccbenz.co.uk for full descriptions and more photos



PORSCHE 911 1990, Factory original diamond blue metallic, MoT Nov 17, a very special and unique 964. 112k miles. Fitted with a Porsche classic navigation system. E58,000 OVNO TEL: 01208243007



PORSCHE 911 2004, Manual, Power Steering, 6 Speeds, Sat Nav, Air Conditioning, Electric Surroof, Alloy Wheels, In Lapic Blue Grey, Electric Seats. www.kinsonmotorcompany.co.uk £28,999 TEL: 02380 766200 HANTS (T)



PORSCHE 911 1972, pale yellow with contrasting black interior and Carrera decals. This is an exceptionally good recreation of a 2.7 RS and fitted with a 2.7 engine.
www.runnymedemotorcompany.com 277,500 TEL: 01753 644599 BUCKS (T)



PORSCHE 914 1973, stripped and strengthened. Stood for 20 years, rebuilt over last year. Flared arches and wide wheels. Original interior. Tax exempt. MoT April 2019. TEL: 07702389050 YORKS



PORSCHE 993 C2 1993, RHD. Iris blue Tiptronic S with limited blue and grey leather interior. Hard shell. MoT Jun 18. Beautiful car in excellent condition inside/out, joy to drive. £32,000 TEL: 07779706116 C.BEDFORDSHIRE



RANGE ROVER 2009, Finished in Masons Black with 22 inch Overfinch alloys and side steps. Black leather with Cream door panels and knee roll. 94,000 miles with some history, www.hanwells.net £21,250 TEL: 02085 679729 LONDON (T)



RAYMOND MAYS ROADSTER 1939, Ambition is a dream with a V8 engine. 4 speed manual gearbox, very easy to drive and was described in The Motorsport Magazine in 1939. £210,000 TEL: 07970072886 CAMBRIDGESHIRE



RILEY RME 1954, Lovely original condition, peacock blue metallic and re chromed bright work. Extensive history, buff log book and manuals. Please call for more details. 21,950 ONO TEL: 01785714683 STAFFORDSHIRE



PORSCHE 924 1981, LHD, good condition throughout and the low mileage of 85 500 miles can be verified by the comprehensive history. Runs strongly and is very clean. £42,500 TEL: 07810837290 BUCKINGHAMSHIRE



PORSCHE 964 1992, Manual, horizon blue, 82,000 miles, full MoT, leather interior, A/C, wheels fully reconditioned. Engine and gearbox are also in great condition, £37,500 TEL: 07900 565023 LANCASHIRE





ROLLS ROYCE 20/25 1934, Very good original condition inside and out, good chrome, runs nicely, same ownership for the last 20 years. Comes with a large rear boot trunk. \$35,000 TEL: 07710091913 GREATER MANCHESTER



ROLLS ROYCE PHANTOM 1930, Barrel sided tourer in excellent condition, maintained in private. Collection deceased estate. Engine fully rebuilt. £135,000 TEL: 01244 681285 CHESHIRE



SNAKEPIT BY GEORGE BARRIS 1970, This car has 6 wheels, 48 exhausts, 2 Ford C6 automatic transitions, is 23 feet long and comes with a purpose built trailer. www.oldtimermanchester.com TEL: 01614 563836 LANCS (T)



ROLLS ROYCE SILVER SHADOW Well looked after. MoT December 2018 and drives like a dream although the car has been dry stored for 3 years. Not been driven much. 19995 ONO TEL: 07725041572 TYNE AND WEAR



SUNBEAM SUPREME 1957, Unique, low mileage & original Sunbeam. One of the very last of the marque to be built & is, undoubtedly, one of the latest chassis numbers still registered. £10,950 OVNO TEL: 01437731822 PEMBROKESHIRE



ROLLS ROYCE WRAITH 1940, dark blue with grey leather trim and carpets, walnut dash and fittings. Full service history. Manual. rare opportunity to own an excelebirty car. www.panoramabay.co.uk £66,995 TEL: 01202 709407 DORSET (T)



SWIFT HP 1929, Convertible with Dickey seat. 3 owners, Original number plate MY 1044. 3 old style log books. Swansea V5, Engine runs well and used regularly. £8500 OVNO TEL: 02087783833 GREATER LONDON



ROLLS-ROYCE PII CONTINENTAL 3
POSITION DHC 1931. Fabulously stylish,
fully documented restoration, lovely design
features which include twin rear spares. Also
PII Continental Barker S/Saloon; £145,000
www.realcar.co.uk £145,000 TEL:01248
602649 N. WALES (T)



T BENTLEY ARNAGE 1999, Le Mans alloy wheels and colour coded bumpers. Magnolia interior with Black piping and Black carpets piped in Magnolia. 84,000 miles with history. www.hanwells.net £19,999 TEL: 02085 679729 LONDON (T)



ROVER MINI 1993, full nut and bolt restoration, rebuilt gearbox, full respray, new wheels & tyres. Over £10k of receipts. Has just past its MOT. £7500 ONO TEL: 01132 892858 WEST YORKSHIRE



TRIUMPH ROADSTER 2000 1948, owned for 52 years, rebuilt in 1973 with a new engine. Used regualrly since and is in good running order. Full service history etc. TEL: 07775885753 LANCASHIRE





TRIUMPH STAG 1973, Immaculate condition, a total stunner, long MoT, lots of bills and previous engine rebuild. Tax exempt and ready to cruise. Body is straight and clean. £11,995 TEL: 07708464850 GREATER LONDON

## The Real Car Co

Rolls-Royce and Bentley specialists

Rolls-Royce and Bentleys from the 1920's - 1970's -A diverse and interesting stock of about 40 cars



1962 LHD Silver Cloud II HJ Mulliner Drop Head Coupe
Full ground up 'nut & bolt' restoration to an extremely high standard and
beautifully finished in silver sand with cream leather and a tan hood.
The underside is just as smart as the top - see photos on website! £325,000
LHD Silver Dawn, lovely; £49,500. Choice of two exceptional Clouds.



1938 25/30 Cockshoot Saloon Spacious with lovely interior and large sunroof. Very well finished in deep red & black & fitted with PAS – Drives well; £47,500 Lovely Barker 25/30 Saloon Due



1951 Bentley MKVI Sports Saloon Very useable & a pleasure to drive aided by the Michelin Radials, sharp brakes & lively performance. Well finished in a warm grey, lovely grey leather & blue carpets; £27,500



'60 Continental HJ Mulliner FHC
Rare, handsome, desirable and very
sound – just driven back to us from
Paris after 15 year ownership. Lovely
deep red leather, AirCon, good history,
and driving very nicely; £175,000
'62 S3 HJM 2 Door FHC; £250,000



1955 LHD Bentley S1 Sports Saloon Very sound and driving well, finished in original colours with good beige leather interior. Recent brake work & S/Steel exhaust system; £42,500 '59 LHD S1 in Sable, smart; £49,500 '76 LHD Corniche DHC project Due



1926 20hp Windovers ¾ Coupe Sweet little two door car with twin side mounted spares & a lovely set of original instruments. Overdrive fitted & engine just re-furbished; £44,500 Some interesting 20hp's in stock

CI-STORE STATE OF THE STATE OF

1951 Bentley Special Roadster Fabulous rakish design, professional build - exceptionally high standard. Based on a MKVI chassis & with a Bentley T Type V8 & auto g/box, powerful & easy to drive; £125,000 Also very Special Jaguar 2dr FHC

Email alerts on all New Arrivals available! See Website.
Urgently Wanted! - Similar Cars
Export arranged - Commission sales - Part exchanges
Contact Ray or Ian - let us find your next car!



Illustrated stock list on request Tel: 01248 602649 anytime

E-mail: mail@realcar.co.uk



For the most up to date stock details and photos visit our website: www.realcar.co.uk



Classic British Sports Car Restoration Garage

**Current Classics For Sale** 



1959 Austin Healey Frogeye Sprite. Currently undergoing a full nut and bolt restoration. \$POA 1957 MGA Roadster. Undergoing a full nut and bolt restoration, please any iris for full spec. \$POA



1972 & 1973 MGB Roadsters, Both of these vehicles are currently undergoing full nut and both rebuilds. They have had bare metal resprays and will be finished with wire wheels, old gearbox, engine rebuild etc. SPOA

#### Previous Restoration Work & Current Projects



Current restoration projects available:
3x Triumph TR3A, 2x Triumph TR4A IRS, 1x Triumph TR6, 5x MGB Roadster,
1x Austin Healey 3000, 3x MGA Roadster, 3x MGB GT

Specialising in restoration work, we have a varied stock of Triumph TR2-4A's, MGA & MGB Roadsters all of which can be restored to your own specifications (colour, interior, potential upgrades etc). For more information, please enquire for restoration plans and prices.

www.CARNBOSAVERNGARAGE.com Telephone: 01736 78875 or 07974190763



TRIUMPH TR3A Original UK right hand drive car, in very good condition new rear shock absorbers fitted last year. 4 speed gear box. Body work is good. £27,000 ONO TEL: 07985109502 GREATER LONDON



TRIUMPH TR6 1972, converted to RHD and restored back to its original factory colour. Complete with a number of receipts and the original service booklet. www.beaulieugarage.co.uk £26,995 TEL: 01590 612999 HANTS (T)



TRIUMPH TR3A 1961, Attractively priced with service history and original green log book. Original UK RHD with MoT to Dec 2018, then exempt. Very good condition inside and out. £22,500 OVNO TEL: 07811 595689 ESSEX



TRIUMPH TR6 1973, Very good condition, large history file, dry weather use only. New MoT, owned 9 years. Please call for more detials. £16,200 TEL: 01295 738189 BANBURY OXON



TRIUMPH TR4 1963, totally restored, an original British car. Beautiful rust free example being finished in her original livery of Red. www.ivorbleaneyclassiccars.co.uk \$25,500 TEL: 01794 390895 HANTS/WILTS (T)



TRIUMPH VITESSE 1969, Blue tan interior. Refreshed older resto. MoT no advisories. Tonneau. New callipers, rear spring, 4 seat belts, dash & door caps, battery etc. Looks & sounds great. £8750 TEL: 07976427023 READING

## BARBARY HILL

— The Heynes Collection — AVAILABLE SOON

Restorations
Service • Sales
Telephone 01522 696935
www.barbaryhill.com



TRIUMPH TR6 1971, Overdrive and performance upgrades, complete body off rebuild, massive receipt file, old MoTs and Heritage cert. Great little car in excellent condition. 221,995 OVNO TEL: 07748112467 WILTSHIRE



VANDEN PLAS 1300 1972, quite possibly the best presented and superb condition. Original UK supplied car, Re-paint in original colour. 2 keys. ics www.westendclassics.co.uk £9750 TEL: 01487 842085 CAMBS (T)



TRIUMPH TR6 1973, Built to offer exceptional reliability and fast road performance, only been looked after by highly regarding TR specialists. Roof and interior are in excellent condition. £29,850 TEL: 07956378528 BERKSHIRE



VOLKSWAGEN BEETLE 1958, Lovely restored to a very high standard and better than new and has had over £20,000 spent on it. Slightly lowered all round. In great condition. £19,995 ONO TEL: 07743115108 KENT



TRIUMPH TR6 1976, One of the very last ones built, present owner for 15 years, from suspension overdrive. Very reluctant sale. Please call me. £21,000 TEL: 07903009026 W.YORKSHIRE



WOLSELEY 18 85 1948, fully restored in excellent condition. Black and British racing green, green leather upholstery, new green carpets, new roof liner, good running order. £14,995 OVNO TEL: 07761 804471 UK



#### Suffolk SS100 Jaguar 3.8

Built by us and in immaculate condition. One fastidious owner and 13,000 miles. Full weather gear, heater, Rotax lights and Lucas spot



#### Just arrived back to the UK

Suffolk SS100 Jaguar 4.2 This delightful Suffolk SS100 in LHD has covered 26000 miles since its completion in 2013. It has our usual specification of a 4.2 with SU carburettors, stainless manifolds and a 4 speed overdrive gearbox.



#### Suffolk SS100 Jaguar 4.2

A lovely racing green SS100 with very low mileage, just fitted with a brand new interior, all trimmed in house by us and some refurbished wheels in black with new Blockley A6C tyres. A new hood, hood bag and tonneau cover complete the ensemble.



#### Suffolk SS100 Jaguar 4.2

15,000 miles and two owners from new. 5 speed gearbox, full weather gear, blue interior, QK596 headlights and spots. Historic registration and ready for touring holidays. 6 months Works Guarantee.

#### SUFFOLK SPORTSCARS LTD

+44 (0) 7967 339424

fraser@suffolksportscars.com roger@suffolksportscars.com



MORE CARS FOR SALE ON OUR WEBSITE







1967 JAGUAR S TYPE 3.8 LITRE. Red with cream 2001 RANGE ROVER AUTOBIOGRAPHY DIESEL

1987 MERCEDES 420 SL SPORTS. 1987 MERCEDES 426 SE Metallic silver with leather interior. 76000 miles. Hard and soft tops.







1963 JAGUAR MK II. Finished in metallic

blue with cream leather. Hard and soft tops. 73000 miles. superb example and great value.....£8950

1999 JAGUAR XJ8 3.2 LITRE V8 EXECUTIVE







#### **EXCHANGES NEW OR OLD ANYWHERE OUR SPECIALITY!**

Viewing by appointment please We have now relocated to Beverley, East Yorkshire

Tel: 01964 542813 or Mob: 07776 155172 enquiries@bockinggarage.co.uk

## **Classic Cars** Advertise your car for FREE

#### Place your advert

#### Online

www.classiccarsforsale.co.uk (unlimited text and photos)

#### **Email**

#### ccphotos@bauermedia.co.uk

Please photograph the whole car and send a jpg with text of no more than 200 characters to the address above.

#### Call

01733 366354

#### Post

Complete the coupon and send with photograph to:

**Classic Cars Classified** Media House, Lynchwood Peterborough PE2 6EA



Your advert will appear in the next two issues (subject to availability)

Please note: For your advert to be published in the magazine you must send a picture.

	9
Title	Initial
Surname	
Address	
County	
Postcode	
Email	
Tel no. (in	c. STD code)



MGMGBROADSTER 1976, 29,000 miles Beautiful condition, leather walnut chrome etc, wire chrome wheels, stainless boot rack, Mohair softop, full tonneau, fully restored.£6500 TEL: 01704894554 LANCS

You do not need to include this information in the advert box below:

Make Price Model

Please remember	to include the d	car year, mileage,	gearbox type & colour.

Please enter this information so that Bauer Media Group (the publisher of Classic Cars) can keep you up-to-date by email, post, phone and free mobile messaging with fantastic offers and promotions. We promise that you can subscribe at any time and you'll only get messages about things that we've chosen especially for you from ourselves and our network of great partners whose products and services we think, you will enjoy. For our privacy policy visit www.bauerdatapromise.ou. Ne Bauer Media Group consists of Bauer Consumer Media Ltd, Bauer Radio Ltd and H Bauer Publishing Ltd. Conditions of acceptance. Private sellers only. Trade advertisers please call 01733 468500. Please see full T&Cs on the back page.



#### Westcountry Classics 1954 Hillman Minx Mk8 runs and drives, complete for light resto.....£1,500 **1967 Morris Minor,** Saloon, black 1275cc twin carb engine. disc brakes, body rebuilt by professional fabricator. Great fun, smart little car ......£4,995 1967 Triumph Herald convertible Red with wire wheels lovely condition ...... Due in 1970 Landrover SWB, Galvanised chassis, 200 TDI, O/D, well sorted, smart and useable .......£8.995 1980 Land Rover SWB Petrol, smart, straight and original, very sound, long MOT ......£4,995 1984 Citroen 2CV, Bright red, VGC, Restored 3 years ago £6,995 2004 Onyx Firecat Turbo Kitcar, great fun ......£2,495 TOURING MOTOR SERVICES, ROSUDGEON, PENZANCE, **CORNWALL, TR20 9QE** TEL/FAX: 01736 762402 EMAIL: westcountryclassics@btinternet.com We are open to sensible! Offers on the above vehicles Viewing by appointment. DELIVERY CAN BE ARRANGED.



UILENBAAN 90 - B-2160 ANTWERP Tel. 00 32 (0)497 402 402

LAMBO JALPA - 1985

125 000 FURO

MERCEDES 280 SL PAGODE - 1969



#### **Kinson Motor Company**









1991 LAND ROVER RANGE ROVER VOGUE EFI 4dr 4 Door 4x4. In White With Grey Trim, Automatic, Power Steering, Electric Windows, Central

































PART EXCHANGE MODERN CARS AND VANS FOR CLASSIC CARS.
CASH ADJUSTMENT EITHER WAY

07545 703474 OR 02380 766870 so







Please contact Gary Denham on 07766 475878

1970

Recent import California

U.K. Regd.
Orange /black interior
Mileage 17,071





#### Celebrating our 40th Anniversary







#### **Rolls Royce Silver** Cloud III 1964

Astral Blue metallic over shell grey metallic. 55,875 miles. Grey hide with blue piping, grey headlining, grey carpets bound in blue. Electric windows. Picnic tables. This is a truly exceptional car. Three of the previous owners are know to us. The car comes with an extensive service history file, complete with original order form. This beautiful car has obviously been treasured from new. Please contact us for further details, Just arrived.

£79,950

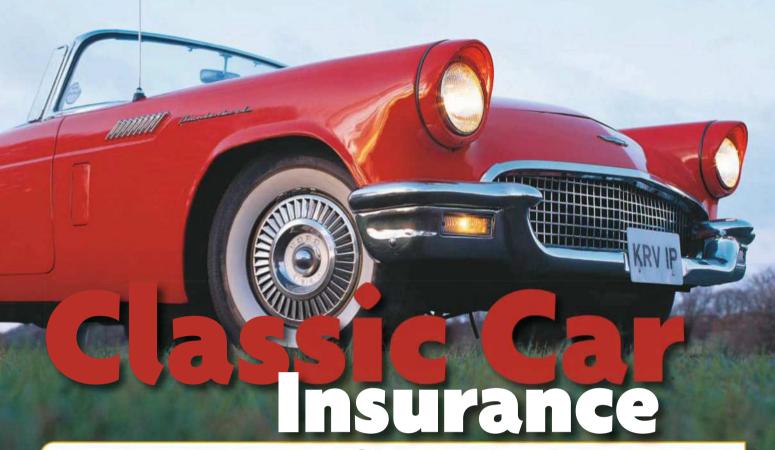
#### Ferrari F430 **Spider F1 2007**

Grigio Silverstone exterior with black leather and yellow stitching interior. Yellow brake calipers. Yellow dials. Electric Daytona style seats. Scuderia Ferrari Shields. Radionav system with bluetooth. Front and rear parking sensors. Black soft top and Tracker.

£93,000

**Priory Road Bodmin Cornwall PL31 2SU** 01208 73145 & 01208 73784 www.cummingsofbodmin.co.uk

£49,995 ono



	G G G G G G G G G G G G G G G G G G G
at it's true value - our valuation process is free and simple. At ClassicLine we'll ma or being restored and in the event of an accident you'll have the right to choose y including one classic, why not see how you can save money and time with a multi Call for an immediate quote 01455 639 000  WWW.Classiclineinsurar  Carole Nash  Tel: 0800 7819289 w: cherished.carolenash.com  Price:  Monthly Payment:	s price includes UK & European Breakdown cover and Motor Legal Expenses. directly to our friendly team of classic car insurance specialists. unt - why pay for miles you don't drive! We'll also make sure your classic is insured ke certain that you have the right level of cover for your vehicle whilst it is laid up your own specialist repairer. For those with more than 3 cars within the family, vehicle policy from ClassicLine Insurance.  Performance Direct  tel: 0844 5733561 w:www.performancedirect.co.uk/clc  Price:  Monthly Payment:
Footman James  fel: 0333 207 6023 w: www.footmanjames.co.uk  Price: Monthly Payment: Excess: Ref No.:	Ref No.:  RH Specialist Vehicle Insurance tel:03330433911 w:www.rhclassicinsurance.co.uk Price: Monthly Payment: Excess: Ref No.:
Adrian Flux Freephone:08000855000 w: www.adrianflux.co.uk Price: Monthly Payment: Excess: Ref No.:	Heritage Classic Car Insurance tel.01212489207 w: www.heritagecarinsurance.co.uk Price: Monthly Payment: Excess: Ref No.:
Lynbrook Insurance  tel: 03451304662 w: www.lynbrookins.co.uk  Price: Monthly Payment: Excess: Ref No.:	Hagerty Insurance Tel: 0333 3231383 w:www.hagertyinsurance.co.uk Price: Monthly Payment: Excess: Ref No.:
ClassicLine Insurance  tel:01455639000 w: www.classiclineinsurance.co.uk  Price: Monthly Payment: Excess: Ref No.:	Peter James Insurance  tel: 0121 506 60 40 w: peterjamesinsurance.co.uk  Price: Monthly Payment: Ref No.:
Company Name tel: Price: Monthly Payment: Excess: Ref No.:	Company Name tel: Price: Monthly Payment: Excess: Ref No.:



#### **The All Inclusive Carole Nash Difference**



UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers



You could also save 33% with a Multi-Classic Vehicle policy<sup>†</sup>



Choose your own specialist repairer



**Agreed Value** 



**CALL NOW** 

0800 093 5511

carolenash.com/classic-car

UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. †Based on an average customer saving 33% compared to buying three separate Carole Nash policies. Average customer = 51 year old male driving a 1972 MG B; a 1971 MG B and a 1972 MG Midget. Savings accurate as of 18 September 2017. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

Classic car insurance by

Classics.

Built around classics.

Cover includes UK & EU Breakdown and Motor Legal Expenses

Policy Benefits: Club Membership Discounts | Track Day Cover | All Modifications Considered Policy Options: Agreed Value | Laid Up Cover | Multi Vehicle Policies

01455 639 000

www.classiclineinsurance.co.uk

classicline\*

Authorised and regulated by the FCA





When it comes to classic car insurance, Adrian Flux have got it covered.

Our classic car insurance policy benefits can include: Agreed value, owners club discounts, limited mileage discounts and much more.

Call us today for a free personalised quote **0800 085 5000** or visit **adrianflux.co.uk** 





THE RESERVE TO SERVE TO SERVE

We see beautiful cars and careful drivers. Insuring classic cars since 1965 Heritage understand the complexity of classic car ownership.

Which is why we take time to talk with you, ensuring you get the right cover for you and your beautiful car.

Free agreed valuation
Limited mileage discount
Club member discount
Multi Car insurance





Call now to get a quote for your classic

0121 248 9207

or visit www.heritagecarinsurance.co.uk

Heritage Insurance Brokers is a brand name of Norton Insurance Brokers Limited which is authorised and regulated by the Financial Conduct Authority (FRN 769110).

#### "WHAT SUNDAYS WERE MADE FOR"

Headline sponso





01480 400 870

www.lancasterinsurance.co.uk



Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority (No. 306164). For mutual security, calls are recorded and may be monitored for training purposes.





# Insurance solutions\* for the motor trader.

At FJ we don't just arrange cover for the classic vehicle owner. We also arrange cover for motor traders, restorers, vehicle storage companies, auction houses & motor museums.

Call our friendly UK team for a quote.

01384 218 021

or visit footmanjames.co.uk



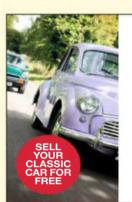
## diamondinsurance

#### classic car insurance

As we have been insuring classic vehicles since 1986 we know how to protect your treasured possessions. We insure anything from cars to motorbikes, military vehicles to vintage tractors and even steam engines!

- comprehensive cover, agreed value policies with breakdown options.
- limited mileage 500 miles to unlimited miles per annum (subject to vehicle year)
- age of vehicle and club discounts given

E: info@diamondinsurance.net www.diamondinsurance.net diamond call now for a free quote 01442 825481



#### ClassicCarsForSale

#### The UK's best website for buying and selling classic cars!

With thousands of classic cars already on the site and many more added daily, you're bound to find exactly what you're looking for. Browsing the adverts is easy, and if you're not sure what you're after, you can search by body types, age, and price.

ClassicCarsForSale.co.uk





#### LYNBROOK INSURANCE



#### INNOVATIVE INSURANCE FOR DISCERNING OWNERS

Lynbrook policies\* were developed to offer wide cover with bespoke specialist servicing and sensible pricing. Over 25 years improvements and additions have been constantly developed to address the demanding and changing needs of our clients

- If permitted by the Authorities, your ability to acquire the salvage if "written off
- Extra payment made to cover expenses to find a replacement if "written off"\*\*
- We permit "self repair" and will reimburse you appropriately
- Spares are unlikely covered on household insurance So we do so in our policy • UK & European Breakdown/Recovery/Home Start included
- Miles unused are reimbursed from next years premium on 8000 m
- Inclusive Agreed Value up to £7500 with photos. Higher Valuations possible
- · We operate with UK teams for both claims and bespoke underwriting
- No hidden add-ons, fees or charges even for credit cards (excl.
- PREFERRED client terms for "non-classics" with integral Breakdown &

#### WE TRY TO BEAT COMPARABLE QUOTATIONS THOUGH OUR QUALITY IS INCOMPARABLE

- We offer insurance for Classic and Vintage cars and motorcycles, three wheelers and motorhomes
   Applies if your vehicle is insured on an Agreed Value basis and salvage not taken

Tel: 0345 130 4662 or 01277 206285 8am-6pm weekdays - Saturday 9am-1pm www.lynbrookins.co.uk

Lynbrook Insurance is an Introducer Appointed Representative of ERS Syndicate Management Ltd which is authorised and regulated by the Prudential Regulation Authority and regulated by the Financial Conduct Authority

# THIS IS NOT PURPLE.

#### THIS IS DODGE CHARGER **PLUM CRAZY**

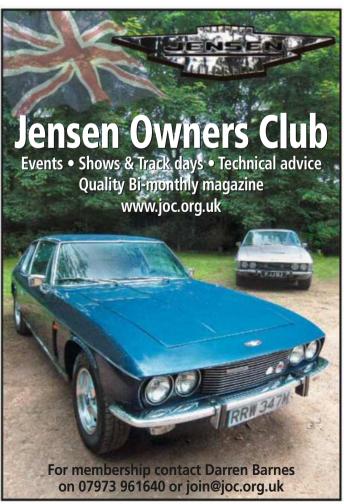
#### Do you see what we see?

Like you, we are car enthusiasts through and through. We offer exceptional insurance, competitive premiums and hassle-free claims service. Get a quote or check the value of your classic online anytime. Better yet, give us a call at **0333 323 1383** and chat to one of the team.

Drive with us. hagertyinsurance.co.uk









busc



#### STORAGE





Riverside West is a privately owned and managed car storage facility in Wandsworth, South West London. The facility is outside of the London congestion zone and is in close proximity to Fulham, Clapham and Battersea. It is easily accessible by bus, car or train.

- Attendant on duty 24/7
- 24/7 access
- Advanced CCTV system
- Advanced security shutters
- Individually allocated spaces
- Battery trickle charging available
- Air chambers available
- Premium spaces available
- Private garages available
- Competitive prices

## RiversideWest P

E: katie@riversidewestcarpark.co.uk • T: 01903 713553

www.riversidewestcarpark.co.uk

#### STORAGE



High specification storage De-humidified storage Superb workshop facilities Maintenance programmes Secure enclosed car transport Transportation of 1 - 4 cars Licensed for UK & International Recovery non runners/projects

#### STORAGE



#### STORAGE



#### STORAGE

#### Car Storage Scotland

your car... our passion

- · Secure discreet location
- Collection & delivery
- · Fully enclosed transport
- Routine maintenance
- · International shipping
- Carcoon sales agents



Tel: 0131 663 9020

al shipping info@carstoragescotland.co.uk



www.carstoragescotland.co.uk

#### STORAGE



#### STORAGE



#### TRANSPORT



#### MOTOR TRANSPORT Tel/Fax: 01708 471600

Sterling Motor Transport offers a fully enclosed, single vehicle transportation service, specialising in the safe, secure and discreet movement of Prestige, Classic, Vintage and Sports Cars throughout the UK and Europe.

info@sterlingmotortransport.co.uk

To advertise in Classic Cars please call 01733 366308

#### -600

#### TRANSPORT

We offer secure and enclosed vehicle transport throughout the UK and Europe, our vehicles are all fully insured, all vehicles treated with the utmost care.

We can offer: one off moves, bulk moves for rallies, collectors and auctions.

WHY NOT GIVE US A CALL
0800 282 449 OPTION 1
OR VIA EMAIL COVERED TO SERVICE OF SERVICE

#### TRANSPORT



#### ACCESSORIES



# Oak frame garages ideal for self-assembly or by our expert team

Design your own garage on our website using the 'Quote my Design' tool and check out our futher product ranges and seasonal offers.

sales@oak-desians.co.uk

oak-desians.co.uk

01273 400411

#### ACCESSORIES





#### **AUTO TRANSMISSION**

#### **CLASSIC CAR AUTOMATIC TRANSMISSIONS** & PRE-SELECT GEARBOXES

RECONDITIONED UNITS & SPARE PARTS SUPPLIED

#### G WHITEHOUSE AUTOS LTD

TEL: 0121 559 9800

info@gwautos.com www.gwautos.com

CLASSIC CAR AUTOMATIC CONVERSION

Convert your classic car to

Jaguar XJ40 4 speed automatic KITS NOW AVAILABLE FOR MOST CARS



#### AUSTIN HEALEY







BUILDING



#### BUILDING







Garden Rooms Orangeries Garages Conservatories

03444 171 400 sales@juliusbahn.co.uk www.juliusbahn.co.uk

#### BUILDING



Over 50 years' experience in oak framed buildings



• Garages • Garden Rooms • Complexes • Gazebos • Pergolas

01323 765410

Quality in its finest form

www.monarchoak.co.uk



#### BOOKS/MANUALS

## ul Skillete

Jaquar books!

AGUAR

www.paulskilleterbooks.co.uk 01426 612669 email jagworld1@aol.com

NEW! E-TYPE FACTORY & COMPETITION CARS
by Peter Griffiths. Unique approach! All the well-known factory cars,
including the Lightweights, are covered but the author then goes deeply
into E-type racing in the dramatic and firercly contested wide-wheeled
Mod Sports era of the late 60s/early 70s. Plus many fascinating individual
car histories and race E-type and driver listings running into the hundreds from Peter Griffiths'
unmatched database built up over some 40 years. Hundreds of photographs, many in colour.
Foreword by Paul Skilleter. Hardback, 25 x 1.8 x 25cm, 144 pages.
Price £40.00 inc free P&P UK.

NEW! JAGUAR FROM THE SHOP FLOOR Brian Martin. Vivid, informative and often amusing, Brian relates his experiences working at Jaguar from 1949, just as the XK 120 was coming on stream, until leaving in 1978 when the XJ-S and Series 2 XJ saloons were in full production. All sorts of fascinating insights on how the cars were built (production and prototypes). Hardback, 23.2 x 15.5cm, 192 pages, many unusual colour & B&W pictures. Price £30 inc free P&P UK.

See our website for special deals, overseas mailing costs and other Jaguar books.

Any quantity sent for £9.95 max (UK).

#### **OCKHEED & GIRL**

FOR BRITISH VEHICLES 1935-1980

MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS Etc. **WORLDWIDE MAIL ORDER** 

POWERTRACK Ltd

Tel/fax: 01344 886522 www.powertrackbrakes.co.uk

## HOODS UNBEATABLE QUALITY UNBEATABLE VALUE!

#### **DIRECT FROM THE MAKERS -**WITH OVER 40 YEARS EXPERIENCE

Choice of heavy duty PVC, ICI Vynide, Everflex, Duck and Mohair

- BETTER THAN ORIGINAL EQUIPMENT QUALITY
- STITCHED AND WELDED FOR MAXIMUM LIFE
- WIDEST CHOICE OF COLOURS AVAILABLE
- ALL FASTENERS & FITTINGS INCLUDED 24 hour express service available - worldwide order service

VISA

FOR LEAFLET AND PRICE LIST CONTACT

Don Trimming Co. Ltd. Hampton Road, Birmingham B23 7JJ Tel: 0121 373 1313

SOUTHERN SALES OFFICE Tel: 01202 742200

CARPET SETS FOR MOST MODELS



## hrome Pondon



Rare & Original Classic Car Audio

RADIOS, SPEAKERS, AERIALS, UPGRADES

www.chromelondon.com Tel 0203 7939090



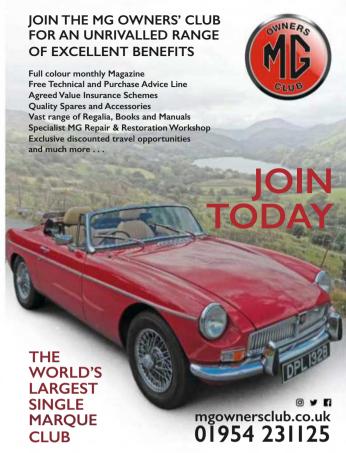


#### GENERAL



Changing the way you buy motor insurance forever.

#### CLUBS



Octagon House, I Over Road, Swavesey Cambridge, CB24 4QZ



#### -6-0

#### COVERS

## CLASSIC

• Established 1989 • The car cover people

Reader Discount Code: CA-CC

T: 01938 561717

E: sales@classicadditions.co.uk

www.classicadditions.co.uk

#### COVERS



#### **ELECTRO PLATING**



The Quality Service for the Discerning Enthusiast

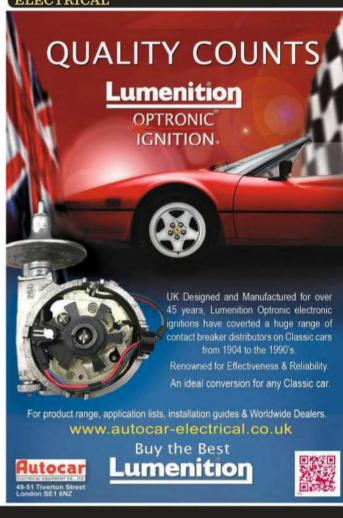
Specialist Electroplaters, Polishers and Metal Finishers

Derby Plating Services Ltd | 148 Abbey Street | Derby | DE22 3SS

t/f. +44 (0) 1332 382408

e. info@derbyplating.co.uk w. www.derbyplating.co.uk

#### ELECTRICAL



#### FUEL SYSTEMS





#### INTERIOR RESTORATION



## **Furniture**Clinic

# Leather Care & Repair Specialists

Leather cleaning & restoration products for leather fabric and wood.

Leather & Fabric Cleaning Leather Repairs | Stain Removal Colour Restoration | Wood Repairs

Nationwide repair service also available.

www.furnitureclinic.co.uk

Email: enquiries@furnitureclinic.co.uk Tel: 0844 879 3691

#### LIGHTING

Superb lighting upgrades

Discreet Classic Car DRL'S



Being visible can be a problem in classic cars. Our high power LED bulbs offer an efficient solution.



Money-back guarantee +44(0)1789 576114

www.bettercarlighting.co.uk enquiries@bettercarlighting.co.uk



Dismal dash?

Hopeless headlights?

We have solutions for all 12v car lighting problems.

#### PARTS & RESTORATION



#### **GOWER & LEE**



**CARBURETTOR SPECIALISTS** 

All English ★ European carburettor work undertaken ★ Spares carried for SU, Solex, Zenith, CD, Stromberg, Weber & Pierburg carburettors for your vintage classic or modern car. ★ Mail order service. ★ All major credit cards accepted.



Sales Dept. P.O. Box 91, Bushey, Watford WD23 2ZG. Tel/Fax: 01923 247300 e-mail sales@gowerandlee.co.uk Website: www.gowerandlee.co.uk



#### PARTS & RESTORATION

#### Classic Car Restorations (SA)



- Over 40 years practical experience
- Family-run company
- Nationwide collection
- · Warranty on work carried out
- Call us for a free estimate & advice

Pool Lane Station Yard, Kirk Hammerton, Classics York, YO26 8DN

01423 330591 www.poollaneclassics.com info@poollaneclassics.com

To advertise in Classic Cars please call 01733 468500

> L. A. AND R.W. PIPER SPECIALIST

#### The Trimming Specialists

We specialise in customising, reupholstering and restoring car seats and trim for vehicle owners that will not settle for second best when it comes to a unique approach to automotive interior customisation for their vehicle's original condition.





- Classic, custom and sports cars seats
- •Car Interiors •Repairs and Re-trimming
- •Top Quality Fabrics and Leather •No Limits!

We are a small family run business set in the small village of Sparkford in Somerset. Our premises can now house up to 14 cars. If you have any questions or queries please do not hesitate to contact us, where we will be happy to help.

01963 441431

larwpiper@btinternet.com

www.pipertrimmers.co.uk

## micron

CLASSIC **LANCIA** SPECIALISTS

#### **AURELIA • FLAMINIA • FLAVIA • FULVIA • STRATOS**

- ★ Rapid international mail order parts service. We ship to 70+ countries worldwide
- ★ Full or partial restorations undertaken to concours conditions.
- ★ Fully equipped bodyshop and mechanical workshops.
- \* Race & rally prep undertaken including event support

We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

**Omicron Engineering Ltd., Norwich** Tel: (01508) 570351 • www.omicron.uk.com

#### VACUUMS

#### KEEP YOUR CLASSIC RUST & STREAK FREE!



**8HP\* MASTER BLASTER** 2 vear warrantv

**4HP\* BLASTER** 5 year warranty

1.3HP\* SIDEKICK 2 year warranty

Fight rust with the ORIGINAL Blaster Dryers. Quickly and safely blast moisture out of every nook and cranny leaving your classic streak free. Completely safe for all paint and chrome finishes.

240 volts. CE approved. Full Spec & Videos on website

Not convinced? Watch Wayne Carini from Chasing Classic Cars put the Metro Air Force Master Blaster to work! See video on website.

For great service at web prices ring: **020 8445 6811** \*peak \*\*optional dolly & access available



**BUY ONLINE WWW.CARDRYERS.CO.UK** 



#### SERVICING

enquiries@formhalls.com

01725 511241

www.formhalls.com















White Metal Bearings (Formhalls Hoyt) Guaranteed fault free for the life of your engine

**Bearing Manufacture & Precision Machining** 

**Engine & Mechanical Rebuild, Restoration** Photographic build sheet for your car log

**Lathe & Milling services** 

Refacing / Seats / Boring

SERVICING

**Welding & Stitching** 

#### SERVICING



#### AUTO ELECTRIC SUPPLIES LTD

Fast Mail Order Service - Order Online or by Phone 01584 819552















www.autoelectricsupplies.co.uk CATALOGUE ANALOGUE

#### RESTORATION



Vehicle Body & Paint **Accident Repair Classic Car Restoration** 

Showfield Lane Industrial Estate, Malton, North Yorkshire, UO17 6BT

Tel: 01653 692090 sales@maltoncoachworks.com

#### WANTED

#### WANTED TR2/3/4/5/6 Vitesse Herald and GT6 from Restoration to Mint

Excellent Prices Paid. Cash or Cheque on collection. Fast Reliable Service, Instant Decision, Any Distance.

Call Gary Bates, TRGB Ltd., 07801 631632 www.TRGB.co.uk

#### CLUBS



#### CLUB LOTUS

TEL: 01362 691144/694459

#### www.clublotus.co.uk

Classic Fuel Systems

Specialists in Coonditioning of British, Europe in Coondition of British, Europe in Coondition of British in Coondition of Specialists of Coondition of Specialists of Specialists of Full Powers in Coondition of Specialists of Full Powers of Specialists of Full Powers of Specialists of Full Powers of Specialists of Speci

EMAIL annemarie@clublotus.co.uk

THE ORIGINAL & BEST CLUB FOR ALL LOTUS OWNERS & ENTHUSIASTS COLOUR MAGAZINE, INSURANCE & PARTS DISCOUNTS, FREE TECHNICAL HELP, LOTUS REGALIA & MORE FOR ONLY £35 PER YEAR

CLUB LOTUS, 58 MALTHOUSE COURT, DEREHAM, NORFOLK, NR20 4UA

#### PARTS/RESTORATION

#### SteeringWheelRestoration.com



Restore steering wheels. vintage to modern, includina Rolls-Royce, Bentley & Jaquar

tel: 07795 182 563 myrtleprod@aol.com

#### WANTED



Specialists in MG Motor Care

Please mention **Classic Cars** when replying to advertisers

## WW.MOTORMARKS.CO.UK

#### PRICE GUARANTEE - YOU WILL NOT FIND THESE NUMBERS CHEAPER ELSEWHERE OR WE WILL REFUND THE DIFFERENCE!

C 178

CAS 946A CAS 11W RCA 53Y CAS 590A CAS 952A C47 ONS C4 TBY 424 CAT CAV 380Y CAZ 235 952 CBK 542 CBK 543 CRK

1.4 A 538.8
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4 8878.1
1.1.4

G

LEL 170N SEL 150N EL10 TTP ELL 152J ELL 187T ELL 4Y E7 LEB A002 ELL

: HEIC 58
HEIG 50NS 19
HEIG 50N

KAR 1H KAS 842 KAS 802 KAS 136 KAS 160 KAIS 639 KA15 ARZ KAT 35V K14 TEC KAW 64N KAW 54N KAY 537V KAY 83V

1. First pick letters with A-E, G, H, J-Y 2. Numbers 1-20 (higher numbers subject to availability)
3. Add your 3 letters (not I, Q or Z) M23 RCS

Current Style Plates 1. First pick 2 letters (not I, Q or Z) 2. Choose from 51, 02, 52, 03, 53 04. 54. 05, 55, 06, 56, 07, etc 3. Add 3 letters (not I or Q)

SM17 HYD

KOT 6Y 889 KOV 9850 KP KPR 41 KPW 558

**CHOOSE YOUR** 

**INITIALS!!** 

E11 MMM 167 MMT T55 MNG MNG 72L MNH 78K MNH 156K

MINH 139N MNN 37D MOA 72X 4 MOA MOC 7P MOE 566K MOE 333X 985 MOE MOE 96P MOG 99X MOG 772X MOG 884X MOG 73SX MOG 884X MOG 73N MOR 73R MOL 73N MOR 155R MOR 318Y MOZ 36N MOZ 36N MOZ 36N MOZ 35N MOZ 35N

OAH 495V OAK 3S OAK 7M B1 OAP H14 OAT OD 620

LAB 37T N914 LAG LAL 14W LAM 88B LAM 85P

6506 NB 1807 NB NBD 52 NBN 50 96 NCG NCP 267

NEJ 65R

P598 DUD PKH 130P

T246 JAL

TGW 1051

P50 SSH POT 1N POT 312S JU11 POT POW 805S POW 311F 2688 PP 4828 PP 482 PPE 807 PPO PRE 553R PR15 MMS N2 PRK PRO 553R PRU 783 PSN 690H PTH 51S PTH 51S PTH 57S PTK 90 7 PTS 843 PTT

7 PTS 843 PTT PTU 989B T44 PTW PUE 236 PUI 52 PUL 14N GPU 113N 9498 R 3091 R 6524 R RA13 BYS RAE 785G 752 RAE 897 RAE RAE 636 D15 RAF RAG 55S

RAG 55S JRA 63N AA66 RAH RA14 HYM RA15 ABS RAJ 417M RAM 340H RAN 737E RAN 386L RAP 574R N936 RAP L13 RAR RAS 791 RAS 914

STU 106V STU 295V STU 427M

8.00am to 8.00pm 7 Days a Week

100 000's of numbers available

ALL £50 B431 KG\ KFX 538F OGU 756D F486 HWJ H425 VKU T132 MAU JVG 867M T709 JRL

SPRING CLEAROUT ALL NUMBERS ARE PLUS 20% VAT + £80 TRANSFER FEE

ALL £75 HAH 379T J973 J973 CRM J767 DCD **GVG 618K** Y623 WFC

**ALL £150** AEY 279A AUJ 654A HNB 155D MFX 514W CTC 569M FMW 114J **CHN 437B** TSO 370R

A137 JSO A988 WET ANV 201A BHW 517A

ΔII £195 KBL 29N KGW 905A LCL 529A

EFX 396C FMA 521F HDS 259G HVG 840L

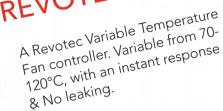
Gynsill Close, Anstey, Leicester LE7 7AN



THE ULTIMATE ELECTRIC FAN CONVERSION FOR YOUR CLASSIC CAR

WHY YOU SHOULD CONVERT USING A

REVOTEC ELECTRIC FAN KIT



A set of Laser cut, vehicle specific Brackets and all necessary fittings for a professional installation.

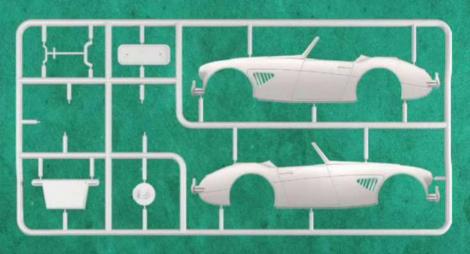


A High Power COMEX Fan Waterproof to level which is: IP68, Bearinged, Balanced and rated to operate 24hours.

TAILOR-MADE KITS FOR AN EVER INCREASING RANGE OF POPULAR CLASSICS, UNIVERSAL FANS, CONTROLLERS AND FITTINGS.

Revotec Ltd | Tel: 01491 824424 Fax: 01491 833711 | www.revotec.com

## **MISSING SOME PARTS?**



MG - JAGUAR - TRIUMPH - AUSTIN HEALEY - LAND ROVER **MORRIS MINOR - MINI** 



Anglo Parts is the specialist in high-quality classic british car parts.

High-quality parts

+60 000 parts in stock

Professional support by experts

Fast delivery

European network of distributors



## **WHY I LOVE**

...my memories of the day some Tinseltown magic was sprinkled on a sodden Thruxton circuit, by Historic Sports Car Club CEO **Grahame White** 



'After a few laps they came into the pits and swapped seats so Newman could drive. We certainly didn't tell the race officials or commentator, it was all kept low key - he thoroughly enjoyed it'

NEXT

MONTH

RAUNO

met up with the American film star Paul Newman. It was 1972 and he was in the UK making the Cold War thriller Macintosh Man for John Huston, which was released in 1973. I was the CEO of the BARC at the time and had an office in our headquarters based in Argyll Street in Central London. One day the switchboard operator called me to say that there was a gentleman called Paul Newman on the line and that he wanted to speak to me. She put him through and this charming voice with a strong American accent introduced himself and said he'd love to come down to Thruxton and watch the racing the following weekend. Initially, I thought it was one of my friends trying to wind me up, but something in his voice made me take him seriously. He asked how he could get a ticket, so I told him I'd deliver one personally to the Dorchester Hotel where he was staying.

ne of my most treasured memories is of the time I

By then Newman was enjoying superstar status. Off screen, he first became interested in motor racing while attending the Watkins Glen Racing School in preparation

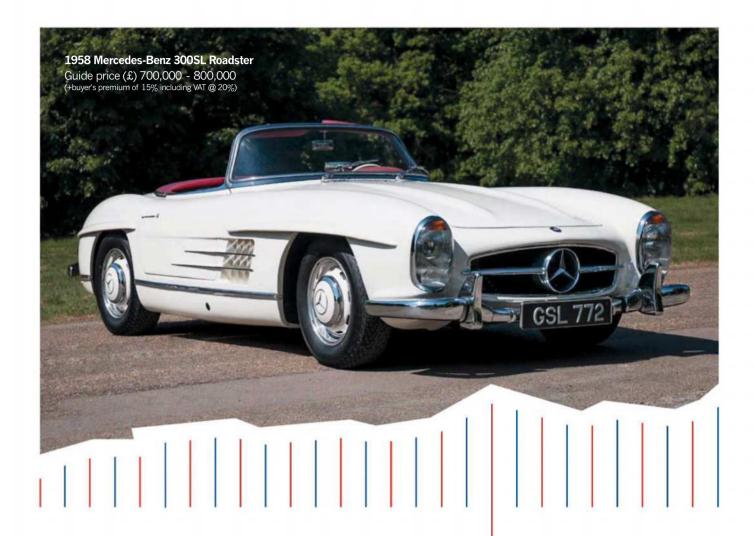
for making the film Winning, later hosting a TV special in 1971, Once Upon a Wheel, featuring the history of the sport.

On his arrival at Thruxton, Paul made his way to the main office. I was in Race Control when one of the girls rang to say, 'You're not going to believe who has just walked in and is asking for you.' I made my way over to collect him. 'I don't want any fuss,' he said. 'I just want to have a walk round the track and see what's going on.' Later, we met for a coffee and it was then that he asked if he could be driven round the circuit. I suggested that we left it until lunchtime when there would be a break in the racing, and I took him over to meet Richard Longman, a well-known and very competent driver who campaigned a Mini Cooper S.

In his usual relaxed way Richard agreed and we fitted Paul out with a racing suit and helmet. Despite the rain, after a few laps they came into the pits and swapped seats so Paul could take the wheel. He thoroughly enjoyed it. What made it so special was that

it was totally unexpected and unplanned. We certainly didn't tell the race officials or the commentator, it was all kept very low key. For me it's a wonderful memory, one of those lucky moments when I met a very special person.





19th, 21st and 22nd July 2018

# The Silverstone Classic and Race Car Sale 2018

The Wing, Silverstone Circuit, Northamptonshire NN12 8TN

Just 5% + VAT seller's commission

Inviting quality consignments

A NEW APPROACH IN AN AGE-OLD BUSINESS

+44 (0)1926 801 081 | silverstoneauctions.com



# THIS IS NOT PINK.

#### THIS IS CADILLAC MOUNTAIN LAUREL 50

#### Do you see what we see?

Like you, we are car enthusiasts through and through. We offer exceptional insurance, competitive premiums and hassle-free claims service. Get a quote or check the value of your classic online anytime. Better yet, give us a call at **0333 323 1383** and chat to one of the team.

Drive with us. hagertyinsurance.co.uk



MONTH?

Our price guide is in every issue of our

# Price Guide

in partnership with **HAGERTY** 

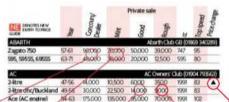
Our quarterly guide brings you freshly updated prices for 1200-plus classics CLASSIC CAR INSI

CLASSIC CAR INSURANCE

#### **WHAT'S IT WORTH?**

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

### USING THE GUIDE



Concours/ Dealer If you can afford it, do it. This is what to pay Mint

it, do it. This is what to pay for a top notch example; also a good guide to concours value Usable

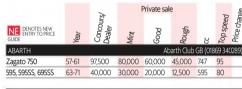
Shiny and Dright, but use, but needing not concours condition. Any defects should be small. You'll get a fine example for this money smart

Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough Price change At a glance indicator

in need of
in need of
in much care and
expense, even
though it may
still run and
drive

At a glance indicator showing the market trend of the latest updates



AC				AC	Owners' C	lub (019	904 79
2-litre	47-56	15,000	11,000	6750	4000	1991	83
2-litre dhc/Buckland	49-56	28,500	22,000	14,000	9000	1991	83
Ace (AC engine)	54-63	235,000	175,000	130,000	87,000	1991	102
Ace-Bristol	56-63	275,000	210,000	150,000	100,000	1971	118
Ace-Ford	61-63	250,000	185,000	140,000	90,000	2553	120
Aceca-AC	54-63	140,000	99,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	155,000	115,000	75,000	52,000	1971	128
Greyhound	59-63	56,000	42,000	26,000	17,500	1971	107
Cobra MkI/MkII/289	62-69	825,000	650,000	500,000	400,000	4727	138
Cobra 427	65-67	900,000	700,000	525,000	450,000	6998	145
428	67-73	160,000	125,000	90,000	60,000	7014	143
428 con	67-73	200,000	150,000	110,000	70,000	7014	143
3000 ME	79-84	15,500	11,500	7500	5000	2994	125
Cobra MkIV	83-89	95,000	75,000	58,000	42,500	4942	134
Ace Brooklands	93-00	28,500	24,000	18,000	12,000	4942	140

ALFA ROMEO			F	Alfa Romec	Owners' (	Club (01	1787 249	9285)
6C 1750 GS Zagato	30-33	1.75m	1.3m	1.05m	925,000	1754	95	
6C 2300 Touring	33-37	1.1m	900,000	750,000	625,000	2309	94	
1900C Sprint	51-55	200,000	157,500	107,500	80,000	1884	112	
1900C Super Sprint	55-58	220,000	165,000	120,000	85,000	1975	112	
Giulietta berlina	55-62	18,500	13,500	7000	3500	1290	90	
Giulietta ti	57-64	22,500	16,000	7500	4000	1290	103	
Giulietta/Giulia Sprint	55-64	55,000	42,000	25,000	16,000	1290	110	
Giulietta/Giulia Spider	55-65	65,000	47,500	30,000	20,000	1570	108	
Giulietta, Giulia SS	57-66	105,000	75,000	50,000	32,500	1570	120	
2000 Spider	58-62	95,000	65,000	32,000	19,000	1975	111	
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124	
2600 Sprint	62-66	47,500	35,000	17,500	8000	2584	125	
SZ-1	60-62	375,000	320,000	270,000	200,000	1290	120	•
TZ-1	63-65	850,000	750,000	600,000	450,000	1570	124	<b>A</b>
Giulia Ti/Super	62-74	20,000	14,000	7000	3250	1570	105	$\blacksquare$
1750/2000 Berlina	68-76	12,000	8000	3500	1600	1962	115	•
Giulia Sprint GT/Veloce	63-68	42,500	32,500	17,000	8750	1570	112	
Giulia GTA 1300/1600	65-71	250,000	200,000	150,000	100,000	1570	115	
GT Junior	66-77	23,500	16,500	8500	4500	1570	115	
1750/2000 GTV	67-77	30,000	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110	
Duetto/1750 r,tail	66-69	50,000	35,000	20,000	10,000	1570	113	
Spider S2	69-82	21,500	14,750	7000	3000	1962	119	<b>A</b>
Spider S3	82-89	12,500	8000	3500	1650	1962	114	•
Spider S4	89-93	14,250	10,000	4650	2400	1962	114	$\blacksquare$
Montreal	70-77	62,500	47,500	28,500	18,500	2593	132	
Alfasud/Alfasud Ti	72-83	6950	4250	2000	750	1286	103	•
Alfasud Sprint	76-90	9000	6000	2750	1100	1490	104	•
Alfetta sal	72-84	10,000	7000	3000	900	1962	113	
GTV 2000	76-87	9750	6750	3200	1500	1962	118	$\blacksquare$
GTV6	81-87	17,000	11,000	5000	2000	2492	130	•
75 sal	86-92	7500	5000	2000	900	2959	135	
164 2.0 TS	88-98	5000	4000	1900	900	1962	130	
164 3.0 V6	88-98	5750	4500	2400	1200	2959	147	
SZ	89-94	36,500	26,500	18,500	14,000	2959	153	
RZ	92-94	40.000	30.000	21.000	15.500	2959	153	

Year	Concours/ Dealer	Mint	роод	Rough	ე	Top speed	Price change
92-97	4500	3000	1350	700	1970	127	
92-96	6500	4000	2100	1000	2498	140	
96-02	3950	2650	1200	475	1970	131	
96-02	3400	2000	850	300	1970	134	
98-02	4950	3400	1600	650	2959	148	
01-02	10,000	8000	5000	2500	2959	148	
	92-97 92-96 96-02 96-02 98-02	92-97 4500 92-96 6500 96-02 3950 96-02 3400 98-02 4950	92-97     4500     3000       92-96     6500     4000       96-02     3950     2650       96-02     3400     2000       98-02     4950     3400	92-97         4500         3000         1350           92-96         6500         4000         2100           96-02         3950         2650         1200           96-02         3400         2000         850           98-02         4950         3400         1600	92-97         4500         3000         1350         700           92-96         6500         4000         2100         1000           96-02         3950         2650         1200         475           96-02         3400         2000         850         300           98-02         4950         3400         1600         650	92-97         4500         3000         1350         700         1970           92-96         6500         4000         2100         1000         2498           96-02         3950         2650         1200         475         1970           96-02         3400         2000         850         300         1970           98-02         4950         3400         1600         650         2959	92-97         4500         3000         1350         700         1970         127           92-96         6500         4000         2100         1000         2498         140           96-02         3950         2650         1200         475         1970         131           96-02         3400         2000         850         300         1970         134           98-02         4950         3400         1600         650         2959         148

ALLARD				Allard	Owners' (	Club (01	438 773	3428)
K1	46-50	105,000	75,000	55,000	35,000	3622	100	
K2	50-53	110,000	80,000	55,000	36,500	3917	102	
K3	52-54	115,000	85,000	60,000	40,000	4375	96	
L/M	46-53	57,500	37,500	22,000	14,000	3622	86	
P	49-52	36,000	25,000	13,500	8250	3622	90	
J2/J2X	50-54	240,000	200,000	160,000	125,000	4375	130	

ALPINE-RENAULT				Club Alpine-Renault (01902				
A110	65-77	75,000	55,000	36,000	27,500	1565	115	
A310 1600	74-77	27,500	20,000	12,500	8000	1605	130	
A310 V6	77-86	35,000	27,500	17,500	11,000	2664	137	
GTA	85-91	10,000	8000	4000	2400	2849	139	
GTA Turbo	85-91	12,500	10,000	5500	3000	2458	149	

ALVIS		Alvis Owne	er Club (018	392 832118);	Alvis Regi	ster (014	183 810	308)
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	95,000	3571	85	
4.3 Litre Tourer	37-39	165,000	120,000	105,000	90,000	4387	100	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	25,000	17,500	10,000	5000	2993	100	
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95	
TD21	56-63	35,000	26,000	14,000	8000	2993	104	
TD21 convertible	56-63	80,000	55,000	32,500	20,000	2993	102	
TE/TF21	63-67	42,000	30,000	17,000	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	37,500	24,000	2993	107	

AMPHICAR					IAOC (amphicar.com)		
770	61-65	44,000	30,000	22,500	15,000	1147	70

ARMSTRONG SIDE	DELEY		Armstro	ng Siddele	y Owners'	Club (012	21 459 (	0742)
Lancaster	46-52	12,500	9000	5000	2750	1991	70	
Hurricane dhc	46-53	20,000	15,000	8500	5500	1991	70	
Typhoon coupé	46-50	16,000	11,250	7000	4250	1991	70	
Whitley	50-53	12,000	8500	4500	2500	2309	85	
Sapphire 346	53-59	14,000	10,000	5000	2500	3435	100	
Sapphire 234/236	56-58	13,500	9500	4250	2200	2309	97	
Star Sapphire	58-60	17,000	12,500	6000	3000	3990	104	

ASTON MARTIN			Asto	on Martin C	wners' Clu	ıb (0186	55 4004	100)
DB2	50-53	250,000	180,000	125,000	85,000	2580	110	
DB2 con	51-53	325,000	250,000	180,000	140,000	2580	109	
DB2/4 MkI/II	53-57	185,000	140,000	92,000	65,000	2580	120	
DB2/4 con	53-57	275,000	225,000	170,000	130,000	2580	120	
DB3S	53-56	4.8m	4.25m	3.75m	n/a	2922	145	
DB MkIII	57-59	220,000	165,000	115,000	85,000	2922	120	
DB MkIII con	57-59	480,000	400,000	320,000	250,000	2922	120	▼
DB4	58-63	450,000	375,000	300,000	240,000	3670	141	
DB4 Vantage	61-63	520,000	430,000	330,000	260,000	3670	149	
DB4 con	61-63	900,000	800,000	650,000	550,000	3670	140	
								_

		_	г	TIVALE SAI	е			g)
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	೮	Top speed	Price change
DB4 GT	60-63	2.4m	2m	1.5m	1m	3670	155	
DB4 GT Zagato	60-63	11.5m	10m	9m	n/a	3670	154	
DB5	63-65	650,000	520,000	375,000	285,000	3995	143	
DB5 con	63-66	1.1m	925,000	685,000	550,000	3995	141	▼
DB6	65-70	275,000	225,000	165,000	135,000	3995	140	
DB6 Vantage	66-69	400,000	290,000	205,000	160,000	3995	148	
DB6 Volante	66-70	675,000	550,000	425,000	350,000	3995	145	▼
DBS 6	67-72	130,000	95,000	60,000	37,500	3995	138	▼
DBS 6 Vantage	67-73	150,000	110,000	70,000	47,500	3995	141	
DBS V8	69-73	125,000	90,000	60,000	40,000	5340	162	
V8	72-90	120,000	80,000	47,500	30,000	5340	147	▼
V8 Vantage	77-89	350,000	275,000	175,000	100,000	5340	168	
V8 Volante	78-90	190,000	145,000	97,500	50,000	5340	130	▼
V8 Vantage Volante	86-89	300,000	250,000	175,000	100,000	5340	162	
Zagato	86-87	200,000	150,000	100,000	60,000	5340	180	
Virage	89-96	37,500	27,500	17,500	12,500	5340	158	
Virage Volante	92-96	60,000	45,000	30,000	20,000	5340	157	
V8 Vantage	93-00	160,000	130,000	85,000	50,000	5340	186	
V8 Coupé	96-99	60,000	45,000	30,000	24,000	5340	155	
Vantage V600	98-00	200,000	160,000	105,000	65,000	5340	200	
DB7	94-99	22,500	20,000	15,500	11,500	3239	157	
DB7 Volante	96-99	28,000	23,000	18,000	13,500	3239	155	
DB7 Vantage	99-03	29,000	25,000	20,500	16,000	5935	185	▼
DB7 Vantage Volante	99-03	33,000	27,500	24,500	21,000	5935	165	
DB7 GT/GTA	02-03	58,000	50,000	44,000	37,500	5935	185	
DB7 Zagato	03	250,000	200,000	160,000	n/a	5935	190	
Vanquish	01-04	90,000	80,000	70,000	60,000	5935	190	

AUDI				Audi	Owners' (	lub (07.	788 588449)
60/70/80/90 sal	65-72	6500	4500	2000	1000	1760	100
100 1.8/1.9 sal	68-76	6750	4750	2200	1100	1871	109
100S Coupé	69-76	12,500	8500	4000	2000	1871	112
Quattro turbo	80-89	24,000	16,500	7000	3000	2144	135
Quattro 20V	89-91	30,000	22,000	12,000	6000	2226	142
Quattro Sport	84-85	290,000	220,000	180,000	n/a	2133	154
RS2 Avant	94-95	30,000	24,000	14,000	9000	2226	162

AUSTIN Seven	OC (01	372 466134)	; Mini OC (	01543 2579	956); Coop	er C (02	0 7515 7173
Seven saloon	30-34	12,000	9000	5250	2750	747	50
Seven Chummy	31-34	19,500	16,000	10,000	5000	747	50
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60
Seven Ruby saloon	34-39	10,500	7800	4400	2400	747	53
A125/A135	47-57	12,500	8000	3750	1750	3995	89
A40 Devon/Dorset	47-52	7500	4750	2250	1200	1200	76
A70 Hamps/Heref	48-54	7500	5000	2400	1000	2199	83
A90 Atlantic con	49-50	35,000	26,000	13,000	6500	2660	92
A90 Atlantic coupé	50-52	25,000	18,500	10,000	5000	2660	92
A40 Sports	50-53	16,000	12,000	6500	4000	1200	80
A40 Somerset	52-54	5750	3750	1750	850	1200	72
A40 Somerset con	52-54	10,000	6500	3500	2000	1200	72
Metropolitan cpé	54-61	15,000	10,000	5000	2500	1489	78
Metropolitan con	54-60	18,000	12,000	6000	3000	1489	78
A30/A35	51-59	7500	4500	2250	1000	948	75
A40, A50, A55	53-59	6000	4000	1750	900	1200	70
A55/A60 Cambridge	59-69	5000	3200	1400	700	1622	78
A90, A95, A105	54-59	10,000	7000	3000	1400	2639	91
A40 Farina	58-67	6500	4500	1800	750	1098	82
A99/A110	59-68	7200	5000	2000	950	2912	102

				Private sa	ale		g <sub>1</sub>					Private sa	ale		a)					Private sal	e		9
DENOTES NEW		Concours/ Dealer					Top speed Price change	DELIGHTER LIEU		Concours/ Dealer					Top speed Price change	DENOTES NEW		Concours/ Dealer					Top speed Price change
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Conco	Mint	роод	Rough	ပ္ပ	Top su Price	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Conco Dealer	Mint	2009	Rough	ပ္ပ	Top sp. Price	GUIDE DENOTES NEW	Year	Conco	Mint	<i>p</i> 009	Rough	႘	Top sp.
1100/1300	63-74	3000	2000	900	450	1098	85	327	37-40	150,000	115,000	75,000	50,000	1971	78	Corvette	55-57	65,000	47,500	30,000	20,000		119
1300GT 3-litre	69-74 68-71	8000 6750	5500 4750	2500 2400	1200 1100		96 106	501 V8/502/2.6/3.2 503 coupé	55-63 56-59	44,000 140,000	28,500 105,000	17,000	11,000 52,500	2580 3168	100	Corvette	58-60 61-62	77,500 67,500	57,500 50,000	32,500 29,000	22,500		130 🛕
1800/2200	64-75	4000	2500	1000	500	1798		507	56-59	1.75m	1.4m	1.25m	1m	3168	135	Corvette Corvette Sting Ray	63-67	72,000	54,000		18,000	5359	
Allegro 1100-1500	73-82	2100	1300	600	300		87	Isetta 250/300	55-65	18,000	13,000	9000	6000	298	60	Camaro	67-69	22,000	17,500	9500	5000	5735	
Allegro 1750/Sport TC		2650	1650	800	450		104	600	58-59	27,500	20,000	15,000	9500	585	65 🔻	Camaro conv.	67-69	25,000	20,000	14,000	8000		130
Seven/Mini Mkl Mini Mkl	59 60-67	30,000 12,500	25,000 10,000	19,000	15,000 3250		71 71	2000/ti lux/tii 1600/1602/1502	66-72 66-77	8500 9000	6500	3000	1400 1250	1990 1573	105 100 🛦	Corvette Stingray Corvette Stingray	68-72 73-77	30,000	22,500 14,500	13,000	5750 4500	6997 5737	151
Mini MkII	67-69	6000	4000	1850	1000		79	2002/Touring	68-75	12,500	8000	4000	2000	1990		Corvette	77-82	15,000	11,000	6500	3500		125
Mini MkIII-V	70-90	4850	3200	1400	800		82	2002 cabrio/targa	71-74	20,000	15,000	7000	3000	1990		Corvette C4	84-96	11,000	9000	4500	2000		145
Mini Cooper 997/998 Mini Cooper 1071S	63-64	22,500 43,000	16,000 32,500	9000	6000		90 95	2002tii 2002 turbo	71-75 73-74	24,000 95,000	16,500 70,000	8000 47,500	4000	1990 1990		Corvette ZR1	90-95	18,500	15,000	12,500	9500	5727	180
Mini Cooper 970S	64-65	40,000	30,000	19,000	13,500		82	2800CS/CSA	69-71	25,000	17,500	10,000	5000	2788	120	CISITALIA						(c	cisitalia.net)
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96	2500/2800/3.0/3.3	69-77	9500	6500	3200	1650	2494		202 coupe	47-54	235,000	175,000	140,000	120,000	1089	105
Mini C'r 1275S MkII/III		32,000	22,500	14,000	9500		96	3.0CS/CSi	71-75	35,000	25,000	17,500	10,000	2985		CITROËN				City	. ï., C., C	L L /07.0	200 240250)
Mini Moke Mini 1275GT	64-85 69-80	20,000	15,000	8000 4250	4500 2000		70 89	3.0CSL 'Batmobile'	72-75 72-75	135,000 250,000		60,000	37,500 100,000	3003	134	CITROËN Light 15/Big 15	35-55	20,000	13,500		4000		72
Mini Clubman	70-80	4500	3000	1300	650	1098		633/628 CSi	76-87	8750	6000	3000	1500	3210	132	2CV 'ripple'	48-60	14,000	10,000	5000	2500		49
								635CSi	78-89	15,000	9500	4500	2400	3453		2CV	60-90	7500	5000	2500	1250		71
AUSTIN-HEALEY 100 BN1/2	53-56	65,000	Austin-H 47.500	ealey Club 32,000	20,000		er LE2 OND	M635CSi M1	85-89 79-80	32,000 325,000	22,500	14,000	7500 140,000	3453	158 162	Ami Dyane	61-78	5000 4500	3500	1750 1500	900 750	602	75 78
100M	55-56	135,000		70,000	50,000			323i (E21)	77-82	7500	5200	2500	1300	2315	126	DS19/ID19	56-68	20,000	14,000	6000	2250		88
100S	55	650,000	550,000	465,000	400,000	2660	119	320/325 Baur cabrio	81-85	7500	5000	2500	1250	2495	135	Safari estate	59-75	25,000	16,000	7500	3000		88
100/6 BN4/6	56-59	47,500	35,000	22,000	13,500		105	5-series (E12)	75-81	5000	3750	1850	900	2788		DS décapotable	63-78	190,000	150,000		65,000		100
3000 MkI 3000 MkII BN7	59-61 61-62	54,000 75,000	38,500 50,000	25,000 35,000	13,000		112	M535i (E12) 5-series (E28)	80-81 81-87	26,000 4500	19,000 3500	11,000 1750	5500 750	3453 2788	139	DS20/21/23 DS21/23 EFi	68-75 70-75	32,000 37,500	20,000	8000 12,500	3500 5500		109
	62-64	57,500	42,000	27,500	15,000	2912		M535i (E28)	85-87	12,000	9000	4500	2000	3453		SM V6	70-75	60,000	40,000		12,500	2670	
3000 MkIII	64-68	62,500	46,500	30,000	17,500		121	M5 (E28)	85-88	30,000	23,000	13,000	7500	3420		GS/GSA	70-85	4000	2650	1100	550		100
	58-61 61-71	21,000	15,000 7000	7000 3000	4000 1250		96 96	5-series (E34) M5 (E34)	88-95 88-95	4000 16,500	3000	1600	600 3750	3982 3535	149 155	CX CX Prestige	74-89 77-89	5250 6000	3500 4250	1500 2000	750 1000		115
Sprite MkII/III/IV	01-71	11,000	7000	3000	1230	12/3	90	M5 (E39)	98-04	20,000	13,000	9000	6000	4941		CX GTi/GTi turbo	77-89	7500	5500	2750	1250		137
AUTOBIANCHI						(autol	oianchi.org)	3-series (E30) conv	86-93	8250	5750	2500	1000	2494		BX GTI 16V	87-93	2500	1600	700	400	1905	130
Bianchina Trans/Cab	57-68	29,000	21,500	14,500	9750	499	68 ▼	325i Sport (E30)	89-91	10,000	7000	3500	1750	2494		CLAN				Class	O	CL I: /01	CEC 74 4749)
BENTLEY				Rentle	ey Drivers'	Club (012	95 738886)	M3 (E30) M3 Evo II (E30)	86-90 88	50,000 70,000	40,000 55,000	26,000 36,500	17,500 26,500	2302		CLAN Crusader coupé	71-74	5500	3750	1650	800	875	656 744741) 102
3-litre Tourer	22-25	550,000	300,000	220,000	<del></del>		33 130000)	Z1	86-91	30,000	24,000	15,000	9500	2494		Gradadi Coape		5500	5,50	1000	000	0.0	102
4.5-litre Tourer	27-31	1.2m		650,000	_			840/850 coupé	90-99	14,000	10,000	5000	2500	4941	155		_			d, Bolsover,		_	
6.5 Litre Speed Six 4.5 Litre 'Blower'	28-30 29-31	3.25m 11m	2.75m 8m	1.8m 4.5m	1m 2.85m	6597 4398	86	M3/Evo (E36) Z3 4-cyl	92-99 96-01	19,000	14,000 2650	9500 1350	6000	3201 1895	155 127	55 Marathon coupé	68-72	3500	2250	950	500	1108	83
8 Litre	29-31	2.5m	1.6m		0 500,000		101	Z3 6-cyl	96-02	6000	4000	2100	1400	2793	139	DAIMLER			Daimler 8	k Lancheste	Owners'	Club (01	253 352076)
Derby 3.5 Park Ward		115,000	80,000	50,000	29,500		91	Z3M Roadster	98-02	19,500	15,000	10,000	6750	3201	155 🔻	DB18/Consort	39-53	10,000	7000	3000	1100		76
Derby 3.5 coachbuilt				100,000				Z3M Coupe	98-02	30,000	22,000	13,500	8500	3201	159	DB18 con	39-50	29,000	20,000	10,000	5000	2522	
Derby 4.25 PW Derby 4.25 coachbuilt	36-39	125,000 390,000	87,500 265,000	52,500 120,000	32,500 45,000		96 96	Z8 M3 (E46)	00-03	135,000	110,000	85,000 11,000	65,000	4941 3246	155 155	DB18 Sports Special Regency	49-53 52-56	33,500 9750	24,500 7000	14,500 3500	8500 1500	2522 3468	85
MkVI 4.3/4.6-litre	46-52	36,000	26,500	15,000	8750	4566		M3 CSL (E46)	03-05	50,000	45,000	41,000	37,000	3246		Conquest/Century	53-58	8750	6000	2500	1200		90
MkVI con	51-52	110,000	80,000		27,500	4566									- 11	Conquest Rdster/DHG		33,000	24,000	15,000	9000		100
R-type saloon Coachbuilt saloons	52-55 52-55	42,000 57,500	30,000	17,500 19,500	9500 12,500	4566 4566		BOND Minicar MkA-G	48-65	6000	4250	1900	Owners' (	250 250	21 784 4626) 55	104/Majestic Majestic Major	56-62 60-68	8500 20,000	6000 15,000	3000 7500	1250 3000		100
Coachbuilt con	52-55	150,000	110,000				-	GT2+2	63-64	7000	4500	1600	850	1147	83	SP250 sports	59-64	47,500	35,000	20,000	14,000		123
R-type Continental	52-55	950,000		600,000	500,000		115	GT4S	64-70	4750	3100	1500	800	1296	92	2½-litre/V8 250	62-69	20,000	14,000	6250	2750		112
S1/S2 saloon S1 Continental Mulliner	55-62	39,000	29,000	16,500 180,000	8000	4887		Equipe GT Bug	67-70 70-74	5500 10,000	3750 7000	1500 3250	700 1750	1998 701	100 75	Sovereign (420) Sovereign (XI6) SI	66-69 69-73	16,500 11,000	12,500 7500	5750 3300	2500 1200	4235 4235	
	55-59			135.000				bug	70-74	10,000	7000	3230	1/30	701	75	Double-Six SI	72-73	15,000	10,250	4750	2000	5343	
S1 Cont P Ward con		750,000	540,000	275,000	200,000	0 4887	114	BORGWARD				Borgwa	rd Drivers'	Club (0	)1536 510771)	4.2 coupé	75-78	22,500	13,500	7250	4500		120 🔺
S2 Cont Mulliner	59-62			120,000				Isabella TS	54-61	10,000	7500	4000	2000	1493		Double-Six Coupé	75-77	26,500	16,500	9250	5000		140 🔺
S2 Park Ward con S2 Flying Spur	59-62 59-62		130,000	75,000	46,500			Isabella coupé	55-61	28,500	20,000	12,000	7000	1493	98	Sovereign SII/III Double-Six SII/III	73-86 74-86	9000	6000 8000	1850 3500	750 1300	4235 5343	
S3 saloon	62-65		32,000	18,000	8750	6230		BRISTOL Bristo	ol Owners	s' Club (0140	3 784028)	; Owners &	Drivers As	sn (brist	toloda.com)	Dodbie Six Sily III	74 00	11,000	0000	3300	1500	33 13	150
S3 MPW 2dr coupé			110,000		50,000			400	47-50	70,000	_	30,000	20,000	_	92	DATSUN			_	Club (01342 3			
S3 MPW con S3 Flying Spur 4dr	62-65 62-65	240,000 147,500		105,000 72,000	48.000			401, 403 Arnolt-Bristol	49-55 54-61	58,500		24,000 175,000	15,000	1971	94 109	240Z 260Z	69-74 74-79	25,000 16,000	17,500	9500	6000 3000	2393 2565	
T1 saloon	65-76	16,500	13,000	6500	2500	6750		404	54-55	72,500	52,500	35,000	22,000		110	280ZX/2+2	78-83	7500	5000	2200	950	2753	
T2 saloon	77-80	15,000	12,000	6000	2250	6750		405 saloon	54-56	50,000	32,500	16,000	10,000		94	240K Skyline	73-81	19,500	13,000	7000	4000	2392	112
MPW/Corniche coupé		45,000	34,000	22,500	10,000			405 con	55		80,000		30,000		100	DEL HANG				<b>TI 6.11</b>	CLL	/	
MPW/Corniche conv Mulsanne/Eight	80-92	54,000 12,500	44,000	30,000 6000	16.000	6750 6750		406 407, 408, 409	58-61 62-69	40,000 37,500	27,500 26,000	14,000	9000	2216 5130	104	DELAHAYE 135M/MS Coupé	35-39	500,000	350.000	200,000		_	ahaye.com)
Mulsanne Turbo	82-86	15,000	12,000	6500	2400	6750		410, 411	69-76	45,000	30,000		9000	5900			35-39	_	_	275,000			
Turbo R/RL	85-97	18,000	12,500	6750	2500	6750		412, Beaufighter	76-93	35,000	20,000	12,000	6500	5900		135M/MS Coupé	46-53	165,000		70,000		3557	
Continental MPW conv Continental R	91-02	65,000 42,500	50,000	37,500 22,500	22,500 16,500	6750 6750		603,Britannia,Brigano	76-94	32,000	22,000	12,000	7500	5900	150	135M/MS Cabriolet				115,000			
Continental T	96-02	65,000	52,000	40,000				BUGATTI				Bugati	ti Owners'	Club (01	1242 662914)	235 Chapron coupé	31-34	100,000	75,000	45,000	20,000	3337	120
Brooklands	92-98	16,500	13,500	10,000	6500	6750		Type 57 Galibier sal	34-39	275,000	220,000	160,000	_			DELLOW	D	ellow Regist	er, 4 Rour	nelia Lane, B	ournemo	uth, Dors	set BH5 1ET
Azure	95-03	60,000	50,000	40,000	32,500	6750	150	Type 57 Ventoux 2dr				275,000				Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65
BERKELEY			F	Rorkolov Fr	nthuciaete'	Club (01/	83 475330)	Type 57 Stelvio con	_	650,000 1.5m	525,000 1.2m	360,000	200,000 550,000		96	DELOREAN		Del orea	n Owners	' Club UK (0	7015 6739	RQ delor	eans collk)
Sports SA322/SE328	56-58	8500	6000	3600	2250	<del></del>	65	Type 57 Atalante cpe Type 57S Atalante cpe		7.2m	6.5m	5.75m	5.4m	3257	115	DELOKEAN DMC-12 coupé	81-82	29,000	24,000		10,500		
Sports SE492	58-59	12,000	7000	3750	2500	492	80	EB110	92-95	425,000	365,000	260,000	180,000	3499	209								
B95/B105	59-61	12,500	7500	4250	2750		90	Veyron	05-11	1.1m	900,000	750,000	n/a	7993	253	DE TOMASO Mangueta	67.70	250,000	200.00				226 321686)
T60 3-wheeler	59-61	8000	6000	3600	2000	328	60	CATERHAM					otus Seven	Club (0	01483 277171)	Mangusta Pantera	67-72 72-89	110,000	67,500	36,500	_		160 🛦
BIZZARRINI						(isobi	zclub.com)	Seven (sp)	73-91	16,000	11,500	7750	5250	1599		Deauville	70-88	27,500	20,000		5500	5763	
5300GT Strada	65-69	600,000	500,000	400,000	0 300,000	5354	165									Longchamp	72-89	37,500	30,000	15,000	8000	5763	150
BMW					BMW Car (	Club (012	25 709009)	CHEVROLET  Corvette roadster	Class 53		<u> </u>	76 552478); 65,000	Corvette 47,500	Club (01 3800	107	DKW				. DK/Y	Owners'	Club (01	224 743429)
328	36-39	700,000	575,000			<u> </u>		Corvette roadster	54		_	32,500	_			Sonderklasse/3=6	53-59	20,000	15,000		4500	896	

				Private sa	le		بو					Private sa	ale		a)					Private sa	le		a,
NE DENOTES NEW ENTRY TO PRICE	-	Concours/ Dealer	¥		Rough		Top speed Price change	NE DENOTES NEW ENTRY TO PRICE	_	Concours/ Dealer	ŧ.				Top speed Price change	NE DENOTES NEW ENTRY TO PRICE	L	Concours/ Dealer	+-			cc Top speed	Price change
GUIDE	58-65	ි වී 17,500	12,500	6500	ුව <u>ූ</u> 3750	ි 980	\$2 82	GUIDE	) Year		Mint	<i>p</i> 006	Rough	S		GUIDE	Year		Mint	P009	Rough		Pric
10003P/A UTIIOITSP 1000/1000S sal/cpé		10,000	6750	3400	2000		80	575M Maranello Enzo	02-06 02-04	95,000 1.9m	80,000 1.65m	67,500 1.4m	n/a n/a	5748 5998	202	Escort RS1600i Escort XR3i cabrio	83-84 84-90	13,000 3500	9000	4750 1000	2500 500	1597 117 1597 107	
F102 saloon	64-66	3250	1950	950	550	1175	84									Escort RS Turbo S1	84-85	17,500	12,000	6000	2750	1597 122	
DODGE								FIAT 500 Topolino	48-55	14.000	10,000	5000	at Motor C 2500	lub (020 569	8 372 4028) 60	Escort RS Turbo Capri Mkl 1.3/1.6	85-90 69-74	13,000	9000	4500 3500	2000 1750	1597 124 1599 95	-
Viper RT 10/GTS	92-02	37,500	28,500	21,000	16,000	7974	165	600/600D	55-70	10,000	7000	3000	1250	633	66	Capri GT 1.6/2.0	69-74	12,500	9500	4500	2250	1996 107	
50.4				-	0 1	CL   /04	02 022740)	600 Multipla (MPV)		30,000	22,000	12,000	6750	767	59	Capri 3000GT	70-74	17,000	12,000	6250	3200	2994 113	
ELVA Courier sports/cpé	58-61	27,500	21,000	12,000	6750		03 823710) 100	500/D/F/L/R 1500S/1600S Osca sp	57-75	11,500 42,500	7750 30,000	3600 16,000	1750	499 1568	105	Capri 3000E/GXL Capri RS2600	70-74 71-74	20,000	14,000 42,500	7000	3500 17,500	2994 113 2637 124	_
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7000		110	2300S	61-68	34,000	23,000	16,500	10,000	2280	120	Capri RS3100	73-74	50,000	39,500	22,500	14,000	3091 125	
FACEL VEGA				Facal	Voga Car	Club (01	521 818608)	850 Coupé	65-73	8000	5500	2600	1250	903	96	Capri II/III 1.6/2.0	74-82	7000	4750	2200	1100	1993 110	
FV 4.5/4.8/5.4/5.8	54-59	175,000	135,000		65,000	<u> </u>	125	850 Spider 124/Special 1.2/1.4	65-73 66-73	15,000 2650	9500 1750	4500 850	2400 400	903	96	Capri II/III 3.0 Capri III 2.8i	74-82 81-87	18,000	12,000	6500 4500	3000 2200	2994 116 2792 129	-
HK500	59-61	220,000	170,000	125,000	80,000		130	124 Coupé	66-75	8900	6500	3000	1100	1756	115	Capri 280 Brooklands		22,000	16,500	8250	4500	2792 129	
Facel II Facellia/Facel III	62-64	340,000 65,000	275,000 47,500	190,000	150,000		132 114	124 Spider 1.4/1.6	66-74 75-81	24,000 18,500	18,000	10,000	3500 2500	1608 1756	112	Consul/Granada 3.0		7500	5000	2250	1000	2994 113	-
racellia/racel III	00-04	65,000	47,300	29,000	10,300	1047	114	124 Spider 1.8/2.0 124 Spider Abarth	72-75	50,000	35,000	25,000	16,000	1756	118	Granada 3.0 Coupé Granada MkII	77-85	11,000	7500 3500	3250 1650	1500	2994 111 2792 117	
FAIRTHORPE				airthorpe Sp				Pininfarina Spider	82-85	20,000	15,000	7500	2750	1995	104	Fiesta XR2 MkI	81-83	12,000	8500	4250	2200	1599 106	
Electron Minor TX-GT/S/SS coupé	57-73 67-73	5000 4500	3750 3250	2250 1850	1250 750		80 112	Dino Spider 2.0/2.4	67-73 67-73	125,000 42,500	95,000	62,500	45,000 15,000	2418 1987	130 <b>▼</b>	Fiesta RS Turbo	90-92	10,000	7000	3200	1750	1596 129	
1x-01/3/33 coupe	01-13	4300	3230	1030	730	1330	IIZ	Dino Coupé 2.0/2.4 130 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	RS200 Sierra XR4i	85-86 83-85	130,000	4000	85,000 1650	65,000 700	1803 140 2792 125	
FERRARI 166 MAR Paralla Mar	10.55	C	45				85 544500)	130 Coupé	72-76	17,500	12,500	7000	3500	3235	114	Sierra RS Cosworth	85-87	32,000	23,000	14,000	9000	1993 145	
166MM Barchetta 166 Inter	48-50 48-51	6m 1m	4.5m	3.5m 550,000	2.85m		125 115	127 Sport 1300 128 3P coupé	81-83 75-78	3250 6000	2400 4500	1000	450 1000	1301	102	Sierra RS500	87 99.02	51,000	41,000	28,000 5000	20,000	1993 149 1993 154	
212 Inter	51-52	1m		750,000			120	X1/9	77-89	4250	3000	1400	650	1290	100	Sapphire RS Cos. Escort RS Cosworth	88-92 92-96	16,000 26,000	10,500	15,000	2500 9000	1993 154 1993 144	
340 America	51	2.9m	2.5m	2m	1.4m		136	Panda 4x4	84-92	4250	2500	1250	750	999	83	Focus RS Mkl	02-03	17,000	14,000	11,000	6000	1988 144	_
250 Europa SI/SII 410 Superamerica	53-55 56-59	1.8m 3.3m	1.3m 2.75m	900,000 2.2m	725,000 2m		126 165	Coupé/Turbo Barchetta	94-00 95-02	4500 6500	2900 4200	1250 2200	400	1998 1747	149 118	EDAZED NIACH				VSCC E	r Nach ee	tion (01205 ==	20402
	56-59	700,000		2.2111			157	שמיניוכנומ	JJ-UZ	0300	7200	2200	1000	1/4/	110	FRAZER NASH Le Mans Replica	48-52	725,000	_	360,000		tion (01285 72 1971 115	.∪463)
250GT Cabrio S1	57-59	4.25m	3.6m	3.2m	2.9m	2953	155	FORD AVO		7 542251); RS					"			,500	,000				
250GT Berlinetta TdF 250GT PF coupé	57-59 58-62	5.25m 520,000	4.75m 425,000	4.25m 325,000	n/a 225,000		143 145	Duefoot	_	porting Esc	_					GILBERN	50.67	47500	42.000		_	Club (01926 5	12136)
250 Cal' Spider lwb	58-62	9m	425,000 7m	5.5m	4.8m	2953		Prefect Pilot V8	40-53 47-51	6000 15,000	4000 10,500	1850 6000	1100 3500	1172 3622	68 82	GT Mkl 950-1800 Genie	59-67 66-70	17,500	12,000 8500	6500 4250	3250 2000	1588 111 2994 120	_
250 Cal' Spider swb	60-63	12m	11.25m	10.5m	n/a	2953	-	Anglia/Popular 103E		6500	4250	2000	1250	1172	61	Invader I/II	69-72	14,000	9250	4750	2400	2994 116	
250GT SWB (steel)	60-63	6.75m	6.25m	5.75m	5.25m		150	Anglia 100E/Popular		5500	3500	1600	800	1172	71	Invader III	72-74	15,000	10,000	5250	2750	2994 120	ī
250GT SWB (alloy) 250GT Cabrio Se2	59-62 60-62	7.9m 1.4m	7.3m 1.1m	6.5m 900,000	6m 725,000		155 160 A	Prefect 107E Anglia 105E	59-61 59-68	6000 6750	4500 5000	2250 2500	1250 1500	997 997	73	GINETTA		Ginetta Ou	merc' Club	(0172/13528	01 memb	ership@ginett	ta ord)
250GTE 2+2	60-63	385,000		200,000	_		140	Anglia 123E	62-68	8250	6250	3100	2000	1197	82	G4 1.0/1.5	61-68	20,000	16,750	12,000	8000	1498 115	.a.org,
250GTO	62-64	36m	33m	n/a	n/a		158	Consul MkI	50-56	8000	5500	2750	1350	1508	73 🔻	G15 875/998	68-74	10,000	6750	3500	1750	998 108	_
250LM 250GT Lusso	64-66	13.5m 1.3m	11.5m 1.15m	10m 1m	n/a 850,000		159 150	Zephyr Six Mkl Zephyr Zodiac	50-56 53-56	12,500 16,500	8000	3750 5000	1850 2500	2262	82	G21 1800/1800S G33	71-78 91-93	10,500	7500 9000	3750 6500	1850	1725 120 3946 137	_
400 Superamerica cpé		2.4m	2.0m	1.8m	1.5m	3967		Consul Mkl con	52-56	16,500	12,500	6750	4000	1508		G33	91-93	12,000	9000	6500	4750	3946 137	
500 Superfast	64-67	2.1m	1.8m	1.4m	1.2m		170	Zephyr MkI con	52-56	25,000	20,000	12,000	6750		82	GORDON-KEEBLE			Gor	don-Keeble	Owners' (	Club (0121 459	9587)
275GTB (steel) 275GTB (alloy)	64-66	1.8m 2.5m	1.4m 2.2m	1.1m 1.95m	925,000 1.75m	3286	150 <b>A</b>	Consul MkII	56-62 56-62	8750 14.000	5750 9500	2500 4200	1250 2000	1703 2553	79	GK1/IT	64-67	100,000	75,000	50,000	30,000	5395 135	
275GTS (alloy)	64-66	1.6m	1.3m	1.95111 1.1m	900,000			Zephyr MkII Zodiac MkII	56-62	17,500	12,500	6000	2750	2553	88 🛦	HEALEY		-	Asso	ciation of H	łealev Owi	ners (01425 48	30243)
275GTB/4 (4-cam)	66-68	2.4m	2.15m	1.85m	1.65m	3286	165	Consul MkII con	56-62	12,750	8750	4750	2500	1703	78	Elliott saloon	46-50	37,500	32,000		12,000	2443 110	02.0,
330GT 2+2	64-67	225,000 450.000	180,000 375.000	130,000	90,000		150	Zephyr Mkll con	56-62	20,000	15,000	9000	5500	2553	88	Silverstone sports	49-50	165,000	_	100,000	_		
330GTC 330GTS	66-68	1.8m	1.5m	1.1m	950,000		150	Zodiac MkII con Zephyr MkIII	56-62 62-66	24,000	17,500 7000	10,500	6250 1250	2553 2553	95 🛕	Abbott con Tickford saloon	50-54 50-54	42,500 35,000	35,000 27,500	24,000 17,500	14,000	2443 100 2443 102	
Dino 206GT	68-69		395,000				145	Zodiac MkIII	62-66	12,000	8000	3500	1750	2553	100 🛦					,	,		
Dino 246GT	69-73 72-74			135,000			150	Zephyr 4/6 MkIV	66-72	8000	5250	2400	1000	2994		HEINKEL/TROJAN					<del></del>	Club (01527 5	01318)
Dino 246GTS 365GT 2+2	67-71		- 1	85,000	52,000		150 152	Zodiac MkIV/Exec Consul Classic	66-72 61-63	9250 9500	6500 6750	3000 3000	1250 1250	2994 1498		Cabin Cruiser/200	56-65	20,000	14,000	9/50	6250	198 60	
365GTC	68-70		_	450,000	_			Consul Capri	61-64	15,000	10,000	5500	2500	1340		HILLMAN		0	wners' Clu	b (01522 82	8778); Imp	Club (01789 4	14789
	68-74	_	_	400,000	_			Consul Capri GT	63-64	21,000	14,000	8000	3500	1340		Minx Ph. I-II	39-48	6750	5250	2200	1000	1185 65	
365GTS/4 Spider 365GTC/4 2+2	72-73 70-72	1.9m 230,000	1.75m	1.6m 140,000	n/a 115,000	4390		Corsair/V4 Corsair GT	64-70 64-67	6200 8000	4400 6000	2200 2750	1100	1663 1996	90	Minx Ph. I-II con Minx Ph. III-VIIIA	39-48 48-56	11,000	8750 3200	3850 1500	1950 700	1185 65 1390 73	_
365GT4 2+2	72-76	62,500	48,000	29,500	18,500	4390	$\overline{}$	Corsair 2000E V4	67-70	8500	6250	3250	1600		100	Minx Ph. III-VIIIA con		10,000	7000	3000	1250	1390 73	
365BB	75-76			220,000	_			GT40	64-68	4m	2.75m	2m	1.75m	4736		Californian	53-56	8250	5500	2750	1400	1390 74	
512BB 512BBi	76-81 81-85	240,000		150,000	120,000			Mustang coupé Mustang fastback	64-68 65-68	25,000 30,000	16,500 22,500	9000	5000 7500	4727 4727	120	Minx SI-IIIC Minx SI-IIIC con	56-63 56-62	5000 8500	3200 6000	1500 2850	750 1400	1592 80 1494 80	_
308GT4 2+2	73-80	54,000	_	25,000	18,000			Mustang con	64-68	31,000	23,000	14,500	7500	4727	111	Minx SV-VI	63-67	4000	2500	1200	600	1725 81	
308GTB (grp)	75-77	137,500	105,000	75,000	50,000	2926	154	Mustang GT350	65-66	225,000	180,000	112,000	90,000	4727	133	Husky II/III estate	58-66	4500	3000	1500	950	1390 74	
308GTB/GTS 308GTBi/GTSi	77-80 80-82	77,000 60,000	60,000 42,500	42,000 29,000	30,000			Mustang GT500 Cortina MkI	67-70 62-66	135,000 7500	110,000 4500	85,000 2000	62,000 1000	6800 1498		Super Minx SI-IV	61-66	4500 6750	2750	1100	500	1725 86	
	82-85	65,000	50,000	32,000	22,500			Cortina MkI GT	63-66	16,000	11,000	5500	3000	_	91	Super Minx con Imp	62-64 63-70	6750 4500	4400 3100	2200 1350	1100	1592 84 875 81	
328GTB/GTS	85-88	70,000	54,000	37,000	26,500	3195	163	Cortina MkII	66-70	6000	4000	2000	900	1599	87	Imp Californian	67-70	4900	3400	1600	750	875 81	
400/400i/412i manua		40,000	30,000	17,500	10,000			Cortina MkII GT	66-70	10,500	7500	3600	1600	_	98	Hunter GT	70-75	6000	4000	1400	650	1725 96	
400/400i/412i auto Mondial	76-89 81-94	32,000 32,500	22,000	12,000	9500	4942 2926		Cortina 1600E Cortina MkIII	67-70 70-76	11,000 8500	8250 5750	4000 2000	1750 1000	1599 1993	98 <b>▼</b>	Husky (Imp) Hunter GLS	66-70 72-76	4900 7500	3400 5250	1600 2000	750 1000	875 80 1725 110	-
Mondial cabrio	84-94	39,500	28,500	18,250	12,000	2926	146	Cortina 2000E	73-76	10,500	6750	3200	1600	1993	105	Avenger GT/GLS	71-81	4500	3000	1500	750	1598 98	
348/Spider	89-94	59,000	49,500	35,000	27,500	3405		Cortina 2.3 Ghia	76-79	4000	2500	1200	650	2293	110	Avenger Tiger	72-73	15,000	11,000	6000	3000	1599 100	
F355/GTS F355 Spider	94-99	75,000 80,000	67,500 70,000	50,000 52,500	40,000		_	Escort Mkl 1.1/1.3 Escort Twin Cam	68-75 68-71	6500 50,000	4250 40,000	2400 27,500	1500 22,000	1298 1558	113	HONDA			∐o	nda 5800 S	norts Car (	Club (0121 444	1 7000
360 Modena	99-05	69,000	62,000	55,000	47,500			Escort GT/Sport	68-73	11,000	7500	4250	2500		96	S800 coupé	66-70	30,000	25,000		9000	791 96	rzecc
Testarossa	84-90	100,000		55,000	37,500	4942		Escort 1300E	73-75	10,500	7000	3750	2000	1298	94	S800 sports	66-70	35,000	28,500	20,000	12,000	791 96	
512 TR F512 M	91-94 94-96	115,000	92,500	64,000	50,000			Escort Mexico	70-75	32,000	23,000	14,000	7500	1599	99 🛦	Z600 coupé	70-75	6750	5000	2500	1300	598 78	
456GT	94-96	150,000 50,000	37,500	80,000 25,000	62,000 17,500	4943 5474		Escort RS1600 Escort RS2000	70-75 73-74	56,000 36,000	42,000 28,500	30,000	24,000		113	CRX 1.6i/V-TEC NSX 3.0	86-91 90-02	7500 40,000	5500 32,000	2750 21,000	1250 16,000	1595 125 2977 158	
456MGT	98-03	55,000	42,000	28,500	21,000	5474	185	Escort Mkll Ghia	75-80	7500	5000	2500	1250	1599	97	Beat	91-95	3200	2200	1500	900	656 84	
288GTO	84-87	1.6m	1.35m	1.2m	1m		190	Escort Mkll Sport	75-80	12,000	8500	4000	2000	1599	101			12,000	9500	5500	3500	1787 143	
F40 F50	88-92 95-97	850,000 1.85m	750,000 1.5m	640,000 1.1m	850,000			Escort MkII Mexico Escort MkII RS1800		20,000	15,000	8000 35,000	5250 26,500	1593 1835	105	S2000 (AP1)	99-03	7750	6000	4000	2500	1997 147	
550 Maranello	96-02	105,000		60,000	47,500			Escort MkII RS2000	_	20,000	14,000	7500	4750	1993	109	HRG							
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186	Escort XR3/XR3i	81-86	5250	3750	1950	750	1597	116	1100/1500	38-56	60,000	45,000	30,000	20,000	1496 81	

		13/		Private sa	ale		Pa	ange			12		Private sa	ale		ed ange			12/		Private sa	le		ed ange
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough	႘	Top speed	lce.cnange	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	ပ္ပ	Top speed Price change	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	<i>р</i> 009	Rough	႘	Top speed Price change
HUMBER Hawk MkI-III	49-50	7000	Post-\ 5500	Vintage Hu 2500	mber Car 1200	Club (016 2267	804 40436 80	53)	XJS 4.0 XJS 4.0 conv	91-96 92-96	9000	6000 10,000	3000 6250	1500 3750		) 138 ) 138	Delta HF Turbo HF Integrale	84-90 87-91	6750 20,000	4750 14,000	2400 7500	1200 3500		121 134
Hawk MkIV-VI Hawk SI-IV	50-57 57-68	7000 6750	4500 4250	2200 2000	1100	2267 2267		_	XJ220 XK8 4.0 fhc	89-92 96-02	340,000 7500	265,000 5250	210,000 2750	160,000 1500		3 212 5 155	Integrale Evo 1 Integrale Evo 2	91-93 93-95	35,000 40,000	26,000 30,000		8750 10,000		135 136
Snipe	45-48	9000	7500	3000	1400		72		XK8 4.0 mc	96-02	10,500	7500	4250	2600		5 155	Thema 8.32	88-90	15,000	10,000		3000		140
Snipe/P'man Mkl-IV Super Snipe dhc	45-56 49-52	9750 12,000	7000	3250 7000	1500 4000	4139 4086	91	-	XKR 4.0 fhc/con	98-02	15,000	9500	5000	3500	3996	157	LAND ROVER	Se	ries I Club (0	01363 8266	6): SII Club	PO Box 25	1 Rarnsle	ey S70 5YN
Super Snipe SI-VA	58-67	9000	6250	2400	1200	2651	106		JENSEN			<u> </u>	_	···	<u> </u>	01296 614072)	Series I 80in	48-53	40,000	27,500	14,000	5500	1595	60
Imperial Sceptre MkI-II	64-67	9250 5000	6250 3500	2500 1600	1300	2965 1725	102 90	-	541/R/S C-V8	54-63 62-65	48,000 47,500	35,000 33,500	17,500 16,500	11,000	3993 6276		Series I SII/IIA 2.2/2.6 88in	53-58 58-71	26,500 14,000	18,000 8500	7500 4000	3000 1750	1997 2286	60
Sceptre MkIII	67-76	3750	2500	1100	500	1725			Interceptor	67-75	42,000	28,500	14,000	7500	6276	140	SII/IIA 2.2/2.6 109in	58-71	16,000	9000	4250	1850	2625	75
ISO			===	Iso	Bizzarrini (	Club (020	) 8891 666	53)	FF Interceptor SP	67-71 71-73	120,000 47,500	82,500 32.500	60,000	40,000	7212 7212	141	SIII 2.2/2.6/3.5 SIII Stage 1 V8	71-85 79-83	12,500	7000 7500	3000 3500	1000	2625 3528	
Rivolta	62-70	90,000	67,500	38,500	30,000	5359	140	.5,	Interceptor con	74-76	65,000	45,000	26,000	15,000	7212	140 🛦	Forward Control 101	72-78	19,000	12,000	6000	3500	3528	60
Grifo Grifo 7-litre	63-74		210,000	150,000	110,000			▼	Jensen-Healey/GT	72-76	10,000	6750	3250	1200	1973	120	Defender Defender V8	84-90 85-90	8000 10,000	5500 6500	2500 3000	1250 1500	2495 3528	
Lele	70-74	40,000	22,500	15,000	7500	5736			JOWETT J	owett Car	r Club (0124	5 256944);	Jupiter Ow	ners' Auto	Club (0	01394 385709)	Defender Tdi	90-98	10,500	7500	4500	2200	2495	80
IAGUAR	Car Cli	b (01773 74	1784): Driv	ers' Club (f	1587 /103	37)- Enth	uciaete' (	uh	Javelin Jupiter	47-54 50-54	9000	6250	3250 14,000	1600 8500	1486 1486		Defender Td5 Range Rover 2dr	98-07 70-72	13,000	9650 35,000	5500 23,000	2650 15,000	2495 3528	
JAGOAK	Cai Cit			2186); XK/E					Jupiter	30 34	20,300	20,000	14,000	0300	1400	03	Range Rover	73-80	37,500	25000	14,000	6000		99
SS100 2½-litre SS100 3½-litre	36-39 38-39			0 225,000				•	LAGONDA 2.6/2.9	48-57	60,000	45,000	25,000	Lagonda 15,000	2922	100	Range Rover 3.9SE	81-89 89-96	25,000 12,500	15,000 7000	6500 3500	1750 2200	3528 3947	106 108
1½-litre	45-49	32,000	21,000	12,000	6750	_	70		2.6/2.9 con	49-57	90,000	65,000		22,000			Range Rover 4.2LSE		22,500	12,500	5500	2750		110
2½-litre 3½-litre	46-51 46-51	35,000 47,500	25,000 32.000	14,000	7500 10.000	2663 3485		_	Rapide Saloon SI-III	61-64	170,000	125,000				135	LEA-FRANCIS				Loa Franci	c Ownord'	~lub /019	365 407515)
MkV 2½-litre con	49-51	67,500	50,000		12,000				Saloon SIV	76-87 87-90	75,000	55,000		17,500 22,500		140	14hp/14/70 saloon	46-54	10,000	7750	4000	2750		75
MkV 3½-litre con	49-51	92,500	68,500						LAMBORGUINI		1.0	de a mala insi d	)	h 1 11/ /1	haracool a to a	ial de la const	14hp/21/2-litre Sports	50-53	52,500	37,500	25,000	16,000	2496	100
XK120 alloy rdstr XK120 roadster	49-50 50-54	285,000 110,000	250,000 78,000	54,000	140,000 32,500	_			LAMBORGHINI 350GT/400GT Inter	64-67	530,000		0 395,000	_		iclubuk.com) 147	LOTUS Club Lotu	ıs (01362 f	694459); His	toric Lotus	Register (C	1293 87154	l); Lotus	DC (01926
XK120 dhc	50-54	105,000		49,000					400GT	67-68			265,000				-	-,-	us 7 Club (0					
XK120 fhc C-type	51-54 51-54	87,000 3.65m	60,000 3.4m	38,000 3.25m	25,000 2.9m	3442 3442			Miura P400 Miura 400S	66-69	950,000 1.2m	1m	0 550,000 650,000	550,000	_		Six Elite	53-56 57-63	35,000 80,000	26,500 65,000	17,500 45,000	13,000		93
XK140 roadster	54-57	110,000	82,000	55,000	32,000	3442	126		Miura SV	71-75	2m	1.75m	1.5m	n/a	3929	175	Seven SII	60-68	30,000	20,000	13,000	8000	1098	92
XK140 fhc XK140 dhc	54-57 54-57	82,500 115,000	57,500 85,000	37,500 55,000	25,000 32,000			_	Islero Jarama	68-70 70-78	250,000	190,000	55,000 55,000	40.000			Super Seven 1.3-1.6 Seven SIII 1.3/1.6	61-69 68-70	35,000 27,500	29,000 18,500	20,000	15,000 8000		103
D-type	54-57	6m	5m	4.25m	3.75m	3442			Espada I	68-70	150,000			35,000			Seven S4	69-73	15,000	11,000	6000	3250		108
XK150 roadster XK150 fhc	58-60 57-61	95,000 70,000	67,500 52,500	40,000	26,500		130	_	Espada II/III P250 Urraco	71-78 73-74	120,000 50,000	80,000		27,500 15,000	3929 2463	_	Lotus Cortina Mkl Lotus Cortina Mkl	63-64 64-66	55,000 47,500	45,000 37,500	29,000 25,000	20,000		108
XK150 thc	57-61	90,000	65,000	38,000	26,000		127		P300 Urraco	75-76	60,000	42,500	27,000	20,000	_		Cortina II Lotus	67-70	27,500	20,000		7500	_	102
XK150S 3.4 roadster	_	165,000	_		52,500	_			Silhouette	76-77	75,000	55,000	32,000	22,000			Elan S1 dhc	62-64	36,000	29,000	20,000	14,000		119
XK150S 3.4 fhc XK150S 3.4 dhc	58-60 58-60	109,000	,	- /	42,000 50,000	_	_	-	Jalpa C'tach LP400 Periscop	82-86 o 74-76	70,000 1.2m	47,500 900,00	30,000 0 700,000	20,000			Elan S2-3 dhc Elan S4 dhc	64-68 68-71	30,000 28,500	22,500	14,000	9000 8250		119
XK150S 3.8 roadster		210,000					136	_	Countach LP400	76-78	400,000		250,000				Elan S3/S4 cpé	66-71	30,000	22,000	12,000	7250		123
XK150S 3.8 fhc XK150S 3.8 dhc	59-60 59-60	140,000	150,000	0 65,000	50,000		132		C'tach LP400S C'tach LP5000S	78-82 82-84	325,000 250,000		0 180,000 0 150,000	_	_		Elan Sprint con Elan Sprint Coupé	71-73 71-73	45,000 38,500	35,000	22,000 18,500	15,000		121
XK150SE 3.8 dhc	58-61	140,000	_		50,000		141		Countach 5000qv	85-90			0 155,000		_	179	Elan Plus 2	67-74	20,000	14,000	7500	5000		121
MkVII-MkIX MkX/420G	51-61 61-70	37,500 21,000	25,000 14.000	13,000 7000	6000 3500			-	Countach 25th Anni Diablo	91-01	180,000		) 110,000 ) 77,500	75,000 62.500		179	Europa S2 Europa TC/Special	67-71 71-75	20,000	14,500 17,500	7500 9000	4500 6000		110
Mk1 2.4/Mk2 2.4	55-67	21,000	14,000	7000	3500	2483	96		Diablo VT	93-01	137,500	_	85,000	68,500	5707	200	Elite, Eclat	74-82	7500	5000	2400	1000		129
Mk1 3.4 Mk2 3.4	57-59 59-67	39,500 32,000	27,500	15,000	9000	3442 3442	120	_	LANCHESTER			Daimler &	l ancheste	r Owners'	Club (07	7000 356285)	Esprit S1 Esprit S2	76-78 78-81	32,000 25,000	25,000 17,500	18,500	12,500 7000		130
Mk2 3.8	59-67	37,500	25,000	12,500	5500	3781	121		Ten (LD10)	46-51	5500	4500	2000	1000	1287	69	Esprit Turbo	80-87	25,000	18,000	10,500	7000	2174	148
S-type sal 240	63-68 67-68	24,000 19,000	16,000	7500 6400	3250	3781 2483	121	_	Fourteen	51-54	6500	4750	3000	1500	1968	75	Esprit S3 Excel	82-87 82-88	21,000 7500	15,500	9250 2750	5500 1250		134
340	67-68	23,000	16,000	8000	3650	3442			LANCIA			L	ancia Moto	r Club (lan	nciamoto	orclub.co.uk)	Esprit X180	87-90	14,000	10,500	7250	5000	2174	135
420 E-type 3.8 roadster	66-68 61-64	16,500	12,000	5500	2400 72,500	4235 3781		_	Aprilia saloon Appia saloon	37-49 53-63	27,500 11,500	21,000 7000	12,000 4000	6500 2000	1486	80	Esprit Turbo/SE Esprit S4 Turbo	87-92 93-96	24,000 21,000	17,500 16,500	10,000	6600 8500		156 161
E-type 3.8 coupé	61-64	160,000	_				145		Aurelia B10/21/22	50-55	30,000	25,000		6500	1754		Esprit GT3	96-99	25,000	21,000	16,000	13,000		163
E-type 4.2 S1 rdstr E-type 4.2 S1 coupé	64-67	175,000 130,000		90,000					Aurelia B20GT Aurelia B24 Spider	53-58 55-56	160,000		82,500 650,000	60,000		113 115	Esprit V8 Carlton/Omega	96-04 90-92	30,000 39,000	25,000 26,500	19,000 17,500	15,000	3506 3615	175 177
E-type \$12+2	66-67	57,500	38,500		11,000	4235			Aurelia B24 conv	57-58			0 200,000	_		108	Elan SE turbo	89-92	8000	6000	4000	1750		137
E-type S1½/S2 rdstr	67-70	120,000	_		28,500			_	Flaminia saloon	57-70	9000	7000	3750	1750	2458		Elan S2	94-95	9000	7250	5250	3250	_	137
E-type S1½/S2 fhc E-type S1½/S2 2+2	67-70 67-70	78,500 50,000	55,000 35,000	32,500 17,500	20,000			<b>A</b>	Flaminia coupé Flaminia GT/GTL/3C	59-67 59-67	52,000 100,000	36,000 72,000		15,000 30,000	2775 2775		Elise S1 Elise S2	95-00 00-05	15,000 14,000	11,000	8000 10,500	9000	_	126 125
E-type V12 roadster	71-75		65,000		22,500				Flaminia convertible	59-67			75,000	45,000			Elise 111S	03-05	15,500	14,000	12,000	10,000		132
E-type V12 fhc 2+2 XJ6 2.8 Series 1	71-74 68-73	52,500 6750	34,000 4250	18,000	9500 850	5343 2791		_	Flaminia Sport Zag Flavia saloon	59-67 61-70	340,000 6500	4500	200,000	1000	) 2775 1488		340R Exige S1	00-02		25,000 18,000	20,000 15,000	15,000	1796 1796	133
XJ6 4.2 Series 1	68-73	10,000	7000	3000	1100	4235	124		Flavia coupé 1.5/1.8	62-68	18,500	12,500	6250	3000	1800	112								
XJ12 Series 1 XJ6 Series 2	72-73 73-79	15,000 9000	10,000	4500 2500	2000	5343 3442		-	Flavia Sport Zagato Flavia 2000 saloon	63-67 70-74	60,000	45,000 4250	29,000	17,500 850	1800 1991	120	MARCOS GT1800	Marc 64-66	cos Owners' 25,000	Club (0138 19,000	34 561524); ( 12,500	Elub Marco 8000		225 707815) 115
XJ6 Series 3	79-86	7000	4500	1800	725	4235	125	=	Flavia 2000 salcon Flavia 2000 coupé	69-73	15,000	10,500	5250	2500	1991	115	1500/1600	66-68	20,000	15,000	10,500	7000	1598	117
XJ12 Series 2-3 XJ6 Coupé	75-93 75-78	10,500	7500 13,000	3200 7000	1200 4500	5343 4235		<b>A</b>	Fulvia Berlina Fulvia coupé	63-73 65-76	6500 14,000	4000	1750 5000	800 2400	1216 1298		3-litre Mini-Marcos	69-72 65-74	22,500 8250	17,500	12,000 3250	7500 1600	2978 1275	120
XJ12 Coupé	75-78	26,000	16,000	9000	5000	5343	143		Fulvia Sport Zagato	68-72	31,000	22,000	13,000	7500	1298	109	Coupé	81-87	14,000	9500	5000	3000	2792	130
XJR 3.6/4.0 sal	88-94	6000	4250	1750	750	3980		_	Fulvia HF SI/SII	68-72	34,000	23,000		11,500	1584		Mantula	84-87	15,000	10,000	6000	3500		150
XJ12 (XJ81) sal XJR X300 sal	93-94 94-97	4850 5000	3500 3650	2200 1800	1000	5994 3980			Stratos Beta sal	72-74 72-81	360,000	2250	0 250,000	450	2418 1995		Mantara Mantis	93-97 97-98	16,000 26,000	13,000	10,500 18,500	8000 15,000	3946 4601	
XJ-S manual	75-80	13,000	9000	4500	2500	5343	154		Beta Coupé 1.6/2.0	73-84	5000	3250	1400	700	1995	114								
XJ-S V12 auto XJ-S 3.6	75-91 83-89	7000 7500	4500 4750	2250 2000	750 700	5343 3590		_	Beta Coupé Volume: Beta Spider 1.6/2.0	x 83-84 75-82	6750 6500	4500 4000	2200 1750	1100	1995 1995		MASERATI A6G/2000 Zagato cpe	54-57	1.5m	1.2m	1m	Maserati ( 900,000	<u> </u>	194 717701) 131
XJ-SC 3.6 cabrio	83-87	10,000	6500	3200	1400	3590	134		Beta HPE	75-85	5750	3500	1500	750	1995	116	A6G/2000 coupé	54-57	500,000	450,000	400,000	350,000	1986	131
XJ-SC V12 cabrio XJ-S V12 con	85-88 88-91	9500 16,000	6000	3000 5000	1250 2400	5343 5343			Montecarlo Gamma	75-84 76-84	16,000 4000	11,000 2750	5000 1250	2000	1995 2484		3500GT coupé 3500GT Spider	58-64 58-64	265,000	_	130,000		_	
XJS V12	91-96	9000	6000	3200	1600	5994	161	77	Gamma Coupé	76-84	7250	5000	2400	1000	2484	121	Sebring 3.5/3.7/4.0	62-66				60,000	3485	138
XJS V12 con	91-96 88-93	15,000 16,000	10,500	5000 7000	2500 3000	5994			Rally 037 Stradale	82-83 85-87	275,000	_	) 175,000 ) 150,000	_	1995 1759		Mistral coupé Mistral Spyder	63-70 64-70		110,000		50,000		
XJR-S	00-33	10,000	12,500	7000	3000	5993	IJO	_	Delta S4 Stradale	03-8/	2/3,000	220,00	120,000	11/d	1/39	I+U	Mistral Spyder	04-70	200,000	4/3,000	330,000	230,000	2027	177/

		nrs/		Private sa	ale		Top speed Price change			nrs/		Private sa			Top speed Price change			nrs/		Private sa	le		Top speed Price change
DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough		Top speed Price chang	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough	()	Top speed Price change	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	роод	Rough		Top speed Price change
Quattroporte 4.1/4.7	_	57,500	37,500	25,000	14,000	원 4136		230/280CE coupé	77-85	11,000	8000	3500	1500	2746		Minor MM L-L Toure		12,500	9000	4650	3000		64
Quattroporte III	79-90	19,500	12,500	6500	3500	4930	122	450SEL 6.9 saloon	76-80	35,000	25,000	15,000	8000	6834		Oxford MO	48-54	5500	4000	1850	900	1476 7	
Mexico Indy	65-72 66-74	75,000 65,000	55,000	36,000 35,000	26,000 25,000		150	300SL-SL320 (R129) 500SL/SL500 (R129)	89-01	11,000	7500 8000	3500 4000	1500	2960 4973		Six Minor MM/SII	49-54 50-56	6750 6000	5000 4200	2400	1000	2215 8 803 6	
Ghibli 4.7	67-70	200,000			60,000	_	155	600SL/SL600 (R129)		15,000	10,000	6000	3500			Minor MM/SII conv.	50-56	9500	7000	3500	1750	803 6	
Ghibli Spyder	69-71			400,00			154	380/420/500SEC	81-91	13,500	9000	3500	1500			Minor SII Traveller	53-56	9000	6250	2750	1000	803 6	
Ghibli 4.9 SS Ghibli SS Spyder	70-73 71-72	240,000		105,000 475,000				560SEC 300SE-500SE sal	86-91 80-91	16,000 6500	11,000 4250	4500 1600	1500 500	5547 4973		Minor 1000 Minor 1000 conv.	56-70 56-69	6650 12,000	4750 8000	2250 4000	700	1098 7 1098 7	
Bora 4.7/4.9	71-79		125,000					500/560SEL sal	80-91	7500	5000	2000	800	_		Minor 1000 Conv.		11,000	8000	3500	1200	1098 7	
Merak	72-75	46,000	30,000	17,500	10,000			190E sal	82-92	4250	2500	1000	400	1997	119	Cowley 1200/1500	54-57	3950	2650	1300	700	1489 7	
Merak SS Khamsin	76-83 74-82	60,000	40,000	22,000	14,000 45,000			190E 2.3/2.5-16 230/300CE	85-93 87-93	25,000 5750	17,500 3750	9500 1400	5000 400			Oxford II-III	55-58 54-60	6500 5250	4500 3750	2100 1750	950 900	2639 9 1489 7	
Kyalami 4.1/4.9	76-83	60,000	46,500	30,000	15,000	4930		E220, E320 Cabrio	91-97	12,750	9250	4500	2500	3199	142	Oxford V-VI	59-71	5000	3200	1400	700	1622 8	
Biturbo 220-425	81-88	7500	4750	2250	1000		138	500E saloon	92-95	30,000	22,500	12,500	8000			Marina Coupé	71-78	3250	2000	850	400	1798 9	
Biturbo Spyder Ghibli II	84-91 94-97	10,000	7000 9500	4000 5200	2000 3000	2491 2790	138	SLK230 Komp' CLK-GTR	97-04 98-99	4800 1.8m	3000 1.45m	1500 n/a	700 n/a	2295 6900		Marina TC/GT	71-78	2950	1850	800	350	1798 10	00
Quattroporte IV	94-01	11,500	9000	6000	4000	2790		SL55 AMG	02-08	18,000	13,500	10,000	6000	5439		NISSAN							
3200GT	98-01	13,000	10,250	7750	5500	3217	180	SLR McLaren	03-10	200,000	175,000	145,000	n/a	5439	208	300ZX Turbo	84-89	5500	3650	1750	850	2960 14	
MATRA				Matra Er	nthusiasts'	Club (01	892 652964)	MESSERSCHMITT		Owners' (	Club (0129)	3 871417): En	thusiasts'	Club (01	[483 769270)	Figaro Skyline GT-R R32	91 89-94	6250 24,000	4750 20,000	2250	1000 7500	987 9 2568 15	98 55
Bagheera	73-79	10,000	6500	3000	1250	1442	102	KR175/200	53-64	26,500	19,000	12,000	7000	191	65	Skyline GT-R R33	95-99	22,500	17,500	12,000	7500	2568 15	
Murena	80-83	11,000	7000	3500	1500	2155	121	TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75	NCL		NCLLO	! Cl. h	/01003 7444	31\ D-00 (	*L.l. /04374	4.04001
MAZDA		mazd	larotaryclu	b.com: MX	(-5 Owners	: Club (m	x5oc.co.uk)	MG Owners'	Club (0195	54 231125): O	ictagon Cli	ub (01785 25	1014): Car	· Club (0:	1235 555552)	NSU Prinz	58-72	5250	3400	(01883 7444 1650	750	598 7	
Cosmo 110S	67-72	90,000	65,000	40,000		<u> </u>	125	SA saloon	36-39	44,000	35,000	_	14,000	<u> </u>	80	Sport Prinz coupé	59-67	7000	4750	2500	1400	598 7	
RX7	78-86	5250	3500	1650	650	2292		SA tourer/dhc	36-39	65,000	46,500		20,000	_	80	Wankel spider	64-67	16,000	12,000	7000	4000	497 9	
RX7 S2 RX7 S3	86-91 92-95	4500 8000	3250 6500	1750 4000	500 2000	2254 2608		VA saloon VA tourer/dhc	37-39 37-39	30,000 45,000	24,000	16,000	10,000	1548 1548		1000 1200TT	64-72	5000 17,500	3250 12,500	1500 7500	700 4500	996 8	10
MX-5	90	5500	3750	1750	1000	1597	121	WA saloon	38-39	47,500	37,500	27,500	16,000		91	Ro80	67-76	8500	6000	2500	750		08
MX-5	91-97	4000	2750	1250	500	1839		WA tourer/dhc	38-39	80,000	60,000		25,000		91								
LA LABEN								TA/TB/TC	36-49	35,000	26,500	16,500	10,000		78		<del></del>		<u> </u>	692020); Op		_	- 0,
McLAREN F1	93-98	12m	10m	8.5m	n/a	6064	240	TD TF1250/1500	49-53 53-55	26,000 32,500	17,500 24,000	11,500	6750 9000			Commodore/GS/E GT	67-77 68-73	6000 13,000	4000 9000	2000 4500	1000	2490 12 1897 11	_
311	33 30	12111	10111	0.5111	TIJU	0004	240	YA/YB	47-53	16,000	11,000	5000	2750		71	Manta A coupé	70-75	7500	5000	2250	1100		05
	M-Benz (	<u> </u>		<i>"</i>		<u> </u>	892 860922)	YT con	48-51	30,000	20,000		5500	1250		Manta GT/E	75-88	6250	4500	2000	900		22 🔺
500K Cabrio A/B/C 500K Tourer	34-36 34-36	1.4m 1.2m	1.1m 1m		2 425,000 2 375,000			Magnette ZA/ZB MGA Roadster	53-59 55-62	13,500 32,000	10,000	4500 13,000	2000 8500		98	Monza cpé	78-87	6000	4000	1800	800	2968 12	28
500K Sports/Roadste	_	3.5m	2.75m	2.2m	1.6m	5016	102	MGA Coupé	56-62	22,000	16,000	10,000	6250		98	PANHARD			Pai	nhard et Lev	assor Club	GB (0161 4	483 8262)
540K coupe	36-39			300,00				MGA Twin Cam Rdst		50,000	36,000		16,000	1588	115	PL17 saloon	59-64	6500	4750	2000	1200	845 7	
540K Cabrio A	36-39	2m	1.6m	1m	725,000		101	MGA Twin Cam Cpe		36,000	26,500	16,500	11,000	1588	115	24CT coupé	64-67	11,250	6750	3250	1600	845 10	00
540K Cabrio B/C 540K Special Roadste	36-39 r 36-39	1.4m 5.35m	1.1m 4.65m	6/5,000 3m	1.75m	5401	100	Magnette III/IV 1100/1300	59-68 62-71	5750 5750	4000 3750	1800 1750	950 850	1622 1275	97 97	PANTHER	Panth	er Car Club	Ltd/0116	237 5284); Er	thuciaete'	Club (0125	2 540217)
180/190 Ponton sal	53-62	14,500	10,500	5000	2500	1897	87	MGB roadster p/h	62-65	19,000	14,000	7000	3750	1798	103	J72 3.8/4.2/5.3	72-81	55,000	45,000	<del></del>	22,500	4235 11	_
219/220S Ponton sal		16,500	12,500	6250	3500		101	MGB roadster	65-67	16,000	12,500	6000	3000	1798	103	De Ville 4.2/5.3	74-85	59,000	47,500		25,000	5343 13	
220S/SE cabrio	56-60	150,000		56,000	35,000		101	MGB GT	65-67	13,000	8000	3750	1850	1798	103	Lima/Kallista	76-90 82-90	10,000	6750	3650	2200	1596 9	
220S/SE coupé 300A/B/C/D saloon	57-60 51-62	57,500 60,000	40,000	24,000	16,000	2195 2996	101	MGB MkII roadster	67-71 67-71	13,500	10,500 7000	5000 3200	2000	1798 1798	103	Kallista 2.8/2.8i/2.9i	82-90	11,500	8500	5000	3000	2933 11	IZ .
300 cabrio D	57-62	250,000					100	MGB MkIII roadster		12,500	9500	4500	1800	1798	100	PEERLESS/WARWIG	CK				TR Reg	ister (01235	5 818866)
300S cab/rdstr	52-55		_	250,000	_		112	MGB MkIII GT	71-74	9000	6250	2650	1100	1798	96	GT	57-62	25,000	18,000	12,000	7000	1991 10	05
300Sc cab/rdstr 300Sc coupé	55-58 55-58	400,000		250,000	_		112	MGB roadster MGB GT	75-80 75-80	9000	6000 3950	2750 1800	1200 700	1798 1798	96 104	PEUGEOT				Club	Peugeot	UK (020 88	888 8772)
300SL Gullwing	54-57	1m		750,000				MGC roadster	67-69	24,000	16,500	8000	4000	_	120	203 saloon	48-60	8750	6500	3000	1350	1290 7	
300SL roadster	57-63			650,000	_			MGC GT	67-69	20,000	14,000	6500	3000		120	403 saloon	55-66	6500	4500	2250	1100	1468 8	
190SL roadster 190/200 Fintail sal	55-63 61-68	120,000	90,000	55,000 4000	36,000 1750	1897 1988	109	MGB GT V8 chrome		15,500 14,000	11,500	6000 5000	4000 3000	3528 3528		403 cabrio 204/304 saloon	57-61 65-74	14,000 3600	10,000	6000 1250	2000	1468 8 1288 9	
220/230 Fintail sal	59-68	16,000	11,000	5200	2250		100	Midget Mkl	61-64	11,000	7000	3250	1600			204/304 coupé	67-75	5500	3600	1950	950	1288 9	
300SE/L Fintail sal	61-65	20,000	15,000	7500	3000	2996		Midget MkII	64-66	10,000	6000	2800	1300			204/304 cabrio	67-75	9000	6000	3000	1400	1288 8	
220SEb coupé 220SEb cabrio	61-65 61-65		30,000		_		107 ▼ 107 ▼	Midget MkIII Midget 1500	66-74 74-79	8000 5000	5500 3500	2650 1500	1200 500	_	96 <b>A</b>	404 saloon 504 saloon	60-75 68-83	8000 3500	5500 2500	2600 1200	1250 550	1618 9 1971 10	04
300SE coupé	62-67	60,000	40,000					Metro Turbo	83-89	7000	4750	2650	1600	_	110	504 cabrio	69-83	22,000	15,000	8250	4500		05
300SE cabrio	62-67		110,000	62,500	40,000	2996	109	Montego Turbo	85-91	5000	3500	1750	850		124	504 coupé	69-83	9000	6250	3500	1650		07
230SL sports	63-67		57,500	33,000	21,000			Maestro Turbo	89-91	6000	4000	2000	1000	_		504 V6 cabrio	74-83	25,000	19,000		5500	2664 11	
250SL sports 280SL sports	67-68 67-71	85,000 95,000	60,000	35,000 37,500	22,000			Metro 6R4 RV8	85-86 93-96	100,000	80,000 12,500	62,500 9500	45,000 6000	2991 3946	120	205 T16 205GTi 1.6	83-85 84-90	147,500	124,000 6250	2750 2750	85,000 1000	1774 13 1580 13	
600 saloon	64-81	130,000		42,500	30,000			MGF	95-01	3600	2000	800	350	_		205CTI cabrio	86-92	5250	3500	1500	750	1580 12	
250/280S/SE saloon		11,000	7000	3200	1500	2778		ZT260 V8	03-05	7250	6000	4250	3250	4601	155	205GTi 1.9	87-94	15,000	9000	3750	1400	1905 12	
250SEC/280SEC cpé	65-69	45,000	32,000	21,000	13,000			MITSUBISHI								309GTi	87-93	5750	3750	1850	900	1905 12	22
250/280SE cab 280SE coupe (low grille		95,000 48,000	75,000 34,000	37,500 22,000	20,000			Starion Turbo	82-89	7000	5000	2400	1000	1997	133	PIPER	Piper S	norts and R	acing Car	Club, email:	contact@	thenineral	lub.org.uk
280SE cab (low grille		100,000						3000GT/GTO	90-01	7750	5250	2500	850	2972		GTT/P2 1.6	68-74			16,000			
280SE 3.5 coupé	69-71		80,000			3499		Evo IV-VI	97-99	17,500	12,000	5000	2400	1997	150 🔻								
280SE 3.5 cabrio 300SE/SEL saloon	69-71 65-69	275,000 11,500	210,000 7500	150,000 3750	1750	2996		MORGAN	Spor	ts Car Club	/0120 <i>A</i> 25.	1490\: Thro	-Whoolor	Club (01	1823 277852)	PORSCHE 356 pre-A Gmund	49-50	rsche Club ( 1m		652911); Ent 0 550,000		_	
300SEL 6.3 saloon	67-72	55,000	32,500	16,500	10,000			4/4 Series I	36-50	30,000	24,000		11,000	1267		356 pre-A Gillulia 356 pre-A	51-55			0 550,000	_		
200/220/230.4 sal	67-76	6750	4250	2000	700	2197	105	Plus 4 (Vanguard)	50-53	33,500	26,000	17,500	11,000	2088	85	356 cabrio 1.3/1.5	51-55	265,000	200,00	0 150,000	100,000	1488 9	90
230.6/250/280 sal	67-76	7250	4750	2250	800	2746		Plus 4 (TR)	54-69	30,000	22,500	15,000	10,000		96	356 Speedster	54-58		_	200,000			
250CE/280CE coupe 280/300SE/SEL 3.5	69-72	12,500 18,000	8500 12,000	4200 5750	2000 3000	2746 3499		Plus 4 SS 4/4 SII/III/IV/V	61-69 54-68	65,000 22,500	50,000	32,500 11,000	20,000	_	120	356 Convertible D 356A	58-59 55-59	150,000 85,000	_	85,000 38,500	60,000 25,000	1488 9 1582 11	
280/350/380/420SL	71-89	24,500	16,000	7500	3000	4196		4/4 1600/CVH	68-88	20,000	15,000	10,500	7000	1597	105	356B/C	60-65	72,500	52,500	_	22,000	1582 11	
500/560SL sports	82-89	27,500	17,500	8250	3500	5547	142	Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	356A cabrio	55-59	150,000	110,000	70,000	47,500	1582 11	13
300SL (R107)	85-89	26,000	17,500	8250	3500	2962		Plus 8	68-72	57,500	37,500	20,000	14,000	3528		356B roadster	60-61	_	_	72,000	48,500	1582 11	
350/380/450SLC cpe 280S/SE sal	71-81	11,000 7000	7500 5500	3400 2600	1250 1000	4520 2746		Plus 8 Plus 8 injection	73-86 84-04	35,000 32,500	22,500 26,500	15,000 16,000	9000	3528 3528		356B/C cabrio 356A/B Carrera	60-65 55-62			0 60,000 0 185,000	40,000		
350/450SE/SEL sal	72-80	10,000	7000	3250	1200	4520			2.07	,_,	_5,500	,		2020		Carrera 2	63-65		_	0 340,000			
200/230 saloon	75-84	5500	3500	1500	650	2299	114			<u> </u>		Morris Mino		<u> </u>		911 2.0	64-65	200,000	150,000	000,000	65,000	1991 13	31 🔺
250/280E saloon	75-84	6000	4000	1650	700	2746	124	Minor MM lowlamp	48-51	8000	5850	3500	2000	918	64	911 2.0	66-67	100,000	75,000	50,000	35,000	1991 13	31

		/s		Private sal	le		d nge			\s\		Private sa	ale		d nge			/s		Private sa	ile		d nge
DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	ر روم روم	Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	ည	Top speed Price change	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	роод	Rough	႘	Top speed Price change
911S 2.0	66-69		110,000		60,000	1991 140	)	5GT Turbo	86-91	9500	7000	3250	1650	1397	123	SM Roadster	51-55	14,500	10,000		3600		72
912	65-69	44,000	33,500	24,000	16,500	1582 112 2195 131	_	Clio Williams	94-95	8500	6000	2500	1100	1998	134	Gazelle saloon	55-67	5750	3850	1850	950 1750		77 77
911L/T 911E	67-73 68-73	75,000 80,000	55,000 58,000	32,500 35,000	22,500	2195 131 2341 138		Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134	Gazelle con Vogue I-IV 1.6/1.7	56-62 61-66	10,000	7000 3600	3600 1650	850		91
911S 2.2	69-71	135,000		72,000	52,000			RILEY		Riley RM Cl	ub (01352	700427); Ri	ley Motor	Club (01	1902 773197)	Chamois	64-70	4750	3250	1500	725		80
914-4	69-75	16,000	12,000	6000	3500	1795 112		RMA/RME 1½ saloon	45-55	15,000	10,500	5250	2250	1496	81	Chamois coupé	65-70	5250	3500	1650	800	875	81
914-6	69-72	65,000	50,000	32,000	21,000	1991 125		RMB/RMF 2½ saloon		20,000	15,000	8000	3750	2443		New Gazelle/Vogue	e 66-70	2750	1900	900	450	1725	94
9115 2.4	71-73	165,000	125,000		60,000		_	Roadster RMC	48-50	50,000	35,000	17,500	8750	2443		SVODA					1 CL I	CD (M	272 045402)
Carrera RSL Carrera RST	72-73 72-73	520.000		350.000		0 2687 149 0 2687 149	_	RMD convertible 2.6/Pathfinder	48-51 53-59	30,000 11,500	22,500 7500	13,500	7000 1500	2443 2443		SKODA Octavia 1.1/1,2	59-64	4500	3000	Skoda Owr 1500	800		2/9 815183) 75
911 2.7	73-77	38,000	29,000	17,500	11,000	2687 135		One Point Five	57-65	7250	5000	2500	1250	1489	85	Felicia convertible	59-64	8500	6000	3000	1500		82
911S 2.7	73-77	46,000	37,500	24,000	16,000	2687 140		4/68, 4/72	59-69	6500	4500	2100	1050	1622	88	1000MB, S100	65-77	3250	2200	850	450		80
Carrera 2.7MFI	73-77	175,000	130,000	80,000	55,000	2687 148	3	Elf MkI/II 848/998	61-69	8000	5650	2750	1300	998	75	S110R coupé	70-80	4750	3600	1500	750	1107	90
911 Turbo (930) 3.0	75-77	150,000		80,000	55,000	2995 156		Kestrel 1100/1300	65-69	5000	3250	1600	800	1098	87	Rapid coupé	84-91	3250	2500	1200	650	1289	93
Carrera 3.0	76-77	72,500	50,000	36,000	24,000	2994 146	_	ROCHDALE				Do ob dole	Oumare'	~lub /01	2C 4 CE 4 410)	STANDARD				Ctond	and Mater	Club (01	C7C F22404\
924 924 Turbo	76-85 78-83	6000 15,000	3500 10,000	1250 4500	500 2000	1984 126 1984 14	_	GT	57-61	8750	6000	3000	1250	1172	364 654419) 85	Vanguard I	48-52	10,000	6500	3000	ard Motor 1600	2088	676 522181) 70
924 Carrera GT	80-81	72,500	55,000	36,000	24,000	1984 150		Olympic	60-73	11,000	7500	4250	2750	1489	105	Vanguard II/III	53-58	4750	3250	1500	750	2088	
924S/Le Mans	85-88	6750	4200	1800	850	2479 136	_	- 7		.,,					//	Vanguard Sportsma		5500	4000	1750	850	2088	
928/S/S2	77-87	20,000	15,000	8500	3500	4664 155		ROLLS-ROYCE	_		Rc	olls-Royce E	inthusiasts	Club (C	01327 811788)	Vignale	58-61	4500	3200	1500	750	2088	81
928S4	86-95	24,000	17,500	10,000	4000	4957 161		Silver Ghost	07-14	2.2m	1.75m	1.4m	1.2m	7428		Luxury Six	61-63	5250	3650	1650	850	1998	
928GT	89-92	33,000	24,000	15,000	9000	4957 168	3	Silver Ghost	18-25			225,000				Eight	53-59	5000	3200	1500	700		61
928GTS 911 Turbo (930) 3.3	91-95 77-90	50,000 87,500	37,500 67,500	22,500 42,500	15,000	5396 171 3299 160	)	Phantom II	25-29 29-35	375,000		90,000	47,500 45,000	7668 7668		Ten/Pennant Ensign/De Luxe	54-59 57-63	5200 3250	3400 2250	1600 1100	750 550	948 2138	69 85
911 Turbo (930) 3.3	86-90	95,000	75,000	46,500	33.000	3299 158		Phantom III	36-39	_		75.000	37,500	7340		LIISIGII/ DE LUXE	37-03	3230	2230	1100	330	2130	0.5
911SC	77-83	37,500	27,500	18,500	12,500	2994 149		Silver Wraith 4.3/4.6		40,000	30,000	16,000	9500	4257		STUDEBAKER							
911SC cabrio	82-83	40,000	30,000	20,000	13,000	2994 145	5	Silver Dawn sal	49-55	40,000	28,500	16,000	9000	4566	98	Avanti	62-64	44,000	32,500	25,000	20,000	4737	120
911 Carrera 3.2	83-89	39,000	29,000	18,500	12,000	3164 158	_	Silver Dawn PW con		120,000		55,000	35,000	4566	98								
911 Carrera cabrio	83-89	38,500	28,500	18,000	12,000	3164 155		Silver Cloud I saloon		40,000	30,000	17,500	8500	4887		SUBARU	02.00	5000		Subaru Imp			<del></del>
Carrera Supersport 911 Speedster	88-89	65,000 112,500	47,500 90,000	30,000 67.500	22,000 48,500	3164 158 3164 158	_	SCI Mulliner con Silver Cloud II sal	55-59 59-62	37.500	27.500	160,000	110,000	4887 6230		Impreza Turbo Impreza WRX STi	93-00	6000 9500	4250 6500	2000 3500	800 2000		144
959	87-88			525,000	_	2994 190		SCII Mulliner con	59-62	225,000	1	10,000				Impreza 22B	98	60,000	50,000		30,000		154
Carrera Club Sport		100,000		50,000	35,000		_	Phantom V MPW lim		100,000		40,000	25,000	6230		Impreza WRX P1	00-01	28,500	24,000		10,000		150
944	82-87	8250	5500	2500	1000	2479 134	1	Silver Cloud III sal	62-66	45,000	32,000	18,500	9000	6230	116	SVX	91-97	3750	2850	1850	900	3300	143
944 Turbo	85-91	18,500	13,500	6750	3250	2479 157		SCIII MPW con	62-66	_	175,000		60,000										
944S	86-88	9000	6000	3000	1400	2479 140	_	Phantom VI limo	68-77	110,000	75,000	44,000	29,000			SUNBEAM		Cunhaan		eam Talbot			
944S2 944S2 Cabrio	88-92 89-92	11,500 12,500	7500 8500	3750 4250	1750 2300	2990 149 2990 149		Shadow/Wraith MPW/Corniche cpé	66-80	18,000 37,500	12,000	6250 17,000	1750 9000	6750 6750		Talbot 80	48-50	6000	4500	C 01376 342 2500	1400		72
944 Turbo Cabrio	91-92	30,000	23,000	12,000	7000	2479 150		MPW/Corniche con	67-90	50,000	38,000	26,000	14,000	6750		Talbot 80 Coupé	48-50	10,000	8000	4250	2500		72
911 (964)	89-94	44,000	30,000	22,000	13,500	3600 158	_	Camargue	75-86	62,500	45,000	28,000	18,500	6750		Talbot 90 (all Mks)	48-57	8000	6000	3000	1600		90
911 Turbo (964)	90-94	100,000	75,000	45,000	28,500	3299 167	7	Silver Spirit/Spur	80-89	12,750	10,000	4500	1500	6750	119	Talbot 90 Coupés	49-57	14,000	11,000	5500	3650	1944	90
911 Carrera RS (964)		190,000	165,000					Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	Alpine convertible	53-55	45,000	30,000		10,000		95
968	92-95	15,000	11,000	7500	4000	2990 150		BOVED BADDON	Cuital /Ost	-02 E22400)	DE OC (01	170.4.2E016\	DC D	00 (017	50.4.EC0020)	Alpine I sports	59-60	16,750	10,000		2200	_	95
968 Club Sport 911 Carrera (993)	93-95	28,500 57,500	21,000 45,000	13,000	7250 20,000	2990 154 3600 164		ROVER P4 Drivers'		582 572499); 6 Drivers' C						Alpine III sports Alpine III sports	60-63	15,250 19,750	9000	4200 5500	1850 2250		101
911 Turbo 4 (993)	95-98	125,000	105,000		50,000		_	P3 60	48-49	10,000	7500	3750	1650	1595	75	Alpine IV sports	64-65	15,000	8500	4000	1650		92
911 Turbo S (993)	97-98	285,000	230,000	195,000	150,000	3600 182	2	P3 75	48-49	12,500	9500	4500	2000	2103	85	Alpine V sports	65-68	22,000	12,500	7000	3000		100
911 C4S/C2S (993)	95-97	82,500	65,000	45,000	30,000	3600 171		P4 75 'Cyclops'	50-52	17,000	11,000	5000	2200	2103	84	Harrington GT	61-63	29,000	18,500	9500	4000		105
911 Carrera RS (993)	94-95		,		,	3746 172		P4 60/75/80	52-62	6500	4500	1900	700	2286		Tiger I	64-66		37,500	24,000	16,000		120
911RS Clubsport 911 GT2 (993)	95-96 95-98	255,000		187,500	,	3746 175		P4 90 P4 105R	54-59 57-58	8500 7500	5750 4500	2250 1850	850 750	2638 2638		Tiger II	67-68 55-67	70,000	52,500 8000	32,500 3500	21,000 1500		125 95
Boxster 2.5	96-99	6750	5000	3500	1750	2480 149		P4 105S	57-59	9750	7000	3250	1350	2638		Rapier II-IIIA con	58-63	15,000	11,000	5000	2500		87
Boxster 2.7	99-04	9400	6900	4250	2000	2687 156	_	P4 95/100/110	60-64	9000	6250	2500	900	2625		Rapier/Alpine	67-76	5750	4000	1850	900		102
Boxster 3.2S	99-04	10,750	8900	5500	3200	3179 16-	1	P5 3-litre	58-67	9000	6500	3250	1250	2995	113	Rapier H120	68-76	7500	5250	2500	1250		106
911 Carrera (996)	97-05	32,000	24,000	12,500	9000	3387 170	<b>V</b>	P5 Coupé	63-67	13,500	10,250	5000	2250	2995	113	Imp Sport	66-76	6000	4000	2000	950		90
911 GT3 (996)	99-05	76,000	66,000	55,000	45,000			P5B 3½-litre	67-73	13,000	10,000	5000	2000	3528		Stiletto	67-72	6500	4500	2200	1100	875	90
911 Turbo (996)	99-05	55,000	46,500	35,000	24,000				67-73	20,000 8000	15,000	9000	3500	3528		CLIZLIKI				CC100 F	منابسيان م	a100 das	man sa uli)
911 GT2 (996)	01-05	124,000	112,000	99,000	90,000	3600 198	3	P6 2000/TC P6 2000/2200/TC	63-69 70-77	7250	4500 3500	2000 1500	900	1978 2205		SUZUKI							mon.co.uk); iccino.com)
RELIANT	Sabre &	Scimitar Clu	ıb (020 897	77 6625): Sc	imitar Dri	vers' (01453 !	48887)	P6 3500	68-76	10,000	5000	2000	1000	3528		SC100	79-82	2850	2000	900	450		
Sabre 4/6	61-64	10,000	8000	5500	2500	2553 110	_	P6 3500S	71-76	12,500	7000	2750	1250	3528		Cappuccino	92-96	3750	2750	1750	750		83
Scimitar SE4/a/b	64-70	10,000	6500	3500	1950	2994 121	<b>A</b>	SD1 3500	76-86	5000	3300	1250	600	3528	116	76							
	68-75	9000	5750	2200	950	2994 123		SD1 VdP	80-86	6000	4000	1600	800	3528		SWALLOW		_					235 818866)
Scimitar GTE SE6/6a	75-80	6250	4250	1650	650	2792 120		SD1 Vitesse	82-86	7500	5000	2400	1200	3528		Doretti	54-55	65,000	50,000	32,000	20,000	1991	102
Scimitar GTC Scimitar GTE SE6b	80-85 80-86	10,000	7000 4500	3250 1800	1500 750	2792 119 2792 122		SD1 Vitesse TP Mini	85-86 90-00	10,000	7500 3750	4500 1750	2500 750	3528 1275	135	TALBOT			Cur	nbeam Lotus	c Ownorc' (	^lub (01/	122 724624)
	88-90	30,000	24,000	16,000	10,000	2933 140		Mini Cooper/S	91-00	6750	5000	2500	900	1275		Sunbeam 1600 Ti	79-81	5500	3750	1650	750	<u> </u>	107
Scimitar SS1	85-89	3900	2500	1100	450	1596 10		тип соора,	51.00	0,50	5000	2500	500	iLi o	-	Sunbeam-Lotus	79-81	26,000	16,500	10,000	5250	2174	
Scimitar SS1 1800Ti		4500	3000	1500	700	1809 126	_	SAAB	Saab	Owners' Clu	ıb (07071 7	719000); En	thusiasts'	Club (01	1942 878738)	AV.							
								96 Bullnose	60-65	8750	6500	3500	2000	841	80	TALBOT-LAGO							
RENAULT						ltownersclub		96 Longnose	65-68	7250	5250	3000	1600	841	79	T150 SS 'teardrop'	36-39	5.8m	4.4m	3.65m	3.25m	3996	
4CV	47-61	9000	6500	3250	1650	747 65			62-66	11,000	8500	5000	2500	841	88	T26 Record Cabrio	47-50	170,000	140,000	90,000	57,500	4482	108
Dauphine Gordini	54-63 58-67	6000	4250 9500	2000	1000	845 70	_	96/95 V4 Sonett	67-79 67-74	6500 16,000	4500 12,000	2000 5500	1000 2750	1498 1498	93	TOVOTA				Toyota End	nuciacte' Cl	ub (020-0	0000 0740)
Dauphine Gordini Floride/Caravelle cp		12,500	7500	5000 3000	2500 1400	845 83 1108 90		99	68-84	4250	2750	1400	700	1985	101	TOYOTA 2000GT	67-70	565,000		Toyota Entl 0 400,000		<u> </u>	<u></u>
Floride/Caravelle cor		13,000	9000	4000	2000	1108 90		99 Turbo	77-82	12,000	8000	4000	1900	1985	125	Crown 2600 MkI/II		5750	3500	1650	650		
R4	62-80	5000	3500	1650	850	1108 72		_	79-93	8000	5000	2000	850	1985	133	Celica ST 1.6/2.0	70-77	10,000	7000	3600	1650		105
R8/R10	62-71	3750	2500	1250	600	1108 84		900 Convertible	86-93	6250	4250	1850	750	1985		Celica GT 1.6/2.0	74-77	12,500	10,000	5000	2250		111
R8S	68-71	6500	5000	2500	1200	1255 90										Celica Supra 2.8i	82-85	7000	4500	2000	1000		
R8 Gordini	67-70	33,500	28,500	17,500	12,500	1255 10		SIMCA	CC 77	2250	2025	1005		<u> </u>	1737 765331)	Celica GT	85-90	2500	1750	800	400		130
16GL/DL/TS/TX	65-79	4750	3000	1400	650	1565 10		1000GLS/Special	69-78	3250	2000	1000	500	1294		Celica GT-Four	86-90	_	3750	2000	1000		135
17TS/Gordini 5 hatch	72-78 72-84	7500 3000	5000 2400	2500 1500	1200	1565 110 1289 96	_	1000 Bertone coupé 1200S coupé	62-67	15,000 17,500	10,000	4500 5500	2000	944	94	MR2 MR2 Mk2	84-90 90-99		2900 3500	1250 1600	600 400		124
5 hatch	84-96	2500	1250	450	150	1397 10	_	2003 coupe	07-71	11,300	12,000	3300	2300	1204	103	Supra	86-93	3750	2500	1100	500	2954	
5 Gordini/Turbo	76-84	9000	6000	2500	1250	1397 116		SINGER Singer O	wners (01	762740	); Associat	tion of Sing	er Car Ow	ners <u>(</u> 01	1923 778575)	Supra Turbo	88-92	5000	3250	1500	750	2954	
5 Turbo 2	83-86	52,500	42,500	30,000	21,000	1397 124		9 Roadster/4A/4B	39-52	16,000	10,500	6000	4000	1074	70	Sera	90-95		1850	900	450	1496	

Private sale

		25		Private Sa	ile.		P	nge J			25		Private Sa	ale		D	nge			3		Private Sa	ie		D	l ge
DENOTES NEW ENTRY TO PRICE	fear	Concours/ Dealer	in	ροος	Rough		Top speed Price change	2	NE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Mint	<i>p</i> 005	Rough		Poods do	Price change	DENOTES NEW ENTRY TO PRICE	fear	Concours/ Dealer	Mint	<i>p</i> 005	Rough		Top speed	Price chang
TRIDENT	<u>w</u>	0 2	S		ent Car Clu	1P (USU 8			Griffith 200/400	63-65	65,000	52,500	40.000	30,000	4727	155	<u>a</u>	Astra GTE MkI	83-84	7500	6000	3250	2000	1796	110	Р
Clipper V8	67-78	35.000	25,000	12.500	7000		140	7	Tuscan V6	69-71	30.000	22,500	15.000	10.000	2994			Astra GTE MkII	84-91	5000	3500	1750	850	1998	134	
Venturer/Tycoon	69-78	20,000	13,000	7000	4000	2994		_	Vixen S1-4	67-73	25,000	16,000	10,000	7000	1599	107		VX220	00-05	10,500	8500	6500	4000	2198	137	
									1600M	72-77	21,000	15,000	8500	5000	1599	105		VX220 Turbo	03-05	14,500	12,000	9750	8000	1998	151	
		h (020 835							2500M	72-77	19,500	14,000	8000	4500	2498											
	`	1234); Stag (	<u> </u>		<u> </u>	<u> </u>		4)	3000M/Taimar	72-79	22,000	16,000	9500	6000	2994		_	VOLKSWAGEN		'W Owners'		<del></del>				7 8SB
Roadster 1800/2000		28,000	21,000	13,500	7000	2088		-	3000S convertible	78-79	27,500	20,000	11,000	7500	2994			Beetle (split )	46-53	25,000	18,500	12,000	7500	1131	66	
1800/2000/Renown		8000	6000	2750	1250	2088		-	Tasmin/280i inc 2+2	80-87	5500	3750	2200	1100		128	-	Cabrio	49-53	36,000	25,000	17,500	10,000	1131	66	
Mayflower TR2	50-53 53-55	4500 36,000	3000 27,500	1400 17,500	750 10,000		65 107	-	Tasmin/280i con Tasmin/350i inc 2+2	81-87	6000	4400 4750	2500 2500	1500 1400	2792 3528		-	Beetle (oval) Cabrio	53-57 54-58	18,500 25,000	12,000	6600	4000 7000	1192 1192	69 66	<b>A</b>
TR3/3A 2.0/2.2	55-61	32,500	23,500	14.000	7500		106		V8/350i convertible		7000	5250	3000	1750	_	130	_	Beetle 1200/1300	57-68	12,000	8250	4000	1800	1192	72	_
TR4	61-65	28,500	20,000	11,250	6250		109		390SE	85-88	7500	6000	4000	2200	3905			Cabrio	58-67	15,000	10,750	5500	3250	1192	72	
TR4A	64-67	30.000	21.000	12.000	6500		110		400/420/450SEAC	86-91	15,000	12,000	8500	6000	4441	165		Beetle 12/13/1500	68-78	10,000	6500	3000	1200	1493	81	
TR5 PI	67-68	40,000	31,000	22,000	16,000	2498			400/450SE	88-91	10,000	8000	6000	4000	4441	155	<b>A</b>	Cabrio	67-70	13,000	9000	5000	3000	1493	81	
TR6 'CP'	69-73	25,000	17,500	10,000	5500	2498	119		S 2.8/2.9	86-92	7250	5000	3250	1600	2922	141	- 1	Beetle 1302/1303	70-75	7000	4000	1650	600	1584	84	•
TR6 'CR'	73-76	22,000	16,000	9000	5000	2498	116		V8S	91-94	15,000	11,500	7500	4750	3943	150		Cabrio 1302S/1303S	70-80	11,500	7750	4400	2400	1584	82	
TR7	75-81	5000	3000	1100	500	1998	110		Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161		Karmann-Ghia cpé	55-74	16,000	10,000	5250	2750	1584	92	
TR7 convertible	80-81	6000	4000	1650	650	1998	109		Griffith 500	93-00	19,500	16,000	12,000	8250	4988	161		Karmann-Ghia con	58-74	22,000	14,000	8000	4500	1493	87	
TR8	78-81	8000	6000	3500	1750		135	-27	Chimaera 4.0/4.3	93-98	13,000	10,000	7000	4250		152		Karmann-Ghia T-34	62-69	15,000	10,000	5500	3000	1584	87	_
TR8 convertible	80-81	11,500	9000	5500	2500		130		Chimaera 450/500	96-03	15,500	12,500	9000	7000	4988		_	Kombi/Camper	50-67	65,000	40,000	20,000	10,000	1493	65	_
Herald/S saloon	59-64	4750	3500	1500	750	1147	76	<u> </u>	Cerbera 4.2	96-03	21,000	15,000	10,000	7000	4280			Camper (Bay)	68-71	25,000	16,000	9000	4750	1584	79	<b>A</b>
Herald coupé	59-64	7250	4750	2200	1100		79		Cerbera 4.5	97-03	32,000	28,500	23,000	20,000		195	-	Camper (Bay)	72-79	20,000	13,500	7000	3750	1970	79	<b>A</b>
Herald conv	60-61	8500	5400	2500	1250	948	79		Cerbera Speed Six	00-03	22,500	20,000	15,500	12,000	3948		_	1500/1600 Type 3	61-73	6250	4250	2200	1100	1584	87	-
Herald 1200 Herald 1200 conv	61-70	4500 8000	3200 5000	1350 2250	650 1100		80 A	_	Tuscan Speed Six Tamora	99-05	27,500 22,500	24,000 19,000	20,000	16,500	3996 3605	184	_	411L/E, 412 1.7/1.8 Scirocco MkI	68-74 74-81	4850 7000	3600 5000	2000 2500	1000	1795 1470	90	_
Herald 12/50	63-67	5000	3600	1600	800		84		T350	02-06	32,000	26,000	21,000	15,000	3605		_	Scirocco MkII	82-92	3250	2250	1000	550	1781	130	_
Herald 13/60	67-71	4600	3250	1400	700		87		Sagaris	04-06	69,000	59,000	n/a	n/a	3996			Golf GTI MkI	75-84	16,500	10,000	5000	2000	1781	116	•
Herald 13/60 conv	67-71	7500	4750	2200	1000		85		Suguris	0100	03,000	33,000	nyu	11/4	3330			Golf GTI MkII	84-91	9000	6500	3000	1200	1781	123	Ā
Vitesse 1600	62-66	7000	4500	2000	950		88		VANDEN PLAS	Vo	IP Club, Che	rry Trees. I	Llandvfaeld	og. nr Kidw	ellv. Dvfe	ed SA17	5PS	Golf convertible	80-93	6000	4000	1750	750	1781	116	
Vitesse 1600 conv	62-66	8500	6000	2750	1400		91		4-litre Princess	57-68	13,500	10,000	4500	2000	<i>,, ,</i>	_	-	Golf GTI MkIII	92-97	3900	2750	1500	550	1984	134	
Vitesse 2-litre Mkl	66-68	7250	4750	2250	1000	1998	95		3-litre I/II	59-64	8000	6000	2850	1400	2912	105		Golf MkIII VR6	92-97	4500	3250	1900	950	2792	138	
Vitesse MkI conv	66-68	8750	6000	2750	1400	1998	95		4-litre R	64-68	8500	6500	3200	1500	3909	110		Polo G40	91-94	4250	3500	2200	850	1272	119	
Vitesse MkII	68-71	7500	5000	2400	1000	1998	102	<b>\</b>	Princess 1100/1300	63-74	5000	3400	1600	750	1275	87		Corrado	90-95	4000	2750	1350	450	1781	132	
Vitesse MkII conv	68-71	10,000	7000	3250	1650		100		1500/1.5/1.7	74-80	2250	1500	700	300	1748	90		Corrado G60	90-92	5500	3650	1650	750	1781	140	
Spitfire 4	62-65	15,000	10,000	4500	2750		94										_	Corrado VR6	92-95	7500	5000	2250	950	2861	146	
Spitfire Mk2	65-67	14,000	9000	4000	2250		94		Jan 19 19 19 19 19 19 19 19 19 19 19 19 19		l Drivers' Cl		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	roop Snoot	- 1 (		- /								_	
Spitfire Mk3	67-70	12,500	7500	3750	1850		100	_	Wyvern/Velox L sal	48-51	7500	5000	2250	1000	2275	75	<b>A</b>	VOLVO		Owners' Clu	<u> </u>	- "		lub (018	_	0039)
Spitfire MkIV	70-74	7200	4750	2250	950		92	_	Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82		PV544 1.6/1.8	59-65	16,000	12,000	6000	3000	1778	95	
Spitfire 1500	74-78 66-70	7500 15,500	5000 10,000	2200 4750	900 2500		101		Cresta E	54-57 57-62	11,500	8000 9500	3000 4500	1500 2000	_	94	_	121/122 4dr sal 122S B18 4dr sal	55-67 62-67	10,250	6250 7000	2250 2500	800 850	1583 1778	88 95	_
GT6 MkI/II GT6 MkIII	70-74	14,000	9500	4250	1850		112	-	Velox/Cresta PA Victor F	57-62	6000	4500	2100	1000	1507	74	_	131/132 2dr sal	61-70	11,500	7500	3000	1100	1778	96	_
2000 MkI	63-69	6750	4650	2250	1100		98	-	Victor FB	61-64	3650	2650	1200	600	1594	77	_	123GT 2dr sal	67-68	22,000	15,000	7500	3500	1778	108	A
2000/2500 MkII	69-77	6000	4000	1750	900		98		VX4/90 FB	61-64	5800	3700	1750	900	1507	88	<b>A</b>	P1800	61-72	28,000	19,000	9500	4000	1778	105	
2.5PI/2500TC	68-77	7000	5000	2500	1200		107		Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94	_	P1800ES	71-73	23,500	16,000	8000	3750	1986	111	
2500S	75-77	7500	5500	2850	1400	2498	108		Victor 101 FC	64-67	3350	2250	1050	525	1594	83		144/164 sal/est	67-74	4750	3250	1500	850	2979	115	
Stag	70-77	16,500	12,000	5500	2000	2997	117		VX4/90 FC	64-67	5600	3300	1600	850	1594	89	<b>A</b>	244/264 sal/est	74-79	3500	2500	1000	500	2127	106	
1300/1500 fwd	65-73	3000	2000	850	400	1296	86		Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99		262C coupé	78-81	10,000	6750	3500	1350	2849	109	
1300TC fwd	65-70	3250	2250	1000	500	1296	93		Victor FD 1.6/2.0	67-72	2750	1850	850	400	1975	95		480	85-95	2000	1400	750	400	1721	112	
Dolomite 1850	72-81	3250	2200	1000	500	1854	100		VX4/90 FD	69-72	5250	3000	1500	750	1975	98	<b>A</b>	480 Turbo	88-95	2750	1850	900	500	1721	123	
Dolomite Sprint	73-81	8500	5500	2750	1350		117		Ventora FD	68-72	4400	2600	1250	650	3294	105		T-5R/850R	95-97	7500	5500	2750	1350	2319	155	
Acclaim	81-84	1650	1000	500	250	1335	97	_	Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100									_	
-						, ,			VX4/90 FE	73-76	4200	2750	1250	700	2279		_	WOLSELEY			olseley Re	Sister (O101		wolseley	<u>,                                      </u>	.com)
TUCKER	40	1.25	145	1	/-		erclub.org	g)	Ventora FE	72-76	4000	2400	1100	650	3294	_	-	4/50	48-53	6000	4000	2000	1100	1476		_
Torpedo	48	1.25m	1.15m	1m	n/a	5474	120	_	Viva HA	63-66	4300	2850	1250	625		76	_	6/80	48-55	10,000	6250	2850	1450		81	_
TURNER					Turnor Dog	ictor/010	05 256700	0)	Viva Brahham HB	66-70	4200	2750	1200	550 750	1159 1159	82	-	4/44 & 15/50 6/90 SI-III	52-58 54-59	6500 9000	5000	2500 3000	1250 1500	1489 2639		-
803/950 Sports	55-59	12,500	9000	5500	Turner Reg 2000	948		ا(د	Viva Brabham HB Viva HB GT	67-68 68-70	5250 6750	3750 5000	1750 2250	1000	1975	_	-	1500	57-65	6500	5750 4250	2200	1000	1489		
Climax	58-66	17,500	15,000	10,000	5000	1098		-	Viva HC	70-79	4000	2500	1100	500	1256		-	15/60, 16/60	59-71	6250	4250	2000	1000		78	<b>A</b>
Mark I/II/III	59-66	16,500	12,500	7500	3500	1498			Firenza/Magnum	72-78	5000	3250	1400	650		100	<b>A</b>	6/99, 6/110 SI/II	59-68	7900	5250	2500	1300	2912	98	Ţ
	55 00	.0,000	.2,500	.550	5550	50	.50	_	Firenza Droopsnoot		17,500	12,500	6500	3750	2279		_	Hornet SI-III	61-69	7000	5000	2400	1150	998	77	Ť
TVR					TVR Car	Club (01	952 822126	6)	Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279			1100/1300	65-73	4500	3000	1500	750	1098	_	<b>A</b>
Grantura I-1800S	57-67	35,000	27,500	16,500	10,000				Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	_		18/85, Six	67-75	6500	4000	1750	750	2227		
																		-								

Private sale

# FIND YOUR NEXT DREAM CAR AT CLASSICCARSFORSALE.CO.UK

## The best classic car marketplace to search for your next purchase

- ▶ High-quality stock from dealers, auctions and private sellers
- ▶ Specialist buying and selling knowledge and expertise
- ▶ Free stock alerts and free classic news



BRITAIN'S BEST MARKETPLACE IN PRINT | MOBILE | ONLINE

