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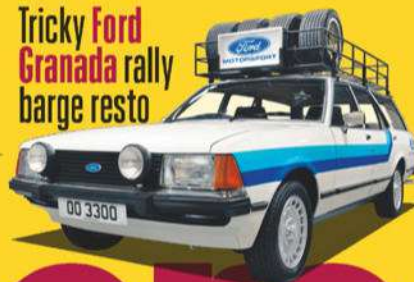


2000-mile **E-type** Aussie adventure



Buy a £10k **Maser 3200GT** safely?

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# CLASSIC CARS

**TESTAROSSA CELEBRATED**

## '80s WIDEBOY

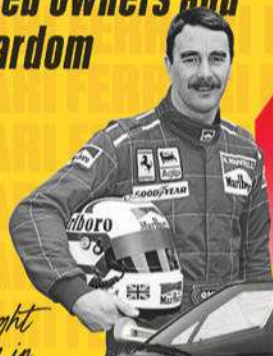
*Nigel Mansell's company  
Testarossa driven*  
**+ Celeb owners and  
TV stardom**

**YEARS ON**

*Development and  
testing images*  
**+ Wild modifier  
interviewed**

# 40

*How he  
was caught  
speeding in  
one*



*How it  
made TV's  
Miami Vice  
look cool*



*Why tuners  
chopped its  
roof off*

*What it's  
like to drive  
'Our Nigel's'  
old car*

*Time to  
rethink a  
miscalc icon*



**PLUS** We evaluate an ex-Mansell Ferrari dealership Testarossa you can buy  
• Alex Riley tests the weird TR7 Tracer • Reader reacts to Alfa 1750GTV drive

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# Welcome

December 2024 Issue 617

Our gut reactions evolved to help us make survival decisions in the moment, but they're so error prone that it's smart to reconsider our preconceptions



Call me a Testarossa sceptic. Back in the late Eighties I'd occasionally pass an open garage door on my way to the pub; inside, a bright red Ferrari Testarossa would stare back at me. Its glossy finish and confident stance signalled all the most attention-seeking virtues of the era. I wasn't impressed, dismissing car and owner as grand poseurs.

Two decades on, I found myself being offered the keys to an example whiter than Liberace's piano. By then it was in the neo-classic space, great value because the traditional market wasn't ready to welcome it. As I dropped into its roomy cabin, I braced myself for a shouty experience with all the subtlety of a hair metal video on MTV. But the ergonomics

fitted nicely, its driver interfaces logical and free from showmanship, and visibility remarkably good. That big flat 12 spun into life without the contrived histrionics of today's supercars and the drive revealed huge capability served with calm user-friendliness. Everything about it – bar limited luggage capacity – spoke of swift, effective grand touring. Until I ventured onto tangled B roads. Calm was shoved roughly aside as the huge rear track placed one tyre in the gutter, the other thub-thub-thubbing over catseyes.

But in its natural habitat it was impressive, form following function, fashion being led rather than followed. Those much-imitated side strakes had function after all. As Sam Dawson gets under the skin of this much-

misunderstood icon for its 40th birthday, it's a chance to understand it as we never did. He even managed to borrow the car given to lion-hearted Formula One battler Nigel Mansell after he helped Ferrari improve the handling.

And that Rosso Corsa Testarossa in my neighbour's garage, merely a poster keeping watch over his Fiesta XR2. I hope he eventually traded up to the Ferrari of his Eighties dreams, he wouldn't have been disappointed.

Enjoy the issue.

Phil Bell, Group Editor



Mansell's old company car. I'm in the wrong job...

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# Classic Cars

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**P44** Mansell's company-car Testarossa takes on the country lanes of the New Forest



**40**  
YEARS OF TESTAROSSA

'Far easier to live with than its forebears - and it isn't even that wide'



From design house to video games, posters and undercover Miami cops... **P56**

TR7 fanatic Alex Riley tells the story of Triumph's missed opportunity **P60**



**P76** From abandoned workhorse to gleaming concours car - Ford's rally service-barge Granada





Can a Lancia Fulvia owner change his mind over which Italian coupé is best? **P6**

'It's great to see such affordable classics selling'

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Ακόμα ανεπείθισμα

**[The List]**

*Your Dream Drive made real*

# 'It just invites you to go faster'

Chris Michael has a penchant for small, fast Italian cars and is a self-confessed Lancisti. Time then to see how this **Alfa Romeo Giulia GTV** stacks up against his Lancia Fulvia

Words ROSS ALKUREISHI Photography IAN SKELTON

Colton TRADERS

Classic Cars

D

riving past a motley collection of the usual suspects – chemical product producers, builders’ merchants, concrete plants and the like – on the Royston industrial estate isn’t the most inspiring of tasks... until you hit Orchard Road, where a cornucopia of classic, modern classic, and contemporary Italian metal suddenly comes into view. Quadrafoglios, GTVs, Spiders,

4Cs – both road and race flavour – and even the odd Abarth sit outside The Alfa Workshop, engaged in a silent battle for your attention. It’s something that today’s reader, master printer Chris Michael, is only happy to give as he flits contentedly from one t’other, before finally settling on the *Verde Muschio* – Moss Green, to you and me – Giulia GTV that we’ve arranged for him to drive, positioned discreetly at the back of the parking area.

‘It’s glorious. The lines flow well, and the chrome grille and bumpers look great,’ he says, taking in the Bertone-styled bodywork. ‘Surprising too, because it’s bigger than I was expecting – they always look so diminutive in magazine photoshoots. The curves are wonderful, very sensual and a real contrast to the boxier Fulvia that I owned.’

Ah, the ‘F-word!’ I wondered how long it would take. It’s the reason we are here, and the reason that the Giulia is on Chris’s List; this car’s arch-nemesis, partner in period crime and fellow joyous Italian automotive creation, the Lancia Fulvia. However, I have a small confession to make, because Chris requested a 1750GTV and what we have here is, well... it is, but also, it isn’t.

Cue owner and Alfa Workshop proprietor, Jamie Porter. ‘It’s a factory test car for the right-hand-drive market,’ he explains, ‘made in 1970 and kept there at the factory until 1975 before being sold in Milan, and then two years later imported to the UK. Little things give away that it’s not quite as it should be. For example, the seam welding around the brake servo housing brackets would be spot welded on a production car; twin brake servos are MkII 1750GTV, the interior is MkI, while at the rear it has the later rear panel with the larger tail lights. My guess is the factory test drivers may have crashed it.’ Jamie says the way the panels were welded gives it away as being factory work, too time-consuming and costly to be the work of a bodyshop.

Then there’s the fact that this car has a 2.0-litre lump under the bonnet, rather than a 1750 unit. ‘Most likely a later addition,



A tight fit for a modern man, but pleasingly driver-focused



**CHRIS MICHAEL’S TOP TEN**

**Vauxhall Firenza Droopsnoot**

‘A beautiful design, and this was my teenage fantasy car’

**Dino 246**

‘I always preferred Tony Curtis’s character in *The Persuaders* to Roger Moore’s – the Dino is simply the best’

**Citroën SM**

‘I couldn’t afford one so I ended up buying a CX instead’

**Alfa Romeo 1750GTV**

‘I’ve always wondered if it is as good as my Fulvia’

**Monica 560 V8**

‘First car that I ever saw on the road that I didn’t recognise – it’s a Ferrari 456, just 25 years earlier’

**Lancia Stratos Stradale**

‘My friend at school lent me a copy of *Penthouse* magazine. I never got past the pictures of a Stratos – it should have been the centre spread’

**Aston Martin Lagonda Series 1**

‘A relative had one and I could not believe how good it looked and sounded – a DBS with four doors!’

**Renault Alpine A310**

‘The most beautiful front end, combined with a rear that looks like a bus has hit it’

**Any air-cooled Porsche 911**

‘I’d like to have a go, only to see what all the fuss is about’

**Plymouth Barracuda**

‘Just because I have to experience what they’re like – Mopar, baby!’



**‘Chris fires up the all-alloy 1962cc engine and a pair of Dell’Orto carburettors gruffly announce their presence’**



Lovely period details – although that 1750 badge is a misnomer

Chris rates the Alfa's cabin design above that of his Lancia





which makes it a bit, but it's my bit. And now, for a short period of time, it will be Chris's to enjoy.

They disappear into that Mk1 cabin as Jamie shows him the ropes. He exits after a couple of minutes, allowing me to take the passenger seat. 'It's a tight fit,' says Chris, still manipulating his body in the driver's seat. 'Jamie explained that this would have been the passenger seat in Italy - it's narrower than the driver's, as is the footwell. He says it would have cost too much money to re-engineer the floor pan, although he's not sure why they didn't at least swap the seats around - only the passenger one has an adjustable headrest.' How very Alfa Romeo and not, shall we say, very Lancia. Will that count against it in the final reckoning?

It's clear that Chris likes what he sees in the cabin. 'The finish of the seats is lovely, almost Eames-like and, width aside, they're very comfortable. All-round vision is good, and the steering wheel, gauges and switchgear are typically Italian. I like the angle at which the gearstick juts out of the centre console. This is definitely a better-looking cabin than my Fulvia's.'

He fires up the Alfa's all-alloy 1962cc engine and a pair of Dell'Orto carburettors gruffly announce their intent. With the clutch engaged, Chris suddenly pauses, wagging the gearstick. 'I'm instinctively looking for the dog-leg first gear,' he says, chuckling. 'This'll take a bit of practice.'

We leave the industrial estate behind, joining the A505 dual carriageway with Chris firmly on the throttle. 'Oh, I can already

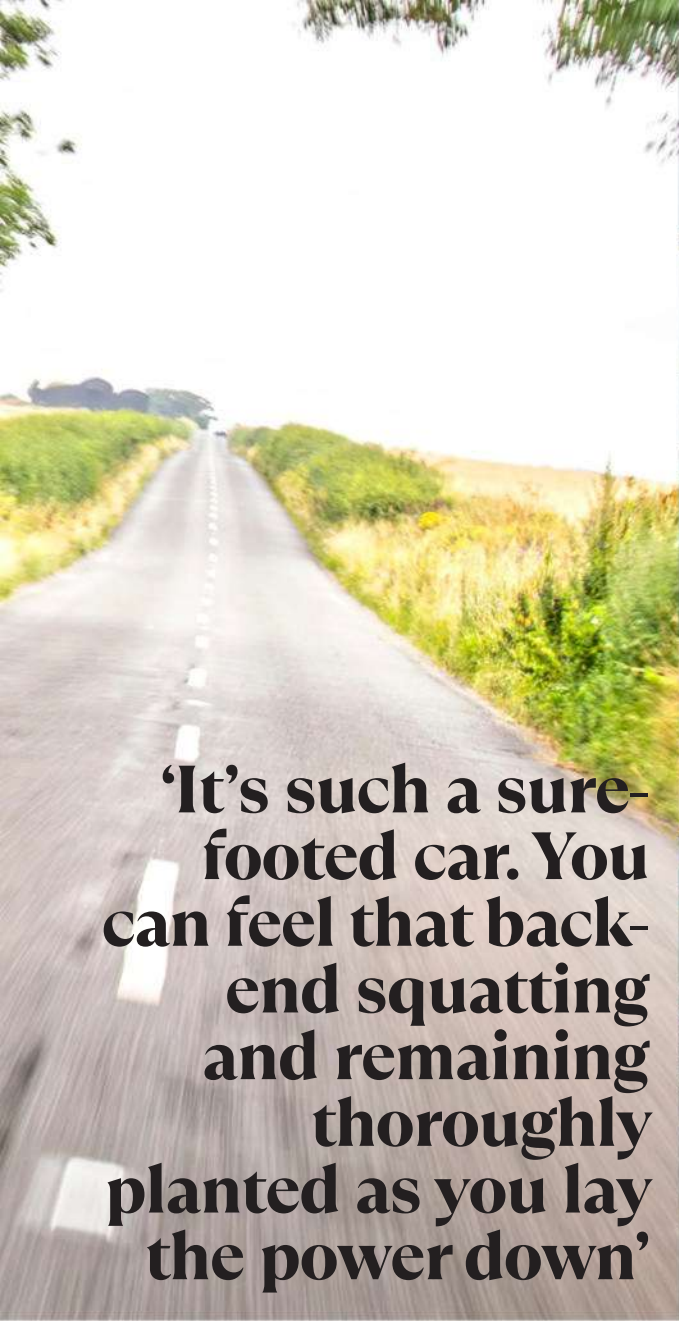
feel that it's a wonderfully ready engine. The acceleration is good and the noise it makes reminds me of when my Mini had a hole in its exhaust - that's a good thing, it sounds superb.'

As we approach a roundabout, his first application of the brakes sees them respond later than expected, resulting in a cry of 'whoa' in surprise. 'Braking seems to be a different story, though. I had a Citroën CX for many years, and on that the brakes would engage if you just looked at them. On this car though, they require a lot of pressure - they don't really seem to bite until the last half-inch of travel.'

By the time we flash past Letchworth Garden City and hit Biggleswade Chris is much earlier on the anchors, with significantly better results, and we switch things up with a bit of slow, in-town driving. We're here at school drop-off time, and if he thought the Alfa wasn't as small as expected, now, barely afloat in a sea of SUVs, it seems Lilliputian.

'You know, already I can tell that I do prefer the regular gearshift gate of the Alfa because the dog-leg gate on my Fulvia wasn't really suited to daily London use,' he says, handily circumventing a Mercedes-Benz EQA whose driver seems to be in two minds about whether to continue mounting the pavement or integrate with a bollard. 'The Giulia, though, takes this type of driving in its stride.'

'It hasn't taken long for me to get used to driving and controlling it. Isn't it amazing how similar Sixties and Seventies



**'It's such a sure-footed car. You can feel that back-end squatting and remaining thoroughly planted as you lay the power down'**



Adopted 2000 motor complicates the comparison with Chris's dainty 1300 Fulvia



1962cc engine with its twin Dell'Ortos is a punchy and sonorous delight

Italian cars feel? It even reminds me of the short drive home to the lock-up after I'd bought the Dino 246GTS I owned for all of a weekend [see Chris's Car CV, page 12].'

With the commuting comparison complete, it's time to head out into the countryside in search of B-roads, country lanes and the antithesis of what he's just experienced. I sit back and allow him to dance the little Alfa through the countryside on a route of his choosing. After half an hour, it's time to head for our pre-arranged meeting spot with Jamie.

He's already waiting as we pull in. Parked up, Chris again takes in the Alfa's lines. 'It's a more cohesive design than the Lancia. I love the Fulvia's rear end - for me it's the prettiest ever designed, but if you look at the front, the middle and the back it's almost like three different cars. That's not the case here.'

Those handsome looks proved key to the success of the 105/115 models but were backed up by a high specification - all-round disc brakes, all-alloy double-overhead camshaft engine, five-speed gearbox - at a time when British contemporaries seemed antediluvian by comparison. A thoroughly gutsy, sweet-handling driving disposition was

common to all variants - and talking of variants, there were more than a few. You'd need a degree in Alfa-ology to get your head around them all. In short, the first Coupé appeared in 1963, and if we factor in Spider variants, the last S4 gave a swansong over three decades later in 1994.

Delicate aesthetics can sometimes fool newcomers into initially driving Giulias with restraint. I feel Chris has been holding back a little, perhaps out of respect. I have a cheeky word with Jamie, who invites him to take the passenger seat. If the rest of the ride is anything like the 270-degree gravel power-slide back out onto His Majesty's highway, then it'll be a hoot.

Coaching session over, Chris is back at the wheel, and I jump in. 'Jamie told me it needs to be taken by the scruff of the neck,' he says. Man and car are transformed. Hard on the throttle, revs deep towards the redline before shifting, the little Alfa is putty in his hands. 'Perhaps I was being too respectful.'

A long sweeping corner sharpens suddenly, leading into a tighter right-hander; he downshifts, picks his line and accelerates through. 'I thought that bend may cause me a problem but, like the Fulvia, it is such a sure-footed car.

### **1970 Alfa Romeo 2000GTV**

**Engine** All-alloy 1962cc, dohc, in-line four cylinder, eight-valve, two Dell'Orto twin-choke carburettors **Power and torque** 132bhp @ 5500rpm; 134lb ft @ 3000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Recirculating ball **Suspension** Front: independent by double wishbones, coil springs, anti-roll bar; Rear: live axle, coil springs, radius arms and wishbones **Brakes** Servo-assisted discs all round **Weight** 900kg **Performance** 0-60mph: 9sec; Top speed: 115mph **Fuel consumption** 20.8mpg **Cost new** £2650.23 (1972) **Classic Cars Price Guide** £6500-£42,500

Despite being impressed, Chris will now tweak his List to include something more Germanic



You can feel that back-end squatting and remaining thoroughly planted as you lay the power down.

'The fact it's a 2000 has its good and bad points. Good because it's a more powerful engine, but bad because it's made a direct comparison between this car and my 1300 Fulvia feel a touch lopsided. The Alfa is more accelerative and grunty, but the more I experience roads like this, the more it's clear that it doesn't feel quite as dainty or precise as the Fulvia.

'I've been a printer all my life, specialising in the finer side of the trade; I have created stationery, invitations, certificates and packaging for royals, film stars and the music industry. Clients that want a classy, sophisticated, timeless product to reflect well on them. Then you have others that want to show off in a big way. That's how I see the two cars; the Lancia does things quietly, while the Alfa shouts a little more. Both remain dream cars but for me, if I'm honest, the Fulvia's little eccentricities are still the ones I would like to wake up to.'

With that said, we head back to Alfa central as Chris enjoys his last moments behind the wheel. It's been an invigorating, accelerative, and cheeky handling experience, and one that our reader has clearly enjoyed. However, having experienced the Alfa, does it remain on his List?

'I feel privileged to have been allowed to drive such a special car. It's exciting and the way it goes about its business invites you to go faster, but always feels safe. It's wonderful to look at, drive and enjoy. That said, the truth is that it would not remain on my List. Even though it's more powerful and a pleasure to drive, being rear-wheel drive made it feel just a little bit less nimble than my 1.3-litre Fulvia. One of those can still be picked up for around the £10k mark, which for me remains a real bargain.

'Considering the cars that I like and have owned, I usually go for the more unusual and eccentric, but in this case, I think I would replace the Giulia with a Porsche 928 for longer trips over the Alps and down to Greece. I'm glad I experienced this car, but also glad that I have not owned all my Top 10. After all, we must have something left to dream about.'

● Thanks to: Jamie Porter, The Alfa Workshop ([alfaworkshop.co.uk](http://alfaworkshop.co.uk)), Alfa Romeo Owners Club ([aroc-uk.com](http://aroc-uk.com)) and Stuart Taylor.

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CHRIS MICHAEL'S CAR CV



1972 DATSUN 240Z

'Bought in California and shipped to the UK. It took six months to get it back on the road. Exciting to drive, and pleasingly different.'



1978 CITROËN CX 2000

'I went in to buy a DS and came out with a CX. Wonderful car – until the bottom half rusted away. I'll never forget the brakes and the ride.'



1982 RENAULT 5 GORDINI TURBO

'My sister's company car, which I bought directly from the firm. So much agility and fun, until this too rotted away.'



1974 DINO 246GTS

'A car that I owned for just one weekend. I paid £3.5k for it, and then was offered £7k after giving it a clean. Glad that I sold it.'



1974 LANCIA FULVIA S3

'A car I owned for 15 years. I even used it for trips to the dump. One gentleman said I was a fool for doing so – but it was my only car!'



1989 AUSTIN MINI ROSE

'My daughter bought this car off eBay before she had even passed her test. I seem to have inherited it – and all the bills that come with it.'





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# Bargains in the buying season

A sharp Facel Vega HK500 went for the price of a needs-everything barn find

I've never written the words 'bargains' and 'Goodwood Festival of Speed Auction' in the same sentence before, but in July at the FoS Bonhams sale there was some surprisingly sensibly priced metal. Most surprising of all was a very lovely, metallic grey 1962 Facel Vega HK500 for just £59,800. With only one owner since 1970, this was a rare UK HWM-supplied right-hand-drive example with a fascinating and 'most substantial' history; it had been restored in 1997 and was nicely mellowed. Better still, it had the super-rare Pont-a-Mousson four-speed manual gearbox option. Sold with its original numberplate, 2 RPC, it was bought new by an eccentric yet reserved Glaswegian scrap dealer who owned a string of new Facels, each at six-monthly intervals, and

transferred the number onto each one in the hope that nobody would notice how well he was doing. Those were the days. Looking sensational with its original sumptuous red leather and famous hand-painted faux wood dash, the bodywork, paint, panel fit and chrome looked lovely. There was some mechanical recommissioning needed to get it ready for the road, but it looked every inch the glorious 140mph French grande routière Sixties super saloon.

One of only around 98 right-hand drive HK500s produced, this one had the later, more desirable 6.3-litre Chrysler V8 and Dunlop disc brakes, and at £59,800 this was a new auction low for a restored example. In 2023 H&H sold a very good rhd 1960 example for £115,875 and another rhd 1960 – a derelict barn find

that had been sitting unused for half a century years and needed absolutely everything – for £59,625. That's just £175 less than the winning bid for 2 RPC and shows just how cheap this car was.

For such a handsome and up-together specimen of the fastest four-seater of its era and favoured by global celebrities like Pablo Picasso, Tony Curtis, Stirling Moss, Ringo Starr, Joan Fontaine and Francois Truffaut, this was a truly incredible buy. Even if you ended up blowing £10,000 refreshing the mechanicals, it would still stand you at around thirty grand less than market money. Not forgetting such a long and well-documented history, along with that super-rare manual gearbox.

Respect to the shrewd buyer who bagged one of the best-value Facel Vega HK500s that I've seen for years.

'It was bought new by an eccentric Glaswegian scrap dealer who owned a string of new Facels'





## Elan Sprint sellers need to reset their expectations

Another Goodwood surprise was this 1971 Lotus Elan Sprint DHC for just £19,550. As the most desirable Elan incarnation, proper, historied, drophead Sprints have enjoyed several years of £40k-plus valuations. This one had a new chassis, a 153bhp Vegantune engine with twin Dell'Ortos, rebuilt gearbox and diff, a clutch, suspension rebuild and a new hood. The deceased owner had paid £43k in 2018 and it came with decent history from the early Eighties. Even today, under £20k was not what you'd expect to pay for a mechanically fettled and lovely-looking Sprint that only needed its bottom half returning to Cirrus White to restore the original two-tone scheme.

The small ads have five similar Elan Sprint dropheads being offered by private and trade

vendors between £35k and £45k, but it looks like sellers need to lower expectations. Following the FoS sale came Historics' 'Summer Serenade' in July, where a very original and pretty 1972 Colorado Orange and Cirrus White dhc with a warranted 85k miles made £28,600. With matching numbers and clearly cared for, it hadn't had the mechanical improvements of the FoS example but was still lovely with history back to the Eighties. By comparison, the FoS Sprint was nine grand behind the market. The hard work had already been done with only low-cost detailing needed. And Sprints are divine to drive. Tiny, chuckable and, with that tuned engine spec, surprisingly brisk. In the fun-for-money stakes, this was a pint-sized poppet. It's great to see affordable classics like this selling at Goodwood.



## Low-mileage classics can still be bargains

I was very taken with Historics' 1978 BMW 733i, sold in its July auction for just £6292. A super-rare E23 survivor – I can't remember the last time I saw a first-generation 7 Series on the road – with only 42,000 miles, stacks of history and the seldom-seen manual gearbox option, this was a gift. White might not be the E23's most flattering colour, but this car was bone stock original with its factory Blaupunkt stereo, BMW book pack, full tool kit, plush blue velour interior, standard steel wheels and looked a gorgeous period piece. I hadn't realised just how rare the 733i has become. The DVLA lists only 10 survivors – five manuals, five autos – only seven of which are still taxed and running. As the range-topping model at launch in 1977, the Europe-only 733i had disappeared from the lineup by '78, replaced

by the 735i, so the numbers sold in the UK were never massive. But the E23 was tragically rust-prone, like so many cars of the era, and most have been scrapped and cannibalised to keep more coveted BMWs on the road.

If you were on a budget and wanted a head-turning, shark-nosed BM from the Seventies, in lovely nick and one of only a handful of running survivors, this was your car. And while the 733i may never be an investment, its road presence, rarity, modern handling and gusty straight-six gives it almost as much appeal as an E30 3 Series or E34 5 Series. At a shade over £6k – there was five per cent duty to pay as an Irish import – it felt good value to me. Let's hope the new custodian realises how few 733is remain, and that this one is very likely the best one left.

## ASK QUENTIN

### How to sell a mint Mexico

My late brother's estate owns a Ford Escort Mexico Mk1. It has AVO stamped in the log book as well as the chassis, and it rarely went out. The last time was nine years ago at a family event – after that it was only ever taken out of its bubble and run up the driveway. He was a car fanatic and it's immaculate, as were all his cars. It has only done 5k miles from new, and it's pristine inside and out. He replaced a lot of the parts but kept the originals, and we found many more spares in the loft. The car was a barn find in Cornwall and the man who sold it to my brother wants to buy it back, but the executors need to find the very best price for it. Would a classic car auction be best?

Lindsay Morris

The Mexico looks mint, and if it has a genuine 5000 miles from new it's very special indeed. Classic Car Auctions sold a one-owner 1974 example back in 2023, needing work, for £40k. Nice Mk1 Mexicos fetch between £25k to £35k depending on history and originality. Yours is very hard to value and could break some records. If you can provide documentation that supports the very low mileage and as much history as you can find, you might be surprised at the price realised. Iconic Auctioneers returns very good prices for Fast Fords, so I'd enter it there to be sure of maximising its potential value.

Quentin Willson

**NOT SURE  
WHETHER NOW'S  
THE RIGHT TIME TO  
BUY, SELL OR HANG  
ONTO THAT CLASSIC?**

Email [classic.cars@bauermedia.co.uk](mailto:classic.cars@bauermedia.co.uk) with 'Ask Quentin' in the subject line.

**MORE  
QUENTIN  
WILLSON  
P 41**

### Not quite a Dino, but should I sell or keep?

Wish I'd taken your advice on buying a Ferrari Dino back in 2015. I have a 1959 Triumph TR3A which I've owned for 50 years. It was restored 1979/80 and some paint was redone two years ago, but it now gets little use, so... sell or keep?

Phil Edwards

We all wish we'd bought Dinos back then. Your TR3A sounds lovely, especially with such a long ownership. Prices of most Fifties sports cars are down at the moment, but sunshine might give values a slight bounce.

I don't think keeping the Triumph will improve its price because younger buyers are looking for more modern metal. Make a big deal of your five-decade ownership, pull together as much documentation as you can, do some thorough detailing and put her on the market while the sun is shining.

Quentin Willson

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see page 32



# Best Astons resist the downturn

Newport Pagnell's finest look resilient in a tough market

**A**s the message that traditional classics are no longer an investment filters through, what remains popular? It seems the answer is post-war Aston Martins built from 1950-1990. There are other marques and models from those years still doing well, most notably Porsche, but Aston Martin's resilience is obvious when you compare it against the drops suffered by other blue-blooded Brits.

Not every example at market this year has flown, but we've seen Astons selling around their guided prices in otherwise disappointing auctions with plenty of no-sale results. Bonhams had a tough Goodwood Revival but sold a 1970 DB6 Vantage at £207k, strong money for a car that needed recommissioning, and surprising when a road-ready example in the same sale missed its low estimate of £180k. It secured an amazing £149,500

for a Bahama Yellow DBS V8, 50 per cent over our 'concours' price. At its Ascot sale on the same day, Historics took an on-message £366,080 for a 1990 V8 Vantage X-Pack. Gooding & Co didn't disclose a price for the 1965 DB5 Vantage at its London sale in August, but it must have been close to the £800k low estimate. Its 1952 DB2 saloon sold at an acceptable £146,250.

Results for pre-war Aston Martin have been mixed, though better than average for the era. Recent models have struggled to shift, like the first-generation Vanquish at Baron's September auction in Southampton, unsold with a low estimate of £26k. At Ascot, Historics sold two Nineties Virages for just £24,024 each and did manage to move a Vanquish at £30,316. Good value to the right buyer, but the lure of the David Brown and Victor Gauntlett-era cars remains far stronger.



**Market indicators** It's certainly a buyers' market out there, but it only takes two bidders to tango...



**1962 Jaguar E-type Series 1 FHC, £39,200**  
**Bonhams, Beaulieu Autojumble, 14 September**  
An eye-catching price for a complete S1 fixed-head, and a UK-market rhd example too. Its 69,804 miles may be original but it's seen little use in the recent 35-year ownership. Whether recommissioning extends far beyond the usual brake job and fresh fluids into structural work, or engine, gearbox or back axle, is the gamble taken by the buyer – who knows what lies beneath the underseal partway up the sills and valances...



**1982 Triumph Acclaim HL, £4088**  
**WB & Sons, Newcastle, 14 September**  
Has the moment finally arrived for the Triumph Acclaim? This re-badged Honda Ballade defined a famous name going out with a whimper rather than a bang. This Northern Irish-supplied car had survived more than 40 years showing only 29,000 miles, and kicked off enough nostalgia to see it bid more than double our Price Guide figure for a concours example. Keep an eye out for it at the next Festival of the Unexceptional.



**2003 Porsche 996 Turbo, £29,000**  
**Historics, Ascot Racecourse, 14 September**  
Two stand-outs from this result – it's a tiny price for a 190mph Porsche Turbo with 57k on the clock and a good history, and it's only £7000 more than someone paid in the same sale for a 944 Turbo with twice the mileage. What's up? Perhaps this car's Tiptronic gears and 4wd versus the 944's rwd manual makes the 996 less pure, but the Metzger engine – no IMS issues for this 996 – is wonderful. A bargain.



## Tesla Roadster: the first classic EV?

What will be the first hybrid or EV capable of rising in value like a traditionally investable classic? The Toyota Prius was a landmark, but better at virtue signalling than driver engagement, though the first-gen Honda Insight is developing a following. Most likely to succeed, it seems, is the Tesla Roadster.

Tesla's first model was based on a Lotus Elise chassis platform and equipped with a 53kWh lithium-ion battery. With electric motors of 248bhp or 288bhp, and an instant 295lb ft of torque available from zero revs, it

could accelerate like a supercar: 0-60mph in 3.7sec. Around 2500 were built from 2008-2012 and there seems to be a premium for collectable first-year models.

In an American-led market, figures around \$40k (£30.2k) were standard in 2019, but in the last two years \$70k-\$80k (£53k-£60k) has been the new normal, with first-year cars on tiny mileages breaking \$100k (£76k). Bonhams Online saw bids reach £50k for a 2011 Japanese import example on sale in the UK in September, just short of estimate. That could soon look like a missed opportunity.



## Treat on a budget – 1983 Ford Granada Ghia 2.8

With the market for supposedly rare fast Fords still strong, why not jump in the other direction and choose a model that's now a genuine rarity? In the Eighties, you hardly ever saw a Capri 280 Brooklands, yet now they turn up more frequently than any Capri or MkII Granada. None more so than Granada estates, with a hard life of kids, dogs and tip trips seeing the majority them off to the scrappy long ago.

Not so this one at Historic's Ascot sale on 14 September. With 95,200 miles on the odometer, it had survived well enough for someone to invest in an engine rebuild and restoration three years ago. The Ghia interior is a plush lounge of brown velour and timber

fillets, though the lack of an 'i' in the model name means a carburettor-fed Cologne V6, here driving an automatic gearbox.

If you can handle a stream of 'my dad had one of those' encounters, it's a lot of classic Ford kudos for £4290.



**1987 Ferrari Mondial 3.2 QV, £30,375**  
Gooding & Co, London, 30 August

The Mondial may be the least desirable Ferrari, but this is about the most desirable Mondial: Blu Serra with Crema hide looks good on a car never flattered by red, and it's the four-valve per cylinder 3.2-litre with Bosch K-Jetronic for a fuss-free 270bhp. Recent titivation by a marque specialist and just 40k miles added to the appeal. Yet on an estimate of £35k-£45k it crept no higher. Well bought.



**1957 AC Ace, £230,000**  
Bonhams Goodwood Revival, 7 September

Like the DB-era Aston Martins in our lead story, the AC Ace has been doing a fine job of bucking the trend of falling values for established British classics. This one had the 2.0-litre AC engine, making it less peppy than Bristol or Ford-engined Aces, but with overdrive and three carburettors it's swift enough. Why are Aces high? There aren't many, and there is no prettier Fifties sports car.

## PRICE GUIDE MOVERS

**▲ On the up**  
Plenty of positivity still in the market, especially for sporty Ford owners

Make and Model	Year	Concours	Mint	Good	Rough	% up
AC Cobra MkI/MkII/289	62-69	950,000	750,000	575,000	475,000	+4.6%
AC Cobra 427	65-67	1.1m	900,000	700,000	575,000	+9.1%
Alfa Romeo GTV 3.0 V6	98-02	6500	4000	1600	650	+5.0%
Audi TT	98-06	5750	4250	1500	550	+5.8%
Austin 1300GT	69-74	9750	6850	3000	1400	+5.7%
Bond GT2+2/4S	63-70	7000	4850	2200	1100	+8.9%
Bugatti Type 57 Atalante coupé	35-38	2m	1.4m	1m	650,000	+28%
Citroën Dyane	68-85	6500	4500	2000	1000	+6.5%
Ferrari 330GTC	66-68	500,000	400,000	330,000	260,000	+6.4%
Fiat Panda 4x4	84-92	8500	6250	3000	1400	+12%
Ford Escort Twin Cam	68-71	60,000	46,500	32,000	22,500	+8.4%
Ford Escort RS2000	73-74	60,000	45,000	30,000	20,000	+26%
Ford Escort RS Turbo S1	84-85	31,000	22,500	12,000	6500	+4.6%
Ford Capri II/III 3.0	74-82	27,500	19,000	9000	4250	+4.4%
Lamborghini Countach 25th Anni	89-90	250,000	210,000	155,000	125,000	+6.9%
Lotus Carlton	90-92	67,500	47,500	25,000	16,000	+12%
Mercedes-Benz 220SEb cabrio	61-65	100,000	70,000	38,500	24,000	+13%
Mercedes-Benz 280S/SE saloon	72-80	12,000	7500	3250	1250	+5.4%
Mercedes-Benz 350/450SE/SEL	72-80	17,500	12,000	5000	1600	+13%
Mitsubishi Evo IV-VI	97-99	27,500	20,000	11,000	5500	+16%
Morris Minor SII Traveller	53-56	15,750	10,500	4400	1500	+4.6%
Morris Minor 1000 Traveller	56-71	16,500	11,000	4500	1400	+3.4%
Peugeot 205GTi 1.9	87-94	21,000	14,000	5750	1800	+3.8%
Porsche 914-6	69-72	84,000	60,000	37,500	25,000	+10%
Porsche 924 Carrera GT	80-81	70,000	55,000	37,500	26,500	+3.6%
Porsche 944 Turbo	85-91	23,000	15,000	8000	4000	+4.7%
Triumph 2000 MkI	63-69	8250	6000	3000	1400	+4.8%
Triumph 2000/2500 MkII	69-77	6750	5000	2250	1000	+3.4%
Triumph 2.5PI/2500TC	68-77	8000	5500	2500	1200	+9.6%
Triumph 2500S	75-77	8500	6000	2750	1350	+7.2%
Volvo T-5R/850R	95-97	13,000	9500	4500	2250	+4.7%

**▼ On the Slide**  
The decline in interest is still largely for cars that are past their 60th birthday

Make and Model	Year	Concours	Mint	Good	Rough	% dn
AC Ace (AC engine)	54-63	265,000	200,000	152,500	105,000	-3.1%
AC 428 cpe	67-73	160,000	120,000	80,000	55,000	-6.2%
AC 428 con	67-73	200,000	150,000	100,000	70,000	-4.6%
Aston Martin DB2	50-53	200,000	150,000	110,000	62,500	-7.1%
Aston Martin DB2 con	51-53	315,000	250,000	170,000	105,000	-2.9%
Aston Martin DB2/4 con	53-57	290,000	220,000	155,000	97,500	-2.6%
Aston Martin DB MkIII	57-59	190,000	145,000	105,000	60,000	-4.3%
Aston Martin DB MkIII convertible	57-59	310,000	250,000	180,000	135,000	-6.4%
Aston Martin DB4 Vantage	61-63	450,000	385,000	315,000	240,000	-2.5%
Aston Martin DB4 con	61-63	700,000	600,000	500,000	425,000	-5.1%
Aston Martin DB4 GT	60-63	2m	1.75m	1.4m	1.15m	-10%
Aston Martin Virage	89-96	54,000	37,500	21,000	13,500	-3.7%
Aston Martin Vanquish	01-04	49,000	43,000	37,500	31,000	-4.5%
Aston Martin V8 Vantage 4.3	05-08	30,000	26,000	20,000	15,500	-2.4%
Austin-Healey 100S	55	580,000	490,000	400,000	350,000	-6.7%
Bugatti Type 57S Atalante coupé	36-38	6.5m	5.9m	5.2m	4.6m	-5.7%
Daimler DB18 Sports Special	49-53	37,000	28,000	15,000	7500	-4.4%
Daimler Sovereign (420)	66-69	16,500	11,750	5200	2000	-3.8%
Delahaye 135M/MS Cabriolet	46-53	240,000	175,000	115,000	65,000	-4.0%
De Tomaso Pantera	72-89	117,500	80,000	42,500	24,000	-2.1%
Ferrari 250GT Berlinetta TdF	57-59	4.5m	4.1m	3.8m	n/a	-2.4%
Ford Capri III 2.8i	81-87	23,500	16,000	7000	2950	-2.5%
Jaguar MKV 2.5-litre con	49-51	58,000	40,000	25,000	12,000	-5.6%
Jaguar MKV 3.5-litre con	49-51	70,000	45,000	30,000	18,000	-7.6%
Jaguar XK150 dhc	57-61	99,000	65,000	39,000	26,000	-3.5%
Jaguar E-type V12 roadster	71-75	77,500	60,000	35,000	18,000	-2.3%
Lancia Flaminia Sport Zagato	59-67	285,000	210,000	155,000	105,000	-4.8%
Lancia Fulvia Sport Zagato	68-72	35,000	24,500	16,500	8750	-18%
Lotus Elite	57-63	82,000	66,000	49,000	32,500	-2.2%
Lotus Cortina II	67-70	32,000	26,000	16,500	10,000	-3.0%
Mercedes-Benz 300SL roadster	57-63	1.4m	1.15m	850,000	650,000	-4.6%
Mercedes-Benz 190SL roadster	55-63	125,000	90,000	65,000	45,000	-6.5%
Mercedes-Benz SLR McLaren	03-10	225,000	175,000	150,000	n/a	-2.4%
MG TA/TC	36-49	33,000	23,000	14,500	9250	-2.4%
Porsche 944 Turbo Cabrio	91-92	28,000	20,000	14,000	7500	-3.0%
Rover P5 3-litre	58-67	13,000	7500	2900	1300	-3.7%
Rover P5 Coupé	63-67	17,500	11,000	5000	2000	-5.3%
Rover P5B 3.5-litre	00-00	16,750	11,000	5000	2100	-3.1%
Rover P5B 3.5-litre Coupé	00-00	32,000	21,000	9000	2750	-2.6%
Triumph TR2	53-55	34,000	24,000	15,000	9000	-2.5%
Tucker Torpedo	48	1.2m	1.05m	950,000	760,000	-6.3%
Volkswagen Kombi/Camper	50-67	57,500	38,500	16,000	8500	-4.0%



## Rob Walker's dazzling Delahaye

Famed race-team owner is just one name in the amazing history of this works 135S

It's safe to say this is the only car that can boast of being driven by Albert Divo, Prince Bira and Jude Law. The first two used it in anger, the third when he took the wheel for a short film called *The Gentleman's Wager II*. That such a trio barely scratch the surface of a ridiculously rich history means the next owner is in for some exciting bedtime reading.

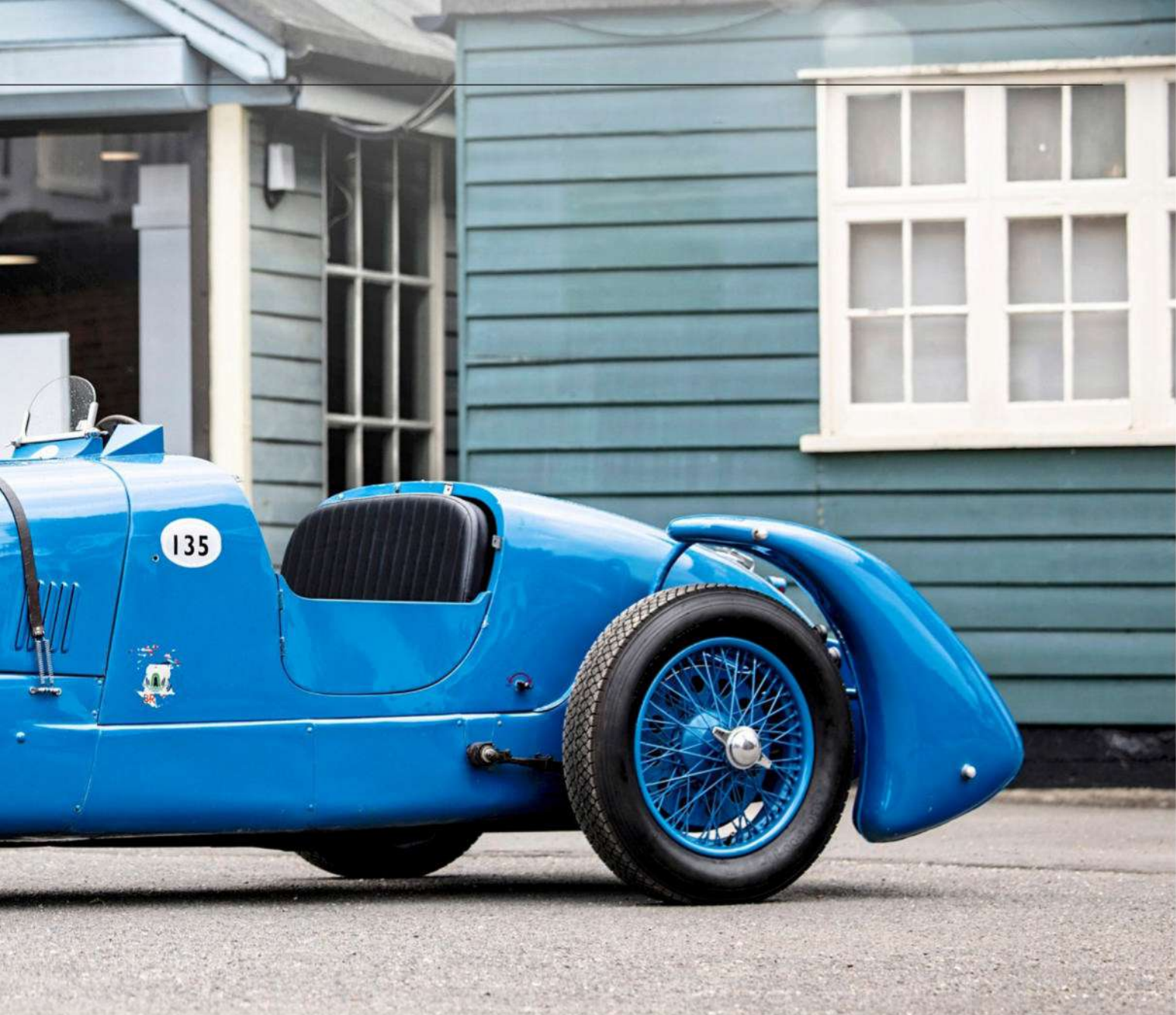
Delahaye only built two 135S competition cars for works use - this is one of them. Stripped-down and powered-up versions of the 135 road car, they used 3557cc overhead-valve straight-six engines producing (in this car's case) around 145bhp. Unlike most road cars, the works entries began life with four-speed manual 'crash' gearboxes.

Albert Divo, a previous winner of the French GP and the Targa Florio, raced the car in its first season in 1935, after which it was sold by the factory to English privateer Tom G Clarke, who competed at the Ards TT and the Donington GP, finishing tenth. For the 1937 season it was bought by Prince Chula Chakrabongse's White Mouse stable for his

cousin Prince Birabongse Bhanudej Bhanubandh of Siam to drive. Known by his *nom de course* B Bira, he won the Donington 12-hour race for sports cars with co-driver Hector Dobbs, and set a 118mph lap at Brooklands during the BRDC 500km race. Chula sold the car at the end of the season to UK Delahaye agent, Count Heyden.

In 1938 Heyden loaned or hired the car to various drivers before putting it up for sale at £400 in his Park Lane showrooms. A 21-year-old Cambridge student and scion of the Johnnie Walker whisky family, Rob Walker, bought it on hire purchase despite a price greater than his annual allowance. After adventures at Brooklands and elsewhere, Count Heyden entered the car for Walker and co-driver Ian Connell at the 1939 Le Mans 24hrs. They finished eighth overall.

After the war, Walker married and promised his wife to give racing a miss, so became an entrant and later owned a racing team. He took the Delahaye back to Le Mans in 1949 for Tony Rolt and Guy Jason-Henry, but they retired with engine failure,



Walker ruefully remembering he hadn't changed the bearings since the last Le Mans outing.

Walker sold it to Dan Margulies and it passed through other hands, later suffering neglect in damp storage, until Walker bought it back in 1970. He restored and kept it until he died in 2002. His family retained the car, and it now comes to market for the first time in nearly 55 years at the RM Sotheby's London sale on 2 November, with an estimate of £1m-£1.5m.

Delahaye racers have had a mixed auction history. A 1936 135S coachbuilt by Pourtout with a 50-event career – including a second overall finish at the 1938 Le Mans 24hrs – failed to sell for its €1.5m-€2m (£1.3m-£1.6m) estimate at the RM Sotheby's Le Mans auction in June 2023. Similar, non-works 135S competition cars have also remained unsold. However, a 1936 135S Competition Court endurance race regular topped Bonhams' Les Grandes Marques à Monaco sale in April 2021 fetching around \$1m (£747k). Being a works competition machine, demand may be stronger for this car. An interesting one to watch.

One of two works competition cars, this Delahaye 135S has enjoyed a rich and exciting life, full of celebrated circuits, drivers and owners. It comes to the market for the first time in nearly 55 years – will it reach its seven-figure estimate?



### More of the Rudi Klein sale revealed

RM Sotheby's releases details of exotics and parts treasure trove

The startling collection hoarded by the late Porsche and Mercedes breaker Rudi Klein in southern California was revealed last month in our Barn Finds pages. Of the 208 lots entered in the auction sale on 26 October, 138 are engines or engine parts, body panels, dash clocks and other spares. Most are Porsche 911 and 356 power units, with some eye-catching exceptions

including a Lamborghini Miura S engine with parts, estimated at \$75k-\$125k (£57k-£97k).

That leaves 70 cars, some surely scrap and unlikely to see the road again, but a good number in restorable condition. There are exotic challenges of the kind you rarely see as dust-covered crash victims: Maserati Mistral, Ferrari 365GTC/4, Aston Martin V8, and half a Miura on the back of a VW

Type 2 pick-up. In addition to the alloy Mercedes 'Gullwing' and 500K 'Caracciola' coupé headliners, there are coachbuilt rarities like a 1939 Maybach SW38 Cabriolet by Wendler, a BMW 502 'Marburg' Coupé by Autenrieth and the Iso Grifo Spider prototype by Bertone, estimated at \$700k-\$1m (£529k-£751k). Three (!) Miura projects start at a \$350k (£265k) low estimate for the roughest.



### IN THE TRADE



#### CHRISTIE'S BUYS GOODING

News broke in September that Christie's, the 260-year-old British auction house now owned by the French Artémis group, has agreed to buy California-based Gooding & Company. From 2025 Gooding & Co will become Gooding Christie's, with no plans for staff changes. Christie's operated in the classic car market until 2007, and whether this acquisition leads to increased competition for Artcurial, Osenat and Aguttes will become clearer in the New Year as Christie's develops its plans for the brand.



#### 340 AMERICA IN BELGIUM

This is one of only two closed-roof Ferrari 340 America Touring Berlinettas. Its history includes a place on Ferrari's stand at the 1952 Brussels Motor Show and ownership by Jacques Swaters. Well-restored, it was repainted more recently, appearing at major concours shows, and competing in the Mille Miglia retrospective. Ferrari Classiche certification came in 2019. But does all this add value, or make it over-exposed? Bonhams estimates €3m-€4m (£2.5m-£3.4m) for its Zoute sale on 6 October.



#### CELEB PROVENANCE TESTED

Two cars will be offered by H&H at its IWM sale on 9 October (after we go to press) with superstar connections: a 2001 Aston Martin Vanquish used to promote *Die Another Day*, and a 1967 Jaguar MkX bought by Madonna for her son, Rocco Ritchie. Vanquishes are a tough sell just now (see previous pages) so Pierce Brosnan's fingerprints may help fetch a £50k-£70k estimate. The big Jag has no reserve – will photos of Madge vogueing in the driver's seat push it past our mint example £15.5k guide price?

### UPCOMING SALES

#### OCTOBER

- Sat 26**, Los Angeles. The Junkyard: The Rudi Klein Collection. [rmsothebys.com](http://rmsothebys.com)
- Sat-Sun 26-27**, Runcorn, Cheshire. Manor Park Classics. [manorparkclassics.com](http://manorparkclassics.com)
- Thu 31**, Poole, Dorset. South West Vehicle Auctions classic sale. [swva.co.uk](http://swva.co.uk)

#### NOVEMBER

- Fri 1**, London. Bonhams' Golden Age of Motoring sale, New Bond Street. [bonhams.com](http://bonhams.com)
- Sat 2**, London. RM Sotheby's, Marlborough House, Westminster, SW1. [rmsothebys.com](http://rmsothebys.com)
- Sat-Sun 2-3**, Norfolk. Anglia Car Auctions classic sale, The Cattlemarket, King's Lynn. [angliacarauctions.co.uk](http://angliacarauctions.co.uk)
- Fri-Sun 8-10**, Lyon, France. Epoqu'Auto, Osenat. [osenat.com](http://osenat.com)
- Sat 9**, Birmingham. Iconic Auctioneers, Classic Motor Show sale, NEC. [iconicauctioneers.com](http://iconicauctioneers.com)
- Sat 9**, Hampshire. Barons Auctions, Unit 6, Harbour Close, Southampton. [barons-auctions.com](http://barons-auctions.com)
- Sat 16**, Perth. Morris Leslie Classic Auctions, Errol Airfield. [morrislelie.com](http://morrislelie.com)
- Sat 23**, Germany. RM Sotheby's, Motorworld, Munich. [rmsothebys.com](http://rmsothebys.com)
- Sat 23**, Surrey. Historics, Mercedes-Benz World, Weybridge. [historics.co.uk](http://historics.co.uk)

### Forecourt view

The market is in the best condition I've seen it, but it has become an enthusiasts' market rather than the pure investor, says Tom Hardman of Tom Hardman Limited. 'So far, 2024 has been an astonishing year for us, considering the world picture. It just goes to show there are plenty of buyers. Sellers need to be sensible with aspirations though. Recent auction results haven't reflected our successes – lots have been a car crash; no-reserve sales are so dangerous because you need two people to bid a car up, and you just can't guarantee that. High-reserve sales are also risky. Yes, values have softened, but to me, that just means some great cars are back within reach. I've got a 1926 twin-cam Sunbeam Super Sports that started at £200,000, and we've dropped it to £147,800. Gooding & Co had a no-sale on one estimated at £175k-£200k. My view is, offer good value, and buyers respond.'





7th December

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Sale at the NEC  
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# Fifties Elegance at the Palace

Concours of Elegance brings classic racing cars to Hampton Court

Italian coachbuilt prototypes and veterans of great historic road races graced the lawns and gravel driveways of Hampton Court Palace for the 2024 Concours of Elegance. In contrast to previous editions, there was a greater emphasis on older cars at this year's event, particularly racing machines of the Fifties.

## Pegaso Z-102 Berlinetta

'This is the first time this car has been in Europe since it qualified at the 1952 Monaco Grand Prix with Joaquin Palacio Pover,' said the Audrain Collection's Nick Waller of this works Pegaso racer. 'It's been in the US ever since.'

'These works Pegasos were so lightweight, complex and delicate that it held them back in competition. Everything needs carefully warming up, and the specification is so advanced for the era, especially compared to Ferraris – a quad-cam V8, a rear-mounted transaxle gearbox, and independent rear suspension. And everywhere you look, the metal has been drilled for lightness.'

'It was part of a small run of competition cars built at the Pegaso factory. Chief engineer Wifredo Ricart's intention was for this car to compete at Le Mans, but as a preliminary outing, it went to Monaco. In 1952 the Monaco Grand Prix was a sports car, rather than a Formula One race. The only year this has happened since 1950, it was because so early in F1's existence, there weren't enough entries, so the race would have to be run to F2 regulations. The Automobile Club of Monaco didn't like the idea, so held it to top-flight sports car regulations instead,' Waller said.

'The two Pegasos weren't running right at Monaco – Juan Jover's failed to qualify and Pover's qualified but didn't make the start. As a result, Ricart sent different cars to Le Mans, but they failed to qualify there too.'

## Maserati 3500GT Spyder prototype

'This was the first Maserati 3500GT Spyder of any kind to be made and sold, and the first time it's

been to the UK,' said Phil White of his unique Vignale prototype.

'It was built for Joe Lemin, the American racer who gave the Orsi family the loan to keep Maserati going,' said White. 'In return, he got a white Maserati Birdcage, and this, commissioned as Maserati's answer to the Ferrari 250GT California Spider. Originally, Carrozzeria Touring just took the roof off one of its coupés, but Orsi said no, and instructed them to build a bespoke car on a shorter wheelbase. Lemin wanted a racing-derived, twin-plug, triple-Weber engine and disc brakes too.'

'The result has a different grille with a longer Trident, upholstered racing bucket seats, a foldaway hood, and a sharper crease line over the wings. Giovanni Michelotti designed it for Vignale, and details like the lack of quarter windows, chrome windscreen surround, and the cowl in the bonnet running into the dashboard all disappeared for



Works Pegaso Z-102 contested 1952 Monaco Grand Prix



Did this Vignale one-off save Maserati?

Competition-bred machines starred at this year's event



production. When it was displayed in 1961, it attracted 240 orders, and in doing so arguably saved Maserati,' White said.

### Maserati A6G/54 Zagato

Another Maserati making its UK debut, this unique Zagato-bodied car was a Mille Miglia veteran. 'It's the only A6G Zagato with this body style, including double-bubble roof,' said owner Roberto Quiroz, 'and it's been raced and crashed multiple times! It started out on the 1956 Mille Miglia with a very different body and no paint, driven by Gianfranco Roghi, but ended up upside-down on the first day. It went back to Zagato to be rebuilt, but Gianni Zagato himself then had a big accident in it. Re-bodied a third time, it found success with Giacomo Momioli, including wins on the Trieste-Opicina rally, Coppa Sanremo and Grand Prix of Rome in 1958.'

Restored in 2004 to its first Zagato-rebuilt form under the supervision of Adolfo Orsi himself, it was exhibited at Ville d'Este and Pebble Beach, but this was its first time in the UK.



Ferrari F333SP won Sebring 12 Hours twice

### Ferrari F333SP

Shown for the first time since restoration, this is one of Ferrari's most successful sports-racers. 'It won the Sebring 12 Hours twice, in 1995 and 1997, and the 1995 IMSA World Sports Car Championship,' said Max Girardo, exhibiting the car.

In addition, it was the car Ferrari exhibited to introduce the model at the 1994 Geneva Motor Show, and was one of just four F333SPs to be built by Ferrari in Maranello, rather than the



Most original survivor of the five Aston Type Cs built

later cars that were contracted out, firstly to Michelotto, then Dallara.

'It also attempted the Le Mans 24 Hours, but didn't finish,' said Girardo. 'Its restoration has taken 15 years, but now with the new Endurance Racing Legends series, it would be great to see it on track again.'

### Aston Martin Type C Speed

This is the first time this car has been shown since restoration, and its first time in public in the UK after 40 years hidden in an American collection. 'Aston Martin made five Type C Speed Models,' said owner Marc Fischer. 'Problem was, people prefer the Ulster body, so most of the others got re-bodied. This is the most original, and I wanted to bring it back to the original red of Ecurie Bertelli, which we found traces of on the chassis.'

'In 1936, Bertelli wanted to race at Le Mans, and as a result, the Type C Speed became the last pre-war Aston Martin racer. The Lockheed hydraulic brakes made up a fifth of its production cost, there was lots of elektron (magnesium), and the engine was dry sumped. This was the last of the run but it didn't race - too heavy, although it could do 100mph in a straight line. The weight of the steel wings give it stability, we thought about giving it aluminium wings as part of the restoration and racing it, but ended up buying Aston's 1932 Le Mans car instead,' said Fischer.



Third-time lucky Zagato Maserati was Mille Miglia veteran

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Fangio's Ferrari led much of the '57 Mille Miglia



## Blenheim beauties

Racers, show-cars and machines with notable past owners take a bow at **Salon Privé**

Oxfordshire's Blenheim Palace played host to a spectacular array of coachbuilt one-offs at Salon Privé 2024, with show queens of the Thirties concours d'elegance era sharing lawn space with one of the world's most successful racing Ferraris.

### Ferrari 335S

'It's this car's first time in the UK, and arguably one of the most significant Ferraris of all time,' said Marcus Willis of Girardo & Co. 'It was Juan-Manuel Fangio's car on the 1957 Mille Miglia, and was leading until the final stage, when Enzo Ferrari asked his drivers to slow down to allow Piero Taruffi to win. That was the last running of the Mille Miglia because of Alfonso de Portago's infamous accident, but it is the ultimate breed of road-racing Ferrari.

'After 1957, it went into the Bardinon Collection – Enzo Ferrari was once asked why he didn't have a museum, and he replied "I don't

need one, Pierre Bardinon has one for me." And yet, this car was never taken out to shows. The Seventies was a very different world for classic cars,' Willis said.

'This changed in 2016, when with current owner Brian Ross, it was exhibited a couple of times in the US. This is its first year back in Europe, and it appeared at Villa d'Este, but this is the first time it's been to the UK.'

### Alfa Romeo 6C 1750GT

This rare Alfa was making its UK concours debut. 'It wasn't a series production car, but rather one of ten handbuilt by Castagna, and it was given free of charge to its first owner, who was none other than Tazio Nuvolari!' said owner Adrian van der Kroft. 'It was a road car rather than a racer – single-carburettor, normally aspirated – and he clearly loved it, keeping it from new in 1931 until his death in 1953. After that, it went to the US, where its owner used it as a daily



Nuvolari kept this Alfa for 22 years

driver, apparently without knowing about its history. Then 25 years ago, an Italian collector researched it, repatriated it and had it restored.

'I bought it at RM in Monaco, where it was being auctioned with no reserve, and the opening bid

came down to a level that was almost silly. I had to call my wife and say "I'm afraid I'm coming home with one car more than I set out with!" but it's not usually a concours car, I cover 3000-4000 miles a year in it,' said van der Kroft.

Events

**Delahaye 135M**

Not on public display since 1948, this is one of just two Delahaye 135Ms to be bodied by Vesters & Neirinck. 'It was the Brussels show car, and was also displayed at the Vichy Concours in France, where it won first prize,' said owner Peter Reeve. 'Then it was lost to the US, where it was found in a barn in the Seventies. I discovered it in an underground car park in Long Island where it had clearly been left, driven until it wouldn't work any more. It remained in poor condition for 30 years, until it was restored over the last five years by Auto Restorations in Christchurch, New Zealand.

'Delahaye never built its own bodies. Vesters & Neirinck was a small Belgian coachbuilder which built this car as a showcase, hoping to win a contract to body more of them, but only two were made in the end,' Reeve said.

**Fiat 1500 Ghia**

This unique Fiat was displayed in strikingly rough condition, on show this year for the first time since at least 1955. 'It was the only one built like this, designed by Mario Revelli de Beaumont of Ghia for Major General Italo Balbo, chief of the Italian air force,' said Colin Williams, who co-owns the car with his brother Glynn.

'It was found via a guy who ran a vehicle recovery service in Cambridge. An old lady's Vauxhall Corsa had broken down, and when he was recovering it she said, 'My late husband has an interesting Italian car.' She led him to this.

A shed had been built in front of it, and he needed to obtain planning permission to demolish it to get at the car.

'We've made a subtle framework to keep it together, and it's done one local show in Ireland, but this is its first concours. We're from a VW background, so we might take a rat-rod approach to getting it running again. We were at the Baillon Collection sale in Paris in 2015, and considered buying one of those cars to do concours with, keeping it in that condition. It was an unusual approach back then, but the Best in Show result at Pebble Beach this year confirmed to us that there is beauty in this condition,' said Williams.



Show-car Delahaye once found in a car park



Unique Fiat's owners considering rat-rod future

# Big Birthdays in Birmingham

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As well as celebrating 40 years of its own existence, this year's NEC Classic Motor Show marks some milestone anniversaries of British classics, with 120 years of Rover, the MG centenary, and 65 years of the Mini all set to inspire major displays.

There will be more clubs represented than ever, with 44 never having exhibited before. Newcomers include the Young Retro Motor Club, for younger owners of classics; the Mini 40

Register, promising some ultra-exclusive luxury Minis; and a plethora of customised VWs from Air Cooled Are Us.

This year will also see the inaugural Hall of Fame inductees. From now on, individuals from the industry and club community will be recognised, as will individual clubs, and models of car that have furthered the cause of classic motoring.

To book your tickets go to [necclassicmotorshow.com](http://necclassicmotorshow.com).

## Events Planner

**October**

19 CSCC Series Finale, Oulton Park, Cheshire [oultontpark.co.uk](http://oultontpark.co.uk)

24-27 Auto e Moto d'Epoca, Bologna, Italy [autoemotodepoca.com](http://autoemotodepoca.com)

**November**

2 Rallye Prescott, Gotherington, Gloucestershire [prescotthilclimb.co.uk](http://prescotthilclimb.co.uk)

2-3 St. James's Motoring Spectacle, Westminster, London; & Brighton Run, Sussex [veterancarrun.com](http://veterancarrun.com)

7-10 RAC Rally of the Tests, Darlington, County Durham to Windermere, Cumbria [hero-era.com](http://hero-era.com)

8-10 NEC Classic Motor Show, Birmingham [necclassicmotorshow.com](http://necclassicmotorshow.com)

22-24 Motors & Masterpieces, Melbourne, Australia [motorsandmasterpieces.com](http://motorsandmasterpieces.com)

23-24 Rally Anglo Caledonian, Carlisle, Cumbria to Lockerbie, Dumfries & Galloway, Scotland [racrmc.org](http://racrmc.org)

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## Barn finds

Not an unused powder-puff, just well cared for



Bumpers below the grille mean this is a 275 GTB short-nose, rather than long



# Masten Gregory's Ferrari 275GTB

Well-preserved car originally owned by Fifties F1 driver 'The Kansas City Flash'

**T**his 1965 Ferrari 275GTB has recently emerged from more than 50 years of private ownership in the USA, where it has survived in amazingly original condition. Indoor storage in a space too clean and pleasant to be called a barn or a garage has preserved it well, even after it fell out of use. After finding and acquiring the Ferrari, New York dealer Peter Kumar of Gullwing Motor Cars took it to California to display it at Carmel Valley during Pebble Beach week in August, where many visitors marvelled at its impressive survival.

Peter bought the car from a gentleman near Chicago, Illinois, who in turn had

purchased it from a racing team in 1972, possibly connected with Paul Newman, though Newman didn't form his own team until a few years later. Before that, it was the property of American racing driver Masten Gregory, whose greatest triumph was at the wheel of a North American Racing Team Ferrari 250LM when he co-drove to victory with Jochen Rindt at the Le Mans 24hrs. No more appropriate road car than a new 275GTB, then. Yet the connection was only revealed with the recent arrival of a Massini report on the car's history.

This example is a two-cam, six-carb, steel-bodied, short-nosed version,

around the middle of the scale in the hierarchy of 275GTB preferences. The four-cam cars are more valuable, but the earlier Series I short-nose versions like this are thought to be a little prettier, and the two-cam engines are less histrionic.

One of the charming features of this car is its original interior, with tan hide to the seat bolsters but centre panels in ribbed chestnut velour. If the paint isn't the first coat, it's a well-mellowed respray, possibly pre-dating the long-term ownership. Despite its smart appearance, it's been off the road for some years and was not running when Peter Kumar acquired it.

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A reminder that not every Ferrari wore hide



Enough space for a weekend's luggage



No noise just yet, but V12 will run again soon

## Forgotten 4x4 found on a farm

Remember the Portaro Pampas? No, neither did we. This was a Portuguese-built 4WD workhorse based on the Romanian ARO 24 Series, but re-engined with a four-cylinder Daihatsu diesel and many other new parts. A 1980 Thames TV clip on Youtube featuring *Top Gear's* Chris Goffey in his wellingtons and anorak reveals that the Pampas entered the UK via an importer based in Wales, and was sold through agricultural machinery dealers. It scored over its obvious rival, the Land Rover 90, in having independent front suspension but that was the only apparent advantage. The all-steel body seems to have rusted badly, at least in the case of an example that has emerged near Worley in Lancashire.

'My son William has been working on local farms at weekends,' says Lee Harwood. 'He saw

this Pampas resting in a barn where the farmer said he'd parked it after the tax ran out in 1989. It was only five years old at that point – the farmer had bought it secondhand a couple of years earlier – so mechanically it was still okay.'

Despite the vehicle's battered appearance, William took a shine to it and the farmer let him have it for a modest sum, so now it's home with the Harwoods while William welds it up and hunts hard-to-find spares.

'The brakes are from a Series Land Rover,' says Lee, 'but the power steering ram turned out to be from a dumper truck. William has got it running and moving but he's had to have a couple of new front coil springs made – they were broken, and we couldn't find out what they came from. He's just turned 17 so he's hoping to use it for his first car.'



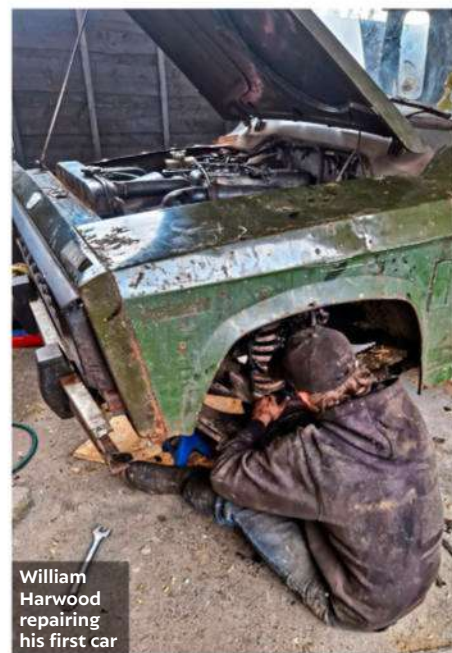
With repairs underway, rot is steadily banished



Pampas badge never caught on in the UK



Crude-looking, but it boasts power steering



William Harwood repairing his first car

'I sent it to a British guy I trust to look after cars like this, Dan Mooney at Team CJ down in Austin, Texas,' he said. 'They inspected everything and did a compression check and soon had the car running. They will get it driveable, but we won't do a full mechanical refurbishment – it's the next owner's choice of how far to go. Personally, I really hope it's not restored. It's showing around 70,000 miles and it's incredibly original.'

Hopefully it's not a difficult choice: spend a vast six-figure sum erasing all that wonderful patina with a 100-point concours restoration, or spend much less recommissioning one of the best-preserved 275GTBs, without disturbing the originality? A no-brainer.

Barn Finds



Lusso (left) and 1300 are both pre-war examples



Both interiors should clean up well



Extra dials clash with those stylish square clocks



Pillarless design makes the Aprilia easily accessible

### Aprilias appeal for new home

These two Lancia Aprilias have been brought together by one owner, though their long-term storage as they await restoration has been in different places over the years. Both have been out of use for decades rather than months, but neither is beyond saving, says David Honeybun of European Classic Cars in Wiltshire.

'I sold the grey car to the current owner ten years ago, after it had been in storage for at least another ten years, but work and family life meant the restoration never really started,' he says. 'I think during one of the covid lockdowns, he bought the blue car as perhaps an easier prospect to restore, but that hasn't happened and they've been stored together ever since.'

Both are pre-war examples, while most surviving Aprilias are post-war. The grey car is a 1300 base model, but being a UK-market car, it has a leather interior which has survived quite well and is more luxurious than the Italian equivalent. The blue car, which David thinks is a little rustier, is a Lusso model with running boards and a better-equipped dash. Neither car currently has its engine installed, but there are two dismantled engines with them, along with one that is assembled, which is believed to be sound and ready to use. They will go as a pair if anyone needs two Aprilia projects, but a parting of the ways for these fascinating, innovative little Lancias seems more likely.



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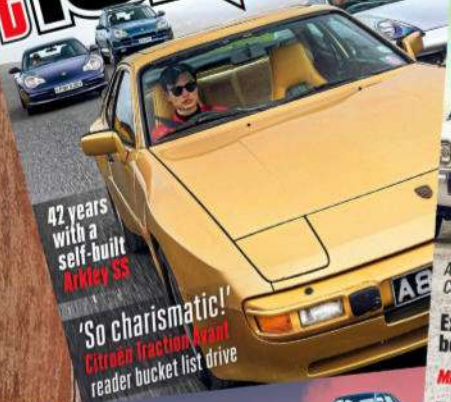
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# Next Month

The January issue of *Classic Cars* is looking stylish

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# Revere less, enjoy more

**LETTER OF THE MONTH** I am amused by the awe classic car owners show their cars. I grew up with cars that are now classics, including an Aston Martin DBR2 that my stepfather used for pub crawls in central London. Its roar far exceeded the exhausts plauging our streets today by men with cars but cars without men. The Aston was worth looking at and my stepfather, Robert Dennis, was the real thing.

He also had DB3 chassis 6, a C-type Jag and others. Occasionally, we used the DBR2 for trips. My mother in the passenger seat, me on the gearbox, a labrador and a spaniel stuffed in somewhere, and suitcases on a removable rack over the fuel tank. Not ideal.

Bob replaced the body with his own concoction – a claustrophobic cabin with a split gullwing door, loosely inspired by a Mercedes 300 he'd swapped for a Turner landscape in a Broadway gallery, which turned out to be just a Watts.

Driving the DBR2 couldn't be combined with texting your friends. A gear change involved both hands, steering with the knees, double declutching, juggling a hip flask on your lap.

When I was 17 he offered me the DBR2. I preferred the Daimler with the C-type engine. It always started and was a lot quieter. Incidentally, Bob was collector and Pebble Beach judge 'Chips' Fyshe's uncle.  
*Richard Berkeley*



## Bringing Jaguar's racing past alive

The excellent review of the legendary Duncan Hamilton's XK120 Competition Roadster (Stepping Stone, October 2024) made mention of the C-type that he managed to persuade Jaguar to sell him following his success in driving for the Jaguar team at Le Mans.

As explained in his exceptional book *Touch Wood*, it was the first C-type Jaguar sold to a private owner.

It reminded me of how fortunate I was to have been co-driver in that very C-type, OVC 915, in the 1993 Mille Miglia with my pal Ralph Stross.

In period the car was specially prepared by Jaguar for the Carrera Panamericana – an event across Mexico not dissimilar to the Mille Miglia – but for some reason it never competed. It was used by Jaguar, in conjunction with Dunlop and assisted by Stirling Moss, as a test car for the entirely new disc brakes, which gave Jaguar the edge over outdated drum brakes and led to future Le Mans victories.

Such a privilege to have driven that car and what an epic experience, brought alive by Sam Dawson's evocative words.  
*Tony Lyons*

## Fiat challenges Ferrari

I was interested to read Gordon Lang's letter in the June issue about his Pininfarina Spider. For ten years my daily driver was a Mercedes-Benz 190SL but it was feeling sluggish and old fashioned.

I upgraded to a 124 Spider that I kept for the following decade and the only problem that I encountered was a piece that broke off the differential and locked the back wheels. Two days later it was back from the repair shop good to go. I fitted the proper Cromodora wheels, and the conversion to right-hand drive was easy because the dashboard was identical on both sides.

It was an American import with typical fat wheels and tyres but to my eyes it was a mini Ferrari. Before I emigrated from the UK I'd bought a new 124 coupé and it was a wonderful performer. My boss had a Ferrari Daytona and he was amazed that I could keep up with him. This inspired me to get the Spider from America. I'd gone to the vendor's house to look at a Porsche 914 but he was also selling the 124 Spider and it made the 914 look like a kit car.

Gordon is probably correct about the safety of the American bumpers, but they are heavy and ugly compared to the simple chrome bumpers of the earlier 124.

On Gordon's top ten list is a Singer Chamois and, following in the same footsteps, I came to England and bought a Sunbeam Stiletto to tackle the Liège-Brescia-Liège rally. A wonderful car that performed well but my wife forbade me bringing it back to Oz because my collection already had an NSU TTS and Spider, just to mention a few.  
*Peter Thorogood*

# Classic Cars

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## QUENTIN WILLSON

Quentin Willson had a 10-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.



A generation of enthusiasts felt driven to save old cars, leaving a legacy of beautifully rejuvenated classics at a fraction of their restoration cost

**H**ow did we baby boomers do it? Restore and improve so many classics? When the history of the old car movement is written, the Seventies to the early 2000s should be called the Golden Age of Restoration. Decades when an army of boomer enthusiasts single-handedly saved a generation of special cars from the cutting torch. We instinctively understood that the old motors we grew up with were worth saving. We bought them in their thousands and tinkered away in lock-ups or home garages, restoring them ourselves. Later when specialist garages appeared we paid experts to bring our indisposed icons back to life. And much like now, we knew we'd never get our money back – but that never bothered us. We restored because we loved.

In the late Eighties and Nineties, speculators moved in, prices went up, the boom then turned into a bust and prices crashed. But we boomers kept our focus and carried on restoring. Like emergency room surgeons we would bring one classic back to life, then do it again with another, and again, and again. And it became compulsive. In my time I've restored seven classics – all of them back to bare metal. One took eight years, another three, and none were easy. I never understood exactly why I felt compelled to do this – it just seemed the right thing to do. An impulse to save, preserve, improve, recycle. These are

wholesome impulses from a generation brought up by post-war austerity parents who forced us to eat our greens.

Specialists sprouted like dandelions after rain, prices crept up again but restoration gradually became easier and higher quality. Through the late Nineties and early 2000s, billions flowed into car restoration. Businesses boomed, funded by obsessive owners travelling a pilgrimage to perfection.

When I leaf through the carefully curated history files of some high-tab classics I see the tens, sometimes hundreds of thousands, lavished on restos, improvements and maintenance.

The amounts spent are sobering and often add up to much more money than the car's market value. These owners weren't looking to make a quick profit. They spent so much because they cared so much. Temporary custodians of rare and special icons who knew they were just passing through and had a duty to preserve for the next generation. In the 2000s, we learnt to respect originality and how to reinstate it. Standards of detailing reached new heights with a forensic level of attention paid to paints, materials, decals and tools, because we wanted our classics to feel like new.

Our hobby – and the wider industry – now owes a massive debt to the baby boomers. Without their desire, devotion, determination – and their bundles of cash – we wouldn't have the shimmering world of shiny old cars that we do now. For Millennials and Gen Z, the hard work has been done. Most of the best classics have been restored. All they have to do is keep them in the manner to which they've become accustomed. Cherish, maintain and enhance. As many boomers start to hang up their torque wrenches (and cheque books), the role of the next generation is to keep the passion alive.

And here's an important message we need to help us supercharge that

## 'Our hobby – and the wider industry – owes a massive debt to the baby boomers'

passion. Our vehicles – so beautifully and expensively restored by a generation of devoted enthusiasts – are now unbelievably good value for money. This is the best time to buy a meticulously restored classic, one that has been lovingly cherished over the decades by those charming old blokes who really cared about their cars.



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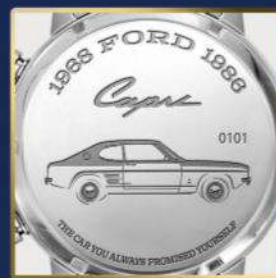
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I get that car adverts need to grab our attention, but I miss the day when they managed to do that without forgetting to tell you about the actual car

ALEX RILEY

Alex landed his first television job in 1998, working behind the scenes on *Top Gear*. He's made several classic car TV series since, and currently writes and presents *The Car Years* on ITV4.



PHOTO: JOHN LAKEY

I think we've reached a low point for car advertising. 'What you fear is what makes you feel most alive.' This isn't a motto from an Eighties Athena poster. It's actually the strapline for an advert for the latest Cupra Formentor E-Hybrid. The ad shows the car in dark grey, floating on a blurry purple background. It mostly reveals the bonnet and the roof so it's hard to tell what it actually looks like, and coupled with the nonsensical strapline it tells you absolutely nothing about the Formentor or indeed Cupra.

How scary can a five-door crossover really be? Is there a poisonous spider hidden in the dash? Or when you look in the mirror, is there a chance you're going to see a man wearing a mask made of human skin, starting up a chainsaw in the back seat? Things like that will surely put buyers off.

I don't want to be scared by a car. And some cars can inspire genuine fear - Jaguar's XJ220, for example. We were filming the XJ220 for *The Car Years* TV show and Justin Law - racing driver and son of XJ220 specialist Don Law - drove it over to Ireland from the UK. Before filming he took me out in it. As we were pottering down a hotel driveway and he said 'watch this'. He put his foot down, the revs spiked and the back wheels started to spin. Then he stopped, turned to me and said, 'If you go past 3500 revs Alex, the turbos will kick in, the rear end will step out and you will crash.'

I took him at his word. Driving a car that's 10cm wider than a Mercedes S-Class with 542bhp and no traction control

on wet roads was pretty terrifying. I drove that car with one eye on the rev counter and treated the accelerator like an unexploded bomb. When I finally handed it back to Justin I didn't feel any more alive, I was just relieved I hadn't destroyed myself or the car.

There have always been bad car adverts. Remember those illustrations from the Fifties and Sixties that made cars look lower, longer and wider? Humdrum cars parked outside stately homes to make them seem prestigious?

Awkward shots of families scuba-diving on some windswept beach?

The best car adverts have an element of truth about them, they don't just make empty claims. In the Eighties and Nineties, BMW's strapline was 'The ultimate driving machine' but the adverts would also explain some element of their engineering that made it sound credible. I once filmed with the man responsible for those ads, Robin Wight. I could relate to him because he wore a purple suit and big glasses.

Every year, he'd visit BMW's Munich headquarters and interrogate the engineers to find little nuggets of information he could use for an advert. His favourite came about in 1984, when he asked a BMW engineer how he'd convince a friend who was after a 2.0-litre car that he should buy a six-cylinder BMW rather than a four-cylinder Mercedes. The engineer said he'd put a glass of water on the four-cylinder engine and the water would be unstable, but when he put it on the six it would remain perfectly still. Robin tried it when he got back to London and it worked exactly as predicted. He changed the water to Martini and the advert read 'Shaken. Not stirred.' He tried the same trick a few years later with a 50 pence coin on the 750iL's V12.

## 'Every year, he'd visit BMW's Munich HQ and interrogate the engineers for nuggets of info'

BMW sales tripled over the period Wight was doing their adverts. Cupra could do a lot worse than give him a ring, unless they're too scared. But don't forget, what you fear is what makes you feel most alive.

# THE LION and The Stallion

Marking 40 years of Ferrari's misunderstood road car,  
we go for a drive in a **Testarossa** that was originally  
**Nigel Mansell's** company wheels

Words SAM DAWSON Photography NEIL FRASER







Launched when I was just ten months old, the Ferrari Testarossa seems to have been a constant presence throughout my entire life. It was one of those supercars that – as with arch-rival Lamborghini’s Countach – you just never saw on the road in the UK. And yet, this 1990 example resonates more strongly than even a drive in Don Johnson’s Miami Vice car might.

That year, English eyes turned towards Italy as our most promising football team since 1966 launched an emotional assault on the World Cup. Seemingly every toy shop and petrol station had racks of white 1:43-scale Bburago Ferrari Testarossas decorated with the tournament’s mascot, Ciao. As I gaze on this Testarossa’s straked flanks and grilled tail, juvenile muscle-memory can recall the toy’s various gills making satisfying impressions in my thumbs. That’s not a flat-12 I can hear in my head, it’s New Order’s *World In Motion*.

But there was another English sportsman making his mark in Italy too. After years of being Formula One’s nearly-man with

Lotus and Williams, in 1989 Nigel Mansell had gone to Ferrari, a team that looked like it might finally be able to deliver the first British World Champion since James Hunt 14 years earlier. And this very Testarossa was Mansell’s company car.

Lounging in summer rays where the New Forest meets the Solent, the first surprise the Testarossa springs is how compact and neat it is. It’s been tarred by received opinion – much of it seemingly issued by journalistic pseuds in the Nineties and 2000s desperate to disassociate themselves with the Eighties while its pop culture was out of fashion; but the Testarossa’s reputation was always as something that was unwieldy. Too big, too heavy, too soft, too wide. Brash compared to the elegance that had gone before. And with no racing relatives either.

Nowadays, there are ordinary family saloons with much broader footprints. The Testarossa’s notorious girth is actually something of an optical illusion so far as Eighties supercars are concerned. At 1976mm it’s the same as a De Tomaso Pantera GT5, and the Lamborghini Countach S is actually a whole 24mm wider still. But those cars showed the limitations of Seventies

# ‘Purists might claim they’d like to blast to Monaco in an F40 or Berlinetta Boxer, but in truth the Testarossa does it better’



designs dragged into the Eighties by the need to accommodate Pirelli P7 tyres and add extra downforce. Compared to their extended-arched, bodykitted, bewinged, cramped forms, the Testarossa is clean, sleek, glassy and coherent. It's not a wedge, but rather a piece of wind-tunnel-rounded cubism the same way that an Audi Quattro or Porsche 944 is. The true essence of Eighties car design, as opposed to Seventies.

That cubist theme continues inside. Even round-faced dials nestle down square binnacles, and the seats are arrangements of simple, upholstered square slabs. It's a remarkably clean and logically laid-out interior though, rather than one where you'll find yourself rummaging around unmarked centre consoles and scattergun parts-bin switchgear looking for the one that pops the headlights up, or turns the aircon on. Despite technically having less leg- and headroom than the ultra-cramped Lamborghini Countach, it makes better use of the space, with minimal dashboard intrusion freeing up plenty of knee room making it easier to drive with bent legs, and the tactile, thin-rimmed steering wheel is at a friendlier, kart-like angle rather than sitting

low in my lap. As a non-wedge, you can see out of it too - the bonnet stretches out ahead and you can see its edges, pillars are slim, and very little obscures the view out of the rear- and rear three-quarter glass. The supposedly wide rump is easily visible via big, stable mirrors that also provide a handy width reference for the entire car, although I can see how drivers of the 1984-86 *monospecchio* (single-mirror) Testarossas might have struggled to place it through width restrictors and narrow country lanes.

Turn the ignition key, and the electronically fuel-injected flat-12 fires without drama or hesitation. Just a civilised, muted bark followed by a low, idling hum. Today's Ferrari grand tourers, despite more concessions to civility, contrive to sound like F1 cars redlining on the starting grid even at idle and low speeds, seemingly solely to attract attention. By contrast, the Testarossa whispers as I slide the gear lever - on a long chrome spindle but shifted by a blessedly brief and direct economy of movement - from first to second at 1500rpm. That mighty engine may share characteristics with Ferrari's 312-series F1 cars and the 512BBLM sports-racer, but ambling around country



This was Mansell's second TR



Cabin makes excellent use of limited space



Luxurious seats ideal for long-distance GT



Engine quiet at low revs, howls beyond 4k rpm

lanes and small towns, similar to the ones Mansell would've negotiated around his Isle of Man domicile, it's as tractable and friendly as a supermini's four-pot. Unlike Ferrari's race-bred Eighties supercars, the 288GTO and F40, there's never a sense that an accidental twitch of the right foot could result in an uncontrollable boost of power overwhelming the rear tyres and sending the car sliding off into the scenery.

I hesitate when negotiating a particularly rough country lane entering the New Forest, but soon realise I didn't need to. Viewed side-on, there's something odd about the Testarossa in a modern car-design context dominated by oversized wheels and stylists seemingly obsessed with Hot Wheels toys. The Testarossa's positively modest 16-inch wheels don't come close to filling their arches, and even given the hefty sidewalls of their Michelin Pilot Sport tyres, there's still plenty of room between wheel and bodywork, as well as ground clearance underneath. The suspension is long-travel, well-damped, and the car absorbs speed humps with a shrug, and no threat of grounding out. If I'd driven over bumps like that at even modest speed in a Pantera, I would've heard metal on asphalt. In a Countach, I'd be worried about the cost of rebuilding rose-jointed suspension. The Testarossa, on the other hand, feels more like a grand tourer.

And that's because it is one, complete with optional fitted luggage. A very different kind of GT, the first proper mid-engined attempt since the Maserati Bora, and one that took engineering lessons from the world of F1. But rather than using them to create a hardcore F1 experience for the road in the manner of the Enzo, it harnessed them for refinement and efficiency instead. Racing really did improve the breed, even off the track.

As modern McLaren road-car designer Paul Howse has noted, acknowledging the inspiration of the car in his own work, the Testarossa was the first to really take through- as well as over-body airflow seriously, and this thinking shapes its form. Unlike an older generation of Ferraris, typically the work of one artist, the Testarossa's parentage has a cast-of-thousands aura around it. No fewer than six designers were involved, with Emmanuele Nicosia, Ian Cameron, Diego Ottina and Guido Campoli applying aerodynamics and packaging evolutions to the 512BB recipe via new Computer Aided Design and Modelling (CAD/CAM) tools as Leonardo Fioravanti and Sergio Pininfarina oversaw the whole project. Nicosia authored the basis of the design, although its most distinctive feature was added later.

Despite the wild strakes running up its flanks, it was actually the nose grille that seemed to cause most controversy when new. How could Ferrari's classic egg-crate not be used to cool an engine? Instead, it leads to a pair of ducts behind the lights that channel cooling air into the front brakes. Moving backwards, the design incorporated side-mounted radiators, introduced to F1 by the Lotus Type 72 and normalised on Group C sports-prototypes by the time the Testarossa hit the road. The distinctive shoulders the car sported to accommodate them were radical on a road car at the time, but a logical progression for supercars given the shape of racers like the Porsche 956. The strakes? Merely elongated radiator grilles to ensure the car passed safety tests to prevent large objects hitting the radiators. And the rear of the car, a mass of slats with the rear light clusters glowing like the Millennium Falcon's hyperdrive engines behind them, is almost entirely dedicated to extracting hot air while keeping the back end tied down.

The whole result marked a step away from the wedgy, downforce-fixated Seventies approach to supercar design, and it showed in its drag coefficient. The Testarossa cleaved the air with just 0.36Cd. The Countach achieved 0.42.

The result also had the side-effect of making the cockpit easier to keep cool, but early Testarossas had handling issues. Belgian racer and journalist Paul Frère, usually a trusted source of praise for new Ferraris, came away from his first track test of an early





Long gear lever looks unwieldy, but shift is slick



**‘The rear of the car is almost entirely dedicated to extracting hot air while keeping the back end tied down’**



## **MANSELL AT FERRARI**

With Greg Norman (centre) and Barry Sheene (far right) at Silverstone, July 1990



After three frustrating years with Williams, two of which could have resulted in him being World Champion were it not for frustrating twists of fate, Mansell signed with Ferrari for 1989 – and instantly had to re-learn his driving style. Designed by British engineer John

Barnard, the new Ferrari 640 was the first Formula One car to feature a sequential gearbox shifted by paddles behind the steering wheel. ‘The theory was wonderful,’ Mansell later wrote of the car, ‘being able to keep your foot down on the throttle and change gear, even around corners, [and] to be able to keep your hands on the steering wheel all the time.’ It seemed to be vindicated when Mansell won his first-ever race for Ferrari, the 1989 season opener in Brazil.

Unfortunately, this technology would also be the car’s undoing. ‘The semi-automatic gearbox failed all the time,’ Mansell noted. ‘At Rio, my Ferrari broke down in three out of four practice sessions.’ In retrospect, the win felt like blind luck – especially since the steering wheel bolt came loose on lap 40.

Mansell only managed one other Formula One win in 1989, after a spectacular four-car overtake, then hunting down Senna at the Hungaroring.

Mansell’s second season at Ferrari was torrid. Teammate and friend Gerhard Berger left, supplanted by Alain Prost, who set about manoeuvring himself into lead-driver status within the team. Feeling sidelined, and with the gearbox reliability issues still not solved, Mansell announced his retirement.

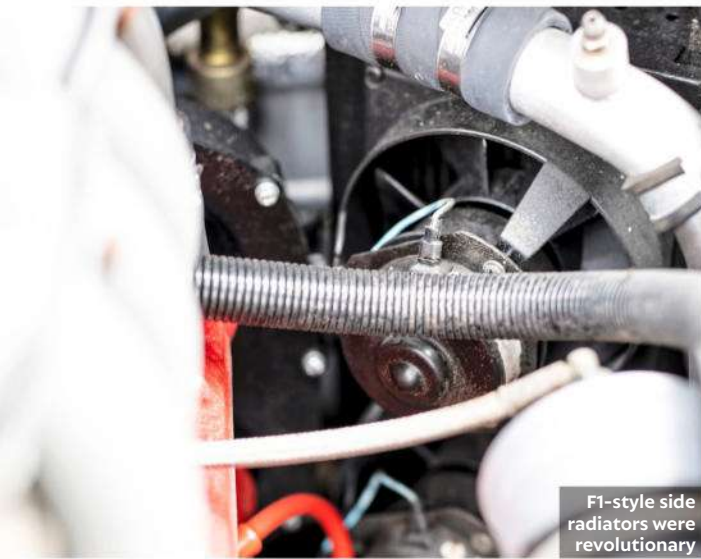
However, his sole 1990 win, at Estoril, put his Formula One winning total on a par with that achieved by Stirling Moss. All it took was an offer from Williams, and far from retiring, Mansell soon achieved something the great Moss didn’t – the World Championship.

Our Nige’s road fleet for 1989





Low-set twin mirrors are part of 1987/8 revision



F1-style side radiators were revolutionary



Cubist theme found throughout



Sizeable boot for a mid-engined car

Testarossa quipping, 'It doesn't need a wing because it is one.' I know exactly what he means – I drove an early Testarossa around the Longcross test track's high-speed outer circuit once, and at 150mph, the steering became alarmingly light as the soft rear suspension squatted under the rear weight bias and the nose started to lift. Not what you want on a car with apparently another 35mph to go. Tweaks were needed, and it was at this point that Nigel Mansell became involved.

Mansell had been courted by Enzo Ferrari himself before his death, and was the last driver to be personally chosen by *il Commendatore*. Despite still driving for Williams at the time, Mansell entered Ferrari's orbit in 1988, establishing his own Ferrari road-car dealership, Nigel Mansell Sports Cars, by buying Emblem in Blandford Forum, Dorset.

A year before he started driving for them in F1, Mansell was at the Fiorano test track, as he explained in his 2015 autobiography *Staying on Track*: 'I'd been testing the geometry for them on a new road car, the Testarossa,' he explained, bearing in mind that he'd been involved in similar exercises with the Turbo Esprit for Colin Chapman at Lotus a few years earlier, including the active-suspension prototype that was supposed to underpin the stillborn Etna. Which, upon the Testarossa's launch in 1984, was anticipated as its only rival as a mid-engined, user-friendly GT.

'I did my work, and commented what a beautiful machine it was,' Mansell continued. 'I really loved this Ferrari. A week later, a shiny new Testarossa turned up outside my home.'

Registered F722 MPB, it was a personal gift from Enzo himself. Sadly, Enzo would die that August, just after Mansell signed to drive for Ferrari in 1989. Mansell's contract included a new Ferrari company car for his personal use each year, which for the 1989 season was the very last right-hand drive 328GTS to be built. For 1990, it was the Testarossa you see here, originally registered on the Isle of Man as BMN-397-U and kept at Ballaman House, Mansell's Port Erin home.

Compared to that early car at Chobham, I can feel the Mansell-authored revisions in action. The ride quality is a touch stiffer; not harsh and crashy, but more controlled in its suppleness, with less sponginess and rebound under load. As I turn into tight country-lane bends blasting across heathland near Beaulieu, the nose tucks in and darts sideways in the manner of something much more compact and lighter than its 1708kg. But rather than rolling and squatting like the earlier car, it remains flat and even. There's a slight jiggle from the nose, but it never loses composure, the unassisted steering remains pure and positive, and the rear grip feels immense.

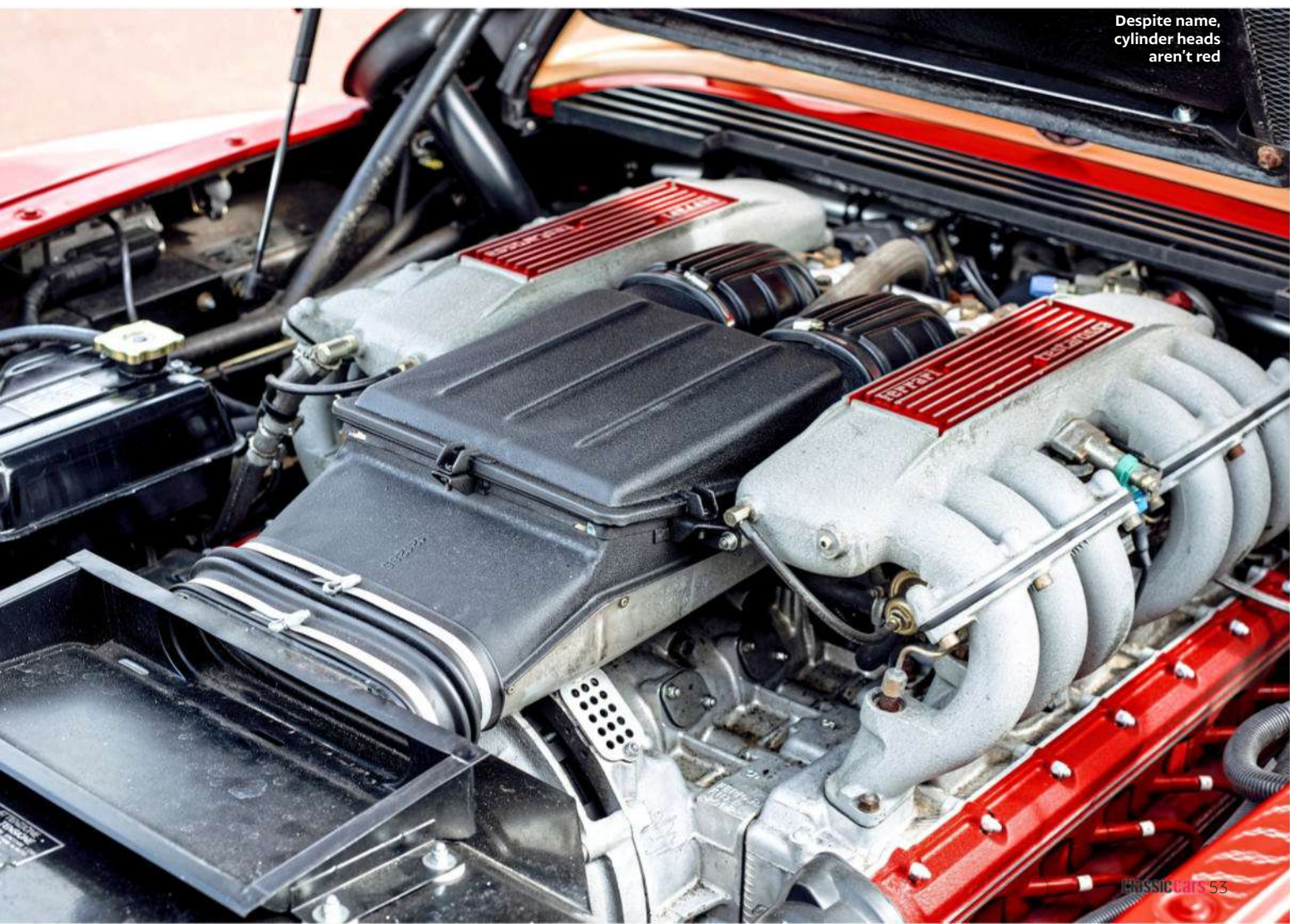
I pull over and view the car from the rear, whereupon it springs another surprise. The biggest enabling leaps in performance-car technology in the Seventies and Eighties came from tyre manufacturers, developing massively wide race-developed radials with assymetric patterns, like the Pirelli P7 and Goodyear Eagle. The Michelins the Testarossa wears are comparatively dainty: 225/50 ZR16s at the front, 255/50 ZR16 rear but up to 1985, metric Michelin TRX tyres were fitted. Sergio Pininfarina described the Testarossa as 'a manta ray for the road,' and a glance at the wheels and tyres reveals that the car seems to gain its stability from the wide, spread-out size of its footprint, rather than drag-inducingly wide rubber. The result is a car that never loses the sense of tactility you expect of a Ferrari. There's an admirable lack of road-roar in the cockpit.

Accelerate hard, and the flat-12 – horizontally-opposed at 180 degrees, but not a 'boxer' despite the name of its predecessor from which it's derived – wakes up. The 'red head' the Testarossa name referred to signified more than just the hue of its crackle-finished paint, as with the Fifties sports racer it was named after. Each cylinder bank now had twin camshafts and the engine sported a total of 48 valves, echoing the *quattrovalvole* makeover rolled out on Ferrari's V8s a year earlier. There's no sudden

TR's infamous width has been overstated



Despite name, cylinder heads aren't red



## 'IN THE US THEY TREAT ME LIKE A MOVIE STAR'



For some Eighties customers, the Testarossa simply wasn't exclusive enough. In Germany, **Christian Hahn's Design und Technik** tuning house was part of a thriving aftermarket that developed the Testarossa beyond anything intended by Ferrari itself.

'I started out by modifying Mercedes, and soon found myself contracted to work on engineering projects for the automotive industry,' says Christian, looking back over 46 years in the business. 'One customer then came to me with a Ferrari Testarossa, and asked me to design a version of it with a retractable hardtop. The Saint-Tropez was born.'

It wasn't a simple case of chopping the roof off. Hahn's design featured hydraulic rams that cantilevered the roof backwards so it sat neatly on top of the rear engine cover. But because the Testarossa was designed as a coupé, cutting the roof risked compromising the structure and handling. 'The Testarossa has a tubular steel chassis,' says Hahn. 'To compensate for the loss of the roof, we made our own steel frame – which looked like a go-kart chassis – to brace the chassis tubes beneath the cockpit, so in the end there was no noticeable scuttle shake. I built four in the end – in blue, red, white and black.'

Not all of Hahn's Testarossa creations carried his branding though. 'Koenig Specials approached me to see if we could create convertible versions of its Competition Testarossas more cheaply,' he says. 'These things had single- and in some cases twin-turbo and supercharger setups, but we created a simpler soft-top roadster conversion based around them.' Named Mikado, only two of these cars now remain in Germany, one of which is based on a later 512TR. 'Uwe Gemballa was another customer. He asked me to create two Testarossa-based project cars, but went bankrupt – on both occasions – before he could make payment.'

Hahn's creations didn't go unnoticed by Maranello. 'I worked with an Italian engineering firm, Michelini, which had been contracted by Ferrari to create the 348 Spider,' he confirms. 'It wanted an electro-hydraulic folding soft-top, but one that retained the rear fins, just like my Testarossa roadsters. I dealt solely with Michelini, but I knew they in turn were working directly with Ferrari.'

Hahn's most outrageous Testarossa never saw the light of day though. 'We designed a widebody version with gullwing doors,' he says. 'A full set of sketches were made, but the projected costs were so high that I couldn't find a buyer, so they were thrown away in the end.'

'Most of our Testarossas went to Japan, the Middle East and the US,' Hahn recalls. 'We had four franchise partners in America, including one in Beverly Hills, and although I wasn't told who they were selling the cars to, when I visit car shows in the US they treat me like a movie star!'



**D**ie 302er Saint Tropez basiert auf dem Ferrari Testarossa. Als Wahlweihnachts-Etikette von Dark Americas Super-Nova ist über California/Florida das Saint Tropez auf einem verbleibenden, fast vollständigen Cabriolet-Bauwerk, das fast komplett fertiggestellt ist, in spezialisiertem Zustand angekommen. Das Saint Tropez wird gemäß dem Design der Original-Testarossa in den USA hergestellt und wird mit der üblichen 12-Zylinder-Boxer-Engine ausgestattet. Der Hersteller garantiert eine perfekte Verarbeitung der Karosserie. Nach Abschluss der Sanierung und des schließlichen TÜV-Abnahme wird eine limitierte Sonderreihe von 30 Fahrzeugen gebaut. Die Uhrzeit ist begrenzt auf 10 Minuten.

**T**he 302er Saint Tropez is based on the Ferrari Testarossa. Because of our knowledge in motor racing technology, we are able to offer the Saint Tropez with a fully automatic, variable intake turbocharger, adjusting it to every temperature. The Saint Tropez, in the technical sense, is the structural coupé. When you press the button, the roof slides back and sits on the engine hood. A perfect reinforced chassis is guaranteed by the computer-optimized supporting frame. After the start program and TÜV approval, we will build a limited special edition of about 30 cars. The make-over time takes about 6 months.



## 'The engine's voice is rich and operatic, losing an pretensions of politeness past 4000rpm'

thump in the manner of a Porsche 930 Turbo or Lamborghini Countach. In fact, the growing swell of torque, evenly metered by a light throttle pedal and humming computer-controlled fuel injection, is more reminiscent of a Lotus Esprit Turbo.

But the Ferrari engine's voice is rich and operatic, losing any pretensions of politeness past 4000rpm. The acceleration is unbroken, and due to a combination of fuel injection and the inherent balance of a 12-cylinder engine, there's a neatness to both the power delivery and the sound it makes while doing so. No messiness, no lumpy offbeat, ominously twitching pressure gauges or variable idle after assaults on the higher reaches of the rev range. Not even Porsche 911s of this era feel quite so predictable and reliable. That sense of precision hints at another 1990 supercar actually, another example of user friendliness fine-tuned by another F1 legend of the era: the Honda NSX.

The ease with which the Testarossa gathers pace even got Mansell into trouble in this one. Testing at Maranello in 1990, he realised he'd forgotten to buy his toddler son Leo a promised present. Pressed for time, he left his overalls on, jumped in his Testarossa, and drove into Modena towards the local toyshop.

'There was a lot of traffic, so I was blasting around the outside, overtaking everyone, "utilising my professional skills as a racing



driver”, shall we say,’ Mansell later wrote. ‘As I hammered down this one particular straight, I got to the end and was pulling back in when I suddenly saw some police cars.’ An armed response squad had been mobilised to stop the apparant maniac.

‘As they got to within about six feet of the Testarossa, I wound down the window and that’s when they saw my face, my moustache and my red Ferrari racing overalls. They stopped instantly in their tracks, absolutely dead on the spot. Two of the police immediately walked out into the road and stopped all the traffic, while the remaining officer and the two soldiers waved me back and onwards along the now empty road ahead.’

Sadly, Ferrari’s experimentalism in 1989-90 couldn’t deliver Mansell a car reliable enough for the Championship. On 15 July 1990, at the British Grand Prix after yet another mechanical breakdown, Mansell announced his retirement, although he would be lured back to F1 by Frank Williams. The 328 and this Testarossa promptly went up for sale.

But Ferrari never forgot *il Leone*. At the end of the season he was sent a trophy engraved ‘Our World Champion 1990’, regardless of teammate Alain Prost’s better finishes in the unreliable 641. Mansell never forgot Ferrari either – he kept F722 MPB until his departure for IndyCar in the US in 1993, replacing it with a new 456GT upon his return to the UK.

In retrospect, the Testarossa feels like it deserves a reappraisal. Maserati’s Bora might have tested the mid-engined super-GT waters, but the Testarossa dived straight in with something truly bold – a car that took the outrageous supercar template, complete with F1 inspiration, and made it user-friendly. Purists might claim they’d like to blast to Monaco in an F40 or Berlinetta Boxer, but the Testarossa does it better. Deep down, they know it too. And so does every manufacturer of a roadgoing supercar since.

### 1990 Ferrari Testarossa

**Engine** 4943cc horizontally-opposed 12-cylinder, Bosch K-Jetronic fuel injection

**Power and torque** 385bhp @ 6300rpm;

361lb ft @ 4500rpm **Transmission**

Five-speed manual, rwd **Steering** Rack-

and-pinion **Suspension** Front and rear:

independent, double wishbones, coil

springs, telescopic dampers, anti-roll bar

**Brakes** Servo-assisted discs front and

rear **Performance** Top speed: 185mph;

0-60mph: 5.8sec **Weight** 1708kg **Fuel**

**consumption** 16mpg **Cost new** £62,665

**Classic Cars Price Guide** £60,000-£105,000.

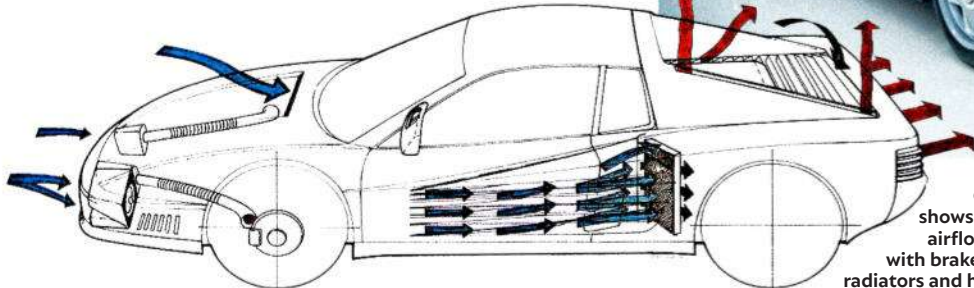
This car is estimated at £135k-£165k

● Thanks to: RM Sotheby’s ([rmsothebys.com](http://rmsothebys.com)) which will auction this car in London on November 2.

[Testarossa at 40]



Hot air expelled via rear slats



CAD rendering shows through-body airflow innovations, with brake cooling, side-radiators and heat extraction

Above: although official launch was '84 Paris Salon, in a break from tradition and indicative of its future target market, the Testarossa was first unveiled at the city's Lido nightclub the evening before

# The Icon Emerges

Some things may have been familiar, but the **Testarossa** was a new kind of Ferrari, which required equally new approaches to design, development, and marketing

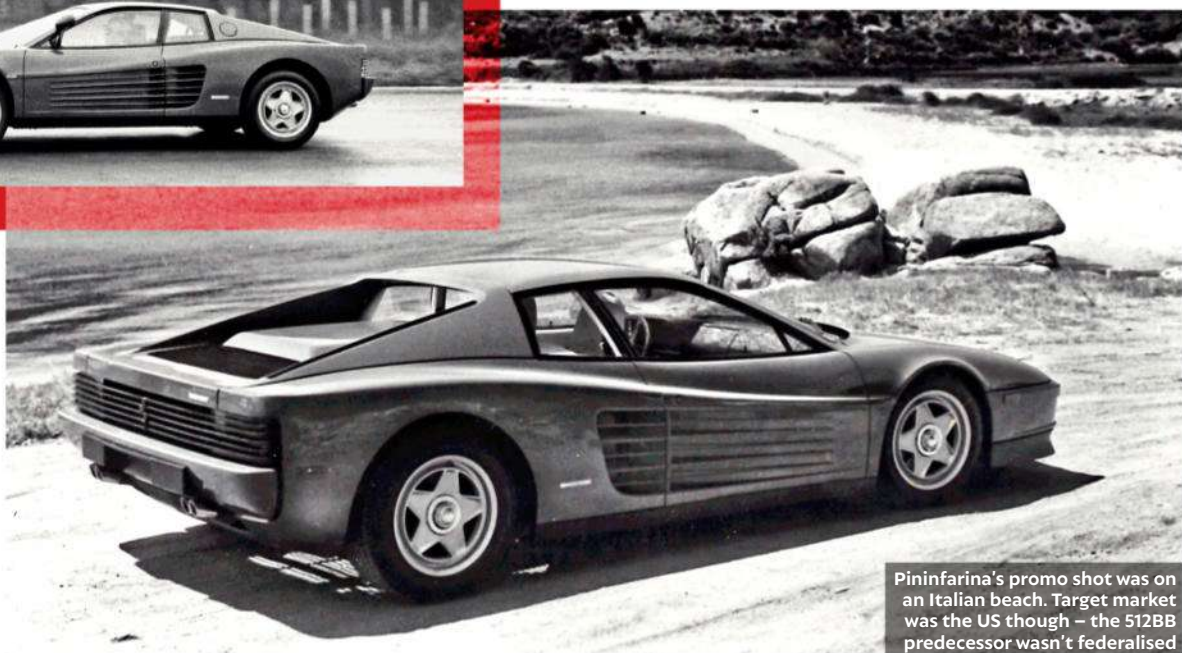
Words SAM DAWSON



Unlike previous flagships, Ferrari itself cashed in on poster imagery



Above: on test at the Fiorano test facility; early cars had stability issues at speed. It took Nigel Mansell to iron them out for 1988



Pininfarina's promo shot was on an Italian beach. Target market was the US though – the 512BB predecessor wasn't federalised



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Agnelli's Spider was the sole official cabriolet built



# Testarossa goes pop

From sports stars to Hollywood and video games, no car captured Eighties pop culture quite like Ferrari's Testarossa

Words SAM DAWSON



Miami's least incognito police car...



Out Run put everyone in a Testarossa

Unlike its 512BB predecessor, the Ferrari Testarossa was designed from the outset with US-market Federalisation in mind. With Ferrari's flagship now freely available in Hollywood – and far easier to live with than its forebears – buyers queued up to buy this all-new type of grand tourer.

Chicago Bulls basketball star Michael Jordan was an early adopter and serial buyer of Testarossas, as were Ferrari repeat customers Elton John and Rod Stewart. Drummer Tommy Lee and bassist Nikki Sixx of Los Angeles metal band Mötley Crüe were also enthusiastic owners. In a 1987 MTV interview, Sixx claimed his red example was capable of 200mph, while Lee bragged that his 'Black Beast', complete with 'ROC N ROL' licence plate and radar detectors, had hit an indicated 155mph on the way back from the Pebble Beach Concours d'Elegance. Lee also praised its usability and practicality compared to an F40, the faster car's carbonfibre composite construction leaving him terrified that if he took it out, 'someone would open their door on it in a parking lot'. As far as he was concerned, the Testarossa was no slower in the real world.

But the highest-profile Testarossas of all revolved around *Miami Vice*. This high-concept TV crime series of 1984-90 was created after producer Michael Mann discovered that seized

criminal assets – including supercars – were being retained by the police. The series featured undercover vice cop James 'Sonny' Crockett, played by Don Johnson, living the life of a high-rolling drug dealer, and driving – initially – a Ferrari Daytona Spider. However, the car was actually a rather obvious replica created by McBurnie Coachcraft, based on a C3-generation Chevrolet Corvette Stingray.

This angered Enzo Ferrari, who was otherwise a fan of the series, the quality of which veered from class to crass week-to-week depending on guest stars, directors and writers. In return for writing the 'Daytona' out of the series – via a Stinger missile fired by Liam Neeson in the third-season opening episode *When Irish Eyes Are Crying* – the producers could use two genuine white Testarossas, while star Johnson and creator Mann received silver and blue examples respectively as gifts.

Ironically though, the value of the Testarossa meant another replica – this time based on an old De Tomaso Pantera – needed building for stunt work. The genuine Testarossa was sometimes seen missing its rear bumper because the underlying chassis member was often used as a camera rig for closeup shots.

In 1984, airbrush artist Keith Harmer followed up his successful first run of supercar artworks for poster firm Athena, with a second run which included the Testarossa. It was narrowly beaten to Athena's Eighties bestseller slot by Harmer's black Lamborghini, but together they made the artist enough money to buy an actual Countach.

In 1986, anyone with a few coins in their pocket and some time to kill was able to drive a Testarossa – a Spider with sequential clutchless transmission seemingly based on the one-off version created by Valeo for Fiat Group boss Gianni Agnelli – in a sensational new arcade game. Created by Yu Suzuki for Sega and inspired by *The Cannonball Run* film, *Out Run* boldly ditched the established racing format for illegal point-to-point street dashes against the clock. The full-spec arcade version was the first video game to feature force-feedback through the steering wheel and a hydraulic motion-controlled chair. Nowadays, professional racing drivers use evolved versions of this technology as part of their training.

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1978: rough prototype doodle showed promise



1978: only TR7 with a C-pillar



1978: rear platform takes shape



1978: donor TR7's rear screen and part of the bootlid incorporated into Tracer's tailgate

## [Life Cycle]

# LIFE STORY OF A Triumph TR7

The world's only TR7 Tracer has been a tow-car and daily driver, travelled Europe, and has now been subject to a huge restoration

Words ALEX RILEY Photography JONATHAN JACOB

### August 1977 – Page Motors registers a TR7

William Page of Page Motors, a family-run British Leyland dealership with sites in Surrey, had the idea of creating a more practical TR7 with seating for four. As William's cousin, Richard Page explains, 'William was a brilliant salesman and a passionate supporter of British Leyland. He had the idea that if Triumph weren't going to make something with this kind of design and shape, we should have a crack at doing it ourselves.' Crayford Conversions in Kent was commissioned to create the detailed design and build the cars. 'The theory was that if it was a success, Triumph would take it on and produce it themselves.'

Barry Priestman of the Crayford Car Club takes up the story. 'Sally Tregowen, who was secretary to Crayford's founders David McMullan and Jeff Smith, was sent to Page Motors in Epsom to collect the Inca Yellow TR7 donor car. The workshop was busy, so Sally had the car for several weeks. She was a pretty girl driving the latest hot sportscar, and for weeks she couldn't stop at traffic lights or park up anywhere without getting lots of attention. I think she loved it.'

Barry explains Crayford's approach to design. 'Jeff and David did design work together, over coffee or in the pub. They'd cut up pictures in *Motor* magazine with scissors for the convertibles, and for estates, they'd add rear bodywork in pen. They even studied a funeral car catalogue for inspiration.'

As the conversion work on the Tracer included rear seats as well as a tailgate, a consultant was brought in. 'Everything at Crayford was hand-built and we did drawings on the factory wall as we went along, but the consultant insisted on doing a full set

of drawings and blueprints. We only ever had proper drawings for two cars – the Tracer and our first car, the Mini convertible from 1963.'

The early designs were done in biro on a photograph. Another standard TR7 was also acquired and kept in the workshop to provide a reference point as the conversion progressed.

Richard Page says, 'The project started with a lot of enthusiasm – the drawings were really sexy, and initial progress was exciting, but as time went on, reality set in. The practicalities of fitting people, luggage and a fuel tank hadn't been factored in. There just wasn't enough room in the wheelbase to offer the space to use the rear seats, unless your children were four years old.' The fuel tank had to be removed so the rear seats could be fitted. 'We had a compromise with two saddle tanks, one at each side, which took up luggage space too.'

Enthusiasm evaporated. No brochure was printed and no consideration was given to a list price. 'I didn't sit down at the start and work it all through because it wasn't my baby, and by the time it was finished we all knew that commercially it would've been a lemon, so it just wasn't worth trying to turn it into a commercial product.'

The car did attract some publicity, however. It appeared in an article about Crayford in *Autocar* in late 1978, rubbing shoulders with an armoured Mercedes destined for the president of Ethiopia. It was also exhibited at the European Open Golf Championships in Surrey. Much was made of the car's suitability for keen golfers. 'I think that was a little bit of wishful thinking,' admits Richard. 'To say





1978: side window glass made specially



1978: alternative C-pillar shape tried



1978: awaiting glass and vinyl roof. Side stripe removed before final paint



1978: the finally complete Tracer outside Crayford, its future far from certain

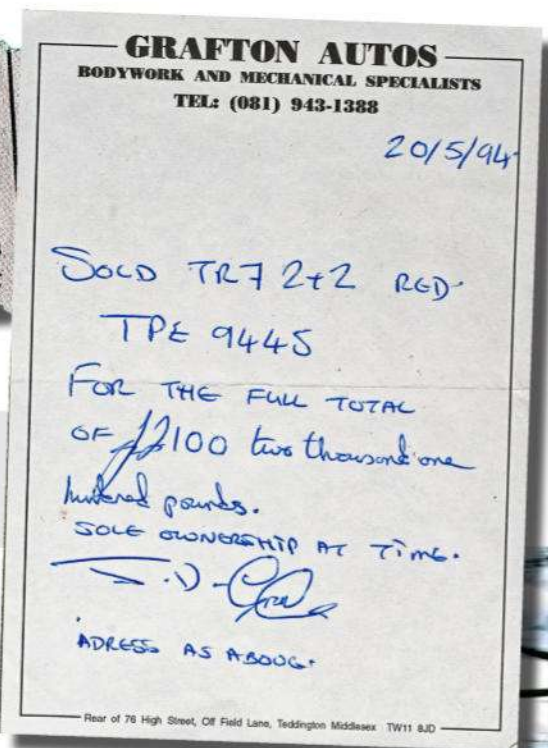


Today, with no concerns about commercial viability to worry about, the Tracer lives on as a classic curio



1994: outside the London garage where Mike Collins first saw the Tracer

1994: Collins had found the 'Estate 2+2' advertised for £2500 (above) and ended up buying it for £2100 (right).



my cousin was an enthusiastic golfer would be an understatement. He played every day of the week, so he would've latched onto anything to do with golf, but we didn't exactly have lines of people beating at the door saying they wanted one.'

In fact not a single order was taken. For the next couple of years the Tracer moved around the firm's dealerships before it was eventually sold.

#### June 1980 - a 13-year ownership begins

William Page sold the Tracer to Douglas Watson in nearby East Molesey for £6000 in 1980. A strong price, considering the car's original 1977 list price had been £3371. It had just 6811 miles on the clock and came with a one-year warranty

In 1982 the car was involved in an accident. It was repainted red with a matching vinyl roof, and a large Webasto Riviera sunroof was fitted. Watson used the car regularly, clocking up over 60,000 miles until 1993 when he sold it to Lewis Motors, also in East Molesey, before emigrating to France.

#### May 1994 - Mike Collins takes over

Triumph enthusiast Mike Collins discovered the Tracer for sale at Grafton Autos in Teddington, and ended up buying it for £2100.

'I was on a classic car restoration course at Colchester Institute between 1993 and 1995,' Mike tells us, 'and every Thursday I'd pop to the library to read their copy of *Autocar*. I always checked the classifieds first, and there was this "TR7 Estate 2+2" for sale. I phoned the number immediately, and as soon as I finished that afternoon's lectures, I collected my partner Martha from work and drove to a pokey little garage in the East End of London. I

gave them a deposit, borrowed the money from Martha's dad and collected the car on the Saturday, towing it home on a dolly attached to the back of my TR7 drophead.'

'It was in really good nick. I got it through an MoT then took it into Colchester Institute where several of us, including the lecturer, would work on our own cars as part of the restoration course. It had a four-speed 'box - with a five-speed gearknob! - and I swapped it for a five-speed 'box and got it tuned up and running really nicely.'

'The Tracer was in good company. At the time I also had a Grinnall TR7 V8, a Volvo 262C Bertone coupé and a pick-up. We were living on a caravan site on an industrial estate, behind a sewage works and we could barely afford the rent, but I had all these cars in the car park. As I said to Martha, you can live in a car but you can't drive a house!'

'Martha was teaching at the time and used the Tracer every day to get to work, then in 1997 I got a job at Rimmer Brothers in Lincolnshire and I used it every day. It got a lot of attention parked up at Rimmers, and everywhere I went really.'

'A group of us were going to a TR Drivers Club event at Sandhurst, and we got lost along the way, so we stopped by some traffic lights to look at the map. We're in TR6s, 7s and 8s and this driver in a Montego starts pointing them out to his wife and two kids. I was at the front of the queue and when he spotted the estate, his eyes lit up and he started gesticulating. He was so excited he didn't notice that the lights had turned red and he careered into the back of a Renault 21! We decided it was time to get back on the road and leave the carnage behind us.'

Mike also used the Tracer for weekly trips to Peterborough. 'I was working in the *Practical Classics* workshop, and did their TR7 V8 project car.'

'I organised a trip to the 1997 Hungarian Grand Prix with two Triumph clubs and we got VIP passes to avoid the queues. My best mate and his wife are both six feet tall, and they travelled with us in the back of the Tracer as I led a parade of Triumphs onto the circuit. We also took it to Le Mans, and the Belgian Grand Prix in 1999.'

The Tracer isn't the only special Triumph estate that Mike has owned. 'One year we drove the Tracer

**'The whole car's really impractical. You can't really put anything in the boot...'**





1994: Mike Collins buys the Tracer and tows it home



1994: despite living in a caravan, Collins was still buying cars



More room than the coupé, but not much...



Illusion of 'dipping' roof profile is at odds with Harris Mann's swooping swage line



1994: Bromley Pageant of Motoring. Tailgate in primer ahead of painting



1997: relaxing at the Hungarian Grand Prix with club members

1997: locals gather round as Mike stops to help a friend in Hungary



1999: during a tour of Europe, Mike and Martha marshalled on a Swiss Jaguar event



It was always going to be a compromise, aesthetically too

2021: the Tracer was repainted in its original Inca Yellow again for the first time since 1982



Cylinder head from the original engine crowns replacement block







A boot or a passenger compartment? Both, sort of



2021: back to bare metal for much-needed resto

## 'By far the most reliable Triumph I've owned – it was such a good workhorse'

up to the Edinburgh festival and did a detour to Perth to go and see the Del Lines Triumph Stag Estate which appeared in *Motor* in 1973. I bought that too.'

Mike also put the Tracer's extra practicality to good use. 'It's been by far the most reliable Triumph I've ever owned and it was such a good workhorse. I used it for towing all sorts of things and moving parts – I once even got a spare TR7 engine in the boot.'

Over time, the Tracer began to deteriorate. 'By the early Noughties I'd had a barn built and I eventually put it away in a corner thinking I'd get around to restoring it at some point. In 2006 I got a job with Jaguar Classic in Switzerland, and I towed the Tracer down there behind the works van, thinking I'd get it done. But I didn't have a workshop so it just sat in Switzerland until I towed it back in 2016. Five years later I finally accepted I wasn't going to restore it, so Martha suggested I contact Chris Turner to see if he still wanted it. Really I should have sold it to Chris before I emigrated, but it's gone to the perfect home now, the man who's always wanted it, and the timing's perfect because he had the time to restore it.'

### 2021 – Chris Turner buys the Tracer

Chris first spotted the Tracer at a TR Drivers club national weekend in 1999. 'I spotted it by the toilets actually. I thought it looked a bit ugly but it was a proper job, and I got chatting to Mike. In 2001 I went down to Mike's to buy his TR7 Sprint, and the Tracer was there in his garage. He said it wasn't for sale at the time, but he agreed to let me know if he ever changed his mind.'

In 2021 a friend called Chris to say Mike wanted to get in contact but had lost his number. 'I just knew it was about the Tracer. I went down to his house in a low-loader because I was going to have it whatever happened. We did a deal at the price Mike quoted 20 years before.'

**Know your classic's previous owners?**  
Let us know at [classic.cars@bauermedia.co.uk](mailto:classic.cars@bauermedia.co.uk) and it might make for one of our features

By this stage, the Tracer was in very poor condition and had 97k miles on the clock. 'I knew what I was letting myself in for. It'd been rough when I'd first seen it and it hadn't got any better. If it'd been any other car I'd have scrapped it, but this was a one-off.' Rust had well and truly taken over. 'We fitted new doors, wings, the headlamp panel, sills, flich panels and I used a donor bodyshell for other bits and pieces. The Crayford Club provided me with the original drawings which helped, but they're enormous.' Chris also rebuilt the engine, keeping the cylinder head but using a different block.

Chris has restored several TR7s and TR8s but the Tracer brought its own challenges. 'I didn't realise how difficult it was to fit a vinyl roof. The bloke I use to fit windscreens said he did vinyl roofs when he was a lad, but when I asked him if he'd do the Tracer he said no chance, it's the worst job in the world!'

'The guy who restored the Webasto sunroof said he could supply the vinyl and showed me an MGB GT he'd done and talked me through the job. But on our first attempt the vinyl was ruined, so I asked him if he could do it, and he also said he'd never do another one. In the end, Andy my mechanic and his wife came in one weekend and did a great job.'

The original tailgate strut was missing and it's an unusual design, which Chris thinks might have come from a Seventies hearse. 'So far I haven't been able to find anything that'll fit, which is annoying because the tailgate's very heavy.'

The Tracer's original Wolfrace wheels were stolen from Mike's barn. 'Mike gave me a spare set but they couldn't be saved, so I used a set I already had. Each wheel took four hours of cleaning and polishing and we had to get a set of wheel nuts made. Then the wheel centres were too long, so we had to cut out the middles and weld them back together.'

Chris, who has a taxi business, recently reduced the size of his fleet, which has freed up a lot more of his time. 'Andy and I worked on the Tracer most days between 10am and 4pm. It's taken about a year of my life, but it's been great doing it.'

But Chris is realistic about the Tracer's limitations.

'The whole car's really impractical. You can't really put anything in the boot, and you have to take the covers off the fuel tanks to get the spare wheel out. But I'm really pleased with how it's turned out. It drives superbly – I can't fault it in any way. You don't even know you're not in a normal TR7. I'm really proud of it.'

# Riley's verdict

**T**oday, driving the Tracer on a cold and wet afternoon in Derbyshire, the powerful heater keeping us nice and warm and the windows clear, it's difficult to believe this car was anything other than a standard TR7.

But the view in the rear-view mirror of rear seats in matching green tartan and a back window somewhere in the distance confirms that this was the TR7 Tracer, the world's only 2+2 TR7 estate car, recently rescued and restored by its owner.

William Page's decision to create a four-seater sporting estate car on the TR7 platform in 1978 seemed sound. As a BL dealer, he must have been frustrated that he was unable to offer buyers a sports car with more than two seats, and nothing for TR7 owners to trade up to. The underwhelming Marina Coupé and dated MGB GT just didn't fit the bill.

Of course BL had spent millions of pounds on tooling, developing and testing its own fastback four-seater TR7, codenamed Lynx, due to go on sale early that year. But the closure of the Speke factory and a lack of enthusiasm from BL's American arm saw it cancelled at the eleventh hour. How they must have laughed when William Page rang up shortly afterwards to check if they were planning a 2+2 TR7 estate. They assured him that they weren't.

Approaching the Tracer, you're struck by just how small and low it looks. The roof line stays perfectly flat all the way to the upright rear hatch (created using the TR7's rear window and the end of the bootlid) to maximise interior space. But the rear side window shape doesn't feel quite right, giving a sense that the roof is dipping in the middle.

You step down into the low seat, and just like a TR7 there's plenty of head and legroom. Driving away, it's noisier than expected, possibly because of the large open space behind acting as a resonance chamber, but also because owner Chris has fitted a louder than standard sports exhaust which, as we only discover later, is fouling the floorpan.

Despite the extra weight over the rear axle, the car's performance seems very similar to a standard TR7, although when loaded with three passengers and luggage that might change.

Chris has fitted slightly firmer springs, polyurethane bushes and better quality OE-spec dampers which give a firm yet compliant ride. Just like a normal TR7, there's very little roll when cornering and no hint of the body flexing. Chris has renewed the original TR8 brake hydraulics, calipers and discs and the Tracer stops without drama. The five-speed gearbox, fitted by previous owner Mike Collins, has a positive and satisfying change, and

Unaltered B-pillar maintains the TR7's rakishness but perhaps contributes to the 'afterthought' appearance of the roofline. Inside it's a handsome place to sit back and relax... if you can.



Inca Yellow and pop-up headlights – a combo that's guaranteed to make other motorists smile





Performance is confidence-inspiring enough for long, enjoyable drives



Caption 2 place here fpodskofdps0

the ability to slip the Tracer into fifth and ride the considerable mid-range torque of the slant-four engine gives the Tracer a long striding feel, ideal for covering long distances.

But creating a four-seater estate out of a two-seater sports car with a wheelbase shorter than a Lancia Stratos was always going to result in some sort of a compromise. A rectangular seat platform was welded in between the rear wheelarches, on which the (removable) rear seat cushion sits, and strengthening plates were extended vertically at each side.

Crayford's saddle tanks, one at each side of the load bay to replace the original fuel tank, narrow the space available in the boot, to the extent that the Tracer actually has significantly less boot space than a standard TR7. But pull the cord hanging from the backrest and the rear seat drops down to create a long and more practical load bay.

Access to the rear seats is difficult, partly because the front seat has no tip-and-slide mechanism. My first attempt to get in feet-first had to be aborted when I got stuck, so I ended up diving in head-first and sorting out my legs afterwards. Legroom is relatively good, helped by wells in the floor allowing me to slide my feet under the front seat. But headroom is an issue. Then again I am 6ft 4. The back seats are really only suited for children.

Rather than saddle tanks, Crayford could have fitted a circular fuel tank under the boot floor in the

spare wheel well, keeping the full width of the boot free from obstruction. A space-saver spare wheel, like that fitted to the Alpine Renault A310, could have been carried in a bag and strapped to the side of the boot. And a re-profiled side window shape could have turned the Tracer into a poor man's Lotus Elite.

Had Page Motor's enthusiasm not evaporated and they'd made a serious attempt to market the Tracer, how might it have fared? Well, Crayford's conversions typically added between 30 and 50 per cent to the price of the donor car, suggesting a retail price in 1978 of between £4400 and £5056.

In terms of competition, the Porsche 924 was a little quicker, offered similarly compromised rear seating and a long but shallow load bay. At £8200 it was considerably more expensive, though it did have the kudos of the Porsche badge.

The Reliant Scimitar GTE, in SE6A form, with the 3.0-litre Ford V6 engine cost £7014. With a body that was the same size as a Ford Cortina Estate, and a wheelbase eighteen inches longer than the Tracer, it was a considerably more practical option, even if it was more GT than sports car.

But considering this car changed hands for £6000 in 1980 - enough money at the time to buy a 1977 Porsche 924 or nearly-new Reliant Scimitar - and has since been used as a towcar, a daily driver and load lugger and travelled around Europe, maybe William Page had been onto something after all.



# DOWN UNDER

# THE WEATHER

It's not all surf and sundowners in Australia, as E-type owner Ross Perry discovers on an atmospheric pilgrimage to the historic tarmac of Bathurst

Words and photography ROSS PERRY

**W**e strike out with the sun setting behind us on Friday after work, eager to get some early miles under our wheels with a 2000-mile trip ahead. Departing from the east of Melbourne there's no need to cross the city before escaping peak-hour traffic, and we quickly settle into a couple of hours of 70mph freeway cruising. The 1968 E-type Series 1½ covers ground with aplomb, the ample torque of the big six effortlessly dispatching any incline thrown at it; in truth it feels like the manual 'box could use an extra gear. Although there are more interesting routes, we opt for the most direct, promising more time later to explore further afield. Traveling in convoy with my brother Stewart in his 911 coupé, and friend Heath in his 911 Targa, we arrive in Nambrok to set up camp for the night. Our ultimate destination is arguably the most iconic racetrack in Australia, the Mount Panorama circuit in Bathurst. In the meantime we have a week to drive the most interesting roads we can find on the way, and still arrive in time to compete in the local car club's hillclimb event.

It has been a difficult couple of weeks preparing for the trip, with unplanned repairs requiring some late nights to get the Jag back together in time. My most recent mechanical work was ostensibly to cure a shuddering clutch that I have been putting up with for far too long. As anyone familiar with working on an E-type would tell you, replacing a clutch is not a small job because it requires dropping the engine and gearbox and various other parts to gain access. So in the time-honoured tradition of allowing a large job to expand in scope, I figured that while the car was disassembled I may as well sort out a few more issues. First on the list was to freshen the gearbox with new synchromesh rings. Next was to drop the rear axle/suspension unit and fit remote brake bleeders to avoid suffering the infuriating experience of the factory arrangement ever again. And with the rear end out I thought it a good moment to install a limited-slip differential, because Jaguar had stopped fitting the Powr-Lok unit as standard shortly before my car was built.

This was all going well, until I found corrosion in the rear calipers that I'd had rebuilt a few years ago, and a leaking clutch slave cylinder when I reassembled and tried to bleed the clutch.

I've only had the chance for about 100 miles of road testing before setting off on our adventure, so I have some trepidation that I've overlooked something that I won't have facilities or tools to repair on the road in some out-of-the-way place where there aren't likely to be parts or expertise nearby.

Heading off again early Saturday, we have our sights set on finding some good driving roads at the first opportunity. Initially we intend to reach the coast then zig-zag up through a series of twisty mountain roads in the hinterland. The weather has other ideas and delivers a consistent gloomy drizzle, dampening our appetite for spirited driving. After some time examining the forecast we opt to head further north and west sooner rather than later to chase clearer skies. Taking minor roads parallel to



Stopping for a brew and a bite to eat – always part of the fun



Peaceful camping on the pretty shores of Lake Jindabyne



A good sign of things to come at Kosciuszko National Park



Not only local beer but live music too at Tumut River Brewing Co.

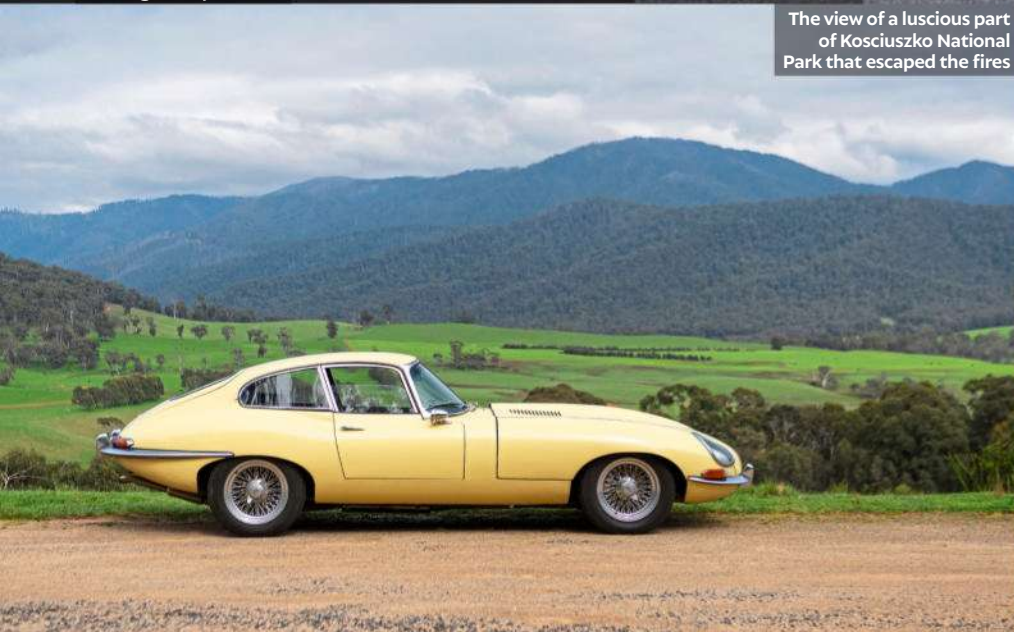


Blowering Reservoir, where Ken Warby in 1978 set the water speed record of 317.59mph, which still stands



Tall flames and taller tales around the evening's campfire

Evidence of the terrible bushfires in 2019/20 that made world headlines



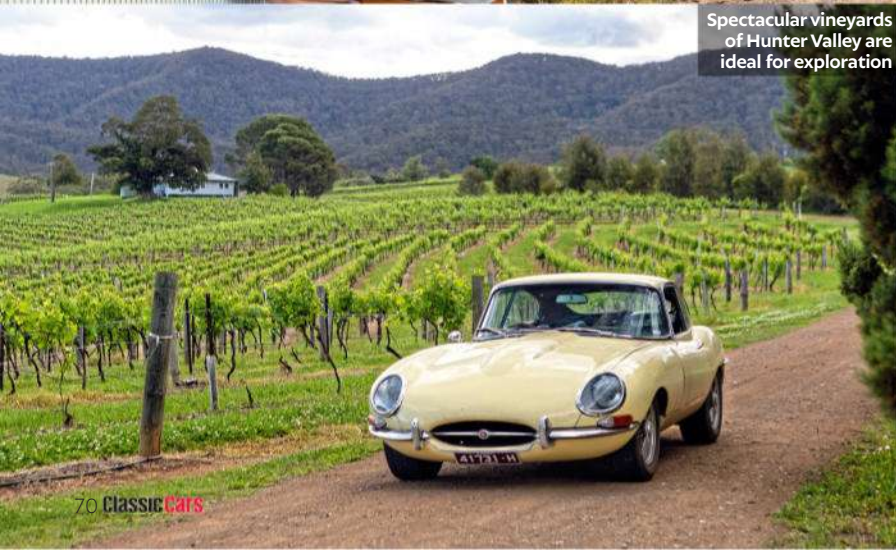
The view of a luscious part of Kosciuszko National Park that escaped the fires

The Blue Mountains are ideal for exploring on foot as well as by E-type



A rest day, sampling some of Hunter Valley's tasty wines

Proof you don't always need a Hilux to go off-tarmac in the Blue Mountains



Spectacular vineyards of Hunter Valley are ideal for exploration

After a long day, nothing refreshes like a swim and a beer on the beach

the main highway we weave our way east towards Cann River to refuel, before turning north on the Monaro highway where the driving becomes a little more interesting, with open flowing corners through bushland that straightens out a little as we reach Cooma. Then on to Jindabyne, a small town near Mount Kosciuszko, the tallest mountain in Australia that serves as a base for the nearby Thredbo and Perisher ski resorts. Cutting our day's driving a little short gives us time to pop into Jindabyne Brewing to sample some beers on our way to setting up camp for the night on the shores of the lake.

Sunday morning greets us with the fine conditions we've been praying for, and the roads dry rapidly. Our plan for the day is to criss-cross the Great Dividing Range, driving through Kosciuszko National Park first west and then north to Khancoban, then east to Kiandra before heading north again to Tumut and on to Gunning. These are some of the roads we've all been most looking forward to for a few reasons, not least because none of us have driven them before. As a thoroughfare to nowhere, it rewards us with little traffic and spectacular vistas throughout as we skirt around Kosciuszko. There is a mix of greener areas at lower altitudes, giving way to snow gums edging up to the tree line, beyond which is a more barren, rugged, alpine environment. There are also still plenty of charred trees evidencing the massive bushfires that made world headlines in 2019/2020.

The Jag is in its element on these roads which mix sweeping and tighter corners, and elevation changes. The steering has excellent road feel and feedback; it's quite direct and only requires repositioning your hands for tight hairpins. Although not up to modern standards, the brakes are adequate for brisk road use. The engine feels tractable

and easy to drive at speed, so it's rare to find yourself caught in the wrong gear. This isn't a particularly sporting engine; it doesn't really come on stronger at high rpm as you'd find in engines with higher specific outputs. While it pulls through to the redline smoothly it does get a little breathless at high revs and feels happiest flowing through the corners in the meat of the torque curve. It is after all essentially the same as a saloon engine of the same era; the combination of mild camshafts, constant-velocity carburetors, a large capacity, and a long stroke all contribute to the docile nature. The total package is a fantastic combination that comes together to be easy and confidence inspiring to drive at fast road pace, while also being challenging enough to be engaging to drive.

A little drizzle for the first couple of hours on the road on Monday morning doesn't hamper progress much, we're mostly travelling nice country backroads suited to easy cruising. Unfortunately, we have to bypass the spectacular Jenolan Caves caused by a landslide during recent flooding, and continue to Lithgow for lunch and pitstop. Then on to the Blue Mountains, so named for their distinctive blue haze, where we make a stop to traverse the Mount Banks summit walk yielding panoramic views. Once again the weather outlook convinces us to cut our time short and keep moving north. Taking Putty Road through to Broke provides some of the best driving we've done so far, with light traffic and a good surface, aside from a few sections where land-slip damage has reduced the road to a single lane. Our campsite for the night offers a good opportunity for a campfire to keep warm and deter the bugs. Heath pops out to collect some firewood in the Targa but when he gets back, he reports that the alternator light had stayed on for the return trip.

#### **Jaguar E-type 4.2 Series 11/2**

**Engine** 4235cc inline-six, dohc, three SU HD8 carburetors **Power** 265bhp @ 5400rpm

**Torque** 283lb ft @ 4000rpm **Transmission** four-speed manual, rear-wheel drive

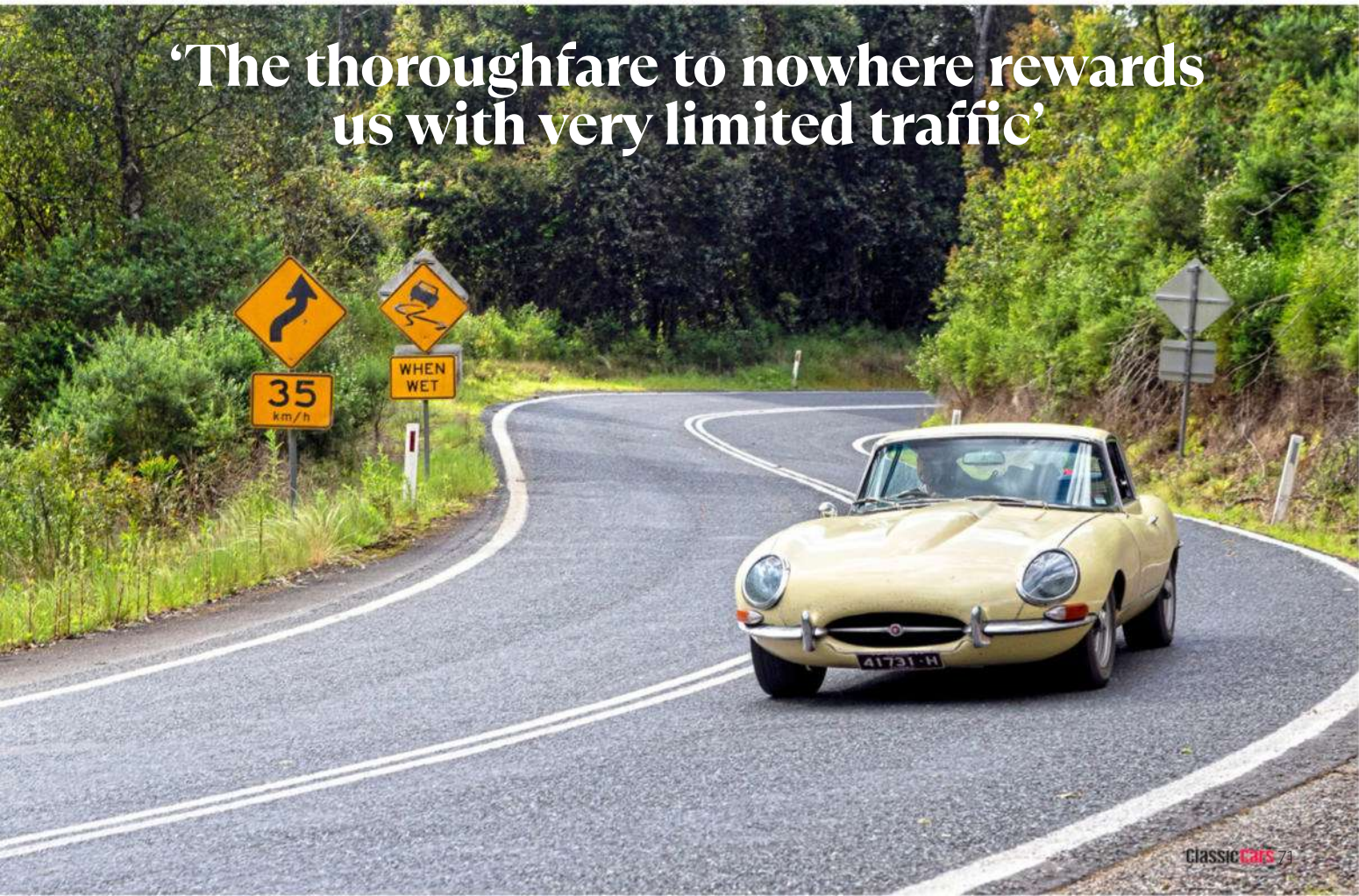
**Suspension** Independent. Front: torsion bars, wishbones, anti-roll bar. telescopic dampers; Rear: driveshafts as upper links,

wishbones, radius arms, twin coil-over-damper units, anti-roll bar **Performance**

Top speed: 156mph; 0-60mph: 7.6 secs **Fuel consumption** 17mpg **Price new** £1896

**Classic Cars Price Guide** £18,500-£72,500

**'The thoroughfare to nowhere rewards us with very limited traffic'**





Not all E-types have to be trailer queens, but a post-beach jetwash underneath wouldn't be a bad idea

### THE HISTORY OF CHASSIS 1E21710

E-type 1E21710 is a Series 1½ that departed Browns Lane in September 1967. It was shipped to Bryson's Melbourne, transferred to Bryson's Sydney and sold on 12 August 1968 to Dr John E Knight (pictured with the car below), a local medical practitioner of Canowindra, New South Wales, who registered it as EYD-819. He owned it until his death in 1986, along with a Model A Ford that is also shown in the photo supplied by his daughter Marion. A two-way radio was fitted so he could be contacted in an emergency; note the large antenna in the photo, the hole for which still exists but is now plugged with a rubber bung.

The car was then sold through Proctor motors in Cowra, and bought by Australian architect John Andrews – noted for, among other things, Toronto's CN Tower. It remained nearby at his family home Eugowra, before being sold through a Sydney car dealership, The Toy Shop, during the Nineties. Exactly when the paint colour was changed from the original Opalescent Silver Grey to Pale Primrose is unknown, nor when the headlights were covered to replicate the earlier S1 style.

After this, there is a gap in the history, but during this time it crossed the country and ended up 2500 miles away in Perth, Western Australia.

Allen Shephard discovered the car in the garage of a Perth musician where it was sitting unloved and covered in junk. Allen bought it and got it back on the road before selling it to Ted Smith in 2008. At this stage it was registered with Western Australia plate, BY-1752.

I had lusted after early E-types since I was about 10 years old, so I managed to scrape together enough to buy the car from Ted in May 2014 and ship it home to Victoria. Since then I have used it regularly and refreshed many mechanical aspects. It was a closed-headlight E-type in the condition I could afford in my mid-20s, and suffice to say

that, although it's not rusty, the body has plenty of imperfections and will one day need attention. In the meantime I've enjoyed driving it immensely. It retains the matching chassis, engine, and gearbox numbers.



Fortunately we have some flexibility in our schedule because we had planned to spend a day touring the Hunter Valley, the most well-known wine region in New South Wales. In other circumstances the Targa would be the obvious candidate for carpooling, with its rear-seat headroom, although the bar is very low. But with the charging issue being the first order of business, it's time to pool our various tools to see what we can diagnose. After confirming the problem with a multimeter I make sure to remind Heath that his issues might be karma for the jokes he's made about the so-far reliable E-type, while he removes the alternator and checks the brushes, inspecting the connections and recording part numbers so we can call local shops to see what might be available. With little to no success we leave Heath with Stewart's Carrera 3.2 to take his alternator to a local auto electrician to see if they can effect further diagnosis or repair. In the meantime Stewart and I fire up the E-type to visit a few local wineries, rejoining an unsuccessful Heath for late lunch. At camp that night Heath reluctantly reinstalls the faulty alternator so that his car is again driveable, even if not charging effectively.

Continuing our northern trajectory we next aim for Bonny Hills, just south of Port Macquarie, via a couple of roads that come highly recommended. En route to Gloucester we find some of the worst conditions we've driven, with seemingly endless potholes and road works resulting from extensive recent flood damage across the east coast of Australia. With a stop to swap batteries between the 911s to keep Heath on the road, we finally arrive at Thunderbolts Way and are at last rewarded with a fantastic flowing drive through the hills and into Walcha. The Oxley Highway to the coast is meant to be a highlight and when I checked at the start of the day there were no issues reported, but we find it's closed for roadworks during the middle of the day, reopening each evening from 4pm. With no other option, we take a very long lunch then head out to wait at the road closure at the head of the queue. Although quite a number of sections are down to one lane, the road is worth the wait, delivering fantastic driving and views out over the valley. Arriving in Bonny





With the day's driving done, Hunter Valley offers travellers some decent beers



Battery swaps kept Heath on the road with his weak charging system



An unmissable stop-off next to the Mount Panorama circuit



Museum's rotating collection has a strong touring car contingent



Stunning vistas and memorable tarmac along Oxley Highway

Hills a little later than planned, we still have time to hit the beach for a swim in the surf just before sunset.

Finally some nice warm weather! We agree it's worth spending more time at the beach, so we hire surfboards for the morning before getting back on the road to Broke for one more night.

The next day we need to hit Bathurst by the middle of the day to arrive at the National Motorsport Museum where we'll catch up with the current owner and previous drivers of a London-Sydney Marathon Datsun 180B featured in the July 2024 issue of *Classic Cars*. Then another flood damage-induced road closure scuppers plans to head further inland via Bylong Way for a more interesting drive, but we manage a lap of the iconic Mount Panorama Bathurst race circuit, albeit at road speeds, before setting up camp at McPhillamy Park.

The Mount Panorama circuit is a public road with a 30mph limit most of the year, strictly enforced. The opportunity to compete on any part of the circuit only happens a couple of times per year, mostly for high-level motor sport. We are fortunate the Bathurst Light Car Club is so welcoming and runs a sprint weekend for club-level competitors. Saturday starts part-way down Conrod Straight, through The Chase, and on to the finish line which we decide to skip. We spend the day spectating, and checking out the National Motorsport Museum which hosts a diverse collection of cars and motorcycles, unsurprisingly featuring plenty of touring cars given its proximity to the circuit.

Sunday we all join in the action and race up Mountain Straight, through The Cutting and up to McPhillamy Park. It looks tight and steep watching the race on TV but the experience of driving it yourself is entirely different, with concrete walls at the edges of the track making it far more intimidating. I can only imagine racing up there three abreast at full pace! Fortunately

for first timers like us, the format is single-car hillclimb, meaning the pace and risk are in our own control. After finishing our runs mid-afternoon we pack up and begin our journey home to Melbourne via a more direct route.

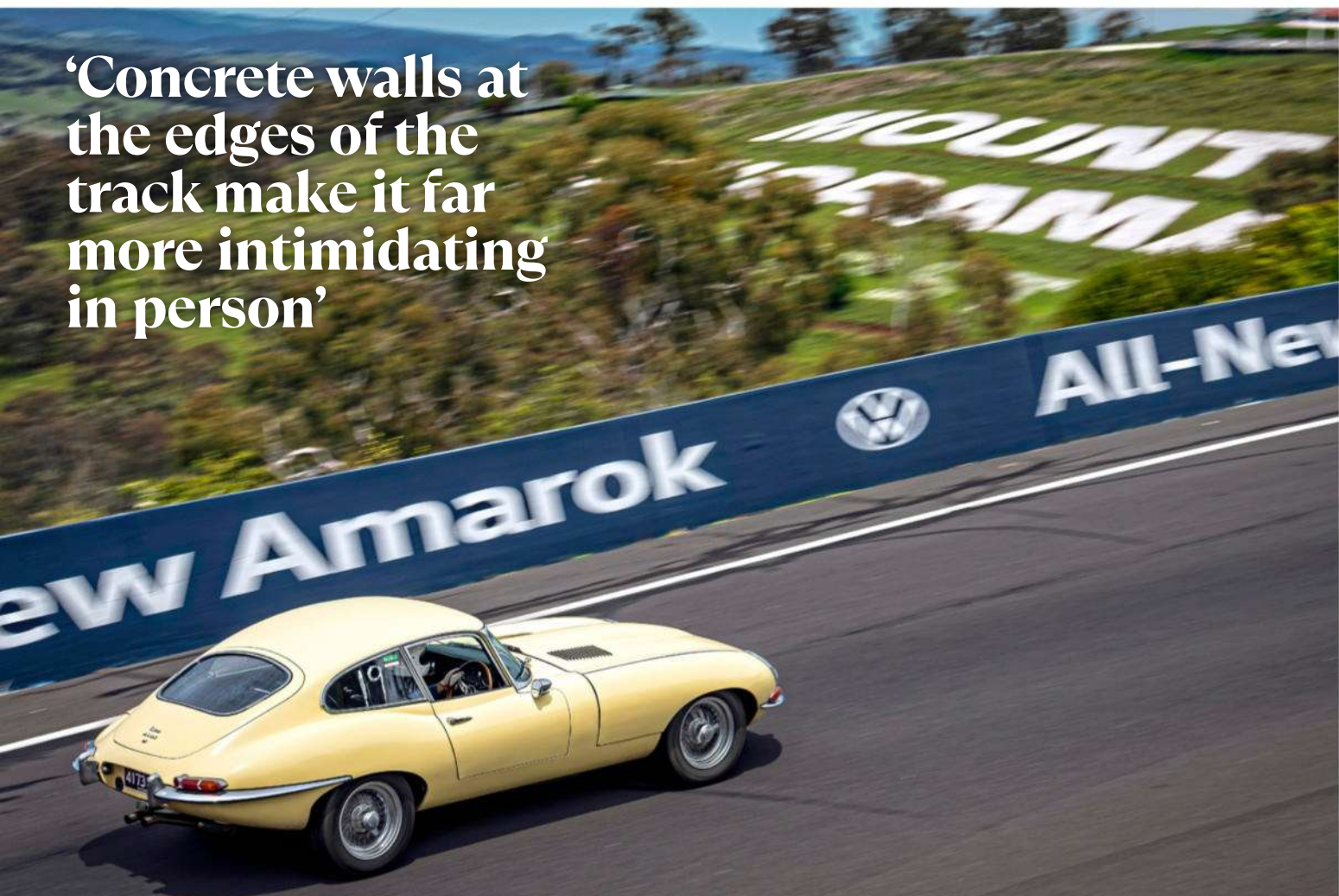
Because we are so close to the original home of my car we make a detour via Canowindra where it was originally delivered, visiting Marion, the daughter of the original owner, and copy the one photo she has of the car while her father owned it.

Continuing our attempt to avoid the worst of the forecast weather, we push on into the evening to make it as far back down the highway as possible. After dinner we're challenged with another horrendous backroad full of potholes, which in the dark requires careful pace and intense concentration to dodge the worst of them. Regaining the Hume Highway, we make it as far as Table Top, just north of Albury, before turning in for the night. An easy but very wet drive from there in the morning sees us home by lunch time, with the cars fortuitously in one piece.

Reflecting on a remarkably enjoyable trip, it's a real testament to the design of the nearly 60-year-old Jaguar, seeing how well it stood up to such an arduous journey. Throughout the week it has demonstrated impressive prowess on twisty roads and on-track, with enough long-distance touring comfort that I don't dread hitting the road after a day at the circuit. A more modern counterpart would be faster and more comfortable, but there's nowhere I'd rather be than the driver's seat of the E-type.

Driving part of such an iconic race track at full pace is something truly special, and we're already discussing plans to return. Given that Stewart and Heath also own Seventies Australian muscle cars, the next trip seems likely to eschew European precision for a brute-force assault on Mount Panorama, in tribute to the halcyon days of touring car racing.

‘Concrete walls at the edges of the track make it far more intimidating in person’





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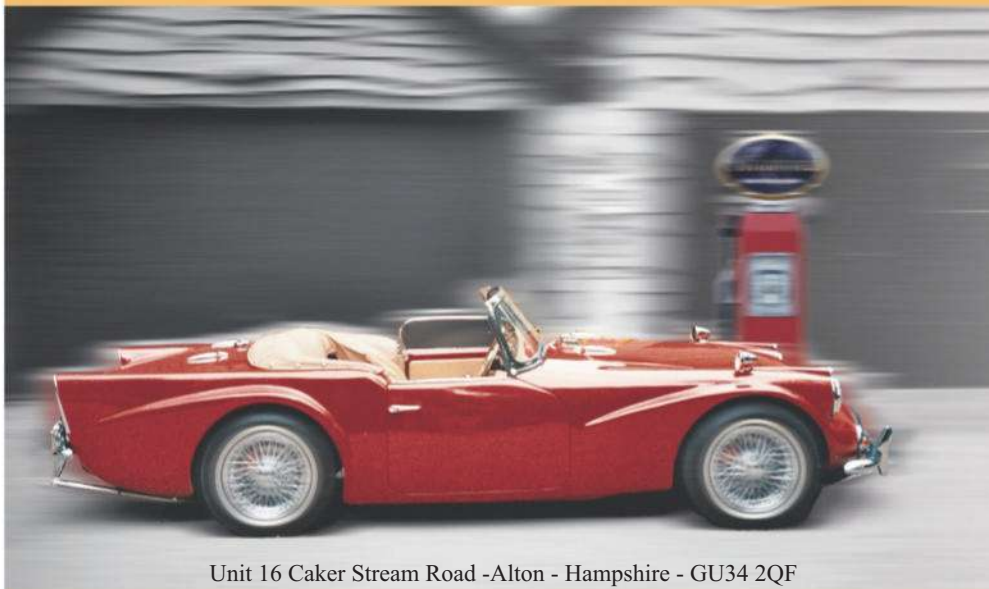


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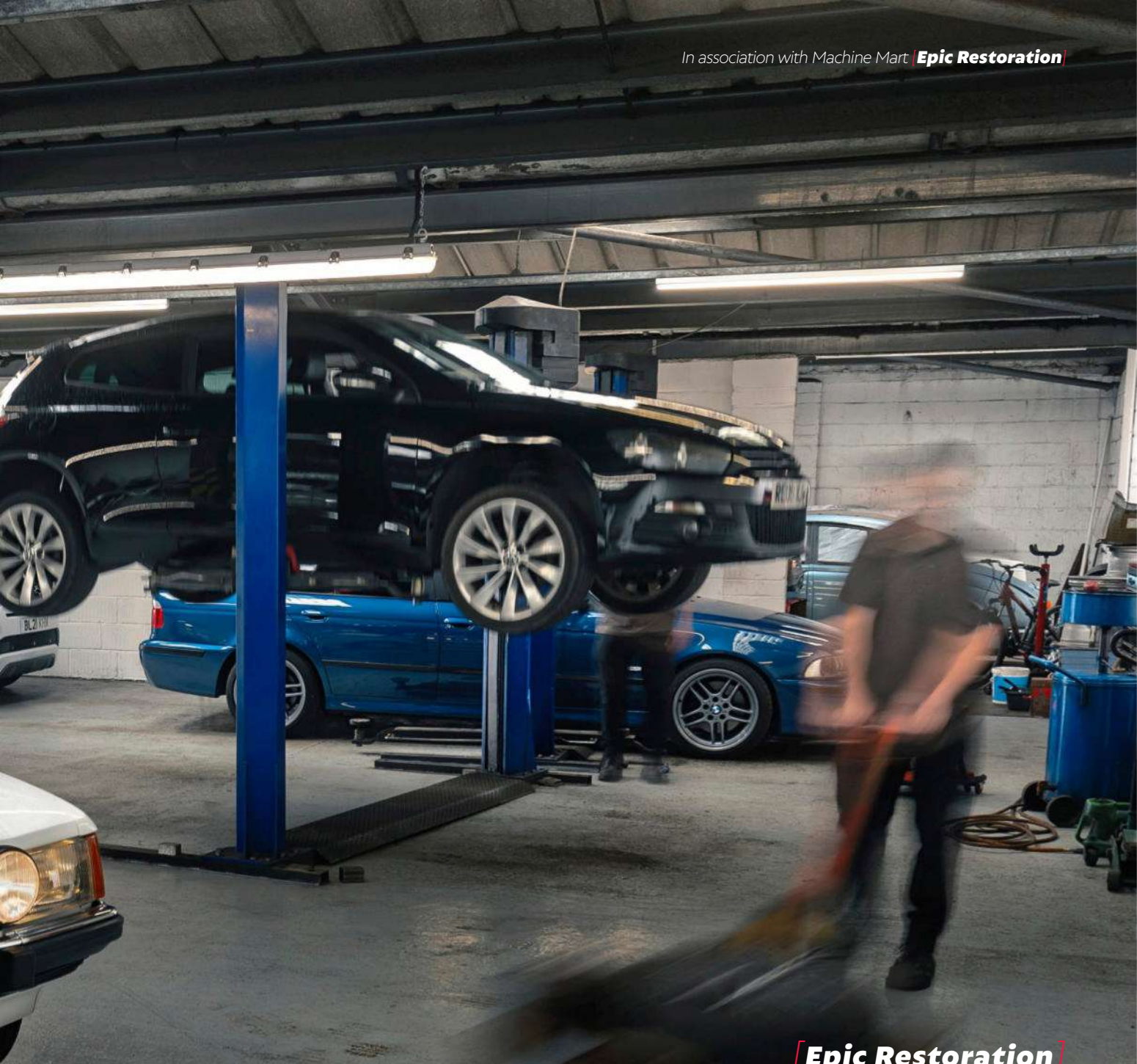
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**[Epic Restoration]**

# ‘It lived the life of a packhorse, then spent 16 years laid up’

After being turned into a rally service barge by Ford Motorsport, this **Granada MkII** trudged the special-stage service parks before being confined to a dingy council lock-up, unused for nearly two decades. Its bespoke features and tired state meant it would test the abilities of even a model-specialist restorer, but it had potential...

Words CHRIS WOOD Photography JONATHAN FLEETWOOD

**T**here were plenty of signs of rust, the interior was battered with lots of wear and tear and, of course, it was a non-runner,' explains Mick Lower, the owner of this 1978 Ford Granada estate. It was one of three used by Ford as rally service wagons in the late Seventies, and is the sole gleaming survivor.

Mick was first involved with this car in 1980 and tells the story. 'Ford Motorsport had

taken three Granada GL Estates off the production line in 1978 and had them fitted out as rally support vehicles. After a couple of years of hard use, this one came up for sale. I was a car dealer at the time and used to receive the weekly Ford Motor Company tender list from Frog Island, next to the Dagenham Foundry. Malcolm Wise, a good friend of mine, was into rallying. I put in an offer for the car and Ford accepted it.

'When Malcolm and I went to collect the car it wouldn't start, but it was sold as seen so we had to take it. Being a car dealer, I immediately sold it to Malcolm! The timing gear had been stripped so I made sure that was fixed, then Malcolm began using it as a support vehicle for the MkII Escort that he was rallying. Later he used it to tow his Sierra Cosworth competition car for circuit racing, and in 2002 he stopped using it and put it into storage. In 2018 he contacted me and said he needed to free up some space; I agreed to buy it and Malcolm was relieved. "That's good - I wouldn't want anyone else to have it," he said.

'My previous restoration guy had a look around the car and wasn't keen, so he recommended Julian Peapell. Julian is known as the man to go to for any specialist work on MkI and MkII Granadas.' Mick thought that, after some work, the car would be of interest at local car shows because of its history.

'The more Julian and I looked at it, the more it became obvious to me that a full restoration would be preferable. The history behind the car made me want to do it thoroughly, so I asked Julian if he would do the work and gave him as long as he needed to get it right. The main concern was getting hold of genuine parts - Julian said that it might take a while, but was confident that he could find most of what he needed.'

### Bodywork

The Granada arrived by trailer at Julian Peapell's business, AKR Mk1 and Mk2 Granada Restorations, in March 2021. It meant that he had the specialist knowledge to restore this distinctive vehicle. Julian continues, 'I knew this job would be a challenge and thought it would be good to do something different. The

car is based on a MkII GL Estate, with the fuel-injected 2.8-litre "Cologne" V6 engine and a Type 9 five-speed manual gearbox - it's an unusual spec for a Granada Estate.

'There were holes in the wings, some signs of rust at the base of the panels and some surface rust under the bonnet. Since the car had been stored indoors, it was in better condition than some I'd seen - thankfully there were no holes in the floor! But it was clear from the start that we needed better body panels.

'Granadas have been used in banger racing for years; I used to race myself and still have a few contacts. One of these called me because they had a 2.0-litre estate that they were going to set up for racing. I go and check cars for good-quality panels, pay a fee and swap them with others. I saw this one and the panels and glass were so good I suggested to Mick that it was worth buying as a donor car. Mick agreed and this meant that we could make a start on the bodywork. It's always better to use old doors rather than new panels if you can - they already have soundproofing in them and are also protected against rust by paint. The glass in the donor car was in better condition as well.

'Granadas rust at the inner sill extension, under the rear wing where the back axle bolts on. I cut out all the rusted sections with a grinder cutter disc, then used the metal bender and made replacement sections with the same 20-gauge steel. Each one typically needed two or three pieces, and I'd make most of each

shape on the bench then offer it up to the car to get the perfect fit. Once all the pieces were right I spot-welded them in place and then butt-welded each one with my MIG welder for flush joints. Using the flat wheel on my grinder I smoothed off the welds, then sprayed everything with etch primer to give good rust protection.' The other key advantage is that it contains low levels of phosphoric acid which etches the metal surface to improve adhesion.

'All the main panels bolt on to a MkII Granada - I replaced the front wings, four doors, bonnet and tailgate. The wings

tend to line up well, then it's a case of adjusting the alignment of the doors with the bolts that attach them to the pillars. There were small repairs to a couple of dents in the driver's door and one front wing, done by a friend who used to do paintless dent repairs for Honda, then I checked the alignment of all the panels again. The estate is a big car and the flat panels and long sides mean that anything that is slightly out of line will stand out a mile! I wanted to be sure that everything was straight before removing the doors for painting.'

### Painting

The painting of the whole car was handed over to Dave Boggiani at nearby A1 Manor Bodyshop. 'We've done a few cars for Julian, but this one was more of a challenge because the paintwork is so distinctive,' says Dave. 'It's also a big car, so it takes longer!'

'I started by using minimal fine Top Stop filler on the replacement panels, followed by two coats of primer. Once that had cured I sanded it down with 800-grit wet-and-dry paper and then checked under our spray booth lights for slight bumps or dents, adding some filler where needed to get any final lines right. To smooth off I use an orbital sander running off an air compressor, because there's less vibration and better control compared with heavier electric versions. Any parts that can't be reached by the machine have to be finished by hand.

'The engine bay was hard work, even though Julian took the axle out to improve access. I had to climb in to reach everything, and Ford used these thin metal cable fixings - I know where they all are now, because when I was sanding the corners by hand I seemed to catch every one!

#### Low point

**'Once the car was stripped, all the bad areas were visible and you start to wonder, "Am I going to be able to complete all this?"'**  
**Julian Peapell**

## Epic Restoration of the Year

This Granada estate is one of 12 Epic Restorations you'll be able to vote for in 2025, with the chance to win one of 12 fabulous prizes of premium workshop gear from Machine Mart, including this powerful Clarke Jet 7500 pressure washer, complete with an adjustable spray nozzle and 1400ml detergent tank. Visit [classiccarsmagazine.co.uk/EpicRestoOfTheYear](http://classiccarsmagazine.co.uk/EpicRestoOfTheYear). T&C apply.

**Machine Mart**

\*Prizes subject to change. They will be confirmed by the May 2025 issue





As delivered – note the rusty front wing



Owner Mick (left) explains the Granada's rich but arduous history to Chris



Sill extension was one of many corroded areas



The same sill extension after its careful repair



Coating of Diamond White complete



Ford Motorsport stripes were a challenge for the car's painter



Fully wrapped ready for its underseal spray



The effort that went into the paintwork alone takes some explaining



Engine was run before dismantling to check its health



Rare injected V6 received plenty of new ancillaries



Engine had been sitting but was basically healthy



Roof rack had to be refabricated from scratch



Ford sign was a beacon for rally drivers at night

Pristine and ready for action – but too pretty now for rally duties?





'I kept one of the car's original painted doors so I could check the shade and exact measurements for the Ford Motorsport stripes. I'd also taken photos of the original car to make sure that the new paint would be as per the original. I started with two coats of 2K (two pack) Ford Diamond White across the whole car, painting the bonnet, tailgate and doors separately. After that I gave everything a light rub down by hand using ultra-fine 3M Scotch-Brite Hand Pads to create a key, then sprayed another coat of Diamond White to make sure it looked right.

'The Ford Motorsport stripes were the biggest challenge to paint. The original car looked to have been partially resprayed, so those stripes stuck out at some points with a noticeable step. Julian had said that we needed to avoid this, so I had to be sure that I sprayed the paint on evenly for each stripe. The car's three colours had been specially mixed with the help of a spectrophotometer to determine the exact shade, so I sprayed test cards for each one and checked them when dry against the colours on the original door, but noticed that one colour wasn't the same. I had to check the mix colours for that paint by hand, based on experience, testing it again until it was an exact match

'I masked up the whole car for each colour separately and sprayed two coats for each stripe. The most difficult part was around the front wheelarches; there's a curved lip at the top of the arch so the masking was critical to make sure that the line for each stripe remained straight. The stripes don't look the correct width, because of the curve, but believe me they are - I spent a lot of time making sure that those stripes were exactly right! Once the stripes were done and the paint had been cured in our paint booth, I went over the whole thing by hand with the Scotch-Brite pads to make a light key. The final painting work was for me to spray the whole car with two coats of clear lacquer.

'I always finish by flattening off with 2000 and 3000 wet-and-dry paper followed by a machine polish using 3M Fast Cut Compound. With a car like this it takes longer to get the correct deep shine, and there's plenty of paint to polish. This car was polished to within an inch of its life! When it was finished it really stood out. It had been a challenge but it was very rewarding to get it right - I looked at the car and thought, "I like that!"

Once the car was back at Julian's workshop, he explains, 'I wrapped it for Christmas! Normally I would have the car on a revolving spit to seal the underside, but this estate is too long. I wrapped every inch of the car making sure that none of the new paint was exposed. Then I raised the car on high axle stands, put on a full paper suit and lay on the floor to make sure the whole underside was thoroughly coated in Hammerite Underbody Seal.'

## Engine

While the car was away being painted, Julian had been working on the engine. 'It's rare to find a GL Estate with a 2.8-litre fuel-injected engine - most are carburettor units,' he says. 'We removed the original fuel system because the old fuel had rotted the tank and perished some of the fuel lines and parts in the fuel pump. I bought a new tank, replaced the fuel lines, found new fuel filters and, fortunately, you can still buy a new Bosch fuel pump.

From experience you can tell if an engine has been looked after. With this one the oil under the rocker covers was clean and there was no sign of any water. As it had been sitting for so

long, I fitted new core plugs, spark plugs and leads, and replaced all the usual serviceable items - gaskets, air and fuel filters. I also fitted a new distributor cap, rotor arm and replaced any hoses that were showing signs of age. I first ran the engine with a temporary fuel supply to check that the oil pressure was good, and thankfully all was well. After that I fitted the reconditioned radiator with the expansion tank and new heater matrix.

'The original wiring loom had perished and it's hard to find new ones. Luckily I had a good-quality wiring loom from another car and Stuart, an electrician friend, helped me wire it up. When the car came to us someone had done a quick fix with a live wire straight from the ignition to the high pressure fuel pump - a proper fire risk, so one of the first jobs was to wire this up correctly to a relay. The original fuel injection distribution unit looked rusty, so I wire-brushed the rust off, degreased it and lacquered it by hand - it came up really well so it looks used, not too shiny. Finally, I connected everything needed for the engine to run, and it ran well, settling to idle with no problems.

'The Bosch K-Jetronic mechanical fuel injection system is well-known for being tricky to fix and set up. We carefully wired up the relays to run the fuel pump and checked that the fuel injection was working as it should - it primes the system to start the engine, then pauses and runs again once the engine is going. It was a relief that it was all working correctly, so we could reuse it.'

## Rally support features

'There were a number of features that made this car unique,' continues Julian. 'The full-length heavy duty roof rack was a concern as it was a key aspect of the look of the car, but it was rusty, bowed and broken at points. The whole rack needed to be remade to exact measurements and a local fabrication company agreed, although I think it was more of a challenge than they thought because it took a few months longer than planned. The car was finished and the roof rack was the final part. It was a bit of a rush in the end to have it ready for the show.

'The original roof rack had been bolted on through the rainwater gutters and the bolts had fouled the tops of the doors, so there were small dents in the top of each door. In fact it was difficult to open some of the doors because of the bolts. I fabricated six brackets of a different design to hold the roof rack on the rain gutters. The last thing I wanted was the car to be damaged by some poorly designed fittings.

'The car's long period of indoor storage meant the original dash was good enough to keep. Mick was keen to re-use it because it's part of the car's story - it had been marked with circular burns from the cigarette lighter. Tired mechanics must have found any means to amuse themselves while they were waiting for the rally cars to arrive.'

The old CB radio went back to its location in the glovebox. 'The Pye speaker cover was rusty,' says Julian. 'I used cellulose thinners on a cloth and it came up nicely. There was a hole in the dash above the glovebox, so I made a bracket for the CB microphone and it fits perfectly.

'It's hard to find Seventies-style Cibie rally spotlights, so I wire-brushed those and repainted them. These had been attached to the front bumper but the brackets flexed,' Julian explains. 'I made stronger ones that bolt into the back of the bumper so they're rigid and the fixing point is hidden - it looks much better.'

### High point

**'Delivering the finished car back to Mick, and seeing his reaction. He was so pleased with the final job - that was a great reward!'**  
**Julian Peapell**

### MY FAVOURITE TOOL



#### Angle grinder

'Every Granada job needs a grinder at some point,' says Julian. 'I have four set up with different wheels, because it's quicker to switch tools rather than keep changing wheels. I use a grinding disc, 1mm cutting disc, a flap wheel for softer grinding and a paint removal wheel - those cover everything.'



Original CB and handheld mic point towards this car's origins

The Ford Motorsport illuminated sign, which helped rally cars find the service barge quickly during nighttime service intervals, was the finishing touch, and became a bit of a family affair. 'My dad, Wilf, built the Perspex metal framed box for the sign to fit the slot at the front of the roof rack,' continues Julian. 'My daughter-in-law, Bobbie, has a business making stickers and transfers, so she recreated the Ford Motorsport graphic for the sign and two others for the rear of the car.'

### Interior

'There were a few touches that we needed to get right for the interior,' says Julian. 'A mouse had chewed through the headlining - a thorough job, right from the back to the front! Dad got out his sewing machine and I found some new headlining material - the same as that used in older VW Campervans.'

'The front seats were beyond repair. I sourced some from another 1978 Granada MkII estate and we fitted them with protective covers. In contrast, the rear bench had been folded down originally and never used. It was pristine! I also had a carpet set that had been bought for a Granada MkI, it's the wrong pile for the earlier car but the right one for the MkII.'

### Wheels and tyres

The Michelin metric TRX tyres used on higher-spec Granadas of that era are in short supply. Fortunately, Longstone Tyres has a relationship with Michelin and batches of TRXs are remanufactured. The metric 190/65 HR 390 tyres do not come cheaply though, costing around £350 per tyre.

'The Ghia alloys that came on the car were dated 1985 - that wasn't right,' explains Julian, 'so I found a metric set, dated 1978.' The correctly dated Ghia alloy wheels were refurbished and powder coated. 'The spare wheel is exactly the same, with another brand new TRX tyre.'

### Worth the wait

'It's been very satisfying to restore this car,' says Julian. 'It's not just business - you make friends through this sort of work.'

Mick Lower is delighted with the result. 'I deliberately didn't pressure Julian and the whole process of restoring the car took around two years. I wanted to enjoy the process, and Julian



Passenger was radio operator and map reader



Julian's dad took care of stitching in the new headlining



TRX tyres are a luxury but this car merits them



and I have built up a good friendship. The car's first main outing was the *Practical Classics* Classic Car and Restoration Show in March 2024. We were on the Ford Granada Driver's Guild Stand and there were lots of comments from people whose dad, uncle, or neighbour had one, as well as interest in the car's motorsport connections. It's so good to be able to share the history after all the work that's gone into it.'

*Thanks to Sam Broomfield and staff at New Milton Motor Services Ltd for their assistance with the photos for this article.*

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Six steps to buying a

# Maserati 3200GT

Maserati's beautiful Nineties grand tourer is a tempting bargain, but would you dare take a chance on one for under £10k? Arm yourself with some vital knowledge first

Words JAMES WALSH & SAM DAWSON

**R**arely do bargains look quite so beautiful. Back in 1998, the 3200GT was Maserati's response to the Aston Martin DB7 and Porsche 996. The first Maserati to be developed wholly under Fiat's ownership after the slightly shonky De Tomaso years, it marked a significant improvement in build quality, and sold in larger numbers than the outgoing Ghibli II as a result – 4795 were shifted in just under five years.

That usability, and the ease of finding one, has resulted in surprisingly low residual values today. However, there's no getting away from the fact that, if they're not properly looked after, Maserati 3200GTs can still sting their owners with painful bills, reminding them that, while user-friendly, these are still hand-built Italian supercars.

And they are properly fast. Even the automatic GTA will complete the 0-60mph sprint in 5.7 seconds and hit 168mph. Manuals will do 5.2 seconds and 174mph. That's Lamborghini Countach territory, and it can be yours – reliably – for as little as £10,000. But many examples have been run on a shoestring

## **[What to pay]**

▶ You might see 3200GTs advertised for as little as **£6000**, but these are likely to be project cars that need such significant sums to be spent on them that they end up being poor value in the long run, unless you're seriously skilled.

▶ Usable, driver-condition, higher-mileage 3200GTs start at around **£10,000**, with excellent examples available privately for **£20,000**.

▶ Assetto Corsas are a very different prospect, starting at around **£31,000**, with the best sometimes making **£40,000**.

as they've depreciated, so buying them has become a minefield. To help you navigate it, we spoke to Hampshire-based specialist Meridien Modena, Maserati Club UK, and consulted owners' resource centre, [maserati3200.net](http://maserati3200.net).

## **Which is which?**

▶ Launched in 1998 to replace the Biturbo-shape Ghibli II, the Maserati 3200GT marked a complete stylistic break from its cubist predecessors, with Giorgetto Giugiaro and Enrico Fumia's design deliberately referencing the 3500GT and Mistral of the Fifties and Sixties. It broke new ground too, being the first car to use LED lighting, and had only one specification at launch: coupé, with a Shamal-derived 3.2-litre twin-turbocharged V8 coupled to a six-speed Getrag 226 manual gearbox.

▶ The 3200GTA (for 'Automatica') variant was launched in 1999, with a BTR M72LE four-speed torque converter gearbox.

▶ The sportier Assetto Corsa ('Race Trim') was released in 2001, ahead of the 3200GT's final model year. This featured stiffer, lower suspension with



electronically-controlled dampers, larger anti-roll bars and dark grey or silver alloy wheels. Although it was available with either manual or automatic transmission, the colour palette was limited to three colours: *Grigio Touring* (grey), *Nero Carbonio* (black) or *Rosso Mondiale* (red).

### Bodywork

The 3200 GT was nicely bolted together with a great focus on quality by its designers, but you'll still want to inspect body panels closely and look for cosmetic corrosion. Look carefully for the kinds of imperfection caused by poor accident repairs, too. A badly fixed Maserati will cause problems later. Pay special attention to the area around the rear lights and the rear wheelarches, where you'll be looking for any paint bubbling. The 3200GT body is made out of thin-gauge lightweight steel, so once the galvanising coating is breached, panels tend to rust through fairly quickly, requiring the letting-in of new metal rather than a straightforward de-rust, rub-down and localised respray – and this typically results in a £2000-plus bill to address a rusty wheelarch.

Elsewhere, service history is everything. Maserati parts are predictably very expensive, so you will want to see a bulging folder of paperwork for your prospective purchase to maximise peace of mind.

### Engine and gearbox

The double-overhead-cam V8 is based on a design dating back to the Seventies – essentially it's a twin-turbocharged Merak V6 with a pair of cylinders added on – so it's robust and reliable, at least in automatic-gearbox form. It's an unstressed unit, so it should last more than 150k miles without major surgery, although bear in mind that a full engine rebuild will cost £15k. You'll want to know the timing belt has been changed regularly, with every 18k miles/three years being the recommended regime. Changing the belt is a complex job as the radiator needs removing in order to access it, so you'll need to be patient and preferably experienced in tricky jobs if you're thinking of having a go yourself, or prepare for a £2k bill if you want to get it done professionally. Oil and filter changes should have been carried out every 6k miles using 10w60 Selenia Racing oil.

**Majestic presence and vivid performance comes with expensive risks – best to keep calm and go in with your eyes wide open**



Beautiful car, scary bills – but usually not too bad if you find a good example and look after it

Leaky radiators can cause issues, so be sure to check for puddles and loss of coolant from the lower water pipe. Mild steel exhaust back boxes were fitted and rot through quickly, so some owners will have replaced them with a stainless alternative.

The throttle position sensor (TPS) and throttle body (TB) assembly are likely to cause the most issues, typically manifested by the car going into restricted-power limp-home mode. TB failure is usually down to wear and tear caused by ageing servo motor, contacts or bearings. Plugging into a diagnostics software for the error codes will determine whether it's the TPS or TB at fault.

Gearbox issues are mercifully rare. The manual gearbox comes from a BMW 8 Series, while the auto is the BTR M72LE, sourced from Australia and related to the unit used in the Ford Falcon, so they are both strong units. Beware of clutch slip though – it's a £2100 job to replace one.

However, manual 3200GTs have a vicious design flaw. The crankshaft thrust bearings are mounted on the opposite end of the engine to normal, and can wear out, resulting in a crankshaft that oscillates, damaging the engine block and resulting in a need for a full engine rebuild. When inspecting a manual 3200GT, get the engine up to temperature, then check the oil pressure gauge to see if the pressure drops when the clutch pedal is pressed. If the sender gauge is not at fault, get a mechanic to inspect the

crankshaft for end float. If it's diagnosed, walk away or prepare to be hit with a £15,000 bill.

### Suspension and brakes

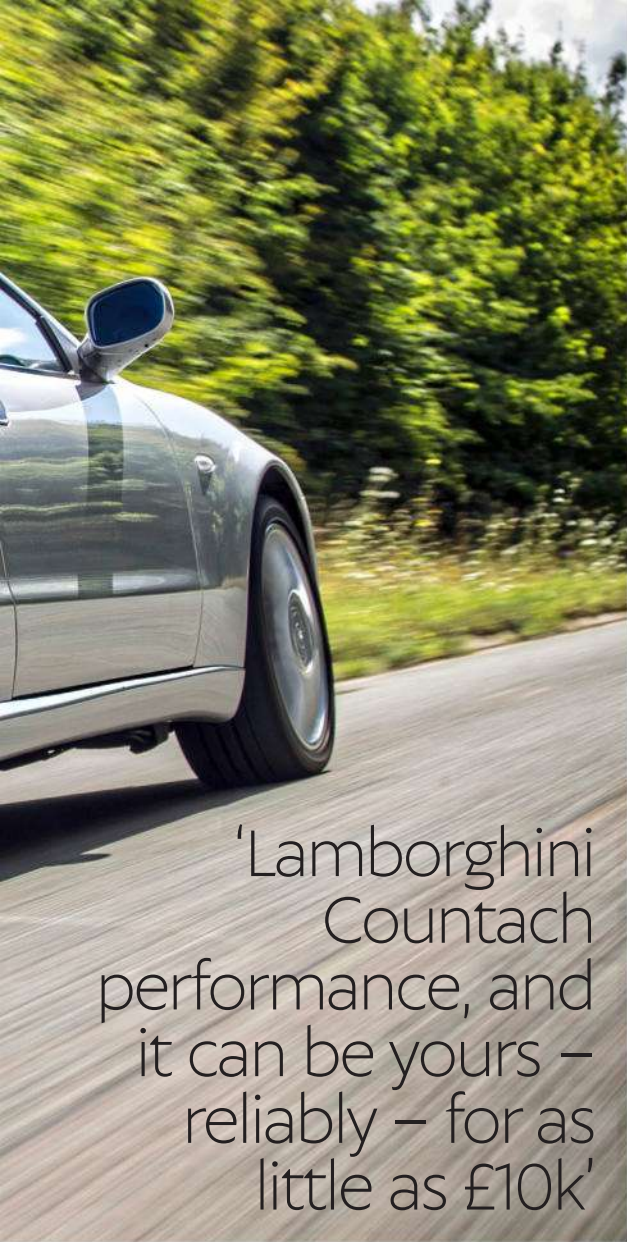
Lower suspension arms can get expensive when things go wrong. Obviously, the bushes can wear, but it has also been known for the wishbone to crack around the bush. In both instances, the only remedy is to replace the entire lower arm, but the ones for the front are a staggering £1500 each from Maserati, with a further £500 per side to get them fitted. We've heard reports of the captive nut on the top front suspension mount popping out too (thanks to potholes), which requires engine removal to address.

For the 3200GT to maintain its rewarding handling, it's worth putting it on a four-wheel laser alignment rig to ensure the steering geometry is spot on.

The ABS pump has been known to fail, so make sure the ABS warning light doesn't come on when the brakes are applied firmly – a replacement costs up to £400. The front brakes are from a Ferrari 550 and the rears come from a Porsche 993. They're very much up to the job and made to last, but make sure there's enough in the pot when it comes to replacement parts – think £270 per corner.

### Electrics

There aren't any horror stories to report when it comes to electrics, but the starter motor can wear



'Lamborghini Countach performance, and it can be yours – reliably – for as little as £10k'



A pioneer – the first to use LED lights – but this makes parts expensive



Twin-turbo V8 is long-lived but can suffer issues

prematurely because of their small size and position in the engine bay. It's vulnerable if the turbocharger coolant pipe on the bulkhead leaks. Bodgeled electrics cause instrument warning lights to tell lies but it's best not to ignore them... just in case. Beware also of missing bulbs removed by previous owners – check all the correct warning lights come on with the key then extinguish when the car starts.

As with many a Nineties/Noughties car, the 3200 can be sensitive to issues caused by a weak battery, so it's wise to renew an old one.

#### Interior

It's a sumptuous treat for occupants, but check for signs of abuse. These interiors tend to last well, and the high quality of the leather used for the seats and other fittings means there is seldom serious wear. You'll want to see three keys to your prospective purchase, and do make sure the air-con works; this is a classy car so you'll not want to be hopping out at the casino looking all sweaty, will you?



Interior is hard-wearing, but make sure all the electrics work

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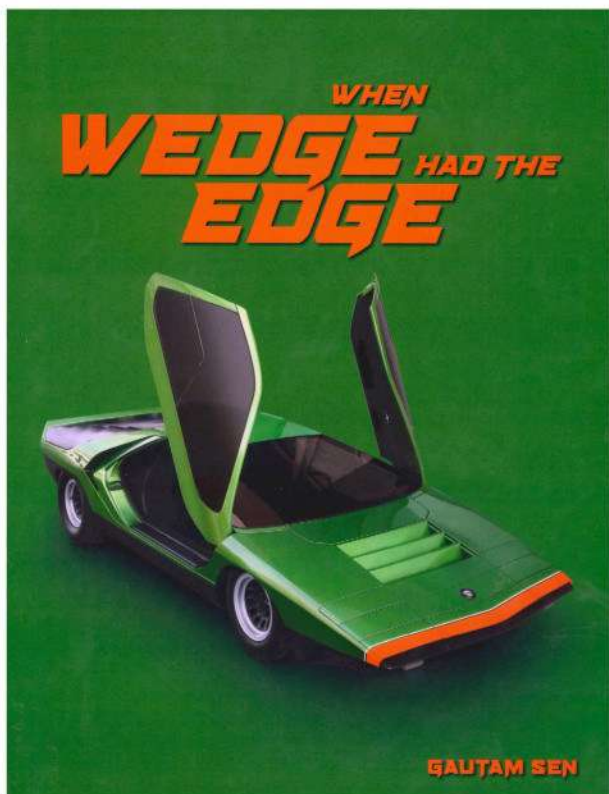
165R13: Capri, Consul Classic, Cortina, Escort, Taunus, Corsair  
 175/70R13: Orion, XR3i, Cortina MKII and MKIII, Capri, Escort RS and Mexico. **Ford O/E tyre**  
 185/70R13: Capri, Cortina, Sierra. **Ford O/E tyre**  
 195/70R14: **NEW!** Granada **Ford O/E tyre**

**P7**

205/50R15: Capri, Sierra. **Ford O/E tyre**  
 285-50R15: GT40







## When Wedge had the Edge

By Gautam Sen, £115, [daltonwatson.com](http://daltonwatson.com), ISBN 978 1 956309 18 8

This book is exciting and frustrating in equal measure. On its sensationalist surface – strangely gaudy for the usually scholarly, serious Sen – it's a simple celebration of wedge design. But with a massive 480 pages to fill, it soon becomes more than that, delivering a history of car design from the perspective of aerodynamic theory. Starting with pre-war aircraft origins, it's 150 pages in before we actually get to the design and engineering evolutions that delivered the wedge.

However, it's when we reach the very

period the book's named after that this sense of evolution falls apart. Beyond a cursory explanation of a need to add downforce to Sixties supercars, the aerodynamic advantages and drawbacks are never properly explained, and it soon gets bogged down in debate over what constitutes a true wedge or not.

What lifts it, though, is input from the likes of Marcello Gandini, Tom Tjaarda and Paolo Martin, and insight into their thinking in the Seventies. However, you come away with the sense that here is a fascinating book about the evolution of car design, undone by its own giddy cover concept.

### Against All the Others

By Randy Leffingwell, £95, [bullpublishing.com](http://bullpublishing.com), ISBN 979 8 9906140 0 0

In a publishing world awash with generic Porsche marque histories, Leffingwell's latest is something truly unique and special. *Against All the Others* homes in on just one year – 1968 – which proved pivotal to Porsche's story.

Admittedly, there is an opening chapter on Ferdinand Porsche himself, but it's intended to introduce us to the family running Porsche – and its struggles. We're then hurled into a world of chaos, with the FIA restricting sports-prototypes to 3.0 litres, the Cosworth DFV branching out from the confines of Lotus F1 use, touring-car rules being cracked down upon, and a tranche of Porsche projects becoming jeopardised.

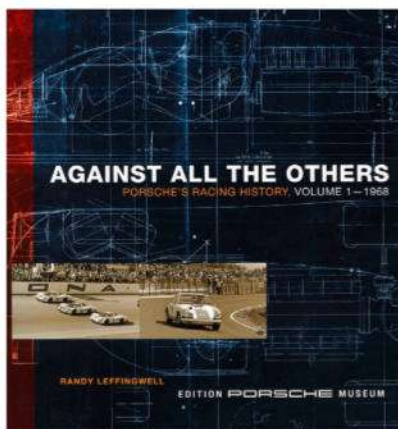
What follows is a meticulous account of triumph over adversity, as Leffingwell takes in boardroom arguments and racetrack exploits during a year that saw Porsche become a formidable commercial and sporting giant.

With the full backing of the Porsche museum, this is just volume one. It'll be interesting to see which year Leffingwell picks next.

### Alfa Romeo Cars in Motorsport since 1945

By Peter Collins, £80, [veloce.co.uk](http://veloce.co.uk), ISBN 978 1 845849 16 0

Anyone expecting this sumptuous hardback to be a comprehensive history of Autodelta and its predecessors and antecedents will be disappointed. It's essentially a picture book with generously extended captions. However, where it scores more highly is its sheer comprehensiveness. Every type of Alfa Romeo used in postwar competition is here, photographed in action. And that means everything, from production-class Alfetta saloon rally cars and the one-make Alfasud ice-racing series, to Alfa's adventures in F1. The sheer breadth of coverage makes you realise how much Alfa has taken on over the years, including the Paris-Dakar Rally, the BTCC and its own single-seater formula.



## MODELS



**1:18-scale Pininfarina Dino Berlinetta Speciale**  
Maxima, £264.99

It's perhaps realistic that a model of a show car has no mechanical detail, but everything else on this pricey model of Pininfarina's Dino concept is stunning. A finely-detailed interior and elegant chromework make it as much a sculpture as it is a model.



**1:43-scale HRG 1500 Esval**, £107.99

This German-American brand is fresh on our radar, and this unusual subject has our attention. Its form is reminiscent of Seventies veteran-car models but detail is far finer, including torsion bars and leaf springs. Pity about the monochrome interior.



**1:18-scale Lotus 99T**  
Minichamps, £209.99

This is a big but simple model, livened up by airbrushed-on racetrack dirt. But the sealed-body format means, mechanically, only the gearbox and oil cooler are visible. Camel decals are supplied, but it's underwhelming given the price.



**1:43-scale Alfa Romeo GTV6 Rally**  
Spark, £69.99

It's unusual to see the GTV6 in rally, rather than racing form. Spark's resin replicating Alfa's 1983 Monte-Carlo entry has a set of spotlights and mudflaps to set it apart, and its full competition interior includes a rallymeter and exposed fusebox. Neat.

### MORE TO ENJOY

#### J Saoutchik 110101

By Peter M Larsen & Ben Erickson, £175, [daltonwatson.com](http://daltonwatson.com)  
Addenda to DW's epic Saoutchik histories, focusing on a 1948 Talbot-Lago show car.

#### On the Prowl

By Neil Smith, £125, [bullpublishing.com](http://bullpublishing.com)  
The familiar story of Jaguar's Group C racers, but well-told.

#### Porsche 911 GT3

By Johnny Tipler, £30, [crowood.com](http://crowood.com)  
Brilliant guide to Porsche's water-cooled GT-racing homologation special.

#### Rover's Rebirth

By James Taylor, £30, [crowood.com](http://crowood.com)  
Fascinating deep-dive on eight years that saved Rover, from postwar ruin to the P4 and Land Rover.

#### Old Man in an Old Car

By V Coleman, £10.99, [vernoncoleman.com](http://vernoncoleman.com)  
'Angry Old Man Shakes Fist at Clouds' might be more accurate.

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Sunbeam sojourns to Silverstone twice, running one race on sustainable fuel

## Sustainable Sunbeam

### 1961 Sunbeam Alpine Series 2

**Owned by** Gareth Evans  
(gareth.evans@bauermedia.co.uk)

**Time owned** Nine months

**Latest/total miles** 180/44,544

**Latest/total costs** £6000/£12,300

**Previously** New Webers, Thruxton Historic

Since you last heard from me, I've been through quite a journey with the Alpine. The 'pop' I heard at Thruxton (with accompanying smoke) at the end of my last report turned out not to be the head gasket as first feared, but actually the speedo pinion shooting out of the gearbox. This explains the blue-ish smoke (the Rootes gearbox and Laycock overdrive use 10w50 engine oil), and also why a compression test showed even results across all four cylinders.

My friend and MG specialist Phil Cornut machined a lovely bung for me, because it's best practice not to drive around with a gaping hole in the gearbox... particularly if you like keeping oil in there.

He also gave me his brother's Moto-Lita steering wheel from his old MGB, and this was a huge upgrade in driving terms. Previously I had one of the firm's thin

wooden wheels, and it was too big and too thin for racing. The smaller leather one was a direct replacement, and even took the Sunbeam horn button.

And then it was on to Silverstone, not once but twice. The first was for a Fiscar race at the Bentley Drivers Club event, in which I ran the car on Sustain 80 – a drop-in fuel made from biomass waste that comprises 80 percent sustainable content. Pleasingly, I had to make no changes to the car to run this.

My carburetors were jetted for BP Ultimate, and Sustain felt, performed and sounded exactly the same. Thrilled to be the first person using it in the Fiscar championship, I do hope the price drops. At £4.65/litre it makes you wince, albeit in the context of racing, where literally everything costs more than you expect.

However, I only managed fourth in class for this race, because my overdrive wasn't working. The gap between third and fourth ratios was just too wide for me to remain in the power band, and try as I might, the speed just wasn't there.

Back to the workshop, and Phil noticed some bolts missing from the overdrive solenoid. We topped up the oil, replaced



Gearbox teeth were beyond dentistry

the bolts, put the spare wheels on – I'd snapped spokes on the wire ones last time out – and test drove the car in time for Silverstone Festival, where I'd entered it into the Pre-'63 GT Tourist Trophy race.

This hour-long, two-driver event was a real test of the car. My friend Simon went first, handing the Sunbeam over to me in the pits after 20 minutes. I secured my harnesses and went to select first, but it wasn't there. Starting in second, I completed the race with an ominous crunch every time I selected fourth, and an occasionally slipping overdrive. But we finished, and even took home a trophy for third in class! I was delighted.

You can probably guess what happened next. I spoke to John Roseby, an authority on Rootes gearboxes, who took the 'box to bits and showed me the damage, and some concerning previous bodes. The input shaft wasn't salvageable, and I ended up taking a perfect-condition replacement home. Expensive month.



Washing the BMW only served to highlight how bad the leading edges of the sills were getting



Why a patch job would have been pointless

## Double trouble

### 2001 BMW 530i Sport manual

Owned by Joe Breeze

(joe.breeze@bauermedia.co.uk)

Time owned Three years

Latest/total miles 1795/120,212

Latest/total costs £634.98/£4593.55

Previously Extracted old plastics from engine

Rustworx. A chat provided me with both some reassurance and a worst-case scenario cost of £1500 per sill; painful but palatable. That just left me with a wait (he gets booked months in advance) and some logistics to figure out, with his Driffield premises being a 3.5-hour drive from Northants.

I finally dropped the E39 at DST - laden with replacement sill panels procured from eBay at £130 a pair - before going on holiday in late July, assuming it would be ready well before its MoT test at the end of August. Except I'd got my dates wrong. Turned out my MoT actually expired in the *first* week of August. Dan and I agreed that we should take a gamble on him putting the E39 through the test for me, hoping it wouldn't fail on the corrosion he hadn't had chance to address.

It scraped through with an advisory for that, since the rot avoided coming within 30cm of a seatbelt mounting point - *just*, according to the tester - but it did fail on knackered front ARB links and rear trailing arms, plus the dim xenon bulb and feeble handbrake grip that I'd

originally intended to address pre-test. Luckily Dan is also a handy spanner grappler as well as a metal whisperer, and agreed to do the dirty work. So began my frantic hunt for OEM suspension parts so that he could fit them in time to get the car retested within the ten-day window.

The parts took a week to arrive and, as jeopardy would have it, Dan was able to get the car ready for its retest on the tenth day. It passed, so the E39's sill work could commence in earnest. His cutting back of the outer sills gave mixed news: the rear inners were shot - of which the MoT advisory had provided fair warning - but the jacking points were sound, bar one that had shifted a centimetre upwards; Dan says their spot welds to the bodyshell are a common failure at this age.

See you in these pages again next month for the remedial work...

After looking for a Northampton-based solution to the BMW's deteriorating sills, it seemed my local options were limited to accepting either one of the quotes from established classic restorers, inflated to show their disinterest in the E39, or the offer of a hundred-quid patch job over the outer sill where the jacking pads are sited. Clinging to a modicum of self respect, and not wanting to bury my head about potential unseen carnage, I decided to research further afield.

A trawl through the E39 Facebook groups for recommendations led me to Dan Tinkler, an E39-owning welder who posts updates of his artisan-grade work, often involving Beemers, on the social media accounts of his company, DST

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Tiger 11/550	2.5	9.3	50ltr	£169.98	£203.98
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**2014/14 Bentley Continental GTC Speed.** Finished in Damson with a Black hood and 21 inch Speed alloys in Dart Tint. The interior is in Beluga with contrast stitching in Damson and Black carpets with Piano Black veneers. Totally unmarked with full history, immaculate condition throughout.....**£44,950**



**2015/15 Bentley Flying Spur Mulliner W12.** Finished in Onyx with electric sunroof and 21 inch alloys. Linen hide interior with secondary hide in Beluga and Piano Black veneers, with Comfort Specification, rear parking camera and Convenience Specification. Only 49,000 miles with Full History. Immaculate.....**£45,750**



**2010/10 Bentley Continental GTC Series 51.** This beautiful example is in White Pearl with Black mohair hood, 20 inch alloys and adaptive cruise. The interior is in Linen and Beluga, with contrast stitching, Piano Black veneers and rear park camera. Only 61,000 miles with FSH. Immaculate, must be seen.....**£35,950**



**2005/05 Bentley Arnage T Mulliner.** Finished in Beluga with 19 inch alloys and wing vents designed by Mulliner, with full Mulliner interior in Beluga, with contrast stitching and embossed Flying B's. Only 55,000 miles with history. Immaculate condition.....**£29,950**



**2005 Model/54 Bentley Arnage T Mulliner** in Silver Tempest with 19 inch split rim alloys, Mulliner wing vents and quad exhausts, with Magnolia interior, contrast stitching and French Navy carpets piped in Magnolia. Vanity mirrors and turned alloy inserts to waistrails and dash, immaculate condition only.....**£28,999**



**2009 Model / 58 Bentley Arnage R.** Finished in Anthracite with 18 inch alloys and an electric sunroof. Fitted with sports suspension and rear park camera. The interior is in Oatmeal with Beluga carpets and Burr Walnut veneers. Only 36,000 miles with FSH. This car is in outstanding condition and has to be seen.....**£39,999**



**2010/60 Bentley Continental GTC 51 Series Speed.** Just 2 owners and only 21,900 miles with full history. Finished in Granite with Black hood and 20 inch Speed wheels in Dark Tint. The main hide is in Beluga and secondary hide is in Porpoise with piping and stitching in Hotspur. Immaculate.....**£43,500**



**2008/08 Bentley Continental GTC Mulliner.** Finished in Silver Tempest with 20 inch Mulliner alloys and a Black mohair hood. The interior is Portland with Bentley embossed in the seats and contrast stitching. Fitted with Walnut veneers and Black carpets. Low mileage with FSH. Immaculate throughout.....**£31,250**



**2005 Model Bentley Arnage R Mulliner.** Finished in Moonbeam over Silver Tempest, with Stratos interior, Burr Walnut veneers, picnic tables, cocktail cabinet, bottle cooler, veneered door inlays, veneered vanity mirrors to the rear and embroidered Bentley emblems. 61,000 miles with full history.....**£29,995**



**2004/54 Bentley Continental GT.** Finished in Silverlake with 19 inch split rim alloys and classic Portland interior. Nautic Blue secondary hide and Burr Oak veneers, with door and rear quarter inlays and Blue carpets. Immaculate condition with full history. Known to ourselves for several years. Value at only.....**£19,650**



**2006/56 Bentley Continental Flying Spur.** Finished in Silver Tempest with 20 inch alloys and electric sunroof. Cotswold interior with Charcoal carpets, heated seats front and rear and Walnut veneers, with just 81,000 miles. Full history and maintained regardless of cost. Immaculate and outstanding value at only.....**£19,999**



**2007/07 Bentley Arnage T Level 2.** Finished in Tungsten with 19 inch polished blade alloys, electric sunroof and retracting Flying B mascot. Stratos Silver leather interior with Slate secondary hide. Wood and leather steering wheel and Bentley badges to waist rails. Only 61,000 miles with FSH. Only.....**£38,950**



**2007/56 Bentley Continental GTC.** Finished in Beluga with a Black Mohair hood and 2014 style 21 inch alloys. Beluga interior with St James stitching and Walnut veneers. 69,000 miles with Full Service History. Known to ourselves for 5 years and in immaculate condition throughout.....**£27,999**



**1998 S Bentley Arnage Red Label Look Alike.** Finished in Meteor Blue with electric sunroof and 18 inch Red Label alloys, with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. Full Service History, outstanding condition and must be seen.....**£15,999**



**1997 P Bentley Continental T.** Wide Bodied in Black Sapphire with 18 inch 5 spoke alloy wheels. Parchment interior with French Navy piping. Dark Blue carpets with Parchment piping and Burr Walnut veneers. Known to us for 6 years and maintained to the highest standard. 65,000 miles, immaculate throughout.....**£84,950**



**1996 N Bentley Brooklands.** Finished in stunning Red Pearl with 16 inch alloys and white wall tyres. The interior has the sports seating in Magnolia with Red piping and Carmine Red carpets with Walnut veneers. Only 52,000 miles, known to us for 4 years and immaculate throughout.....**£19,950**



**1987 D Rolls Royce Silver Spirit EFI ABS.** Finished in Royal Blue with Cream coachlines. The interior is Cream piped in French Navy with Cream carpets piped in Cream and Walnut veneers. This is a stunning car which we have known, serviced and maintained regardless of cost for 15 years. Value at only.....**£17,250**



**2000 X Rolls Royce Corniche Convertible MK V 6.8 V8.** Finished in Amethyst with a Black hood and 17 inch alloys. Pale Grey leather interior piped in French Navy with French Navy carpets and Walnut veneers. Only 26,900 miles with full history. Absolutely stunning, a rare piece of motoring history.....**£133,950**



**1990 G Rolls Royce Silver Spur MK II Active Ride.** Finished in Brooklands Green with Cream coachlines and whitewall tyres, with Parchment interior, picnic tables and electric rear seats. Supplied and serviced by ourselves since 2001. Only 81,000 miles, immaculate condition throughout. Only.....**£24,950**



**1963 Rolls Royce Silver Cloud III LWB By James Young.** One of only 8 in the world. This beautifully elegant car is finished in unmarked Dove Grey over Astrakhan with Beige interior and picnic tables. The wood veneers are like new. Only 84,000 miles with history. Only 2 owners. Totally immaculate throughout.....**£115,000**



**1996 N Rolls Royce Silver Spirit MK IV.** Finished in Wildberry with Cotswold interior and Mulberry carpets. Fitted with picnic tables and bottle cooler to the rear. This car has only covered 85,000 miles, with Full Service History and has been known to us for over 16 years. Unmarked condition and highly recommended.....**£26,950**



**1992 J Silver Spirit Mk II Active Ride.** Finished in Royal Blue with Parchment interior piped in French Navy with French Navy carpets. Only 60,300 miles with Full Service History. Can only be described as like new throughout.....**£22,950**



**1976 P Rolls Royce Silver Shadow Series 1.** This beautiful example has been treasured by its former keepers. Finished in Willow Gold with Spruce Green interior and new over rugs, this car has been maintained regardless of cost and has an amazing history. With only 88,000 miles, offered at an unbeatable.....**£18,950**



**1963 Rolls Royce Silver Cloud III.** Finished in original Burgundy, with London Tan leather. Special order folding rear seats by Rolls Royce appointed agents Radford. Extremely well maintained with just 4 owners and a large history file dating back to 1971. Just 78,000 miles and offered at only.....**£58,500**

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Controls are light and tactile, even around town



Meticulously cared-for engine has seen little use

## 1990 Ferrari Testarossa £149,995

Fancy a Testarossa with Mansell pedigree after reading our cover feature? [Sam Dawson](#) has found another

**A**dmittedly, unlike the example on our front cover, Nigel Mansell didn't actually own this Ferrari Testarossa personally. However, the two cars may have once shared showroom space following Mansell's retirement announcement in June 1990, and the selling-off of his Ferrari company cars. This Testarossa is a 1990 car, originally sold through Nigel Mansell Sports Cars of Blandford Forum in Dorset, and as Rardley Motors' professionally presented ring-bound service history file attests, it has been very well looked after ever since. There's a continuous set of service stamps, initially from Mansell's service department, then Emblem once it took the franchise back from him, and Kent High Performance Cars and Meridien Modena after that.

Aside from routine maintenance, any concerns over the years have been minor electrical issues. Graypaul in Nottingham rewired the headlights and overhauled the electronic fuel injection system in 1998/99, Shiltech replaced the electric window switches in 2004, and The Ferrari Centre fixed the brake lights at the same

time as replacing the clutch in 2013. Overall, this is a lightly-used and largely trouble-free prospect for the next owner, and its 15,700 miles are backed up by a continuous service and MoT history.

The condition of the bodywork reflects this. It's genuinely faultless, with only a couple of tiny stonechips on the front splitter attesting to it having been driven at all. It's almost as good inside too, with just some light scuffs on the sill plates, creased leather on the seat squabs, and tired-looking leather around the perforations in the footwell speaker grilles. But this really is nitpicking - there's nothing of concern here. Importantly, all the electrics work, including the windows, and those rewired pop-up headlights.

It starts eagerly on the key, and settles quickly to a quiet idle. Once warmed, the coolant sits at a steady 195°F, and the oil a healthy 90psi and 170°F. Even when cold, the gearbox isn't too baulky, and once on the road and up to temperature it shifts cleanly and easily. Steering is as tactile and accurate as it's meant to be, the correct Michelin Pilot Sports look fairly new, and there are no creaks or rattles from the suspension when negotiating

ruts and speed bumps. It accelerates cleanly and quickly on demand, the engine is in good voice, the exhausts are in excellent condition, and the brakes haul it up straight and abruptly.

The asking price is on the high side for a Testarossa, but when you take into account its condition and attributes - right-hand drive, Mansell's name in the logbook albeit as a dealer, continuous history, no periods of laid-up neglect and barely run-in mileage from a life of sparing use - it starts to make more sense. This is also a last-of-the-line car, with two door mirrors and Mansell-revised suspension for improved handling. If you're after a Testarossa, you'd be hard-pressed to find a better example.

### CHOOSE YOUR FERRARI TESTAROSSA

- ▶ Launched in 1984, the Ferrari Testarossa technically replaced the outgoing 512i Berlinetta Boxer, although that car's racing duties were ceded to the new 288GTO, leaving the Testarossa to be a mid-engined GT supercar. Odd, high-set single door mirror was replaced with a conventional pair in 1987.
- ▶ After Nigel Mansell addressed handling issues in 1988, suspension geometry was revised and centre-lock wheels were replaced with five-stud items.
- ▶ The 1991 512TR revision teamed a restyle with quicker steering, lower-profile tyres, lighter clutch and a lower centre of gravity.
- ▶ Final version, the 1994 F512M, featured a restyle that replaced the pop-up headlights for fixed units, and a revised engine resulting in 196mph potential. Discontinued 1996.

### 1990 Ferrari Testarossa

**Price** £149,995 **Contact** Rardley Motors, Surrey (01428 606616, [rardleymotors.com](http://rardleymotors.com)) **Engine** 4943cc flat-12, dohc per bank, electronic injection **Power** 385bhp @ 6300rpm **Torque** 361lb ft @ 4500rpm **Top speed** 185mph **0-60mph** 5.8sec **Fuel consumption** 15mpg **Length** 4485mm **Width** 1976mm

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Not quite as-original, but very well executed



Interior completely retrimmed in unique style



Jazzed-up engine has its own windows

## 1986 Lamborghini Jalpa £69,995

Fresh from restoration, **Sam Dawson** finds this Lamborghini Jalpa blends period and updated details to great effect

**W**e so often claim that a barn find presents a great opportunity for a proper clean-sheet restoration, with no obligations to preserving patina. Well, this Lamborghini is an example of that kind of thinking in action.

Admittedly, there's no early history with it, which helps explain why its asking price is £5k short for dealer-sold Jalpas despite its mint condition. Found as a box of bits in Tokyo, it was brought to the UK by Classic Automobile Relocation Services (CARS) in 2017. Originally black with tan leather upholstery, it was stripped for restoration and had some minor bodywork defects addressed by Auto Cavallo in Reading, before being left sitting in a barn again. Rindt took the project on in 2020, completely restoring it over the past four years. There are only 25,476 miles on its odometer, but given the comprehensiveness of its restoration, it's practically still at the running-in stage.

OK, we need to address the aesthetics. Not only has Rindt changed its colour scheme, it's a bit of a deviation from what would have been available from

Lamborghini 38 years ago. The vivid yellow hue is a metallic shade available on modern Aventadors, the bumpers and sail panels are wrapped in carbonfibre-effect vinyl, the interior is now black with contrasting yellow stitching and striped seats, and the rear engine lid now sports transparent panels, through which you can see the rocker covers – again trimmed in carbonfibre-effect material, with the Lamborghini script in yellow. From a distance it looks like a standard yellow Jalpa, but close up it feels more like a restomod. However, mechanically it's completely standard.

It's superbly finished. We could find only one defect – a tiny touch-up mark in the passenger-side front wing – otherwise the exterior is faultless. The engine bay also looks fresh and clean, as though it's never been driven. Tyres are the correct Pirelli P7s, and as befits the rest of the car's condition, they're brand new.

Inside, the box-freshness continues, although it doesn't quite extend to the steering wheel. This looks original, and the leather is worn, although not to the extent of frayed stitching and split hide. It's the only item that looks like it wasn't retrimmed as part of the restoration.

The V8 starts abruptly after the turn of the ignition key and a slight priming of the carburettors with the throttle. It idles evenly and behaves itself, keeping coolant temperature below 80°C and oil below 90.

It's a roomy car, more accommodating than a Ferrari 308GTS, and relatively easy to drive. The steering lightens considerably once it's moving, becoming quick and positive in its action. There are no creaks from the suspension, and although the ride is firm, it's not overly jiggly as though it's still bedding-in – it's ready to use. The gearshift is a little baulky and ponderous though; Rindt suggests there are some adjustments to be made to the gate assembly. The brakes are superbly effective, and the electric windows work efficiently. In effect, this is a brand-new Jalpa at a sensible price.

### CHOOSE YOUR V8 LAMBORGHINI

- ▶ Introduced in 1970 in response to the Porsche 911, and following the Bertone Marzal concept, the mid-engined 2+2 Lamborghini Urraco P250 coupé had a 2.5-litre V8 engine.
- ▶ P250S of 1973 added leather interior, electric windows, and Weber 40DCOE carburettors.
- ▶ 1974 brought two new models – the 3.0-litre quad-cam P300, and the entry-level tax-break 2.0-litre P200. P250 and S discontinued.
- ▶ Urraco P300 Silhouette, a two-seater targa-roofed version with revised styling, was added to the range in 1976.
- ▶ Urraco range replaced with single model for 1981: the Jalpa was essentially a renamed Silhouette with a bodykit and a 3.5-litre engine. Discontinued in 1988.

### 1986 Lamborghini Jalpa

**Price** £69,995 **Contact** Rindt Vehicle Design, Berkshire (01628 825067, [rindtvehicledesign.com](http://rindtvehicledesign.com)) **Engine** 3485cc V8, dohc per bank, four carburettors **Power** 259bhp @ 7000rpm **Torque** 225lb ft @ 4000rpm **Top speed** 155mph **0-60mph** 5.8sec **Fuel consumption** 18mpg **Length** 4330mm **Width** 1880mm

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### 1989 BMW Z1

Left hand drive with just 61,000 miles. The paintwork is finished in timeless hue of Dream Black which is in lovely condition, as is the black soft top. Interior trim is original grey and camouflage-patterned leather. Built in April 1989, imported and registered in August.

£42,995



**1988 Mercedes-Benz 300SL (R107) Only 35,000 Miles From New**  
Having only completed 35,690 miles from new, this car has just come out of a 33 year ownership with receipted work of roughly £13,500 since 2019 with less than 60-miles travelled since. It's finished in Signal Red and the paintwork is all original.

£47,995



### 1964 Mercedes 230SL Pagoda Manual

This is a matching numbers car, finished in old english white and black interior. Showing 23,000 Miles, this Pagoda is an original, early drop floor, UK right hand drive car. A restoration took place 5 years ago and engine rebuild in 2023.

£79,995



### 1953 Jaguar XK120 OTS

Chassis no.861131. Original RHD car with 12,500 miles. Finished in famous British Racing Green with Suede Green interior. With black tonneau cover and softtop. Fitted with a Getrag 5 speed gearbox and propshaft, which improves the whole driving experience.

£74,995



### 1973 Porsche 911 T 2.4

First registered in 1975. Showing 99,000 miles, this 911T has just from long ownership having been in the previous owners hands for the last 26 years with just 5 former keepers registered.

£84,995



### 1965 Mini Cooper S MK1 1275 cc

In Tartan red with a gloss black roof and red and grey interior. 1965 C registration. 31,000 miles showing. With a Heritage certificate confirming its original specification. This car has been completely stripped down to bare body shell and fully rebuilt to perfect condition.

£44,995



### Mini Cooper S Mk3 Showing 43,000 miles

Comprehensive history file which includes vast amounts of paperwork pretty much going back to when the car was a year old, nearly all mot's going back to 1976, tax discs including one from 1972, genuine owners handbook.

£44,995



### Ariel Atom 3.5R 2018 550 Miles!

Full Ariel service history. Fully loaded and extremely rare factory 3.5R with side pods and front and rear factory carbon spoilers. 350bhp. Currently fitted with a new stainless sports exhaust which makes it sound insane (original exhaust comes with it)

£69,995



### 1963 Volkswagen Type 2 23 window

Cream over dark red with matching beautifully re-trimmed interior. This very rare bus is a genuine German built 23 windows, which was supplied new to the German Embassy in Mexico City as their Minibus, they sold it in 1969.

£54,995



### Triumph TR5

UK original car, red with black interior. Very rare Surrey top with matching red removable hard top. Comprehensively restored in 2015 using a new old stock body shell. The interior has all been replaced and is in superb condition throughout, including the woodwork.

£49,995



### 1983 Maserati Merak SS only 51,000 miles from new

This superb example is presented in Celeste Chiaro with blue leather interior. It was specially ordered from new with metallic paint, black carpets, black leather centre console, electric windows, air conditioning, Campagnolo wheels and Dynatrol rust treatment.

£67,995



### 1955 Jaguar XK140 SE FHC

This XK140 is finished in black with red leather interior and walnut dashboard. 10,000 miles showing. JD Classics carried out an extensive restoration on the car many years ago and it still remains in great condition.

£79,995

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**JAGUAR XJ 2.7 V6 DIESEL 2008 X358 SPORT ONLY 50,000 MILES FROM NEW.** Finished in Rare Metallic Jaguar Racing Green with Full Ivory Leather Electric Sports Heated Memory Seats. Jaguar Factory Options Included: Colour Touch Screen Sat/Nav, Cooled Front Seats, Park Distance Control, Heated Front/Rear Screen, Premium HiFi with Bluetooth Phone, 20" 5 Spoke Jaguar Alloys, Power Fold Mirrors, Cruise Control. Full Jaguar/Specialist Service History Service Invoices and Full MOT History. Full Book Pack and 2 Keys. For More Detailed Information Please call or email. UK Supplied From New..... **£13,995**



**JAGUAR XK 5.0 V8 PORTFOLIO CONVERTIBLE 2014** Only 9000 Miles From New. Finished in Beautiful Metallic Rhodium Silver with Full Royal Blue Leather Electric Seats with Cashmere Stitching. Jaguar factory options Included: Colour Touch Screen Sat/Nav, Bluetooth Phone with Audio Interface Music, Heated Sport Steering Wheel, Electric Heated Seats, Air Conditioned Seats, Walnut Interior Pack, Front/Rear Park Distance, Reversing Camera, Bowers/Wilkins Premium HiFi, Adaptive Steering Xenon Headlights, Full Jaguar Service History and Full MOT History. Surely the Very Finest of the last of the XK Models..... **£34,995**



**JAGUAR X-TYPE 3.0 V6 PETROL 2007 SOVEREIGN SALOON.** ONLY 27000 MILES FROM NEW. Finished in Metallic Zermatt Silver with Full Barley Leather and Brown Piping Electric Heated Seats. This extremely Rare X-Type 3.0 Sovereign was ordered new with many Factory Options: Colour Touch Screen Sat/Nav, Heated Seats, Alpine Premium HiFi with Multi CD, Bluetooth Phone, 17" Jaguar Alloys, Multi Function Wood Leather Steering, Walnut Interior Pack. Full Jaguar and Specialist Service History and Full MOT History. For more detailed Information Please Call or email..... **£12,995**



**MERCEDES BENZ SL350 AMG SPORT V6 3.5 2013 CONVERTIBLE.** ONLY 29000 MILES FROM NEW. Obsidian Black. Full Anthracite Leather Electric Seats with Silver Stitching, Stop/Start, MB Factory Options Inc: Colour Sat/Nav, Airscarf, E/Folding Mirrors, Traffic Sign Recognition, Premium Sound with Bluetooth Audio, Bluetooth Phone, Ali Interior Pack, AMG Sports Pack, 19" AMG Alloys, Heated Seats, Sports Steering Wheel, Active Park Assist, Front/Rear Park Distance, Wind Deflector, Full Mercedes Benz/Specialist Service History with Service Invoices and Full MOT History. For more detailed Information Please call or email..... **£19,995**



**LEXUS IS 250 2.5 V6 PETROL AUTO 2009.** ONLY 54000 MILES FROM NEW. Finished in Lexus Black with full Cream Leather electric Heated Memory Seats. This stunning 2 P/owner car was Ordered New with many factory Options: Colour Sat/Nav, Premium HiFi, Air Conditioned Seats, Power Fold Mirrors, Walnut Interior Pack, Cruise Control, Full Leather Electric Heated Seats, Automatic with Paddle Change, Bluetooth Phone, 17" Alloys. Full Lexus/Specialist Service History with Full MOT History. 2 keys and Full book pack. Extremely Rare to find in Condition and Low Mileage. For more information please call or email. .... **£9,995**



**MERCEDES BENZ SL350 3.7 V6 AUTO CONVERTIBLE PETROL 2005.** ONLY 33000 MILES FROM NEW. Finished in Metallic Tellurium Silver with Full Alpaca Grey Leather Electric Heated Memory Seats. This 2 Former Owner Car has been with the last owner since 2012 some 12 years. MB Factory options Included: Comand with Colour Sat/Nav, Panoramic Glass Roof, Leather Steering Wheel and interior Pack, 19" AMG Alloys 5 Spoke, Electric Folding Mirrors, CD Changer 6 Disc, Cruise Control, Electric Heated Memory Seats, Xenon Headlights, Full MB/Specialists Service History with Fully Documented Service Invoices and Full MOT history. An absolutely beautiful example with Full Book Pack and 2 Keys. Unused Spare Wheel and Tools. For More detailed information please call or email..... **£13,995**



**AUDI TT 2.0 TFSI QUATTRO 6 SPEED MANUAL PETROL CONVERTIBLE 2012.** ONLY 45200 MILES FROM NEW. Finished in Special Order Exclusive Cambridge Green Pearl with Full Exclusive Black Leather with Silver Stitching. Factory Options Included: Electric Fronts Seats, Symphony Radio with Bluetooth Interface, Audi Exclusive Paint, 18" Audi Cross Alloys, Electric Wind Deflector, Heated Seats, Cruise Control, Multi Function Flat Bottom Steering Wheel, Front /Rear Park Distance Control, Xenon Headlights, Factory Quad Exhausts. Original Sales Invoice. Full Audi/Specialist Service History with Service Invoices and Full MOT History. For more Detailed Information Please Call or email ..... **£13,995**



**JAGUAR F-TYPE 5.0 S V8 SUPERCHARGED 2013 8 SPEED CONVERTIBLE.** ONLY 26000 MILES FROM NEW. This is one of a small number of 5.0 V8 Supercharged S Models produced in Rear Wheel Drive. Finished in Rare Metallic Indigo Blue with Full Pale Grey Leather Electric Heated Seats. Factory Options include: 7" Colour Touch Screen Sat/Nav, Bluetooth Phone, Meridian Sound System Music with Audio Interface, Rear Parking, Front/Rear Park Distance, Rear Parking Camera, 20" Black Blade Alloys, Switchable Sports Exhaust, DAB Radio, Heated Seats, Cruise Control, Power Fold Mirrors, Premium Carpet Mats, Sports Sun visors, Full Jaguar/Specialist Dealer Service History with Service Invoices and Full MOT History. For More Detailed Information Please Call or email .. **£35,995**

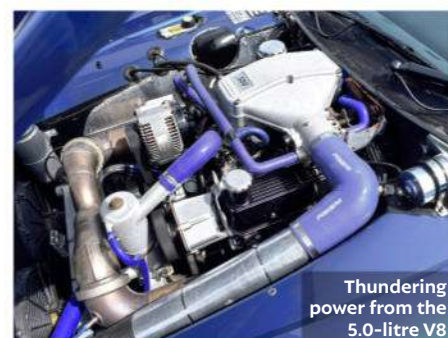
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Thundering power from the 5.0-litre V8

## 1996 TVR Chimaera 500 £25,995

Fancy something supercar-fast for BMW money? Then allow **JJ Vollans** to talk you around this top-flight TVR

It might seem obvious, but simply looking at the figures involved with the TVR Chimaera 500 doesn't really convey its prodigious pace. It has 320bhp and only weighs 1060kg – that's a power-to-weight ratio of 'Oh my God, this thing is nuts!'

The steering is synapse-like direct and, thankfully, the more forgiving suspension of the Chimaera (compared with its Griffith sibling) makes this car a little less psychotic.

All of this likely explains why so few miles have been travelled by this TVR's former keepers. According to its odometer, it hasn't even covered 65k miles in nearly 30 years. The bodywork, underneath the stickers – we'll get to those later – looks very good indeed. The panels all have a neat and even coating of Olympic Blue, and they don't seem any more out-of-whack than anything else Blackpool turned out in the 1990s.

Like an ageing movie star, this one is a little hard to precisely age. There are a mix of exterior touches that will confuse even the TVR cognoscenti, like the Tuscan-style mirrors, faired-in lights, five-stud wheel conversion, late-spec rear light clusters and the longer bootlid.

On the inside, some early Chimaera features remain, such as the lower dash panel and the kick plates. Spotter-jotter facts aside, according to the comprehensive service history backing up the mileage, the interior trim in this car has been given a recent overhaul by TVR specialist D&C Trim based in Blackpool, not far from the original factory. It certainly looks sharp today, with great leather, stitching and reassuring support from the seats. The latter is certainly needed once you begin to extend the revs and exploit the gears via the Borg-Warner T5's stubby little stick, which is perfectly placed for a short throw of the left arm. The dials all appear to convey sensible readings, and everything seems to work as it should, although we didn't get around to trying the stereo; there was quite enough aural drama without it!

The 5.0-litre Rover-derived V8 is a 'serpentine' engine in TVR speak, which in English just means the replacement of the ancillary drive arrangement from several separate items to one serpentine belt. (The oil pump also became driven by the crankshaft, rather than the camshaft.) Other than the purple rocker covers, and

the bright blue silicone hoses, this power unit appears to be in original condition, with no obvious signs of leaks. We did notice that a previous owner has had a rather skilful exhaust catalyst delete carried out, which will need undoing before the next MoT – or immediately if you care about the environment.

For the brave behind the wheel, this TVR will make a fantastic choice. You won't get any peace mentally, aurally, or visually, but if you like your classics to give you a fearsome jolt of adrenaline every time you get inside, then there are few better machines currently on sale.

As for those RAF roundel stickers, an explainer: the vendor took the car on an excursion across the Channel to Normandy for the D-Day 80th celebrations, and wanted to mark the occasion. They can be removed.

### CHOOSE YOUR TVR CHIMAERA

- ▶ Designed alongside the Griffith as an easier-living, grand-touring TVR, the Chimaera was launched a year later, in 1992. The base engine was a 3.9-litre Rover V8, badged as a 4.0, with an optional big-valve 4.3 above it.
- ▶ 5.0-litre engine from the Griffith 500 topped the range from 1994; its Borg-Warner T5 gearbox rolled out across the rest of the range. 4.3-litre engine replaced by high-compression variant of the 4.0.
- ▶ Facelift in 1996 brings in parts shared with the Cerbera, including rear bumper, bootlid, door locks and grille.
- ▶ The 4.0-litre is replaced by 4.5-litre for 1998. Chimaera range replaced by Tamora in 2002.

### 1996 TVR Chimaera 500

**Price** £25,995 **Contact** James Agger Autosport, Old Dalby, Leics (01509 881516, jamesagger.com)

**Engine** 4988cc V8, ohv, EFI **Power** 320bhp @ 5500rpm **Torque** 320lb ft @ 4000rpm

**Top speed** 167mph **0-60mph** 4.1sec **Fuel consumption** 20-28mpg **Length** 4015mm **Width** 1865mm

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Rare 1.6-litre engine seems healthy

## 1949 Land Rover Series I £44,995

Richard Mason reveals a rare opportunity to acquire a very early 80-inch Land Rover, fresh from restoration

**E**arly 1.6-litre Series I Land Rovers are becoming more attractive as the years pass. To find one in its original specification, albeit significantly restored, is not common. Not everyone wants one in bright red, but the colour makes it even more special.

The engine starts easily and ticks over quietly. Remembering there's no synchromesh on the first two ratios of this four-speed gearbox, you have to select first gear cautiously. However, before that, we have to make sure that the transfer box's lever is pushed forward from its mid-position into high range for road use. The clutch engages about halfway along the pedal's travel without much effort. Typically, the steering is heavy, but gets lighter on the move. The brakes are light and effective, while the ride is choppy, even on seemingly smooth surfaces. Going off-road, low range has to be selected in order to benefit from greater torque, and we note the selector sometimes jumps into neutral. The dealer will have this adjusted.

Almost everything on this Land Rover is red, including the chassis. The paint is intact and the pristine condition of what

is underneath, including the wheelarches, suggests this vehicle has seen minimal use since its full restoration. Door frames, windscreen surround, hinges and similar trim are all unpainted, as per the original design, and appear to be freshly galvanised. The roof and most of the upper rear body are covered by a green canvas hood, which again is in perfect and unused condition. Bright red steel wheels with black nuts and hubs are shod with new Michelin tyres all-round.

Being a Utility-specification, base-model Land Rover, the cabin is spartan although the all-red colour adds a sense of warmth. Maybe that's just as well because there's no heater or demister. The good news is that there are no signs of damage to this brand-new interior. Seating is well padded, while the three-spoke, 17-inch 'banjo' steering wheel is free of cracks and distortion. Petrol gauge and speedometer work, as do the lights.

Being a nut-and-bolt restoration, all the oily bits are dry and pristine in their respective liveries. The leaf springs are painted black and are in good condition. The entire exhaust system is still gleaming black. The engine bay's red paintwork is unmarked. The reconditioned engine

looks new with its grey painted cylinder block and head. The wiring loom is also clearly recent too, and the fan belt is so new that its 'Unipart' label is clear to read.

Unfortunately, there is almost no documentation with this car. According to the vendor it was a barn find rescued by a group of enthusiasts in the Eighties, and its unusual red paint suggests it might originally have been a fire service vehicle. However, that top-quality restoration came courtesy of Jaguar Land Rover Classic itself three years ago, after which the car was advertised for £90,000 – indicating the reverence that these early Land Rovers inspire. With that sum in mind, a fiver short of £45k looks like a bargain given the standard of work done.

### CHOOSE YOUR LAND ROVER SERIES I

- ▶ Launched in 1948, the original Land Rover came in 80-inch wheelbase form, with a 50bhp 1.6-litre engine.
- ▶ Tickford-built Station Wagon, in retrospect the forerunner of the idea that developed into the Range Rover, followed in 1949, renaming the basic model as the Utility.
- ▶ 2.0-litre petrol engine fitted from 1952.
- ▶ Range refresh in 1954 replaced 80-inch wheelbase with an 86-inch model, and introduced a 107-inch wheelbase Pickup.
- ▶ Tickford Station Wagon replaced by in-house 86 and 107-inch models from 1955.
- ▶ Wheelbases were extended again in 1956, to 88 and 109 inches.
- ▶ A new diesel engine became optional on all models except Station Wagons from 1957. Range replaced by Series II in 1958.

### 1949 Land Rover Series 1 Utility

**Price** £44,995 **Contact** Classic Connection, Burley, Hampshire (01425 489575, [classicconnection.co.uk](http://classicconnection.co.uk))  
**Engine** 1595cc four-cylinder, ioe, carburettor **Power** 50bhp @ 4000rpm **Torque** 108lb ft @ 2000rpm  
**Top Speed** 60mph **0-60mph** 16sec **Fuel Consumption** 20-27mpg **Length** 3530mm **Width** 1549mm

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**JAGUAR XK 5Ltr 'PORTFOLIO' CONVERTIBLE 2010:** Metallic Black with Ivory hide interior. Black soft-top. 'Burr' walnut wood trim. 18" 'Venus' alloy wheels. Two owners. 19,000 miles only from new ..... **£24,995**



**JAGUAR XKR-S 2011 LEFT HAND DRIVE:** French Racing Blue with Charcoal hide interior. 20" Graphite wheels. Carbon trim pack. Supplied new in Belgium it was brought back by Jaguar Cars in 2017 whereupon a client of ours purchased it from Jaguar. 17,000 miles only from new. Very rare ..... **£39,995**



**MERCEDES-BENZ 300 SL (R107) 1986:** Diamond Blue with Navy blue hide interior. Matching hard-top and Navy Blue soft-top. Flat-face alloy wheels. Rear seats. 29,000 miles only from new. Supplied new in Jersey. Full service history. Previously supplied by ourselves ..... **£47,500**



**MERCEDES-BENZ 280 SL 'PAGODA' (W113) 1969:** Opalescent Maroon with Black hide interior. Matching Maroon hard-top and black mohair soft-top. Automatic/P.A.S. 90,000 miles only from new. Comprehensive history and known to us for many years ..... **£125,000**



**AUDI A4 SPORTLINE QUATTRO 3.2 Ltr CONVERTIBLE 2006:** Mineral Grey with Charcoal hide interior. Black soft-top. Tiptronic automatic gearbox. 18" alloy wheels. Air conditioning. Two private owners plus ourselves. 31,000 miles only from new. ULEZ compliant ..... **£8,995**



**JAGUAR XJ8 4.2 Ltr (X-350) SUPER V8 2004:** This is the SUPERCHARGED precursor to the XJ'R'. Zircon Blue with Warm Charcoal hide interior. 18" 'Prestige' alloy wheels. Three owners. 51,000 miles only from new. Full service history. A highly equipped example including CATS, rear media controls and heated wood & leather steering wheel. Previously supplied by ourselves ..... **£15,995**

**BMW 740LI 2016:** Grey with Tan hide interior. One (overseas Royalty) owner from new. 31,000 miles only from new. Very highly specified and chauffeur driven from new ..... **£18,995**

**JAGUAR XK 150 3.4 Ltr FHC 1959:** British Racing Green with Black hide interior with Suede Green carpets. BRG wire wheels. Supplied new to the USA from where it returned in 2013. Guy Broad engine and 'Broadport' 5 speed gearbox plus other upgrades. A highly useable example ..... **£45,000**

**JAGUAR XK150 3.8 'S' FHC 1960:** British Racing Green with Beige hide interior, bucket seats fitted, original style seating included. Chromium wire wheels. Original engine, 5-speed gearbox, original included. Subject to a JD Classics body-off restoration in 2003 with JD brakes, power assisted steering, alternator etc. This is an original UK supplied RHD 3.8 'S', one of only 36 cars ..... **£99,500**

**JAGUAR SOVEREIGN 4.2Ltr 1985:** Rhodium Silver with Black hide interior. 'Pepperpot' alloy wheels. One owner. 40,000 miles only from new. Full service history. Air conditioning, electric sunshine roof and other usual refinements ..... **£17,995**

**MERCEDES CLK 200 KOMPRESSOR CONVERTIBLE (A209) 2007:** Tellurium Silver with Anthracite hide interior. AMG line body styling kit. Navy Blue soft-top. 18" AMG alloy wheels. Two owners. 31,000 miles only from new. Air conditioning and 'Avandgarde' equipment package. .... **£10,995**

**MG TA TICKFORD DROPHEAD 1937:** Navy Blue with Beige hide interior. Navy Blue carpets and soft-top. Silver wire wheels. A very carefully restored example with correct TA engine etc ..... **£37,995**

**RANGE ROVER (P38) 4.6 VOGUE 2000:** Dark Metallic Blue with Biscuit hide interior. Alloy wheels. One family (overseas Royalty) owned from new. 64,000 miles only from new ..... **AVAILABLE SHORTLY**

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**ULEZ EXEMPT**

**1952 DAIMLER SPECIAL SPORTS CONVERTIBLE.** Coach built by Barker and one of only 500 built. 3 were fixed head the rest drop heads mainly by Barker, there were a few Hooper bodied. Finished in Sage Green over Smoke Green with Beige Hide. The car has an extensive History File including the original log book detailing ownership. Also comes with MOTs dating from 1968 to 2018, handbooks, Jack and Tools, Spare keys etc. Beautiful example..... **£32,995**



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**2018 MERCEDES AMG SLC 43 AUTO CONVERTIBLE.** Finished in immaculate Metallic Black with Black Nappa leather stitched red and red seat belts. 3.0 litre V6 engine capable of 0 to 60 in 4.6 seconds. Panoramic folding roof, air scarf, climate control, Mercedes Comand System, heated seats, performance steering wheel, AMG body styling, 18 inch alloy wheels, 9 speed auto with tiptronic paddles etc. 41,800 miles with original handbooks. Full Service History and 2 sets of keys. Excellent opportunity to acquire a high performance luxury Mercedes ..... **£29,995**



**1990 ROLLS ROYCE SILVER SPIRIT II \*2 OWNERS 15,000 MILES FROM NEW\*.** Supplied to a London PLC 1st Jan 1990 then passed to a doctor for 29 years and used sparingly now covered 15,900 miles. Finished in Royal Blue with Magnolia Hide, Dark Blue Piping and Dark Blue dash top Dark Blue carpets. Spare wheel and unused complete tool kit. The underside is in remarkable condition, looks more like a one year old car not a 33 year old one. One of the very best you will find. .... **£26,995**



**1985 JAGUAR XJ-SC 3.6 CABRIOLET.** Sold new to Mr Michael Allen by Ruttee Braye Ltd of St Martins Guernsey on the 8th July 1985, who kept the car until May 2000 having only covered 10,000 miles. Sold to its 2nd and only other owner and has now covered only 27,000 miles. Finished in immaculate Claret Metallic with unmarked Doe Skin Hide, manual 5 speed gearbox and air conditioner. Rare opportunity to acquire a totally original unmolested XJ-SC in time warp condition and very low mileage. Sound investment at ..... **£23,995**



**ULEZ EXEMPT**

**1983 MERCEDES 200 123 SERIES \*ONLY 25,800 MILES FROM NEW\*.** Supplied by M Thomas Continental of Plymouth to a gentleman from Newquay who had the car until his passing in 2022. The car has 10 service stamps by M Thomas Continental up until September 1998 at 25,118 miles. Finished in its original and immaculate Signal Red with unmarked Tan Trim, the car is in time warp condition and totally original, not having had any restoration or repairs. Comes with all its original Hand Books, Service Book, New Car Brochure and price list. When only the best is good enough ..... **£23,995**



**ULEZ EXEMPT**

**1975 TRIUMPH TR6 2.5 PI P6.** This immaculate fully restored UK spec CR chassis number fuel injection with overdrive example has been subject to a full restoration to its original UK spec and original colour, Magenta with black trim. Upgraded with far more comfortable seats and a wooden steering wheel. With an extensive history file with MOTs to confirm mileage of only 71,000 from new, the original hand book, service book, heritage certificate plus a hard top supplied from new..... **£23,995**



**ULEZ EXEMPT**

**1968 ROLLS ROYCE SILVER SHADOW I.** Very early car with the most desirable Chippendale Dash and Chrome interior door handles. Covered 90,000 miles. The car has just had an hydraulic system overhaul, full service and recommissioning. Finished in its original colour of Regal Red with Parchment Hide and Light Beige Wilton Carpets. Early Shadows with the Chippendale Dash are very collectable and hard to find in this condition..... **£21,995**



**ULEZ EXEMPT**

**1972 ROLLS ROYCE SILVER SHADOW I.** Finished in Sable with Beige Hide and Beige Wilton Carpets. Last purchased in 1982, for the last owner's daughter's wedding and kept the car until we purchased it in 2018 and has been in our personal collection. Fully recommissioned including hydraulic brakes and suspension overhaul and covered 65,000 miles. Stunning looking car in its period colour. Ready for show..... **£19,995**



**ULEZ COMPLIANT**

**2016 MERCEDES C200 COUPE AMG AUTO.** Finished in flawless Hyacinth Red Metallic with unmarked Black Leather Interior. Specifications include heated and electric front seats, two zone climate control, cruise control, multi function colour control screen, DAB radio, Sat Nav, Rear camera, Bluetooth, ambient lighting, paddle shift, speed limiter, panoramic sunroof, 18inch alloy wheels etc. The car has only covered 25,000 miles. Very high spec luxury low mileage C200 Coupe..... **£19,995**



**1997 ASTON MARTIN DB7 VOLANTE.** Finished in Solent Silver with Light Grey Hide, Dark Grey Piping, Black Hood and Suede Headlining. Supplied by Aston Martin Sales Mayfair and covered 81,000 miles. Just had a full major service, new brake pads and new tyres. Comes with handbooks, service books, file of invoices, MOT's, two sets of keys, tool kit and 12 month warranty. Exceptionally well looked after Aston Martin DB7 in excellent condition..... **£19,995**



**ULEZ COMPLIANT**

**2008 MERCEDES SL350 CONVERTIBLE AUTO \*ONLY 29,000 MILES\*.** Finished in immaculate Obsidian Black with light stone leather and black ash wood. Options include Panoramic roof, rear park assist, multi function wood/leather steering wheel, Mercedes Comand System, Satellite Navigation, DVD, Cruise Control and Climate Control etc. Only 29,000 miles with Full Service History. Immaculate, well looked after low mileage SL350..... **£16,995**



**ULEZ EXEMPT**

**1980 MGB ROADSTER.** This stunning MGB is finished in immaculate Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles, comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for service and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one! ..... **£14,995**

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**2005 PORSCHE BOXSTER 3.2 S 6 SPEED MANUAL GEARBOX.** Finished in immaculate Basalt Black Metallic with dark grey hide, dark grey carpet and electric powered black hood. Only 67,000 miles with full service history, both main dealer and specialist stamps. Electric seats and windows, original Porsche CDR 24 sound system, digital climate control, trip computer etc. Comes with a file of invoices detailing how well the car has been cared for along with its original books in the leather Porsche Wallet. Superb drive and performance..... **£13,995**



**ULEZ EXEMPT**

**1971 ROVER 2000 TC.** Finished in Tobacco Leaf with Black Hide. Placed into storage in 2005 and fully recommissioned by us in 2020. We sold the Rover to its second owner in 2020 who covered only 2,000 miles during his ownership, now only covered an incredible 31,000 miles. Comes with Heritage Certificate, old MOTs and new car receipt from Lex Motor Group. Very hard to find in this condition..... **£12,995**



**2000 VOLKSWAGEN GOLF V5 AUTO.** Top of the range luxury Golf featuring the super smooth VW V5 engine together with the DSG Automatic gearbox. ONLY one owner and 57,000 miles. Immaculate Diamond Black with contrasting Magnolia Leather. Only one very careful owner, meticulously serviced and maintained, confirmed by the documented history and service records with 18 stamps in the service book. With all the original handbooks and service book. Exceptional condition..... **£11,995**



**1988 TVR 350I SERIES 2.** Stunning Monza Red with Biscuit hide and Black Mohair Hood. With cross spoke alloy wheels. Only covered 73,000 miles since 1988 and comes with 2 files full of service history with MOT certificates dating back to 1991. With original book pack including hand book, service book, 2 sets of keys and the TVR V8 Sound Track. Low mileage well looked after example. .... **£11,995**



**ULEZ COMPLIANT**

**2002 AUDI S6 AVANT QUATTRO 4.2 TIPTRONIC.** Supplied new by Epson Audi to a lady director of Shell to a very high exacting specification. (See our main website) Immaculate Licht Silver Metallic with Black Alcantara/ leather Trim. 11 service stamps by Epson Audi plus a file of invoices including Cambelt change at 59k and 84k. The car changed owners in March 2023 at 116k and had 2 further specialist services now covered 121k and looks like a 21k Audi S6. Top Specification, Top Condition and Super Performance..... **£10,995**



**ULEZ COMPLIANT**

**2004 JAGUAR X-TYPE 2.5 V6 SE (AWD) MANUAL \*ONLY 12,000 MILES\*.** Finished in immaculate Pacific Blue with Ivory Leather and bronze Sapele veneers. Only 12,000 miles and only two owners, the first owner had the car from 2004 to 2023. This immaculate example comes with its book pack, fully documented main dealer service history, original sales invoice, selection of service bills and 2 sets of keys. Specifications include heated front seats, climate control, cruise control, radio/CD player, adjustable steering column, trip computer etc. Exceptional low ownership and low mileage Jaguar X TYPE known for elegance and excellence..... **£10,995**



**1996 MERCEDES E220 CABRIOLET SPORT.** Finished in the popular colour combination of immaculate brilliant silver with black leather. With the optional extras of heated seats, front armrest and 8 hole alloy wheels. Only 3 owners from new, the last owner has owned the car since 2005. Comes with service history, old mot's, mercedes book pack, service book etc. Very well looked after low ownership locally owned from new. Now becoming very sought after..... **£10,995**



**1986 AUSTIN METRO CITY\*ONLY 3,200 MILES\*.** Finished in its original White Diamond with Brown/Beige Trim. Serviced at 999 miles and again at 2,505 miles. MOT's within file from 1989,1990,1991 and 1992. Totally original apart from having a new exhaust system. Comes with all the original log books in the original plastic wallet. With unused spare wheel and tools. Must be one of the best in existence, would be credited to a collection or museum..... **£9,995**



**ULEZ COMPLIANT**

**2004 VW BEETLE 2.0 AUTO.** Only 18,000 miles from new only 2 owners, 1st from 2004 to 2023. Finished in Silver with Grey Trim this virtually unmarked car has been very well looked after with 15 service stamps in the service book. Specs include Radio/CD player, alloy wheels, air con and metallic paint. With original new car invoice, fully stamped service book, unused spare wheel and tool kit and 2 keys. Immaculate low mileage Beetle for only..... **£7,995**



**2000 JAGUAR XJ8 AUTO.** Finished in immaculate Ebony Black with Ivory Hide. This elegant XJ8 comes with Sat Nav, Climate Control, Cruise Control, CD Changer etc. Covered 82000 miles with a fully stamped service book and an invoice for a new timing chain. Comes with all original book pack, a file of invoices, old MOTs dating back to 2003, complete tool kit and 2 sets of keys..... **£7,995**



**ULEZ COMPLIANT**

**2002 BMW 520I ES SE AUTO.** Finished in immaculate Titanium Silver with Full Black Leather. Very rare being the ES model and only 64,000 miles from new with 7 Hexagon Service Stamps and one main dealer stamp. Specifications include Full Leather, Electric Sunroof, Climate Control, Split Rim Alloys and BMW Business Entertainment System. Comes with all the original Books and Service Book in the leather BMW wallet and 2 sets of keys. 3 former keepers a very well looked after original example... **£6,995**



**1999 BMW 318I CONVERTIBLE AUTO.** Only one lady owner from New. Finished in Titan Silver with Black Leather and Black Hood. The car has only covered 58,000 miles with service print out and old MOTs. Specification includes Climate Control, Electric Windows, Leather Steering Wheel and Alloy Wheels. One owner low mileage car for only..... **£6,995**

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**1969 Jaguar E-Type Series II 4.2 Roadster** – Last Owner 49 years. UK Home market matching numbers car. Only two owners from new. fantastic history file dating back to its first service in 1969. .... **£69,995**



**1989 Jaguar XJS V12 Convertible** - This XJS had a staggering £110,000 spent on restoration work since 2014. Ten years on since restoration the XJS is exceptional to drive, with its rebuilt engine, gearbox and upgrades it is very special on the road..... **£24,995**



**1958 MG ZB Magnette** – The MG is ready to use and enjoy. Having gone to huge expenditure, the last owner has sold the car and it therefore now offers an excellent opportunity. Prior to the work, this was a strong, honest, original car and its now been taken to a lovely standard, ideal for regular use, shows and rallies..... **£19,995**



**1962 Mercedes-Benz 190SL** – This is the finest we have ever offered to market and is a car the more discerning of buyers will be proud to own. The paint finish is outstanding, the bodywork immaculate and the chrome beautiful..... **£194,995**



**1971 Mini Cooper S MKIII** – A beautifully prepared car with an outstanding, gleaming Acqua paint finish. The engine is strong, feels quick and the gearbox offers lovely smooth changes. A huge level of work has gone into this car, its now ready to use and enjoy and is so much fun..... **£49,995**



**1968 MGC GT Automatic** – University Motors - The C is structurally sound with a solid, straight underside and the bodywork is very smartly presented with a lovely paint finish. The chrome work is nicely presented, the wheels are excellent and the engine bay and boot area are well presented. The interior is very well presented..... **£19,995**



**1968 MGC Roadster** – OTB 278G drives incredibly well with a superb, strong engine with super smooth four speed gearbox with overdrive. The car is stunning with superbly straight body panels, first class floors, sills, a deep, high quality paint finish, gleaming chrome work, a high quality, luxury upholstery..... **£26,995**



**1963 Jaguar MKII 3.8** - Beecham Upgraded - AJM 47A is a fabulous car in every respect and is not only presented in beautiful condition, it is ideal for regular use and long distance touring. The various upgrades make this car the ideal overall package..... **£49,995**



**1948 MG TC** – SXS 233 is still running in with around 200 miles covered since completion. The MG TC has a stunning, clean, and re-painted chassis, stunning bodywork and paintwork and a top-quality interior. On the road the MG is a delight with a rebuilt engine and impressive road holding..... **£29,995**



**1969 Citroen DS21 Pallas** – XAU 572G is a fabulous example and has clearly been exceptionally well maintained all the way through its life, testament to this being the original leather upholstery. This structurally excellent car that is totally on the button and ready to use and enjoy..... **£34,995**



**1970 MG Midget MKIII** – EGO 420J is such a special car and really must be driven to be fully appreciated. The Oselli engine is quick, the car has so much power and performance for a Midget, its strong, fit, sounds terrific and pulls impressively through the gears..... **£12,995**



**1950 Morris Minor Series MM** – The paintwork has an incredible deep, gleaming finish, the bodywork is exceptional and the interior has the feel of a beautifully kept, original car. Mechanically superb after its engine rebuild, the Morris is a delight..... **£14,995**



**1971 Morgan 4/4 Four Seat Tourer** – One long term owner since the 1980's and in 2011 treated the car to over £13,000 of work to the engine, braking system, steering and suspension. Since carrying out this work, the Morgan has covered over 7,000 miles and has been thoroughly enjoyed on club events. This is a fantastic car, superbly aged..... **£29,995**



**1997 Mazda MX5 MKI Harvard** – Our car has covered just 16,000 miles from new and is a one lady owner car with all its original manuals, original bill of sale, service book and hard top. We can confirm the Mazda is superbly presented with an exceptional bodyshell and structurally first class underside..... **£17,995**



**2006 Ford GT** – This completely original, immaculate First Generation Ford GT has had just one owner from new and has covered 5300 miles. This legendary super car was ordered new in 2006 by one of our long term clients and for the past 17 years the Ford has been part of an impressive car collection and used sparingly..... **£399,995**



**1971 Bristol 411** – A very honest, original and well cared for look. The upholstery is impressive with Black leather seats, high quality new carpets and delightful dashboard, dials and headlining. The Bristol has a true feeling of quality and finding genuine, very original examples of the 411 is becoming increasingly difficult..... **£57,995**



**1997 MG RV8** - On the road the MG is a delight with impressive power and performance from the fit, healthy and superb sounding V8. The five speed gearbox excellent to use, and handling and braking superb after the recent program of work. The MG presents well with a lovely consistent Woodcote Green paint finish..... **£24,995**



**1968 Rolls Royce Mulliner Park Ward Convertible** - Having had the recent level of re-commissioning, the Rolls Royce feels excellent on the road and is in strong mechanical condition. BWA 438G looks impressive and imposing with a straight bodyshell and lovely, well presented paintwork..... **£59,995**



**1986 Jaguar XJ-S CV12 HE TWR** – The XJS presents in first class order with excellent paintwork and bodywork, and a lovely Grey leather upholstery. The Speedline alloys and Black Cabriolet targa top hood are also in very good order. This really is a true collectors piece and with low mileage XJS cars really pushing on in value..... **£22,995**



**1977 Daimler Sovereign Coupe** – The bodywork, shut lines and panels are pristine, the paintwork beautiful, chrome work first class and the upholstery truly outstanding. The underside is quite simply exquisite, and on the road equally impressive with impressive power, performance, comfort and luxury..... **£39,995**

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**1967 Ford Mustang Coupe** - Came to us from Pembrokeshire, where it has been with its one UK owner since 2021. Prior to that it was in California and it comes with extensive history dating back to the early 80's. .... **£23,995**



**1989 Bentley Eight** - 37000 miles and comes with impressive service history. Supplied by us with 12 months MOT and freshly serviced, this is a car that will leave us ready to use and enjoy without further expenditure.... **£26,995**



**1989 Peugeot 205. 1.6 GTi** - 68,000 miles from new and comes with a fantastic history file to include the original bill of sale, service books, handbooks, spare key with original Peugeot keyring, MOT's and comprehensive invoice file. Everything a collector would want. .... **£18,995**



**1957 Chevrolet Bel Air** - The quality is first class throughout and having had an incredible £90000 of expenditure. Only 300 miles have been covered since restoration. 268.9 HP at 4300 RPM and 327.9 lb/ft of torque the specification includes Powerglide Auto transmission, power steering and power windows..... **£49,995**



**1950 Jaguar XK120 Roadster** - We can confirm this Jaguar drives superbly, running with exceptional oil pressure as expected with a fully rebuilt engine that has covered nominal mileage. WXG 181 offers outstanding and impressive performance with a lovely usable Moss gearbox making for a fantastic driving experience. .... **£79,995**



**1958 Mercedes-Benz 220S Cabriolet** - Presents beautifully with an impressive high quality paint finish. The chrome work is very good and the interior beautifully finished. The hood is equally as impressive being almost new. The rebuilt engine offers lots of confidence, its strong and fit ..... **£124,995**



**1954 MG TF 1500** - RHD Home Market car. Finished in Ivory with Red upholstery, and it still retains its original factory supplied 1500 engine. 5 speed gearbox enhancing drivability and performance. This is a beautiful car..... **£34,995**



**1962 Triumph TR4** - Historic Road Rally Winner - The car presents well as a real 'user', is structurally excellent and general appearance is as you'd expect of an top quality older restoration that's been used to competing in events. This is a brilliant car, true provenance but also incredible fun to drive..... **£39,995**



**1957 Austin Healey 100/6** - Mechanically on the button, the 100/6 would make an excellent regular use classic capable of serious touring and has the provenance of matching numbers, original colours and just two UK owners making this a very attractive example ..... **£43,995**



**1978 Aston Martin V8 Volante** - 45000 miles, accompanied by an exceptional history file including original bill of sale. A stunning, highly original top class motor car that we are very proud to offer onto the market.. **£187,995**



**1959 Jaguar XK1500 3.4 FHC** - UK Home Market - Matching Numbers. Perfect combination of history, provenance, usability, and quality in terms of condition and restoration. This is a car we've known for almost 15 years and we cannot highlight enough how spectacular this car is.... **£99,995**



**1988 Mercedes Benz 300SL** - 30500 miles. Smoke Silver. Everything you'd look for in an SL, it has low mileage, excellent history and has been kept super original and clearly has been very well cared for throughout its life. .... **£47,995**



**1970 Lotus Elan +2S** - This beautifully presented example was manufactured in 1969 and comes with an impressive history dating back to just a few years old. On the road the car feels tight, responsive and offers a fantastic driving experience. The engine is super fit, its strong, offers impressive performance and with smooth gear changes ..... **£29,995**



**1968 MGC Roadster** - Our MGC is a fantastic to driver, its performs incredibly well on the road with a strong, fit and healthy engine holding very good oil pressure. The C has a smart, tidy engine bay with excellent inner wings and the underside of the car is excellent ..... **£19,995**



**1971 Jaguar E-Type Series III V12 Roadster - Coombs Demonstrator** - Registered new with the Coombs of Guildford and wore the world famous registration number 'BUY 1'. This matching numbers car has only covered 38500 miles from new and whilst it has had cosmetic refurbishment, it is an incredibly original car. An unrepeatable opportunity ..... **£136,995**



**1959 Austin Healey 3000 MK1** - We can confirm on the road this Healey is sensational, it is quite simply outstanding to drive. The engine is incredibly fit offering excellent performance and correct oil pressure, the gearbox as expected after a thorough rebuild is first class and the car is dream in terms of handling ..... **£45,995**



**1957 MGA Roadster** - FIA Registered. No doubt one of the very best driving examples we have owned. This is a fantastic car, one with true provenance and its long term reliability has been proven with its years of long distance overseas touring..... **£34,995**



**1974 Rolls Royce Corniche** - 330 YUK is an incredibly usable, strong driving Jeep that presents in excellent condition with many of its original features and tools. Since being in the UK the Jeep has covered in the region of 6000 km's (now 8000 km's since rebuild) and has been MOT tested most years ..... **£44,995**



**1983 Porsche 911 SC** - This beautifully presented Porsche 911SC is a full history car that has recently been subject of a program of work that has cost almost £70,000. This beautifully presented Porsche 911SC is a full history car that has recently been subject of a program of work that has cost almost £70,000 ..... **£79,995**



**1961 Jaguar E-Type Series 1.3.8 FHC FIA Race Car** - This 1961 Jaguar E-Type Series One 3.8 Flatfloor Coupe is an FIA registered Competition GT car with valid Historic Technical Passport for Hill Climb, Rally and Racing. Valid until 31st December 2026, 6182 RW is in the GTS 7 FIA Class and has competed at several circuits all over Europe including Le Mans..... **£224,995**



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**Aston Martin V8 Saloon**



**Porsche 944 S2 Cabriolet 1990**



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**MGC GT Fast Road Car**



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AC Shelby Cobra  
Aston Martin DBS 2009 Man  
Aston Martin DB2/4 Drophead  
Aston Martin DB4 LHD  
Aston Martin DB5 LHD  
Aston Martin DB6 Saloon Man RHD  
Aston Martin DB6 Volante Man RHD  
Aston Martin DB9 Coupe

Aston Martin DB9 Volante  
Aston Martin One-77 LHD  
Aston Martin Vanquish S LHD  
Aston Martin V8 Vantage SWB Volante  
Aston Martin V8 Vantage 550 Man  
Aston Martin V8 Vantage V600 Man  
Aston Martin Virage Coupe  
Aston Martin Virage Volante 6.3

Aston Martin V8 Volante LHD  
Aston Martin V8 Volante RHD Man  
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**2003 Mercedes SL55 AMG** finished in Solent Silver/Blue with an exceptionally clean Charcoal hide interior and having covered only 75,000 miles from new, Just reduced to **£15,950**



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**2005 Aston Martin DB9** in Midnight Blue with Caspian blue interior. A lovely example with just 70,000 miles, full-service history, Aston Installations Satnav upgrade. Multi Spoke sports alloys **£19,950**



**2006 Aston Martin DB9 Volante** in Onyx black with Sandstorm hide interior, 55,000 miles, full-service history. Ready to be enjoyed and just reduced to **£28,950**



**1965 Jaguar 4.2 E Type** in Opalescent dark blue with red hide interior. Completely rebuilt and upgraded with nothing left to chance. Probably the best available. Full details on request **£165,000 ovno**



**2003 Aston Martin Vanquish.** Finished in Tungsten Silver with two tone pale grey hide interior. This is an exceptionally well-kept example with a very detailed history. Only 2 owners and not expensive at **£49,950**



**2002 Bentley Arnage "T"** by Mulliner in Silver Tempest with black quilted Mulliner interior. Claimed by Bentley at the time of build to be the fastest 4 door saloon ever built. Low ownership and low mileage. Just reduced to **£21,950**



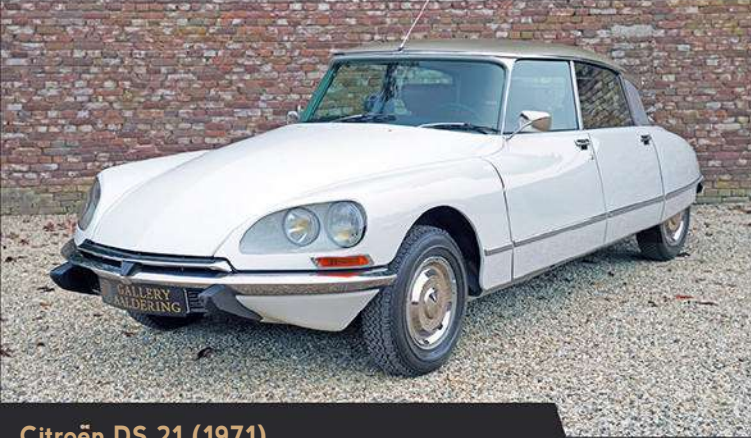
**1966 Jaguar 3.8 MkII** in Opalescent dark blue with red hide interior. In exceptional condition with uprated high compression engine, 5 speed box, Chrome wire wheels, handling Kit and uprated brakes. Fabulous in every respect at **£49,950**

# GALLERY



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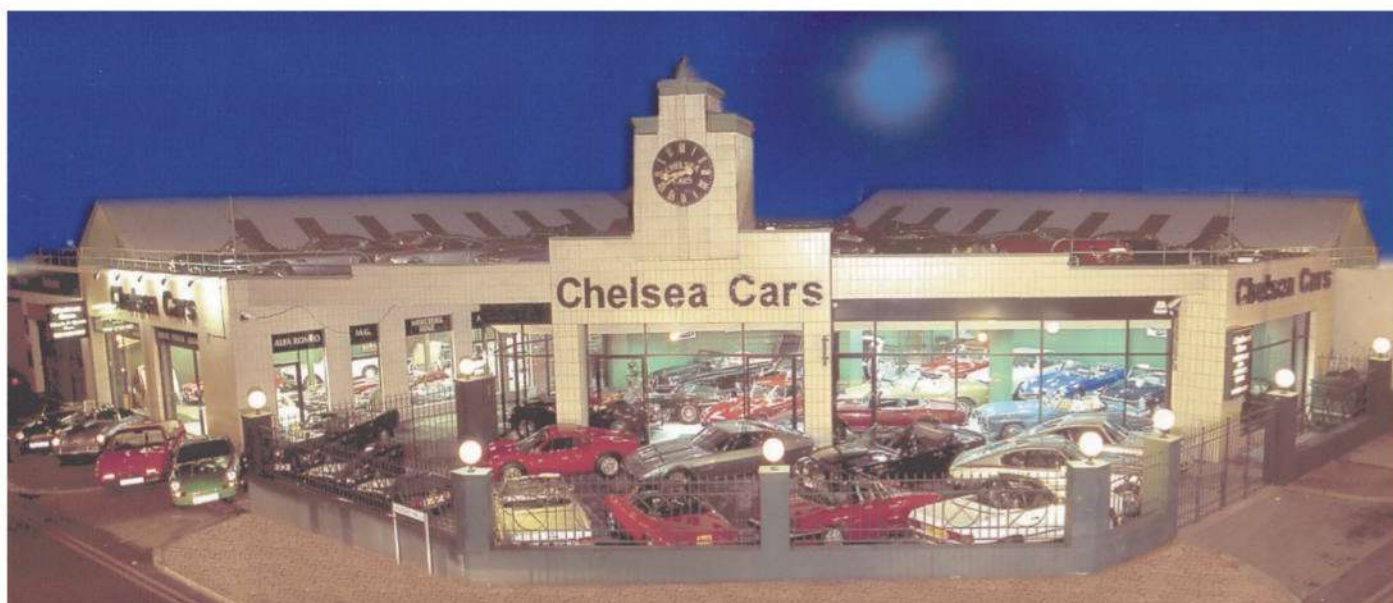
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- 1972 MERCEDES 280 SE 3.5 V8 SALOON** - RHD. AUTO. P/S. GOLD METALLIC COACHWORK WITH BLACK INTERIOR. FACTORY METAL SUNROOF. FULLY RESTORED AND ENGINE REBUILT WITH INVOICES SHOWING OVER £60K SPENT ..... **£39,995**
- 1972 MERCEDES 280 SE 4.5 LONG WHEELBASE MODEL SALOON. LHD** - METALLIC SILVER COACHWORK WITH BLACK LEATHER INTERIOR. AUTOMATIC TRANSMISSION. POWER STEERING. FACTORY AIR CONDITIONING. LOVELY CONDITION RARE MODEL CAR ..... **£29,995**
- 1973 MERCEDES 280S SALOON. RHD** - RED COACHWORK. BEIGE MB TEX INTERIOR. AUTOMATIC TRANSMISSION, POWER STEERING. VERY GOOD CONDITION THROUGHOUT. DRIVES VERY WELL ..... **£24,995**
- 1988 MERCEDES 300 SL** - NAUTIC BLUE COACHWORK, GREY LEATHER, 112K MILES ..... **£32,995**
- 1988 MERCEDES 300SL** - WHITE COACHWORK, DARK BLUE LEATHER INTERIOR. 90K MILES. FSH ..... **£29,995**
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- 1997 MINI COOPER 1.3 RHD AUTO** - A/C GREEN COACHWORK. GREEN LEATHER INTERIOR WOODEN DASH ..... **£9,995**
- 1967 MORRIS MINI MOKE. RHD** - BRG COACHWORK. FULLY RESTORED ..... **£24,995**
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## 1968 TRIUMPH TR5 WITH OVERDRIVE (3 owners!)

Royal blue with original full surrey top. Has been very well looked after with over £3000 spent on maintenance and upgrades in the last 2 years. Drives beautifully down the road. Loads of receipts detailing work carried out on the vehicle. This is one not to be missed! We have completed some pre-MOT adjustments including all new rubber hoses under the bonnet and a reconditioned rear wheel bearing and UJ, comes with 12 months MOT and one year free membership to TR Register.

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## 1972 TRIUMPH TR6 ORIGINAL UK FUEL INJECTED WITH OVERDRIVE

A great drivers or touring example that is well known to us at TRGB Ltd. Beautifully painted in triumph mallard green. Huge history file with lots of invoices with all parts documented. Fantastic exterior paint and body work. A quick example that is very fun to drive and tuned to perfection. Great engine, with extractor manifold, oil cooler kit, 123 distributor and much more. MX5 seats, custom trimmed with working heated seats, Moto Lita steering wheel and nice hood. Will come with 12 months MOT and ramp inspections welcome. (Commission sale)

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## 1971 TRIUMPH TR6 ORIGINAL UK CAR CONVERTED TO SU CARBS

A perfect first time buyers TR6 that has been converted to SU carbs to make this a very reliable example. Beautifully re-painted in the late 1990's to a very high standard. The current owner had a racetorations lead free staged head fitted with extractor manifold in 2018. Fairly recent gear box overhaul, recon rad, high quality water pump and much more! £1000's spent, all documented within the very good history file. Original seats in great condition, restored and powder coated oem steel wheel. Good oem spec tyres dated 2017. Ripe to improve the interior trim and carpets. Drives superb and recently MOT'd. One not to be missed and you will not be disappointed! Ramp inspections welcome, comes with 10% discount on parts where applicable purchased through TRGB Ltd and a years free membership with the TR register car club. (commission sale)

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**2000 BENTLEY ARNAGE RED LABEL** 90,000 miles. Finished in Stunning Sherwood Green with Main Hide in Magnolia and Secondary Hide in Spruce, Burr Walnut Veneer, Seat Piping in Spruce, Electric + Memory + Heated Electric Mirrors + Power Folding, Rear Quarter Badges, Rear Electric Seats, Front and Rear Parking Sensors, Upgraded Kenwood Radio with Bluetooth, Pirelli Tyres, 18" Alloy Wheels Finished in Silver, 3 Keys. **£16,950**



**2005 BENTLEY FLYING SPUR.** 69,000 miles. Finished in Metallic Moonbeam Silver with Main Hide in Portland and Secondary Hide in Nautic, Dark Stained Burr Walnut Veneer, B Emblems Embossed into all headrests, Blue Pinstripe Fineline, Chrome Radiator Grille, Electric Rear Seats, Electric + Heated + Cooled + Memory, Power Closing to all Doors, Sunroof Tilt + Slide, Keyless Entry, Keyless Stop/Start, 20 Inch Alloy Wheels Finished In Silver, Fantastic Condition Throughout. **£17,950**



**2011 BENTLEY GTC.** Finished in Glacier White with a Black Roof, Main and Secondary Hide in Beluga with Contrasting Stitching in Linen, Piano Black Veneer, Diamond Stitched Interior, Mulliner Pack, Convenience Pack, B Emblems in Linen to all Headrests, Heated + Electric + Memory Front Seats with Massage Functions, Digital Speedometer, Soft Close Doors, Reverse Camera, Front and Rear Parking Sensors, 3 Spoke Multi-Function Steering Wheel, Adaptive Cruise Control, Power Folding Mirrors, Keyless Start, Keyless Entry, Satnav, SuperSport Front Wings with Cutouts, 20" Unmarked Speed Alloy Wheels in Anthracite, 2 Keys, Stunning Condition Throughout. 28,000 miles. **£39,500**



**2005 BENTLEY GT.** 42,000 miles. Finished in Stunning Dark Sapphire Blue with Main Hide in Saffron and Secondary Hide in Nautic, Burr Walnut Veneer Throughout, Mulliner Specification, Low Mileage, Diamond Stitching to Seats Inserts, Veneer Door and Rear Quarter Inserts, Bentley Motifs to all Headrests, Breitling Clock, , Keyless Start, Keyless Entry, Front and Rear Parking Sensors, Auto lights, 20" Mulliner 2 Piece Split Rim Alloys Finished in Silver, Pirelli P Zero Tyres, 2 Keys, Comprehensive Service History, Fantastic Condition Throughout. **£19,500**

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**Austin Healey 3000 MK 3 B18 Phase 2.**

This car has covered less than 200 miles since a total nut and bolt no expense spared restoration by ourselves and is for sale due to unforeseen circumstances. It is finished in duo tone Colorado red over ivory white with a black leather trim piped in red with black mohair weather equipment. We will supply this car with a full service MOT and warranty. Call for more details. £135,000



**Austin Healey 3000 MK 3 B18 Early Phase 2.**

North American export built July 1964. The car has been subject of an older restoration. Well maintained with only summer use since, finished in the original spec in Healey Ice Blue with blue trim, blue hood & tonneau. Fitted with chrome wire wheels, overdrive and period radio. £49,950



**Austin Healey 3000 MK 3 B18 phase 2.**

Ex US Car, older restoration well maintained by Marque specialist lovely condition throughout, recent full interior re trim fitted power steering, overdrive & chrome wire wheels. Now in ... for further information please contact us for more information 01723 361227 or call Jon 07831 83027 £54,950

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**1995 CORVETTE INDY 500 PACE & PARADE CAR '50'**

A very rare & special car, used on the track in the pre-race parade & assigned to Jeff Belskus (CEO of the IMS). Covered just 4,500 miles. Exported from the US to The Netherlands EU & UK Duty Paid, single ownership for 20 years.

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**1979 CHEVROLET CAMARO Z28 350 5.7 V8**

Rare American classic in outstanding condition finished in Carmine Red with Carmen cloth interior. Fitted with road race cam for extra power, just had a carb & ignition tune up - runs strong & dialled in. Tax, MOT & ULEZ Exempt.

**£19,995 ono**



**1972 FORD MUSTANG CONVERTIBLE 302 5.0 V8**

Finished in Ford True Blue Metallic with black 'glass' soft top, white interior & white tonneau. Power steering & power front disc brakes, tuned up, running well and ready to go - its a superb V8 convertible cruiser. Tax, MOT & ULEZ Exempt.

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(2 SEAT)**

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**£22,950**



**TOYOTA MR2 2.0 2.0 2.0  
2DR AUTOMATIC**

1991 (J) • 42,000 miles • Auto  
White • Coupe • Petrol

**TIME WARP CONDITION**  
**£9,950**



**FERRARI 612 5.7  
SCAGLIETTI**

2005 (05) • 30,000 miles • Semi Auto  
Silver • Coupe • Petrol

**STUNNING CONDITION**  
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**BMW Z4M CONVERTIBLE 3.2 Z4 M  
ROADSTER 2DR MANUAL**

2006 (56) • 66,000 miles • Manual  
Black • Convertible • Petrol

**REDUCED TO SELL**  
**£12,950**



**JAGUAR XJ-S HE 5.3 HE 2DR  
AUTOMATIC**

1990 (G) • 30,000 miles • Auto  
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**TIME WARP CONDITION**  
**£16,950**



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**AC 427 1966**, 5892 miles, 1966 D reg recreation LHD 5892 miles only spec too large to print, view at [www.sussex-cobra.co.uk](http://www.sussex-cobra.co.uk), price ono. £28000 West Sussex, tel:07831863713



**ASTON MARTIN AM V8 1978**, 80000 miles, Silver with Blue hide, full service and rolling road tune up by Sigma in August 2023, driven at least twice a month in fine weather only, all rebuilt to AMV8 fast road specifications. £99000 Dorset, tel: 07497144054



**AUSTIN 12/4 1924**, Mechanically sound, drives exceptionally well, this car has won prizes at shows and driven to many shows across the UK, 5 new tyres, lots of receipts, large amounts of money spent on car by previous. £18000 County Antrim, tel: 07858396442



**AUSTIN-HEALEY 3000 1963**, 59041 miles, Healey Blue over White, genuine UK RHD car, heritage certificate confirms all numbers match, 12 months MoT with no advisories, drives very well, sub structure very solid, sound and straight. £48950 West Yorkshire, tel:07791252989

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**ASTON MARTIN DB9 COUPE 2005**, 70500 miles, Well kept, 4 owners from new, full service history largely with Aston Martin dealers, well serviced and cared for, [www.runnymedemotorcompany.com](http://www.runnymedemotorcompany.com). £19950 London, tel: 01753644599/07836222111



**AUSTIN MINI 1968**, 42500 miles, Fresh from a 7 year restoration, detailed in the pages of Practical Classic magazine, all the factory original components, I have taken great care to preserve as much of the original car as possible. £21500 Grantham, tel: 07900188871



**AUSTIN-HEALEY FROGEYE SPRITE 1961**, 10700 miles, Full nut and bolt restoration, Old English White, Red interior, works hardtop plus soft top and tonneau cover, wire wheels and front disc brakes, plus original wheels and brakes, drives well. £22500 West Sussex, tel:07795107428



**AC COBRA HAWK REPLICA 2021**, Superb example, beautifully detailed engine bay, full weather equipment, 15" x 6" knock on chrome wire wheels with continental radial tyres, [www.runnymedemotorcompany.com](http://www.runnymedemotorcompany.com). £49950 London, tel: 01753644599/07836222111



**ASTON MARTIN VANQUISH ZAGATO SHOOTING BRAKE 2019**, 2750 miles, Built to launch spec, considerable amount of additional carbon finish to both interior/exterior, complete service record, totally unmarked, [www.runnymedemotorcompany.com](http://www.runnymedemotorcompany.com). £395000 London, tel:01753644599/07836222111



**AUSTIN MINI 1966**, 64000 miles, A rare opportunity to acquire a unique ex-factory demonstrator, only one owner, engine modifications by Daniel Richmond at Downton Engineering, Minilite style wheels, steel wheels/hub caps included. £39950 Cambridgeshire, tel:07967713344



**AUSTIN-HEALEY SPRITE 1959**, 29000 miles, Frogeye sprite nut and bolt restoration, all metal body, Red leather interior, soft top, old English White reconditioned engine and gearbox, lovely condition drives well. £16995 Bournemouth, tel:07739407216



**ALFA ROMEO ALFETTA 1978**, 55000 miles, Stunning, outside superb, full window out repaint few years ago and still superb which shows the quality of the job, drives superb, inside there is some patina on seats, tax/MoT/JLEZ exempt. £14950 Yorkshire, tel:07946158315



**ASTON MARTIN VIRAGE VOLANTE WIDE BODIED 1996**, 14000 miles, Exemplary condition, needs to be seen to be fully appreciated, completely unmarked, continuous service history, MoT print out, [www.runnymedemotorcompany.com](http://www.runnymedemotorcompany.com). £0 London, tel:01753644599/07836222111



**AUSTIN MINI 1979**, 30000 miles, In Red in great condition throughout, running and driving well, respray in 2011/2012, the dashboard was also signed by Paddy Hopkirk, history file, heritage certificate, HPI clear. £19999 Nottingham, tel:07854469886



**BEDFORD CA 1960**, 65000 miles, Fully restored dormobile, new interior, slow, noisy, but runs lovely, body off restoration, no rust, waxoyled, new tyres, all new unused bedding, roof material recently replaced. £15995 Northamptonshire, tel:07973684489



**ALVIS TA14 1948**, 94000 miles, Alvis TA14 boatall special, supercharged, aluminium body, new blocky tyres, with 19 inch rims and hubs, leather interior, machine turned dashboard, quick release steering wheel, triple plated chrome. £45000 Norfolk, tel: 07909922615



**AUSTIN 12/4 1937**, 4800 miles, Jones Landaulet body, model LL, owned for 19 years, body off rebuild in 2005, new hood, reupholstered in leather, good overall condition, drives well, other car interests/age resulted in lack of use. £20000 Cornwall, tel: 07773706631



**AUSTIN MINI 1985**, 35026 miles, Silver metallic, original 998cc A Series engine, only one previous owner before purchasing secondhand from local Maserati dealer, been dry garage stored, lovingly restored, MoT's, service history. £12950 West Midlands, tel: 07421369570



**BENTLEY 4 1/4 VANDEN PLAS 3 POSITION DHC 1937**, Handsome, desirable/practical with wind up windows, about £200k spent by last 2 owners on restoration which includes MX g/box, engine rebuild and much more, price reduced, [www.realcar.co.uk](http://www.realcar.co.uk). £39500 Wales, tel:01248602649



**BENTLEY BENTAYGA W12** 2016, 57000 miles, With Mulliner features, fitted with All Terrain spec, City spec, Sunshine spec, Touring spec and from seat comfort spec, full service history, www.hanwells.net. £58950 London, tel: 02085679729



**BMW E30** 1990, 140000 miles, M3 body conversion done to high standard, 1 bumper needs paint, excellent inside out, new MoT, 90% of it's life in California, UK/EU import tax paid, very rare. £16500 Yorkshire, tel: 07947501908



**BENTLEY CONTINENTAL T WIDE BODIED** 1997, 65000 miles, Very rare, interior is Parchment with French Navy piping, maintained to the highest standard regardless of cost, sound investment, www.hanwells.net. £84950 London, tel: 02085679729



**BMW E9** 1971, 92850 miles, Rare and beautiful, a real crowd pleaser, recommissioned and refurbished, drives really well, such a stylish car and all in all a really good all round car. £38750 Devon, tel: 07818073538



**BENTLEY MARK VI** 1947, 86500 miles, Bentley MKVI 4250cc, speedo reading 86500 miles, full years MoT, this car is now for sale after 16 years of current ownership, engine and brake overhaul 2.5 years ago. £20500 Northern Ireland, tel:07970383323



**BMW ISETTA** 1959, 38000 miles, This is 1959 Isetta BMW Bubble car 4 wheeler, imported from South Africa in 2000, made in Germany, 300cc 4 stroke engine. Currently SORN. Brake overhaul recently. Solid body, few marks on paint. £21500 Derbyshire, tel: 07764194267



**BENTLEY S2 FOUR DOOR SPORTS SALOON** 1962, One owner for 55 years who has looked after it well and kept a good history file, original colours of Dawn Blue and Shell Grey, smart Blue/Grey leather, drives very well, www.realcar.co.uk. £39500 Wales, tel:01248602649



**CHEVROLET CORVETTE** 1978, 2750 miles, Rare, collectible, genuine mileage from new, my car for 9 years, was in private collection in USA, mint, original condition, good as the car at Bowling Green museum. £32000 Kinross, tel:07473293494



**BENTLEY S3 CONTINENTAL MPW TWO DOOR FHC** Smart, desirable, Webasto sunroof and driving very nicely, just arrived, www.realcar.co.uk. £0 Wales, tel: 01248602649



**CHRYSLER NEW YORKER** 1946, 63000 miles, Nut and bolt restoration, new paint, chrome, new V8 engine, new 3 speed auto box, power brakes, power steering, disc brakes, air con, new hood top, new wheels and tyres. £29000 Info@Heywoodelectrical.Com, tel: 07836505197



**BENTLEY SPECIAL** 1948, 62000 miles, Bentley Special, 4.25lit, MoT and tax exempt, British Racing Green, very good running order, much admired, lots of fun, owned by myself for the last 5 years, £69,995. £69995 West Sussex, tel: 07970148472



**CITROEN CX** 1987, 149400 miles, One of six original RHD CX Prestige Turbos ever built by Citroen, Neptune Grey, Bordeaux leather, fastidiously maintained at least since 1992, body fully restored. £19000 France, tel: 0033762834081

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**DAIMLER SOVEREIGN** 1975, 76000 miles, 76,000 miles with documented history. Bare metal respray in 2023. Brand new seating chair frames and leather. Stainless steel exhaust. Over £12,000 spent. £21500 Kent, tel:07939583236



**FIAT 500** 1971, 73500 miles. One of the most iconic car of the 60's, been fully refurbished with some upgrades which are front disc brakes and a 650cc engine, ULEZ free as well as tax and MoT free. £12500 London, tel:07966203038



**FORD MUSTANG** 1973, 29000 miles, Ivy Glow, Advocado Knit interior, definitely one of the best 70s colours for this car, I personally imported this car from Kentucky some six years ago, beautifully restored to it's original condition. £35000 Dollar, tel: 07473293494



**JAGUAR E-TYPE** 1966, 73000 miles, Nicely restored, original British supplied RHD matching numbers car, dry stored 13 years, rust free, regularly maintained, MoT exempt but last MoT expired Dec 2023, last serviced in April 24. £64950 Worcestershire, tel: 07899671091



**DAIMLER SOVEREIGN** 1977, 57950 miles, Champagne Gold, Ivory interior with Tabac Alcantara Headlining, glass and engine out body restoration in 2016, interior re-trim in Ivory with biscuit carpets, 6k engine rebuild, partial history. £22950 West Mids, tel: 07976440110



**FORD ANGLIA** 1967, Ex magazine heavily modified 1600 16v Anglia for recommissioning, purchased in 2008, dry stored, pictures are shown removed from storage, solid shell, off road for at least 10 years. £15000 Redhill, tel:07709442579



**FORD THAMES** 1960, 312 miles, Mileage from new, drives lovely, straight car, no welding, dry stored, bodywork/interior very good, all inspections welcome, cash on collection. £15750 West Mids, tel: 07710700187



**JAGUAR E-TYPE** 1973, 30900 miles, Immaculate UK car with fully restored bodywork in Signal Red (was White originally), car taken off the road in 1990 and bodywork restored, including new bonnet and car back on the road in 2016. £57000 Barnstaple, tel:07818073538



**DAIMLER SP250** 1964, 82289 miles, Genuine, original RHD example, well serviced and driven sparingly but regularly, characterful and fun to drive, chassis is sound and paintwork is reasonable. £27000 County Durham, tel:07879118777



**FORD CAPRI** 1986, 98000 miles, 3.0S replica with the 2.9 V6 colone 5 speed manual, very good condition, loads of paperwork books, loads of spares no advisoys, runs and drives lovely, full oil service done. £14500 Lincolnshire, tel: 07904340933



**HONDA S800** 1969, Classic, right hand drive, low mileage, rare car and a little beauty, great condition, new clutch, new brakes and service, garaged, previously restored. £25000 Wellingborough, tel: 07549002267



**JAGUAR E-TYPE** 1970, 50000 miles, Very good condition, matching numbers car, British Racing Green, no expense spared, very good car, extensive service paperwork, loads of bills etc go with the car. £55000 Surrey, tel:07706173907



**FERRARI 308** 1982, 49432 miles, Genuine original, Rosso Corsa with Crema leather, very good condition, owned by me 28 years. Recent cambelt service, reliable and wonderful to drive, detailed history file from 1983, tax exempt. £62450 Essex, tel: 07730911308



**FORD FALCON** 1960, 63000 miles, Excellent condition, absolutely no rust or filler, 2.8 straight six, runs perfectly, undersealed, full file of paperwork, just needs minor detailing, genuine reason for sale, phone for more info. £12950 London, tel: 07860113318



**HUDSON TERRAPLANE** 1934, Ivory with Red leather interior, owned for 28 years, beautiful example, fully restored to a high standard, this car needs to be seen to be appreciated, genuine reason for sale, price ono. £15000 Northants, tel:01536233707



**JAGUAR E-TYPE** 1973, 92101 miles, Excellent condition, current owner for nine years, garaged and professionally maintained, huge history file, sold with new MoT - really is a super car, only being sold due to retirement. £52000 Brighton, tel: 07734111003



**FERRARI 328** 1986, 20000 miles, Stunning, is offered in immaculate condition having undergone a full service and repair in 2021 to Ferrari specifications (with proof of work), valid MoT, full service history. £86000 Essex, tel:07356062649



**FORD MUSTANG** 1969, It was imported in 1980 to the UK, all my MoT's since rebuild mileage at last test 21979, large photographic record of the repairs carried out, very little to do other than use it. £26000 Essex, tel:07870877284



**JAGUAR D-TYPE** 1964, 4084 miles, Only 71 were ever manufactured, collectable interest, date-related" number plate and supplied with it's current V5C, comprehensive history file. £105750 Hartfield, tel:07771890835



**JAGUAR MARK 2** 1965, 77000 miles, Superb edition of this E-Type engined model. Previous owner was a Lola race driver. Now fitted with superior electric leather seats. Chrome wire wheels. Perfect oil pressure. Smooth 2 speed auto box. £18500 Hayling Island, tel:07880733164



**FIAT 500** 1967, 49000 miles, Beautiful, completely restored in 2014, maximum 1000 km driven since then, comes with original handbook and service book, cared for and finished in every detail, sale due to non use, tax/MoT exempt. £15000 Italy, tel: 003701050514



**FORD MUSTANG** 1965, 109000 miles, In Wimbledon White, very genuine car, excellent body with no filler and immaculate interior, original throughout, no mods or bits added on, will come with 12 months MoT. £19995 Essex, tel:07802713484



**JAGUAR E-TYPE** 1967, 43800 miles, Unusual Willow Green, full service and MoT until May 2025, many improvements during 13 years of same family ownership, decent file of parts/labour invoices, original manual. £49999 Berkshire, tel:01189696519



**JAGUAR MARK 2** 1960, 69000 miles, Stunning, early MK2, manual with overdrive, restored in late 80's and still perfect, unmarked Mist Grey bodywork with stunning interior and perfect wood, no rust or damage. £23995 West Yorkshire, tel:07977038113





**JAGUAR MARK IV** 1947, 54000 miles, SS Style 2 door Jaguar Coupe, 1947, later 3.4 Jaguar engine with 5 speed gearbox, Jaguar can be seen and driven near Horncastle. Tel: 07957 077005 ask for Geoff. £46995 Lincolnshire, tel:07957077005



**LOCOMOBILE RUNABOUT** 1901, Genuine, 6.5hp, extensively refurbished last Winter, recent boiler certification, dated by the Steam Car association of GB, Hexane pilot and Kerosene main burner. £32000 Bexhill, tel:07762797916



**JAGUAR MARK IV** 1948, 47000 miles, A low mileage and amazingly original car with a low number of owners, matching numbers, original engine, engine has recently had extensive rebuild, car drives and performs really well. £48000 Kent, tel:07963020539



**LOTUS ELAN** 1969, 66055 miles, Extensive bodyworks and full respray, lots of other remedial works completed, large invoice file of works completed along with photos of bodyworks, award winning car at several car shows. £33000 Aberdeenshire, tel: 07807512923



**JAGUAR XJS** 1987, 23673 miles, Lovely condition throughout, full service history in original service book, MOT till August 2025, almost new hood, all original paperwork, 1 of 86 registered with auto transmission. £13495 Isle Of Wight, tel:07702084622



**MAZDA RX-7** 1985, 86000 miles, All original, lots of paperwork, in excellent condition throughout, not messed about with at all, from a private collection that needs to be downsized. £19000 East Sussex, tel: 07885298529



**JAGUAR XK150** 1958, 22170 miles, in Cotswold Blue with Black Mohair hood and Biscuit interior, originally RHD it was later made into LHD as it then spent some time in the USA, considerable restorative work on it, regularly serviced. £100000 Leicestershire, tel:01664454502



**MERCEDES-BENZ 250** 1967, 57000 miles, Very rare coupe model with removable hard top, automatic, LHD, stunning Silver bodywork, Black leather interior, fully garaged and not driven in the rain, fully serviced each year by The SL Shop. £80000 Surrey, tel:07738554654



**LAND ROVER SERIES I** 1955, 49002 miles, In great condition for it's age, with all original parts and ready to use, great little off road car ready for Summer and Winter use, had full restoration, starts and runs every time. £18000 Essex, tel:07507245544



**MERCEDES-BENZ 290** 1935, A very rare, probably the only RHD example and desirable 4/5 seat cabriolet, extensive history file, beautiful classic car, 3 owners in last 45 years. £120000 Barnstaple, tel:07818073538



**LAND ROVER SERIES IIA** 1965, 65000 miles, Full nut and bolt restoration in 2021. Restored to the highest standards, 5 bearing engine, Elephant hide interior, correct tyres, absolutely immaculate condition, only driven on dry days. £38000 Oxfordshire, tel: 07759620862



**MERCEDES-BENZ 300** 1988, 118345 miles, Smoke Silver with matching hardtop, MB Tex trim, Brown soft top fitted in 2009 when purchased, full restoration 2019 (restoration CD and all historical records provided), maintained by specialist. £27500 Middlesex, tel:07939071490

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**MERCEDES-BENZ E-CLASS** 1990, 33501 miles, Mercedes 124 300ce 24 valve, high spec and only 33k miles, the 300-24v m104 was the most powerful engine available in the 124 chassis in 1990, offering 40 BHP more than the 12 valve. £20995 Berkshire, tel:07876756459



**MG B** 1966, 77033 miles, Iris Blue, total rebuild from top to bottom, £16,000 of new parts, condition 1, featured in Practical Classics as "Car of the Month", all receipts, large restoration file and photos. £23000 Market Harborough, tel:07759068203



**PORSCHE 944** 1988, 95000 miles, For Sale Porsche 944 turbo S 1988, it has a full service history, has just been serviced, new front discs and pads and had the belts changed. It comes with twelve months MoT so it's ready to go. £19995 Staffordshire, tel: 07483248723



**ROLLS-ROYCE CORNICHE MK V** 2000, 26900 miles, 6.8 V8, 17 inch alloys, Pale Grey leather interior, stunning car, full history and is totally immaculate throughout, drives superbly, www.harwells.net. £133950 London, tel: 02085679729

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**MG B** 1972, 80000 miles, Project by MGOC mechanic. Restored shell, 2.9 litre 24V Cosworth V6, Ford 5 speed gearbox, RV8 back axle, mohair hood, leather sports seats. Very quick! Email richardculmer@gmail.com for more info. £23000 North Yorkshire, tel: 07411401451



**PORSCHE 944** 1985, 198480 miles, Owned and rallied the car for almost ten years, many awards mainly mainland Europe, reliable and competitive prepared by Kevin Savage, love to continue with it but just getting too old. £16500 Northumberland, tel:07775915120



**ROLLS-ROYCE PHANTOM** 1927, 2000 miles, Black and Green, shown in Glasgow Motor Show 1927, coachwork by Wilkinson, good condition, engine rebuilt by Alan Glew in 2010 approx 2000 miles since, actual mileage unknown, drives well. £87500 Isle Of Wight, tel:07814782055



**MG A** 1956, 67210 miles, An original UK supplied RHD car with a rare Derrington light alloy crossflow cylinder head, purchased in October 2013 as a barn find with no documentation or V5C, Heritage Certificate, MoT/tax exempt. £25995 Dorchester, Dorset, tel:07818000689



**MG TC** 1949, 17300 miles, Running and on the road, chassis frame mechanicals all good, paintwork has micro-blisters and flaking in places which gives it an excellent patina, to include spares, use as is or restore. £12950 Staffordshire, tel: 07746009491



**ROLLS-ROYCE 20/25** 1932, Coachbuilder "Windovers" Ivory with Gold coachwork lines, Fawn interior with a Fawn leather roof, new water pump, comes with some spares including new tyres, over 20 years as a Wedding car. £38000 Kent, tel:07989168996



**ROLLS-ROYCE SILVER CLOUD MKIII** 1963, 84000 miles, By James Young, 1 of only 18 in the world, beautifully elegant, with history, 2 owners, totally immaculate throughout, www.harwells.net. £115000 London, tel: 02085679729



**MG A** 1956, 11000 miles, Chrome wire wheels, black leather interior, fully restored a number of years ago. Starts and drives well, good hood, side screens etc. Plenty of history, disc brakes, a nice example. A lovely example. £20900 Durham, tel:07467541960



**PEUGEOT D3A** 1953, Quirky classic, a real head turner, people stop, smile and wave when out on the road, only one on the road in the UK, LHD, dry stored for 50 years and starts up straight away, tax/MoT exempt. £17500 Wellingborough, tel:07549002267



**ROLLS-ROYCE 20/25** 1935, 41500 miles, Rolls-Royce 1935 20/25, rebodied with sports saloon coachwork by Jensen Brothers. subject to 20 year restoration. Original registration no and log book dated 21/1/1935. £55000 West Midlands, tel: 07860525401



**ROLLS-ROYCE SILVER DAWN AUTOMATIC** 1954, Delivered new Australia, in lovely rust-free condition, original colour scheme with superb red leather and runs/drives really well, just in, www.realcar.co.uk. £0 Wales, tel:01248602649



**MG B** 1967, 4395 miles, early 1967 Mk1-01/03/67, MoT until August 2025, owned since 2013, always garaged, British Racing Green, chrome wire wheels, thousands spent, light use since, very good original interior, no rust. £15500 Stirling, tel: 07914347473



**PORSCHE 356C** 1963, 108332 miles, Owned since 2017, excellent condition, really good unrestored car, good UK history file, has made trips to VW shows in Europe, everything works, appears rust free, kept in dry garage. £75000 Southampton, tel: 07564113169



**ROLLS-ROYCE 20/25 PW 'BROUGHAM DE VILLE' SEDANCA** 1934, Attractive, delightfully different - Sham Canework and Opera lamps, lovely condition throughout, impressive history file incl full engine rebuild - new head/block, www.realcar.co.uk. £55000 Wales, tel:01248602649



**ROLLS-ROYCE SILVER WRAITH** 1979, 118000 miles, Rare Caribe Aqua colour with silver vinyl roof, grey piped leather, S/H, new starter, radiator, just serviced, very reliable for long distances, very good whitewalls, new MOT, view in London. £12750 London, tel:07860862025



**MG B** 1974, 50 miles, New clutch and slave cyl, master cyl, oil and water pumps, copper brake/clutch/fuel pipes, s/s boot rack, badge bar, alternator, carbs rebuilt, silicon rad hoses, e/rad fan, new wood dash kit, s/s fuel. £14995 West Yorkshire, tel:07963555381



**PORSCHE 911** 1969, 63000 miles, Lightweight balanced flywheel, reconditioned Bosch distributor with braided silicone plug leads, fuelled by a freshly rebuilt set of weber 40 IDA carburettors. £74950 Solihull, tel: 07976440110



**ROLLS-ROYCE 20HP HOOPER TWO SEAT TOURER** 1926, Absolutely delightful and gorgeous little car, excellent condition throughout after major restoration in the early 2000's - the prettiest 20hp we've had, just arrived, www.realcar.co.uk. £0 Wales, tel: 01248602649



**ROVER P6** 1971, 31500 miles, Multiple local prize winning car, very good and original condition, never restored or welded. Everything works and looks like it should. Recent full brake overhaul new callipers and pads, FSH and MoT. £16500 Merseyside, tel: 07715837509



**SUNBEAM ALPINE** 1966, 45000 miles, Alpine conversion, 1969 Ford 302 small block V8 engine, gears are a nice (highway) 2.73 ratio, custom gauges from 'Speed Hut' Tiger valve cover, is a head turner for sure, I will help with shipping. £30000 Canada, tel: 001613264660



**TRIUMPH TR4** 1962, Powder Blue, Blue Mohair soft top, MX5 seats and originals, 100% rust free and all original panels, full mechanical rebuild and respray, new wire wheels and tyres, in very good condition. £23000 West Midlands, tel:07593424385



**TRIUMPH GT6** 1969, 32798 miles, Experience the thrill of driving a classic British sports car, beautifully restored to it's original glory, Black Vinyl seats are in excellent condition, engine been completely rebuilt. £26500 Cheshire, tel:07464483407



**TRIUMPH TR6** 1970, 80000 miles, Good original condition, Signal Red, converted to 2 SU carbs, unleaded, 5 new tyres and wire wheels, owned since 1983, price ono, contact Mick George. £18500 Kent, tel: 01732700457



**TRIUMPH GT6** 1970, 50250 miles, Fully restored, recently valued at £18000, A1 plus condition with exception of paintwork which is A1/S, full restoration documents and photographs available, serviced and re-tuned in 2023. £17000 Conwy, tel:07796938690



**TRIUMPH TR6** 1972, 100 miles, Present owner past 27 years and only covered 10630 miles in that time. Fitted with a Falcon stainless steel exhaust with lifetime guarantee. Bosh pump kit fitted, will sell with a full years MoT. £22000 Suffolk, tel: 07972014826



**TRIUMPH RENOWN** 1954, Body off restoration, ash timbers renewed, new wiring loom and headlining, chassis repainted and waxoiled, runs on unleaded, many new parts and rechroming, Red leather interior. £15000 Essex, tel:07983879424



**TRIUMPH TR6** 1976, 68000 miles, One owner from new, imported from Canada to UK in 2009, full documented service history since 2009 with all work carried out by a Triumph Specialist, looking for a new family to enjoy it. £24495 Ringwood Hampshire, tel: 07980618305



**TRIUMPH SPITFIRE** 1964, 528 miles, Signal Red with Black Mamba upholstery and Red factory hard top, concours car, runs and drives just as it did 60 years ago, heritage certificate, original brochure, handbook etc, ready to show. £21995 Scotland, tel:07966936856



**MG TC** 1947, 31008 miles, 90% complete car with many new parts, acquired by my late father 48 years ago, full nut and bolt restoration required, frame straight, engine turns and rolling chassis, 7 previous owners. £14250 Bedfordshire, tel:01234838661



**TRIUMPH TR3A** 1961, 56000 miles, This car has a dead starter motor, at 77 l'm to old to get under it to change, full weather gear, little to no rust, unleaded head, therefore need transporting away. £13500 Devon, tel: 07768523819



**MG TD** 1951, 68000 miles, Total restoration from ground up, bare metal respray, new interior including: seat covers, door card and carpets, new parts, 5 new Michelin tyres, very good hood, side screens and tonneau. £15950 South Somerset, tel:07718340868

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**MG TD 1953**, 14500 miles. Finished in gleaming Black bodywork with Burgundy leather and carpets, Tan hood and full tonneau cover and side screens, one of 51 cars in original RHD made for the export market, owned 12 years. £26000 Winchester, tel:07789025074



**MORGAN 4/4 1949**, 4501 miles, Chilli Red with Black interior and Cream wheels, owned since 1999 and re-built with George Proudfoot engine, new hood and tonneau (2002), a good home is sought for much-loved historic vehicle. £22500 Maidenhead, tel:07843235777



**VOLKSWAGEN BEETLE 1979**, 63200 miles, California import in original sun bleached Lemon Yellow and Gazelle leatherette, two previous owner car in the US from new, full Heritage Certificate, lots of money spent. £15500 York, tel:07926358389



**VOLKSWAGEN T2 1974**, 82457 miles, Much loved, Berth 2, road tax exempt, MoT 11 Dec 2023 (can be exempt due to vintage category), sleeps 2 comfortable and great touring van for UK or Europe, fully under-sealed, FSH, ono. £13000 Somerset, tel: 07415700202



**MG TF 1954**, 7000 miles, Condition 2/3, lovely car with MoT till June 2025, over £6k spent last year on wiring, carbs, running gear, brakes and tyres, drives very well, excellent value. £18000 Cornwall, tel: 07774196254



**MORGAN 4/4 1984**, 52000 miles, Silver with red Everflex interior, tonneau cover and hood. Wire wheels, 52000 miles, MOT until October 2024. Many new parts including wood, with folder of bills. Smooth running 1600 engine. £15995 South Cheshire, tel: 07403283725



**VOLKSWAGEN CAMPERVAN 1972**, 43000 miles, Lovely, power steering, proper heater and gas bottle, Rock and Roll bed, 2 burner hob and gas bottle, sink with electric pump, 1700cc twin carb engine, pop top and new canvas, roof bed. £25000 South East, tel: 07711801116



**VOLKSWAGEN T2 1972**, 63313 miles, Gorgeous, I bought Ducky privately a few years ago with the goal to completely refurb and use her for adventures, engine has been refurbished, passed an MoT, no rust, resprayed in Sahara Yellow. £14000 Norfolk, tel:07864965308



**MINI 1000 1981**, 10793 miles, 2 owners from new, outstanding unrestored original example with very low mileage, never had any body repair or paint still has shiny paint in the wheel arches. £27995 Denbighshire, tel:07562516020



**MORRIS MINOR TRAVELLER 1965**, 2800 miles, Beautifully restored, and uprated, 1965 Morris Minor Traveller. Restored, ten years ago, by Charles Ware. No rust, leather interior, 1300cc A-series, five-speed box and uprated underpinnings. £21500 Lincolnshire, tel:07801553477



**VOLKSWAGEN CAMPERVAN 1979**, 10179 miles, Super solid, immaculate right-hand drive, finished in Old English White, no expense has been spared on this vintage camper build, fully waxoiled to ensure longevity. £32000 Northern Ireland, tel: 07790384891



**VOLKSWAGEN T2 1978**, 6000 miles, Bodywork and underside are solid, with a new Vege engine and MoT certificate - this is not a restoration project just get in and go, beautiful, called Lizzie, been in the family 13 years, tax free. £19995 Buckingham, tel: 07454546769



**MINI 1000 1963**, 31500 miles, Bought in 2002 from first owner and used for shows and club events, had major work in 2006 and then continued in use until Oct 2016, it's had a trip to the odd car rally since, fully rebuilt, sound. £15000 Devon, tel:07472281283



**MORRIS OXFORD WOODY ESTATE 1954**, 1500cc, Blue with Brown leather interior, restored condition with spares and basic tools, please call Anthony for more details. £0 Kent, tel:07719779597



**VOLKSWAGEN CAMPERVAN 1972**, 58624 miles, Rare, tax free, MoT till 18th July 2025, starts, stops, runs, cruises well through all gears, travelled the length and breadth of the UK in Lizzie all year round, admired everywhere we go. £14500 Devon, tel: 07976717933



**VOLKSWAGEN T25 1989**, 180000 miles, Golf 2L 8 valve engine, awning with all sides, roof rack, a year ago the underneath was sealed with boiled linseed oil it's perfect now, imported from South Africa 2024, no part exchange. £16000 Somerset, tel: 07587359869



**MINI COOPER 1973**, Stunning, 1 former UK owner, original floors and sills (rock solid), properly undersealed/waxoiled, previously had Newton interior retrim, tax and MoT, won't be disappointed. £17750 London, tel: 07961953119



**TVR 3000M 1977**, 67000 miles, Just completed a 7 year £52,000 body off restoration, everything refurbished, replaced or renewed, effectively making this a brand new TVR, many improvements/mods/ upgrades, historic reg. £35000 Suffolk, tel: 07535698054



**VOLKSWAGEN CAMPERVAN 1974**, 85280 miles, 1974 Camper. Owned for 27yrs with full history. Garaged. All details of back to bare metal body renovation recorded on cd. Complete rebuild original engine 2021. MOT July 2025. Call 07749371216. £20500 Hertfordshire, tel:07749371218



**VOLVO 1800S 1967**, 127000 miles. Has previously been restored to a high standard, beautiful to look at and drive with working overdrive, has the renowned B18 engine with upgraded BHP, fitted with Minilite wheels, sold with new MoT. £26500 County Durham, tel:07879118777



**MINI COUNTRYMAN 1969**, 64000 miles, Sandy Beige with Red interior, restored 2009/2010, original wood which is in good condition, two owners, converted to unleaded, service history, sad sale, offers over £15,000. £15000 Hampshire, tel: 01428727954



**VAUXHALL 25 HP 1937**, 33250 miles, Beautiful, in lovely condition throughout having been subject to extensive restoration work in the past, running and driving but has not been used much in recent times. £15000 Norfolk, tel:07706002534



**VOLKSWAGEN GOLF 1983**, 107000 miles, in Mars Red, in great condition inside and out, 1.8 cc, new shocks and springs Bilstein make, new clutch, just serviced with cambelt and water pump change, BBS chrome 15" wheels. £16995 Kent, tel:07976702216



**VOLVO P1800 1972**, Classic, petrol, lovely condition inside with Red leather, overdrive, fuel injected 2 litre engine, garaged and in excellent condition as previously restored to a high standard. £25000 Northamptonshire, tel:07549002267



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Our quarterly guide brings you freshly updated prices for 1400-plus classics

## 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, and scour auction results 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 for a top-notch example; also a good guide to concours value

### Mint

Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

### Usable

Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

### Rough

In reality a project car in need of much care and expense, even though it may still run and drive

### Price change

At-a-glance indicator showing the market trend of the latest updates

**NEED TO SEE PRICES EVERY MONTH?**

Our price guide is in every issue of our digital edition. Subscribe on p36

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				Top speed	Price change
		Concours/Dealer	Mint	Good	Rough		
<b>ABARTH</b> <i>Abarth Club GB (01869 340289)</i>							
Zagato 750	57-61	99,500	70,000	50,000	40,000	747	95 ▼
595, 595SS, 695SS	63-71	52,500	40,000	25,000	15,000	595	80 ▼

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<b>AC</b> <i>AC Owners' Club (acownersclub.co.uk)</i>							
2-litre	47-56	16,500	12,000	6,750	4,000	1991	83 ▼
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7,500	1991	83 ▼
Ace (AC engine)	54-63	265,000	200,000	152,500	105,000	1991	102 ▼
Ace-Bristol/Ford	56-63	290,000	230,000	175,000	115,000	1991	118 ▼
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104 ▼
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1991	128 ▼
Greyhound	59-63	75,000	57,500	37,500	21,000	1991	107 ▼
Cobra Mk1/Mk1l/289	62-69	950,000	750,000	575,000	475,000	4727	138 ▲
Cobra 427	65-67	11m	900,000	700,000	575,000	6998	145 ▲
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143 ▼
428 con	67-73	200,000	150,000	100,000	70,000	7014	143 ▼
3000 ME	79-84	22,500	15,000	8,500	5,000	2994	125 ▼
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134 ▼
Ace Brooklands	93-00	26,500	21,500	16,000	8,500	4942	140 ▼

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<b>ALFA ROMEO</b> <i>Alfa Romeo Owners' Club (01787 249285)</i>							
6C 1750 GS Zagato	30-33	1.9m	1.4m	1.1m	950,000	1754	95 ▼
6C 2300 Touring	33-37	1.1m	900,000	700,000	475,000	2309	94 ▼
1900C Sprint	51-55	200,000	160,000	110,000	80,000	1884	112 ▼
1900C Super Sprint	55-58	220,000	175,000	125,000	90,000	1975	112 ▼
Giulietta berlina	55-62	18,000	13,000	6,750	3,500	1290	90 ▼
Giulietta ti	57-64	25,000	18,000	8,250	4,000	1290	103 ▼
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110 ▼
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108 ▼
Giulietta, Giulia SS	57-66	95,000	72,500	49,000	32,000	1570	120 ▼
2000/2600 Spider	58-65	110,000	77,500	50,000	30,000	2584	124 ▼
2600 Sprint	62-66	40,000	29,000	16,500	8,000	2584	125 ▼
SZ-1	60-62	400,000	325,000	250,000	195,000	1290	120 ▼
12-1	63-65	950,000	850,000	740,000	625,000	1570	124 ▼
Giulia Ti/Super	62-74	24,000	17,000	8,000	3,750	1570	105 ▼
1750/2000 Berlina	68-76	15,000	10,000	4,500	2,000	1962	115 ▼
Giulia Sprint GT/Vel	63-68	42,500	34,000	19,000	11,000	1570	112 ▼
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115 ▼
GT Junior	66-77	32,000	24,000	13,000	6,000	1570	115 ▼
1750GTV	67-72	44,000	33,000	16,000	7,500	1962	118 ▼
2000GTV	71-77	42,500	32,000	15,000	6,500	1962	118 ▼
1300/1600 Junior Z	70-75	45,000	34,000	17,500	9,750	1290	110 ▼
Duetto/1750 rtail	66-69	50,000	36,000	22,000	11,000	1570	113 ▼
Spider S2	69-82	28,000	18,000	8,000	3,000	1962	119 ▼
Spider S3	82-89	13,000	8,250	3,600	1,650	1962	114 ▼
Spider S4	89-93	15,250	10,500	5,000	2,400	1962	114 ▼
Montreal	70-77	70,000	52,500	34,500	23,500	2593	132 ▼
Alfasud/Alfasud Ti	72-83	10,000	7,000	3,000	1,100	1286	103 ▼
Alfasud Sprint	76-90	12,000	8,250	3,500	1,250	1490	104 ▼
Alfetta sal	72-84	10,000	6,500	3,000	1,000	1962	113 ▼
GTV 2000	76-87	17,000	11,500	5,250	2,000	1962	118 ▼
GTV6	81-87	24,000	15,500	7,000	2,850	2492	130 ▼
75 sal	86-92	10,750	7,750	3,000	1,400	2959	135 ▼
164 2.0 TS	88-98	6,750	4,750	2,000	900	1962	130 ▼
164 3.0 V6	88-98	9,750	6,500	2,500	1,200	2959	147 ▼
SZ/RZ	89-94	6,000	4,750	3,000	2,000	2959	153 ▼
155	92-97	6,500	4,000	2,000	1,000	2498	140 ▼
Spider 2.0 TS	96-02	5,400	3,500	1,500	600	1970	131 ▼

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<b>ALLARD</b>							
K1	46-50	85,000	65,000	42,000	28,000	3622	100 ▼
K2	50-53	97,500	77,500	55,000	36,500	3917	102 ▼
K3	52-54	110,000	90,000	66,000	47,500	4375	96 ▼
L/M	46-53	47,500	32,500	20,000	13,500	3622	86 ▼
P	49-52	44,000	32,000	17,500	10,000	3622	90 ▼
J2/J2X	50-54	300,000	225,000	150,000	100,000	4375	130 ▼

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<b>ALPINE-RENAULT</b> <i>Club Alpine-Renault (clubalpinerenault.org.uk)</i>							
Alto	65-77	80,000	60,000	37,500	27,500	1565	115 ▼
A310 1600	74-77	30,000	21,000	15,000	9,500	1605	130 ▼
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137 ▼
GTA	85-91	12,500	9,750	5,000	2,500	2849	139 ▼
GTA Turbo	85-91	15,000	11,250	6,000	3,000	2458	149 ▼

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<b>ALVIS</b> <i>Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)</i>							
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90 ▼
Speed 25 Tourer	37-40	160,000	125,000	90,000	65,000	3571	85 ▼
4.3 Litre Tourer	37-39	155,000	120,000	85,000	62,500	4387	100 ▼
TA14	46-50	16,000	11,000	6,000	3,250	1892	72 ▼
TA14 convertible	46-50	32,000	24,000	13,500	6,750	1892	72 ▼
TA21/TC21/100	50-55	26,000	17,500	10,000	5,000	2993	100 ▼
TA21/TC21/100 con	50-55	58,000	37,500	19,000	12,500	2993	95 ▼
TD21	56-63	30,500	22,500	12,500	7,000	2993	104 ▼
TD21 convertible	56-63	82,500	56,500	36,000	20,000	2993	102 ▼
TE/TF21	63-67	42,500	30,000	17,500	10,000	2993	110 ▼
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107 ▼

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<b>AMPHICAR</b> <i>IAOC (amphicar.com)</i>							
770	61-65	65,000	45,000	26,500	16,000	1147	70 ▼

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<b>ARMSTRONG SIDDELEY</b> <i>Armstrong Siddeley Owners' Club (01225 723809)</i>							
Lancaster	46-52	13,000	9,000	4,850	2,650	1991	70 ▲
Hurricane dhc	46-53	22,000	15,000	8,000	5,200	1991	70 ▼
Typhoon coupé	46-50	15,750	11,000	6,950	4,250	1991	70 ▼
Whitley	50-53	15,000	10,000	5,000	2,650	2309	85 ▼
Sapphire	53-59	16,400	12,750	6,250	3,250	3435	100 ▼
Star Sapphire	58-60	20,000	15,000	7,000	3,500	3990	104 ▼

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<b>ASTON MARTIN</b> <i>Aston Martin Owners' Club (01865 400400)</i>							
DB2	50-53	200,000	165,000	115,000	62,500	2580	110 ▼
DB2 con	51-53	315,000	250,000	170,000	105,000	2580	109 ▼
DB2/4 MkII	53-57	177,500	130,000	87,500	55,000	2580	120 ▼
DB2/4 con	53-57	290,000	220,000	155,000	97,500	2580	120 ▼
DB3S	53-56	5.2m	4.8m	4.25m	3.8m	2922	145 ▼
DB MkIII	57-59	190,000	145,000	105,000	60,000	2922	120 ▼
DB MkIII con	57-59	310,000	250,000	180,000	135,000	2922	120 ▼
DB4	58-63	375,000	320,000	245,000	185,000	3670	141 ▼
DB4 Vantage	61-63	450,000	385,000	315,000	240,000	3670	149 ▼
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	149 ▼
DB4 GT	60-63	2m	1.75m	1.4m	1.15m	3670	155 ▼
DB4 GT Zagato	60-63	8m	7.4m	6.75m	6.25m	3670	154 ▼

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<b>AUDI</b> <i>Audi Owners' Club (audiownersclub.com)</i>							
60/70/80/90 sal	65-72	7750	5500	2500	1100	1760	100 ▼
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109 ▼
100S Coupé	69-76	19,500	15,000	7,500	3,750	1871	112 ▼
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135 ▼
Qu							

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			Mint	Good	Rough	CC		
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9750	6850	3000	1400	1275	96 ▲	
3-litre	68-71	9750	6500	3000	1600	2912	106	
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	5000	3500	1500	700	1748	101	
Allegro 1100-1500	73-82	3400	2400	1150	550	1275	87	
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini Mkl	59	27,500	22,500	15,000	12,000	848	71	
Mini Mkl	60-67	16,000	11,500	6,000	3400	848	71	
Mini MklII	67-69	12,000	8500	4250	1950	998	79	
Mini MklIII-V	70-90	8750	6250	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	40,000	31,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	40,000	31,000	19,500	14,000	1275	96	
Mini C'r 1275S MklII/III	67-71	32,000	22,500	14,000	9500	1275	96	
Mini Moke	64-85	24,000	15,000	7500	4250	998	70	
Mini 1275GT	69-80	20,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	7500	5000	2500	1250	1098	82	

AUSTIN-HEALEY		Austin-Healey Club (austin-healeyclub.com)					
100 BN1/2	53-56	64,000	43,500	27,500	19,000	2660	103 ▼
100M	55-56	110,000	86,500	62,500	40,000	2660	109 ▼
100S	55	580,000	490,000	400,000	350,000	2660	119 ▼
1000/6 BN4/6	56-59	56,000	37,500	22,500	14,000	2639	105 ▼
3000 Mkl	59-61	52,500	38,500	23,500	13,500	2912	112
3000 MklII	61-64	62,000	42,000	30,000	18,000	2912	117
3000 MklIII	64-68	65,000	44,000	28,500	18,000	2912	121
'Frogey' Sprite Mkl	58-61	19,500	13,750	7250	4000	948	82 ▼
Sprite MklII	61-64	13,250	9000	4250	1900	1098	86
Sprite MklIII	64-66	12,500	8000	3750	1700	1098	90
Sprite MklIV	66-71	12,000	8000	3500	1350	1275	96

AUTOBIANCHI		(autobianchiregister.com)					
Bianchina Trans/Cab	57-68	24,500	19,000	13,000	7000	499	68

BENTLEY		Bentley Drivers' Club (01295 738886)					
3-litre Tourer	22-25	400,000	275,000	197,500	127,500	2996	80
4.5-litre Tourer	27-31	900,000	700,000	500,000	365,000	4398	92
6.5 Litre Speed Six	28-30	2m	1.7m	1.35m	1.1m	6597	86
4.5 Litre 'Blower'	29-31	117.5m	8m	4.75m	2.75m	4398	98
8 Litre	29-31	1.4m	1m	700,000	475,000	7982	101
Derby 3.5 Park Ward	33-37	105,000	72,500	42,500	22,500	3669	91
Derby 3.5 coachbuilt	33-37	190,000	135,000	67,500	34,000	3669	91
Derby 4.25 PW	36-39	115,000	80,000	45,000	25,000	4257	96
Derby 4.25 coachbuilt	36-39	215,000	145,000	70,000	36,500	4257	96
MkVI 4.3/4.6-litre	46-52	38,500	27,500	14,000	6000	4566	100
MkVI con	51-52	115,000	92,000	45,000	27,500	4566	100 ▼
R-type saloon	52-55	44,000	31,000	16,500	8000	4566	106
Coachbuilt con	52-55	150,000	115,000	62,500	36,000	4566	106
R-type Continental	52-55	750,000	600,000	475,000	350,000	4566	115 ▼
S1 saloon	55-59	39,000	27,500	14,000	6750	4887	101
S1 Cont Mulliner	55-59	375,000	275,000	175,000	135,000	4887	115
S1 Cont PW coupé	55-59	300,000	225,000	135,000	100,000	4887	114
S1 Cont P Ward con	55-59	600,000	450,000	265,000	195,000	4887	114
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101
S2 Cont Mulliner	59-62	250,000	180,000	105,000	70,000	6230	115
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120
S3 saloon	62-65	52,500	36,000	19,000	9000	6230	116
S3 MPW 2dr coupé	62-65	220,000	150,000	80,000	45,000	6230	120 ▼
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118 ▼
T1 saloon	65-76	20,000	14,250	6500	2500	6750	120
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120
MPW/Corniche cpé	66-80	46,500	32,000	18,000	9000	6750	120 ▼
MPW/Corniche conv	67-85	70,000	49,500	27,000	16,500	6750	118
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135
Turbo R/L	85-97	15,000	11,000	5400	2200	6750	135
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152
Continental con	84-94	77,500	60,000	40,000	24,000	6750	140
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151
Continental T	96-02	67,500	53,500	36,000	29,000	6750	175
Brooklands	92-98	15,000	11,000	8000	4500	6750	140 ▲
Azure	95-03	55,000	44,000	36,000	27,000	6750	150 ▼

BERKELEY		Berkeley Enthusiasts' Club (berkeleycarclub.com)					
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65
Sports SE492	58-59	12,000	7000	3750	2500	492	80
B95/B105	59-61	12,500	7500	4250	2750	692	90
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60

BIZZARRINI		(isobizclub.com)					
5300GT Strada	65-69	850,000	625,000	500,000	400,000	5354	165

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BMW	36-39	695,000	540,000	440,000	350,000	1971	100 ▼	
503	56-59	175,000	130,000	85,000	60,000	3168	115	
503 coupé	56-59	2.1m	1.75m	1.5m	1.3m	3168	135	
507	56-59	2.1m	1.75m	1.5m	1.3m	3168	135	
Isetta 250/300	55-65	20,000	14,000	9000	5000	298	60	
650	58-59	30,000	23,000	16,500	10,000	585	65 ▲	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5000	2500	1673	100	
2002/Touring	68-75	19,000	14,500	6000	2650	1990	112	
2002 cabrio/targa	71-74	37,500	26,500	13,500	6500	1990	110	
2002tii	71-75	36,000	26,000	13,000	6250	1990	120	
2002 turbo	73-74	105,000	80,000	50,000	32,000	1990	130	
2800CS/CSA	69-71	24,000	16,500	9750	5000	2788	120	
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSI	71-75	55,000	36,500	20,000	12,500	2985	130	
3.0CSL	72-75	145,000	110,000	67,500	40,000	3003	134	
3.0CSL 'Batmobile'	72-75	325,000	235,000	160,000	100,000	3153	138	
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140 ▼	
M635CSi	85-89	44,000	30,000	16,000	7500	3453	158	
M1	79-80	395,000	320,000	265,000	185,000	3453	162 ▲	
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
325i (E21)	77-82	15,000	10,500	5000	2200	2315	126	
320i/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,500	8000	4000	1800	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,000	7750	3750	1750	2788	146	
M535i (E28)	85-87	19,500	13,500	6250	3000	3453	152	
M5 (E28)	85-88	50,000	35,000	20,000	12,000	3420	152	
5 Series (E34)	88-95	7000	5000	2400	1200	3982	149	
M5 (E34)	88-95	27,500	18,500	9500	4750	3535	155	
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	8500	5750	2500	1000	1990	123	
325i sal (E30)	85-91	13,000	9000	4000	1650	2494	130	
325i Sport (E30)	89-91	26,000	20,000	12,000	6500	2494	133	
3 Series (E30) conv	86-93	14,000	10,000	4750	1750	2494	130	
M3 (E30)	86-90	65,000	50,000	35,000	25,000	2302	143	
M3 Evo II (E30)	88	89,000	72,000	48,000	32,500	2302	143	
Z1	86-91	43,500	32,500	18,000	11,000	2494	140	
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	47,500	38,500	29,500	20,000	5576	155	
M3/Evo (E36)	92-99	23,000	16,500	9000	5250	3201	155 ▲	
Z3 4-cyl	96-01	3750	2600	1300	550	1895	127 ▲	
Z3 6-cyl	96-02	5750	4000	1900	975	2793	139	
Z3M Roadster	98-02	19,500	14,500	9250	6400	3201	155 ▼	
Z3M Coupe	98-02	32,500	22,500	15,000	8500	3201	159	
Z8	00-03	175,000	135,000	110,000	85,000	4941	155	
M3 (E46)	01-06	30,000	20,000	10,000	5750	3246	155	
M3 CSL (E46)	03-05	70,000	50,000	30,000	20,000	3246	155	
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	

BMW Car Club (01970 267989)							
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120
325i (E21)	77-82	15,000	10,500	5000	2200	2315	126
320i/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135
5 Series (E12)	75-81	11,500	8000	4000	1800	2788	133
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139
5 Series (E28)	81-87	11,000	7750	3750	1750	2788	146
M535i (E28)	85-87	19,500	13,500	6250	3000	3453	152
M5 (E28)	85-88	50,000	35,000	20,000	12,000	3420	152
5 Series (E34)	88-95	7000	5000	2400	1200	3982	149
M5 (E34)	88-95	27,500	18,500	9500	4750	3535	155
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155
3 Series sal (E30)	82-91	8500	575				

NE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			

DKW Owners' Club (dkw.org.uk)							
DKW							
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76
1000SP/A Union sp	58-65	17,500	12,500	6500	3750	980	82
1000/1000S sal/cpé	58-63	11,000	7500	3750	2000	980	80
F102 saloon	64-66	4750	3250	1750	900	1175	84

DODGE							
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165

EVA							
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110

FACEL VEGA							
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125
HKS00	59-61	160,000	120,000	90,000	44,000	6286	130
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132
Facelia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114

FAIRTHORPE							
Electron Minor	57-73	5000	3750	2250	1250	948	80
TX-GT/SS coupé	67-73	4500	3250	1850	750	1998	112

FERRARI							
166MM Barchetta	48-50	3.5m	3.1m	2.9m	2.7m	1995	125
166 Inter	48-51	950,000	725,000	550,000	400,000	1995	115
212 Inter	51-52	1m	875,000	725,000	600,000	2562	120
340 America	51	2.9m	2.55m	2.3m	2m	4101	136
250 Europa SI/SII	53-55	1.35m	1.15m	1.05m	995,000	2963	126
410 Superamerica	56-59	3.8m	2.9m	2.35m	2.1m	4962	165
250GT Boano/Elena	56-59	725,000	595,000	425,000	300,000	2953	157
250GT Cabrio SI	57-59	4.6m	4.2m	3.85m	3.5m	2953	155
250GT Berlinetta TDF	57-59	4.5m	4.1m	3.8m	n/a	2953	143
250GT PF coupé	58-62	420,000	320,000	240,000	160,000	2953	145
250 Cal Spider lwb	58-62	4.75m	6.75m	6m	5m	2953	155
250 Cal Spider swb	60-63	7.4m	13m	12m	11m	2953	149
250GT SWB (steel)	60-63	7.3m	6.5m	6.2m	5.6m	2953	150
250GT SWB (alloy)	59-62	13m	11.5m	10.5m	9.5m	2953	155
250GT Cabrio Se2	60-62	1.1m	925,000	750,000	575,000	2953	160
250GTE 2+2	60-63	335,000	260,000	200,000	150,000	2953	140
250GTO	62-64	57m	50m	41m	n/a	2953	158
250LM	64-66	15.5m	13.5m	11.75m	n/a	2953	159
250GT Lusso	62-64	1.35m	1.1m	950,000	750,000	2953	150
400 Superamerica	60-64	1.95m	1.75m	1.6m	1.5m	3967	162
500 Superfast	64-67	1.45m	1.3m	1.15m	1m	4962	170
275GTB (steel)	64-66	1.7m	1.5m	1.25m	1m	3286	150
275GTB (alloy)	64-66	2.6m	2.3m	2m	1.8m	3286	150
275GTS	64-66	1.2m	1.05m	950	795,000	3286	150
275GTB/4 (4-cam)	66-68	2.75m	2.4m	2.1m	1.8m	3286	165
330GT 2+2	64-67	272,500	195,000	135,000	80,000	3967	150
330GTC	66-68	500,000	400,000	330,000	260,000	3967	150
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150
Dino 206GT	68-69	485,000	395,000	295,000	195,000	1987	145
Dino 246GT	69-73	400,000	310,000	210,000	135,000	2418	150
Dino 246GTS	72-74	475,000	350,000	260,000	165,000	2418	150
365GT 2+2	67-71	185,000	150,000	95,000	60,000	4390	152
365GTC	68-70	550,000	450,000	375,000	320,000	4390	155
365GTB/4 Daytona	68-64	640,000	520,000	425,000	320,000	4390	173
365GTS/4 Spider	72-73	2.5m	2.2m	1.65m	n/a	4390	170
365GTC/4 2+2	70-72	210,000	165,000	125,000	100,000	4390	152
365GTA 2+2	72-76	69,500	50,000	30,000	19,000	4390	150
365GTA BB	75-76	295,000	235,000	190,000	150,000	4390	163
512BB	76-81	215,000	175,000	140,000	110,000	4942	163
512BBI	81-85	187,500	160,000	130,000	105,000	4942	168
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156
308GTB (grp)	75-77	155,000	120,000	80,000	55,000	2926	154
308GTB/GTS	77-80	67,500	52,500	36,000	24,000	2926	155
308GTB/GTSi	80-82	57,500	42,500	30,000	22,000	2926	155
308GTB qv/GTS qv	82-85	70,000	54,000	36,500	25,000	2926	155
328GTB/GTS	85-88	75,000	60,000	46,500	32,500	3195	163
400/400i/412i man.	76-89	50,000	40,000	26,000	16,500	4823	158
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158
Mondial	81-94	35,000	27,500	16,500	9,000	2926	143
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146
348/Spider	89-94	50,000	42,000	33,000	25,000	3464	170
F355 GTB	94-99	75,000	62,000	49,000	36,500	3496	185
F355 GTS/Spider	95-99	72,500	60,000	48,000	37,500	3496	183
360 Modena	99-05	57,500	50,000	43,500	36,500	3586	184
Testarossa	84-90	110,000	90,000	62,500	45,000	4942	181
512 TR	91-94	175,000	137,500	100,000	67,500	4943	193
F512 M	94-96	250,000	195,000	150,000	100,000	4943	194
456GT	92-98	47,500	40,000	28,500	20,000	5474	184
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185
288GT0	84-87	2.8m	2.4m	2.1m	1.85m	2855	190
F40	88-92	2.5m	2m	1.5m	1.25m	2956	201
F50	95-97	3m	2.6m	2.3m	n/a	4698	202

NE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			

NE DENOTES NEW ENTRY TO PRICE GUIDE							
550/575M Maranello	96-06	90,000	72,500	54,000	42,500	5474	199
Enzo	02-04	2.6m	2.25m	1.75m	n/a	5998	220

FIAT							
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Fiat Motor Club (0208 372 4028)							
500 Topolino	48-55	13,000	9500	4500	2000	569	60
600/600D	55-70	11,000	7500	3600	1400	633	66
600 Multipla (MPV)	55-60	27,000	19,000	12,000	6750	767	59
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61
1500S/1600S Osca sp	59-66	29,500	24,000	16,000	10,000	1568	105
2300S	61-68	28,000	20,000	16,000	10,000	2280	120
850 Coupé	65-73	9000	6000	2750	1400	903	96
850 Spider	65-73	15,000	9500	4500	2400	903	96
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100
124 Coupé	66-75	12,000	8500	3500	1250	1756	115
124 Spider 1.4/1.6	66-74	18,500	13,000	7750	3500	1608	112
124 Spider 1.8/2.0	75-81	15,500	10,750	5750	2000	1756	108
124 Spider Abarth	57-75	57,500	42,000	32,000	17,500	1756	118
Pininfarina Spider	82-85	16,000	11,000	6250	2250	1995	104
Dino Spider 2.0/2.4	67-73	130,000	97,500	65,000	47,500	2418	130
Dino Coupé 2.0/2.4	67-73	50,000	36,000	22,500	15,000	1987	122
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118
127 Sport 1300	81-83	6250	4000	2000	1000	1301	102
128 3P coupé	75-78	9750	6000	2500	1200	1301	102
X1/9	77-89	11,000	6750	3000	1400	1290	100
Panda	80-96	4000	2750	1250	550	903	87
Panda 4x4	84-92	8500	6250	3000	1400	999	83
Strada Abarth 130TC	84-88	19,500	14,000	6000	2000	1995	117
Coupé/Turbo	94-00	7500	5000	1750	600	1998	149
Barchetta	95-02	6750	4250	2200	1000	1747	118

FORD							
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AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intd (01386 860860); Sportina Escort OC (01859 231884); Mustang OC GB (mcsrb.net)							
Prefect	40-53	8000	5500	2500	1250	1172	68
Pilot V8	47-51	17,500	10,000	5500	2650	3622	82
Anglia/Popular 103E	46-59	8000	5750	2500	1350	1172	61
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71
Prefect 107E	59-61	7000	5000	2500	1350	997	73
Anglia 105E	59-68	9000	6500	2950	1600	997	74
Anglia 123E	62-68	11,000	8000	3650	2000	1197	82
Consul MkI	50-56	10,000	7000	3000	1500	1508	73
Zephyr Six MkI	50-56	14,000	10,000	4500	2000	2262	82
Zephyr Zodiac	53-56	16,500	12,500	5500	2650	2262	84
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73
Zephyr MkI con	52-56	23,000	18,000	12,000	6750	2262	82
Consul MkII (steel)	56-62	10,000	7000	3000	1400	1703	79
Zephyr MkII	56-62	17,500	11,500	5000	2000	2553	88
Zodiac MkII	56-62	20,000	14,000	6400	2750	2553	88
Consul MkII con	56-62	14,000</					

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
Integra Type R DC2	98-01	19,500	14,000	7,000	3,500	1,787	143	
S2000 (API)	99-09	14,000	11,000	5,750	3,250	1,997	147	▲

HRC								
T100/1500	38-56	60,000	46,500	32,000	22,500	1,496	81	

NUMBER								
Post-Vintage Number Car Club (01604 404363)								
Hawk MkI-VI	49-57	7,500	5,500	2,500	1,200	2,267	80	
Hawk SI-IV	57-68	7,500	5,000	2,350	1,150	2,267	86	
Snipe	45-48	9,500	7,500	3,000	1,400	2,731	72	
Snipe/Pman MkI-IV	45-56	10,000	7,000	3,250	1,500	4,139	91	
Super Snipe dhc	49-52	22,000	15,000	10,000	5,000	4,086	80	
Super Snipe SI-VA	58-67	10,000	7,000	2,750	1,250	2,651	106	
Imperial	64-67	11,000	8,000	3,250	1,400	2,965	102	
Sceptre MkI-II	63-67	8,750	6,000	2,500	1,000	1,725	90	
Sceptre MkIII	67-76	7,500	5,250	2,000	850	1,725	98	▲

ISO								
Iso Bizzarini Club (020 8891 6663)								
Rivolta	62-70	85,000	62,500	40,000	30,000	5,359	140	
Grifo	63-74	315,000	260,000	195,000	130,000	5,359	161	
Grifo 7-litre	69-74	375,000	300,000	225,000	155,000	6,998	170	
Lele	70-74	45,000	26,000	15,000	7,500	5,736	145	

JAGUAR								
Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (017 9658 8188); XK/E-type Club (01584 781588)								
SS100 2½-litre	36-39	350,000	260,000	200,000	145,000	2,663	94	
SS100 3½-litre	38-39	440,000	340,000	240,000	185,000	3,485	104	
1½-litre	46-49	29,000	20,000	12,000	6,750	1,776	70	▼
2½-litre	46-51	32,500	22,000	13,000	7,250	2,663	87	▼
3½-litre	46-51	36,000	26,000	15,000	8,500	3,485	92	▼
MkV 2½-litre con	49-51	58,000	40,000	25,000	12,000	2,663	87	▼
MkV 3½-litre con	49-51	70,000	45,000	30,000	18,000	3,485	92	▼
XK120 alloy rdstr	49-50	215,000	180,000	135,000	110,000	3,442	132	
XK120 roadster	50-54	113,000	78,000	51,250	33,000	3,442	122	
XK120 dhc	50-54	96,000	74,000	48,000	30,000	3,442	121	
XK120 fhc	51-54	81,500	56,000	38,000	25,000	3,442	122	
C-type	51-54	5m	4m	3.5m	3m	3,442	144	
XK140 roadster	54-57	114,000	78,500	50,000	32,000	3,442	126	
XK140 fhc	54-57	72,500	52,500	36,000	24,000	3,442	125	
XK140 dhc	54-57	106,000	74,500	49,000	32,000	3,442	125	
D-type	54-57	6.2m	5.4m	4.2m	3.85m	3,442	160	▼
XK150 roadster	58-60	106,000	77,500	42,500	27,500	3,781	130	
XK150 fhc	57-61	70,000	50,000	33,000	20,000	3,781	128	
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3,781	127	▼
XK150S 3.4 roadster	58-60	140,000	100,000	75,000	55,000	3,442	130	
XK150S 3.4 fhc	58-60	90,000	69,000	47,500	35,000	3,442	129	
XK150S 3.4 dhc	58-60	122,000	90,000	67,500	48,000	3,442	130	
XK150S 3.8 roadster	59-60	188,000	155,000	124,000	87,500	3,781	136	
XK150S 3.8 fhc	59-60	102,500	80,000	57,500	45,000	3,781	132	
XK150S 3.8 dhc	59-60	160,000	125,000	95,000	70,000	3,781	130	
MkVII-MkIX	51-61	33,000	22,500	11,000	5,000	3,442	105	
MkV/420G	61-70	21,500	15,500	7,250	3,000	4,235	120	
Mk1 2.4/Mk2 2.4	55-67	26,000	18,000	8,500	3,250	2,483	96	
Mk1 3.4	57-59	41,500	27,500	15,000	9,000	3,442	120	
Mk2 3.4	59-67	35,000	25,000	10,000	4,000	3,442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5,000	3,781	121	
S-type sal	63-68	23,000	15,500	7,500	3,250	3,781	121	▼
240	67-68	22,000	15,000	6,750	2,650	2,483	105	
340	67-68	27,500	20,000	9,000	4,000	3,442	123	
420	66-68	16,000	11,500	5,000	2,000	4,235	123	▼
E-type 3.8 rdstr (ff)	61-62	145,000	100,000	80,000	60,000	3,781	145	▼
E-type 3.8 cpé (ff)	61-62	110,000	90,000	72,500	50,000	3,781	145	▼
E-type 3.8 roadster	62-64	132,500	95,000	65,000	40,000	3,781	145	▼
E-type 3.8 coupé	61-64	100,000	75,000	52,500	32,500	3,781	145	▼
E-type 4.2 S1 rdstr	64-67	130,000	87,500	62,500	40,000	4,235	145	▼
E-type 4.2 S1 coupé	64-67	95,000	67,500	46,500	30,000	4,235	145	▼
E-type S1 2+2	66-67	60,000	45,000	22,500	13,000	4,235	136	
E-type S1/S2 rdstr	67-70	92,500	72,500	44,000	26,500	4,235	145	
E-type S1/S2 fhc	67-70	72,500	50,000	32,500	20,000	4,235	145	
E-type S1/S2 2+2	67-70	55,000	40,000	20,000	12,000	4,235	136	
E-type V12 roadster	71-75	77,500	60,000	35,000	18,000	5,343	150	▼
E-type V12 fhc 2+2	71-74	55,000	40,000	22,500	10,000	5,343	150	
XJ6 2.8 Series 1	68-73	10,000	6,750	2,500	1,000	2,791	117	
XJ6 4.2 Series 1	68-73	15,500	10,500	3,750	1,250	4,235	124	
XJ12 Series 1	72-73	16,000	10,500	4,500	2,000	5,343	140	
XJ6 Series 2	73-79	12,000	7,500	3,000	1,000	3,442	117	
XJ6 Series 3	79-86	10,000	6,000	2,500	950	4,235	125	
XJ12 Series 2-3	75-93	13,000	8,750	3,750	1,500	5,343	146	
XJ6 Coupé	75-78	24,000	14,000	7,000	4,200	4,235	120	
XJ12 Coupé	75-78	27,000	17,500	9,000	4,500	5,343	143	
XJR 3.6/4.0 sal	88-94	11,000	7,000	3,500	1,600	3,980	142	
XJ12 (XJ81) sal	93-94	10,000	6,500	2,850	1,350	5,994	155	
XJR X300 sal	94-97	12,000	8,000	3,000	1,250	3,980	155	
XJ12 X300 sal	94-97	8,500	6,250	3,000	1,500	5,994	155	
XJ-5 manual	75-80	27,500	20,000	10,000	6,000	5,343	154	
XJ-5 V12 auto	75-91	12,500	7,750	3,250	900	5,343	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
XJ-S 3.6	83-89	9,250	6,250	2,750	1,000	3,590	141	
XJ-SX 3.6 cabrio	83-87	11,500	8,000	3,850	1,750	3,590	134	▼
XJ-SX V12 cabrio	85-88	15,000	10,000	5,000	2,000	5,343	150	
XJ-S V12 con	88-91	19,000	12,500	5,250	2,250	5,343	150	
XJS V12	91-96	16,000	10,500	4,850	2,000	5,994	161	
XJS V12 con	91-96	17,500	12,000	5,500	2,500	5,994	160	
XJR-S	88-93	25,000	18,000	9,000	3,750	5,993	158	
XJS 4.0	91-96	13,000	8,750	3,600	1,650	3,980	138	▼
XJS 4.0 conv	92-96	22,000	14,000	7,000	3,600	3,980	138	
XJ220	89-92	350,000	300,000	250,000	200,000	3,498	212	
XK8 4.0 fhc	96-02	7,750	5,250	2,400	1,200	3,996	155	▼
XK8 4.0 con	96-02	9,750	7,000	3,650	2,000	3,996	155	▼
XJR (X308) sal	97-03	9,000	6,000	2,500	1,000	3,996	155	
XKR 4.0 fhc/con	98-02	11,250	7,750	3,600	2,000	3,996	157	

JEEP								
Cherokee	92-01	12,500	8,000	3,000	1,000	3,960	107	

JENSEN								
Jensen Owners' Club (01625 525699); Jensen Club (01236 614072)								
541/R/S	54-63	53,000	40,000	22,500	13,000	3,993	123	▼
C-V8	62-65	55,000	40,000	20,000	11,000	6,276	143	
Interceptor MkI	67-69	58,000	40,000	18,500	8,500	6,276	140	▼
Interceptor II-III	70-75	50,000	33,500	15,000	7,500	6,276	140	
FF	67-71	118,000	80,000	60,000	40,000	7,212	141	▼
Interceptor SP	71-73	55,000	36,500	16,500	8,000	7,212	144	
Interceptor con	74-76	70,000	52,500	30,000	16,000	7,212	140	
Jensen-Healey/GT	72-76	15,000	10,500	5,000	2,000	1,973	120	

JOWETT								
Jowett Car Club (01245 256944); Jowett Owners' Auto Club (01394 385709)								
Javelin	47-54	11,000	7,500	3,500	1,500	1,486	77	
Jupiter	50-54	30,000	23,000	16,000	9,000	1,486	85	

LAGONDA								
Lagonda Club (01252 845451)								
2.6/2.9	48-57	56,500	37,500	20,000	9,500	2,922	100	
2.6/2.9 con	49-57	87,500	65,000	30,000	18,000	2,922	100	
Rapide	61-64	15,000	10,500	6,000	3,750	3,995	135	▼
Saloon SI-III	76-87	67,000	42,500	26,500	18,000	5,340	140	
Saloon SIV	87-90	70,000	47,500	32,000	22,000	5,340	140	

LAMBORGHINI							
Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	510,000	430,000	340,000	250,000	3,497	147

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	165,000	135,000	102,500	70,000	3485	142	
3500GT Spider	58-64	465,000	415,000	350,000	250,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	490,000	410,000	300,000	235,000	3692	147	
Quattroporte 4.1/4.7	63-71	60,000	40,000	25,000	15,000	4136	132	
Quattroporte III	79-90	20,000	13,000	6,500	3,500	4950	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	62,500	49,000	34,000	24,000	4719	156	
Ghibli 4.7	67-70	200,000	150,000	90,000	60,000	4719	155	
Ghibli Spyder	69-71	590,000	525,000	425,000	350,000	4719	154	
Ghibli 4.9 SS	70-73	235,000	180,000	120,000	72,500	4930	172	
Ghibli SS Spyder	71-72	650,000	575,000	485,000	420,000	4930	170	
Bora 4.7/4.9	71-79	167,500	130,000	92,500	45,000	4719	160	
Merak	72-75	42,500	30,000	18,000	10,000	2965	135	
Merak SS	76-83	55,000	42,000	22,000	14,000	2965	147	
Khamsin	74-82	135,000	100,000	65,000	40,000	4930	151	
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6,000	2,500	1,200	2491	138	
Biturbo Spyder	84-94	13,250	10,000	4,000	2,000	2491	138	
Ghibli II	94-97	17,500	12,000	5,750	2,850	2790	155	
Quattroporte IV	94-01	10,500	8,000	5,000	2,650	2790	158	
3200GT	98-01	15,000	11,000	7,000	5,000	3217	180	
4200GT	02-07	14,500	10,500	7,000	4,750	4244	177	

MATRA	Matra Enthusiasts' Club (01892 652964)						
	Year	Mint	Good	Rough	cc		
Bagheera	73-79	12,000	8,000	3,500	1250	1442	102
Murena	80-83	14,000	9,000	4,000	1,500	2155	121

MAZDA	mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)						
	Year	Mint	Good	Rough	cc		
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125
RX7	78-86	15,000	10,000	4,500	1,250	2292	119
RX7 S2	86-91	7,000	4,750	2,250	900	2254	140
RX7 S3	92-95	8,000	6,500	4,000	2,000	2608	156
MX-5	90	6,000	4,000	1,850	1,000	1957	121
MX-5	91-97	4,750	3,000	1,250	500	1839	123

McLAREN	McLaren Enthusiasts' Club (01892 652964)						
	Year	Mint	Good	Rough	cc		
F1	93-98	17m	16m	15m	14m	6064	240

MERCEDES-BENZ	M-Benz Club Ltd (07071818868); M-Benz Owners' Assoc. (01892 860922)						
	Year	Mint	Good	Rough	cc		
500K Cabrio A/B/C	34-36	125m	1m	700,000	450,000	5016	102
500K Sports/Rdstr	34-36	3m	2.5m	195m	1.3m	5016	102
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104
540K Cabrio A	36-39	1.6m	1.25m	1m	900,000	5401	101
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100
540K Special Rdstr	36-39	5.75m	4.85m	4m	3m	5401	106
180/190 Ponton sal	53-62	16,500	11,500	5,500	2,500	1897	87
219/220S Ponton sal	56-59	19,500	14,000	6,750	3,500	2195	101
220S/SE cabrio	56-60	130,000	90,000	47,500	29,500	2195	101
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100
300S cab/rdstr	52-55	440,000	345,000	250,000	170,000	2996	112
300Sc cab/rdstr	55-58	650,000	475,000	340,000	240,000	2996	112
300Sc coupé	55-58	375,000	300,000	230,000	155,000	2996	112
300SL Gullwing	54-57	1.45m	1.2m	1m	775,000	2996	145
300SL roadster	57-63	1.4m	1.15m	850,000	650,000	2996	130
190SL roadster	55-63	125,000	90,000	65,000	45,000	1897	109
190/200 Fintail sal	61-68	13,000	9,000	4,000	1,750	1988	90
220/230 Fintail sal	59-68	16,500	11,500	5,250	2,250	2281	100
300SE/L Fintail sal	61-65	30,000	20,000	8,500	3,250	2996	109
220SE coupé	61-65	45,000	32,500	17,500	10,000	2195	107
220SE cabrio	61-65	100,000	70,000	38,500	24,000	2195	107
300SE coupé	62-67	75,000	50,000	30,000	18,500	2996	110
300SE cabrio	62-67	160,000	125,000	70,000	47,500	2996	109
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121
600 saloon	64-81	100,000	75,000	45,000	25,000	6330	120
250/280S/SE sal	65-72	19,500	13,000	5,500	2,250	2778	116
250SEC/280SEC cpé	65-69	56,500	38,500	22,000	13,500	2778	116
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116
280SE 3.5 coupé	69-71	94,000	70,000	37,500	25,000	3499	127
280SE 3.5 cabrio	69-71	250,000	190,000	135,000	95,000	3499	127
300SE/SEL sal	65-69	22,000	14,000	6,000	2,500	2996	115
280/300SE/SEL 3.5	69-72	25,000	16,500	7,500	3,500	3499	128
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132
200/220/230.4 sal	67-76	11,000	7,000	3,000	1,200	2197	105
230.6/250/280 sal	67-76	12,000	7,500	3,250	1,300	2746	125
250CE/280CE coupé	68-76	18,000	12,000	6,000	2,500	2746	125
280/350/380/420SL	71-89	30,000	20,000	7,500	2,750	4196	130
500/560SL sports	82-89	40,000	24,000	10,000	3,750	5547	142

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
300SL(R107)	85-89	34,000	21,000	9,000	3,650	2962	124	
350/380/450SLC cpé	71-81	20,000	12,500	5,000	1,750	4520	137	
280S/SE sal	72-80	12,000	7,500	3,250	1,250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5,000	1,600	4520	130	
200/230E sal	75-84	11,750	8,000	3,600	1,500	2299	114	
250/280E sal	75-84	12,000	8,250	3,750	1,650	2746	124	
230/280CE coupé	77-85	16,000	11,000	5,000	2,000	2746	125	
G-wagon (W460)	79-92	27,500	17,500	7,500	3,500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6,750	6834	140	
280SL-SL320 (R129)	89-01	13,500	8,000	3,350	1,600	2960	142	
500SL/SL500 (R129)	89-01	17,500	10,750	4,750	2,500	4973	155	
600SL/SL600 (R129)	92-01	25,000	17,500	7,500	3,750	5987	155	
380/420/500SEC	81-91	19,500	13,000	7,000	2,400	4973	138	
560SEC	86-91	22,000	15,000	8,000	3,000	5547	151	
300SE-500SE sal	80-91	8,750	5,750	2,000	800	4973	147	
500/560SEL sal	80-91	12,000	7,500	2,800	1,200	5547	156	
190E sal	82-92	6,750	4,250	1,750	750	1997	117	
190E 2.3/2.5-16	83-92	27,500	19,500	10,000	5,000	2299	143	
W124 Coupé	87-95	8,500	5,500	2,000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5,000	2,650	3199	142	
W124 sal/est	84-95	6,750	4,500	1,650	600	3199	146	
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4,500	2,750	1,000	450	2295	140	
SL55 AMG	02-08	17,500	12,500	9,000	6,000	5439	155	
SLR McLaren	03-10	225,000	175,000	150,000	n/a	5439	208	

MESSERSCHMITT	Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)						
	Year	Mint	Good	Rough	cc		
KR175/200	53-64	25,000	17,500	11,000	6,500	191	65
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75

MG	Owners' Club (01854 23125); Octagon Club (01785 251014); Car Club (01235 555552)						
	Year	Mint	Good	Rough	cc		
SA saloon	36-39	40,000	32,500	23,500	13,500	2322	80
SA tourer/dhc	36-39	64,000	46,500	31,000	19,500	2322	80
VA saloon	37-39	27,500	20,000	13,000	8,000	1548	80
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81
WA saloon	38-39	46,500	37,000	27,500	16,000	2561	91
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91
TA/TC	36-49	33,000	23,000	14,500	9,250	1250	78
TD	49-53	21,500	15,750	10,500	6,500	1250	80
TF1250/1500	53-55	29,000	20,000	13,000	7,500	1466	85
YA/YB	47-53	15,000	10,000	4,400	1,250	1250	71
Magnette ZA/ZB	53-59	17,000	11,500	4,750	2,400	1489	82
MGA Roadster	55-62	31,000	21,000	12,500	8,000	1489	98
MGA Coupé	56-62	25,500	17,000	10,000	6,250	1489	98
MGA Twin Cam Rdstr	58-60	47,500	34,000	23,500	15,000	1588	115
MGA Twin Cam Cpé	58-60	37,500	27,500	17,500	12,000	1588	115
Magnette III/IV	59-68	10,000	6,750	2,900	1,350	1622	87
1100/1300	62-71	10,000	7,000	2,950	1,300	1275	97
MGB roadster p/h	66-65	21,000	15,000	8,000	4,000	1798	103
MGB roadster	65-67	17,500	12,750	6,000	3,000	1798	103
MGB GT	65-67	16,000	10,750	5,000	2,350	1798	103
MGB MkII roadster	67-71	16,500	11,500	5,500	2,500	1798	103
MGB MkII GT	67-71	14,000	8,750	4,000	1,680	1798	103
MGB MkIII roadster	71-74	16,000	11,000	5,250	2,250	1798	100
MGB MkIII GT	71-74	12,000	8,000	3			

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
356 Speedster	54-58	335,000	260,000	200,000	160,000	1488	92	▲	
356 Convertible D	58-59	215,000	150,000	110,000	70,000	1488	92		
356A	55-59	90,000	65,000	39,000	25,000	1582	113		
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113		
356A cabrio	55-59	160,000	115,000	75,000	48,500	1582	113		
356B roadster	60-61	175,000	130,000	80,000	50,000	1582	113		
356B/C cabrio	60-65	137,500	100,000	64,000	40,000	1582	113		
356A/B Carrera	55-62	500,000	375,000	275,000	200,000	1582	113		
Carrera 2	63-65	425,000	350,000	295,000	250,000	1966	125		
911 2.0	64-65	200,000	150,000	110,000	75,000	1991	131		
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131		
911S 2.0	66-69	155,000	120,000	85,000	60,000	1991	140		
912	65-69	57,500	42,000	27,500	17,500	1582	112		
911T	67-73	77,500	57,500	34,500	24,000	2195	131		
911E	68-73	87,500	65,000	37,500	27,500	2341	138		
911S 2.2	69-71	157,500	105,000	75,000	53,000	2195	144		
914-4	69-75	25,000	17,500	8,000	4,000	1795	112		
914-6	69-72	84,000	60,000	37,500	25,000	1991	125	▲	
911S 2.4	71-75	150,000	110,000	80,000	57,500	2341	144		
Carrera RSL	72-73	850,000	650,000	500,000	400,000	2687	149		
Carrera RST	72-73	525,000	400,000	275,000	190,000	2687	149		
911 2.7	73-77	42,500	32,500	18,000	11,000	2687	135		
911S 2.7	73-77	48,500	37,500	25,000	16,000	2687	140		
Carrera 2.7MFI	73-77	180,000	140,000	110,000	85,000	2687	148		
911 Turbo (930) 3.0	75-77	140,000	110,000	80,000	55,000	2995	156		
Carrera 3.0	76-77	85,000	55,000	37,500	25,000	2994	146		
924	76-85	6250	3950	1600	750	1984	126		
924 Turbo	78-83	17,000	11,500	5,400	2,500	1984	144		
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150	▲	
924S/L Mans	85-88	9250	6250	2500	1250	2479	136		
928S/S/2	77-87	27,500	20,000	10,000	4,500	4664	155		
928S4	86-95	28,500	20,000	10,500	4,500	4957	161		
928GT	89-92	35,000	24,000	15,000	7,000	4957	168		
928GTS	91-95	56,500	42,500	25,000	12,000	5396	171		
911 Turbo (930) 3.3	77-90	120,000	90,000	55,000	35,000	3299	160	▲	
911 Turbo Cabrio	86-90	97,500	72,500	45,000	32,000	3299	158		
911S 3.0	77-83	53,000	41,000	24,000	15,000	2994	149		
911 Carrera 3.2	83-89	54,000	38,000	21,000	12,500	3164	158		
911 Carrera cabrio	83-89	48,500	33,000	20,000	12,500	3164	155		
Carrera Supersport	84-89	80,000	62,500	40,000	26,500	3164	158		
911 Speedster	88-89	145,000	110,000	75,000	55,000	3164	158		
959	87-88	1m	825,000	700,000	525,000	2994	190		
Carrera Club Sport	87-89	130,000	100,000	68,000	42,000	3164	154		
944	82-87	10,500	7,000	3,000	1,200	2479	134		
944 Turbo	85-91	23,000	15,000	8,000	4,000	2479	157	▲	
944S	86-88	11,000	7,500	3,400	1,400	2479	140		
944S2	88-92	14,000	10,000	4,200	1,800	2990	149		
944S2 Cabrio	89-92	15,500	11,500	5,250	2,400	2990	149		
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7,500	2479	150	▼	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158		
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167		
911 Carrera RS (964)	92-94	240,000	195,000	145,000	115,000	3600	162		
968	92-95	16,000	12,750	7,250	4,000	2990	150		
968 Sport	94-95	24,000	16,500	10,000	6,000	2990	151		
968 Club Sport	93-95	42,000	28,500	15,750	8,000	2990	154		
911 Carrera (993)	94-97	60,000	47,500	30,000	21,000	3600	160		
911 Turbo 4 (993)	95-98	150,000	120,000	85,000	55,000	3600	180		
911 Turbo S (993)	97-98	300,000	240,000	185,000	150,000	3600	182		
911 C4S/C2S (993)	95-97	95,000	76,500	50,000	30,000	3600	171		
911 Carrera RS (993)	94-95	335,000	275,000	225,000	175,000	3746	172		
911RS Clubsport	95-96	350,000	290,000	245,000	200,000	3746	175		
911 GT2 (993)	95-98	950,000	800,000	700,000	550,000	3600	187		
Boxster 2.5	96-99	6500	4350	2600	1700	2480	149		
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156		
Boxster 3.2S	99-04	10,000	7,000	3850	2500	3179	164	▲	
911 Carrera (996)	97-05	24,000	17,000	10,500	6,750	3387	170		
911 GT3 (996)	99-05	70,000	57,500	46,000	38,500	3600	188		
911 Turbo (996)	99-05	44,000	33,500	25,000	21,000	3600	189		
911 GT2 (996)	01-05	110,000	97,500	85,000	72,500	3600	198		

RENAULT	Satre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
Sabre 4/6	61-64	11,000	8750	5750	2600	2553	110	
Scimitar SE4/a/b	64-70	16,000	10,000	4,000	2,000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,000	6750	2500	1000	2792	120	
Scimitar GTC	80-85	12,000	8000	3250	1500	2792	119	
Scimitar GTE SE6b	80-86	9400	6650	2650	1000	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2993	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	

RENAULT	Renault Owners' Club (renaultownersclub.com)							
	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	8000	5500	2500	1100	845	70	
Dauphine Gordini	58-67	15,000	10,500	5,000	2,500	845	83	
Florida/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough	cc			
Florida/Caravelle con	59-68	13,000	9000	4500	2000	1108	90		
R4	62-80	8000	5000	2200	1000	1108	72		
R8/R10	62-71	6400	4250	2000	800	1108	84		
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108		
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105		
5 hatch	72-84	3500	2650	1500	600	1289	96		
5 hatch	84-96	3000	2000	1000	450	1397	109		
5 Turbo 2	83-86	80,000	57,500	32,500	22,500	1397	124		
5GT Turbo	86-91	20,000	15,000	7000	3250	1397	123		
Clio Williams	94-95	24,000	16,000	8000	4000	1998	134		

RILEY	Riley RM Club (01352 700427); Riley Motor Club (01920 273197)							
	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
RMA/RME T/s saloon	45-55	15,000	11,000	5500	2500	1496	81	
RMB/RMF 2 1/2 saloon	46-53	19,250	14,500	7750	3750	2443	91	
Roadster RMC	48-50	42,500	27,500	16,500	8500	2443	100	
RMD convertible	48-51	28,500	22,000	13,500	7000	2443	91	
2 1/2/Pathfinder	53-59	12,000	8000	3400	1650	2443	101	
One Point Five	57-65	11,000	8000	3500	1500	1489	85	
4/68, 4/72	59-69	12,500	8000	3250	1400	1622	88	
Elf Mkl/II 848/998	61-69	8500	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7500	5000	2250	1000	1098	87	

ROCHDALE	Rochdale Owners' Club (01364 654419)							
	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
GT	57-61	8750	6000	3000	1250	1172	85	
Olympic	60-73	11,000	7500	4250	2750	1489	105	

ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
	Year	Concours/Dealer	Mint	Good	Rough	cc	Top speed	Price change
Silver Ghost	07-14	2.5m	1.85m	1.5m	1.25m	7428	75	▼
Silver Ghost	18-25	400,000	320,000	250,000	165,000	7428	78	▼
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	▼
Phantom III	36-39	230,000	145,000	65,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	50,000	36,500	20,000	10,500	4257	92	
Silver Dawn sal	49-55	44,000	31,000	16,000	8000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I saloon	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCI Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	100,000	70,000	37,500	22,000	6230	112	
Silver Cloud III sal	62-66	50,000	35,000	19,000	9000	6230	116	
SCI II MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	20,000	13,000	6250	2000	6750	120	
MPW/Corniche cpé	66-80	46,500	32,000	18,000	8750	6750	119	▼
MPW/Corniche con	67-90	72,000	50,000	27,000	15,000	6750	119	
Camargue	75-86	52,000	42,000	25,000	13,000	6750	115	
Silver Spirit/Spur	80-89	13,500	9500	4500	1650	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22					

**Price Guide**

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Celica GT	85-90	4250	2800	1400	800	1998	130	
Celica GT-Four	86-90	8000	5750	2750	1400	1998	135	
MR2	84-90	10,000	6750	2750	1250	1587	124 ▲	
MR2 Mk2	90-99	8000	5750	2250	800	1998	137	
Supra	86-93	11,000	7000	3650	1750	2954	135	
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	21,000	15,000	7750	4000	2997	156	
Sera	90-95	3950	2500	1100	500	1496	120	

TRIDENT		Trident Car Club (020 8644 9029)					
Clipper V8	67-78	31,500	24,000	12,500	7000	4727	140

TRIUMPH		Club Triumph (020 8351 9544); TR Register (01235 818886); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)					
Roadster 1800/2000	46-49	26,500	18,500	11,500	6000	2088	77 ▼
1800/2000/Renown	46-54	9750	7000	3200	1600	2088	74
Mayflower	50-53	5200	3350	1650	750	1247	65 ▼
TR2	53-55	34,000	24,000	15,000	9000	1991	107 ▼
TR3/SA 2.0/2.2	55-61	31,750	22,500	13,000	7000	1991	106 ▼
TR4	61-65	29,000	20,000	11,000	6000	2138	109 ▼
TR4A	64-67	32,000	22,500	12,000	6500	2138	110 ▼
TR5 PI	67-68	50,000	39,000	25,000	16,500	2498	121
TR6 'CP'	69-73	27,000	17,250	9750	5500	2498	119 ▼
TR6 'CR'	73-76	22,500	15,000	8750	4750	2498	116 ▼
TR7	75-81	6000	3950	1650	750	1998	110
TR7 convertible	80-81	8000	5500	2400	1000	1998	109
TR8	78-81	13,000	9000	4500	2000	3528	135
TR8 convertible	80-81	14,000	10,000	5500	2500	3528	130
Herald/S saloon	59-64	6250	4600	1900	950	1147	76 ▲
Herald coupé	59-64	7500	5600	2750	1400	948	79 ▲
Herald conv	60-61	8500	6250	2650	1250	948	79
Herald 1200	61-70	5850	4250	1600	750	1147	80
Herald 1200 conv	61-67	8250	6000	2500	1200	1147	80
Herald 12/50	63-67	6850	4850	1900	950	1147	84 ▲
Herald 13/60	67-71	5750	3750	1500	750	1296	87
Herald 13/60 conv	67-71	8000	5750	2400	1200	1296	85
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91
Vitesse 2-litre Mkl	66-68	8000	5500	2400	1100	1998	95
Vitesse Mkl conv	66-68	11,500	7250	3400	1500	1998	95
Vitesse Mkl	68-71	8750	6250	2650	1200	1998	102
Vitesse Mkl conv	68-71	14,000	9500	4000	1750	1998	100
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100
Spitfire Mkl/1500	70-78	9500	6400	2600	1100	1493	101 ▼
GT6 Mkl	66-68	24,000	15,500	7500	3200	1998	109
GT6 Mkl	68-70	22,500	14,250	6750	3000	1998	109
GT6 MkIII	70-74	21,500	13,500	6000	2500	1998	112
2000 Mkl	63-69	8250	6000	3000	1400	1998	98 ▲
2000/2500 Mkl	69-77	6750	5000	2250	1000	1998	98 ▲
2500/2500TC	68-77	8000	5500	2500	1200	2498	107 ▲
3000S	75-77	8500	6000	2750	1350	2498	108 ▲
Stag	70-77	22,000	13,500	5950	2000	2997	117 ▼
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86 ▲
1300TC fwd	65-70	20,000	13,500	6500	3000	1296	93 ▲
Dolomite 1850	72-81	7000	4500	1900	900	1854	100 ▲
Dolomite Sprint	73-81	15,000	10,000	4000	2000	1998	117
Acclaim	81-84	1850	1200	600	300	1335	97

TUCKER		(tuckerclub.org)					
Torpedo	48	1.2m	1.05m	950,000	760,000	5474	120 ▼

TURNER		Turner Register (01895 256789)					
803/950 Sports	55-59	14,000	10,000	5500	2000	948	90

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	

TVR		TVR Car Club (01952 822128)					
Grantura I-1800S	57-67	32,500	25,000	16,000	10,000	VAR	107
Griffith 200/400	63-65	90,000	70,000	49,000	36,500	4727	155
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125
Vixen S1-4	67-73	25,000	18,500	13,000	8750	1599	107
1600M	72-77	20,000	14,500	8500	5250	1599	105
2500M	72-77	19,000	14,000	8750	5500	2498	109
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121
3000S convertible	78-79	27,500	18,000	11,000	7000	2994	119
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136
V8/350i convertible	83-89	10,000	6250	3400	2000	3528	130
390SE	85-88	10,500	7000	4500	2400	3905	143
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165
400/450SE	88-91	13,000	9250	6250	4250	4441	155
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141
V8S	91-94	15,500	12,000	8500	6500	3943	150
Griffith 4.0/4.3	91-93	15,250	12,000	8750	6000	4228	161
Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152 ▲
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162
Cerbera 4.2	96-03	21,000	16,000	10,000	7000	4280	180
Cerbera 4.5	97-03	25,000	21,000	17,000	13,500	4441	195
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160
T350	02-06	27,500	22,000	16,500	13,000	3605	175
Sagaris	04-06	67,500	60,000	50,000	n/a	3996	185

VANDEN PLAS		VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS					
4-litre Princess	57-68	12,500	8900	3750	1750	3995	89 ▼
3-litre I/II	59-64	13,000	9000	3950	1600	2912	105
4-litre R	64-68	16,000	10,500	4250	1800	3909	110
Princess 1100/1300	63-74	7250	4750	2200	1100	1275	87
1500/1.5/1.7	74-80	4500	3000	1400	700	1748	90

VAUXHALL		Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (018 881 5238)					
Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82
Cresta E	54-57	14,000	10,000	4650	2000	2262	84
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94
Victor F	57-61	9000	6000	2400	1200	1507	74
Victor FB	61-64	6000	4500	1900	950	1594	77
VX4/90 FB	61-64	7200	4750	2400	1200	1507	88
Velox/Cresta PB	62-65	6000	4250	2000	850	2651	94
Victor 101 FC	64-67	5000	3650	1700	850	1594	83
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89
Cresta PC/Viscount	65-72	5750	4000	1950	950	3293	99
Victor FD 1.6/2.0	67-72	3200	2200	1100	550	1975	95
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98
Ventora FD	68-72	5000	3250	1600	750	3294	105
Victor FE 1.8/2.3	72-78	3250	2000	975	550	2279	100
VX4/90 FE	73-76	4500	3000	1500	750	2279	104
Ventora FE	72-76	4000	2400	1200	700	3294	106
Viva HA	63-66	6000	4500	2200	1050	1057	76
Viva HB	66-70	6500	4500	2000	1000	1159	82 ▲
Viva HB GT	68-70	7500	5500	2750	1500	1975	101
Viva HC	70-79	5650	3750	1750	800	1256	83 ▲
Firenza/Droopsnoot	72-78	7750	5500	2400	1100	VAR	100
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119
Chevette 2300HS	78-80	35,000	25,000	115,000	10,000	2279	117
Chevette HSR	79-80	60,000	47,500	30,000	20,000	2279	125

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Astra GTE Mkl	83-84	19,000	14,000	8500	4500	1796	110	
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134 ▲	
Nova GTE	88-90	15,000	12,000	7500	4000	1598	119	
VX220	00-05	14,000	11,000	7500	5000	2998	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	2198	151	

VOLKSWAGEN		VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB					
Beetle (split)	46-53	30,000	19,000				



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C14802SS	Stainless Steel	15 x 5	Curly Hub	Jaguar E-Type / XKE Series 1 / MKI / MKII / S-Type / 420 & more
C14802/6SP	Silver Painted	15 x 6	Curly Hub	Competition or Jaguar E-Type / XKE Series 1 / MKI / MKII / S-Type / 420 & more
C14802/6	Chrome	15 x 6	Curly Hub	Competition or Jaguar E-Type / XKE Series 1 / MKI / MKII / S-Type / 420 & more
C14802/6SS	Stainless Steel	15 x 6	Curly Hub	Competition or Jaguar E-Type / XKE Series 1 / MKI / MKII / S-Type / 420 & more
C14802/61/2	Chrome	15 x 6.5	Curly Hub	Jaguar E-Type Series 1 / XKE
C14802/61/2SS	Stainless Steel	15 x 6.5	Curly Hub	Jaguar E-Type Series 1 / XKE
C28044SP	Silver Painted	15 x 5	Flat - Easy Clean	Jaguar E-Type / XKE / S-Type / 420 & more
C28044	Chrome	15 x 5	Flat - Easy Clean	Jaguar E-Type / XKE Series I & II / S-Type / 420 & more
C28044SS	Stainless Steel	15 x 5	Flat - Easy Clean	Jaguar E-Type / XKE Series 2
C28044/61/2	Chrome	15 x 6.5	Flat - Easy Clean	Jaguar E-Type / XKE Series 2
C28044/61/2S	Stainless Steel	15 x 6.5	Flat - Easy Clean	Jaguar E-Type / XKE Series 2
C28044AM/6SP	Silver Painted	15 x 6	Flat - Easy Clean	Jaguar E-Type / XKE Series 2
C28044AM/6	Chrome	15 x 6	Flat - Easy Clean	Jaguar E-Type / XKE Series 2
C28044AM/6SS	Stainless Steel	15 x 6	Flat - Easy Clean	Jaguar E-Type / XKE Series 2
C33762	Chrome	15 x 6	Flat - Easy Clean	Jaguar E-Type / XKE Series 3 V12
C33762/SS	Stainless Steel	15 x 6	Flat - Easy Clean	Jaguar E-Type / XKE Series 3 V12
XW5784C/3-TL	Chrome	16 x 7	Flat - Easy Clean	Jaguar E-Type / XKE Series 3 V12
BXW715	Chrome	15 x 6.5	Curly Hub	Jaguar XJ-series (pre-1994)
C12436	Chrome	16 x 6	Flat - Easy Clean	Jaguar XK120 XK140 XK150

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# Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

## 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, and scour auction results 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 for a top-notch example; also a good guide to concours value

### Mint

Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

### Usable

Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

### Rough

In reality a project car in need of much care and expense, even though it may still run and drive

### Price change

At-a-glance indicator showing the market trend of the latest updates

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>ABARTH</b> Abarth Club GB (01869 340289)								
Zagato 750	57-61	97,500	70,000	50,000	40,000	747	95	
595, 595SS, 695SS	63-71	54,000	42,500	27,500	17,500	595	80	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>AC</b> AC Owners' Club (acownersclub.co.uk)								
2-litre	47-56	16,500	12,000	6,750	4,000	1991	83	
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7,500	1991	83	
Ace (AC engine)	54-63	265,000	200,000	152,500	105,000	1991	102	▼
Ace-Bristol-Ford	56-63	290,000	230,000	175,000	115,000	1991	118	
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104	
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1991	128	
Greyhound	59-63	75,000	57,500	37,500	21,000	1991	107	
Cobra Mk1/Mk1l/289	62-69	950,000	750,000	575,000	475,000	4727	138	▲
Cobra 427	65-67	11m	900,000	700,000	575,000	6998	145	▲
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143	▼
428 con	67-73	200,000	150,000	100,000	70,000	7014	143	▼
3000 ME	79-84	22,500	15,000	8,500	5,000	2994	125	
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134	
Ace Brooklands	93-00	26,500	21,500	16,000	8,500	4942	140	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>ALFA ROMEO</b> Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.9m	1.4m	1.1m	950,000	1754	95	
6C 2300 Touring	33-37	1.1m	900,000	700,000	475,000	2309	94	
1900C Sprint	51-55	200,000	160,000	110,000	80,000	1884	112	
1900C Super Sprint	55-58	212,000	175,000	125,000	90,000	1975	112	
Giulietta berlina	55-62	18,000	13,000	6,750	3,500	1290	90	
Giulietta ti	57-64	25,000	18,000	8,250	4,000	1290	103	
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108	
Giulietta, Giulia SS	57-66	95,000	72,500	49,000	32,000	1570	120	
2000/2600 Spider	58-65	110,000	77,500	50,000	30,000	2584	124	
2600 Sprint	62-66	40,000	29,000	16,500	8,000	2584	125	
SZ-1	60-62	400,000	325,000	250,000	195,000	1290	120	
12-1	63-65	950,000	850,000	740,000	625,000	1590	124	
Giulia Ti/Super	62-74	24,000	17,000	8,000	3,750	1570	105	
1750/2000 Berlina	68-76	15,000	10,000	4,500	2,000	1962	115	
Giulia Sprint GT/Vel.	63-68	42,500	34,000	19,000	11,000	1570	112	
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115	
GT Junior	66-77	32,000	24,000	13,000	6,000	1570	115	
1750 GTV	67-72	44,000	33,000	16,000	7,500	1962	118	
2000 GTV	71-77	42,500	32,000	15,000	6,500	1962	118	
1300/1600 Junior Z	70-75	45,000	34,000	17,500	9,750	1290	110	
Duetto/1750 r,tail	66-69	50,000	36,000	22,000	11,000	1570	113	
Spider S2	69-82	28,000	18,000	8,000	3,000	1962	119	
Spider S3	82-89	13,000	8,250	3,600	1,650	1962	114	
Spider S4	89-93	15,250	10,500	5,000	2,400	1962	114	
Montreal	70-77	70,000	52,500	34,500	23,500	2593	132	▼
Alfasud/Alfasud Ti	72-83	10,000	7,000	3,000	1,100	1286	103	
Alfasud Sprint	76-90	12,000	8,250	3,500	1,250	1490	104	
Alfetta sal	72-84	10,000	6,500	3,000	1,000	1962	113	
GTV 2000	76-87	17,000	11,500	5,250	2,000	1962	118	
GTV6	81-87	24,000	15,500	7,000	2,850	2492	130	
75 sal	86-92	10,750	7,750	3,000	1,400	2959	135	
164 2.0 TS	88-98	6,750	4,750	2,000	900	1962	130	
164 3.0 V6	88-98	9,750	6,500	2,500	1,200	2959	147	
SZ/RZ	89-94	6,000	4,750	3,000	2,000	2959	153	
155	92-97	6,500	4,000	2,000	1,000	2498	140	
Spider 2.0 TS	96-02	5,400	3,500	1,500	600	1970	131	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>ALLARD</b>								
K1	46-50	85,000	65,000	42,000	28,000	3622	100	
K2	50-53	97,500	77,500	55,000	36,500	3917	102	
K3	52-54	110,000	90,000	66,000	47,500	4375	96	
L/M	46-53	47,500	32,500	20,000	13,500	3622	86	
P	49-52	44,000	32,000	17,500	10,000	3622	90	
J2/J2X	50-54	300,000	225,000	150,000	100,000	4375	130	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>ALPINE-RENAULT</b> Club Alpine-Renault (clubalpinerenault.org.uk)								
Alto	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9,500	1605	130	
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137	
GTA	85-91	12,500	9,750	5,000	2,500	2849	139	
GTA Turbo	85-91	15,000	11,250	6,000	3,000	2458	149	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>ALVIS</b> Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)								
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90	
Speed 25 Tourer	37-40	160,000	125,000	90,000	65,000	3571	85	
4.3 Litre Tourer	37-39	155,000	120,000	85,000	62,500	4387	100	
TA14	46-50	16,000	11,000	6,000	3,250	1892	72	
TA14 convertible	46-50	32,000	24,000	13,500	6,750	1892	72	
TA21/TC21/100	50-55	26,000	17,500	10,000	5,000	2993	100	
TA21/TC21/100 con	50-55	58,000	37,500	19,000	12,500	2993	95	
TD21	56-63	30,500	22,500	12,500	7,000	2993	104	
TD21 convertible	56-63	82,500	56,500	36,000	20,000	2993	102	
TE/TF21	63-67	42,500	30,000	17,500	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>AMPHICAR</b> IAOC (amphicar.com)								
770	61-65	65,000	45,000	26,500	16,000	1147	70	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>ARMSTRONG SIDDELEY</b> Armstrong Siddeley Owners' Club (01225 723809)								
Lancaster	46-52	13,000	9,000	4,850	2,650	1991	70	
Hurricane dhc	46-53	22,000	15,000	8,000	5,200	1991	70	
Typhoon coupé	46-50	15,750	11,000	6,950	4,250	1991	70	
Whitley	50-53	15,000	10,000	5,000	2,650	2309	85	
Sapphire	53-59	16,400	12,750	6,250	3,250	3435	100	
Star Sapphire	58-60	20,000	15,000	7,000	3,500	3990	104	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
		Concours/Dealer	Mint	Good	Rough			
<b>ASTON MARTIN</b> Aston Martin Owners' Club (01865 400400)								
DB2	50-53	200,000	150,000	110,000	62,500	2580	110	▼
DB2 con	51-53	315,000	250,000	170,000	105,000	2580	109	▼
DB2/4 Mk1/II	53-57	177,500	130,000	87,500	55,000	2580	120	▼
DB2/4 con	53-57	290,000	220,000	155,000	97,500	2580	120	▼
DB3S	53-56	5.2m	4.8m	4.25m	3.8m	2922	145	▼
DB MkIII	57-59	190,000	145,000	105,000	60,000	2922	120	▼
DB MkIII con	57-59	310,000	250,000	180,000	135,000	2922	120	▼
DB4	58-63	375,000	320,000	245,000	185,000	3670	141	▼
DB4 Vantage	61-63	450,000	385,000	315,000	240,000	3670	149	▼
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	149	▼
DB4 GT	60-63	2m	1.75m	1.4m	1.15m	3670	155	▼
DB4 GT Zagato	60-63	8m	7.4m	6.75m	6.25m	3670	154	▼

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Private sale				cc	Top speed	Price change
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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	CC		
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9750	6850	3000	1400	1275	▲	
3-litre	68-71	9750	6500	3000	1600	2912	106	
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	5000	3500	1500	700	1748	101	
Allegro 1100-1500	73-82	3400	2400	1150	550	1275	87	
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini Mkl	59	27,500	22,500	15,000	12,000	848	71	
Mini Mkl	60-67	16,000	11,500	6,000	3400	848	71	
Mini Mkl	67-69	12,000	8500	4250	1950	998	79	
Mini MklII-V	70-90	8750	6250	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	40,000	31,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	40,000	31,000	19,500	14,000	1275	96	
Mini C'r 1275S MklII/III	67-71	32,000	22,500	14,000	9500	1275	96	
Mini Moke	64-85	24,000	15,000	7500	4250	998	70	
Mini 1275GT	69-80	20,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	7500	5000	2500	1250	1098	82	

AUSTIN-HEALEY		Austin-Healey Club (austin-healeyclub.com)					
100 BN1/2	53-56	64,000	43,500	27,500	19,000	2660	103
100M	55-56	110,000	86,500	62,500	40,000	2660	109
100S	55	580,000	490,000	400,000	350,000	2660	119
100/6 BN4/6	56-59	56,000	37,500	22,500	14,000	2639	105
3000 Mkl	59-61	52,500	38,500	23,500	13,500	2912	112
3000 MklII	61-64	62,000	42,000	30,000	18,000	2912	117
3000 MklIII	64-68	65,000	44,400	28,500	18,000	2912	121
'Frogeye' Sprite Mkl	58-61	19,500	13,750	7250	4000	948	82
Sprite MklII	61-64	13,250	9000	4250	1900	1098	86
Sprite MklIII	64-66	12,500	8000	3750	1700	1098	90
Sprite MklIV	66-71	12,000	8000	3500	1350	1275	96

AUTOBIANCHI		(autobianchiregister.com)					
Bianchina Trans/Cab	57-68	25,000	19,500	13,500	7250	499	68

BENTLEY		Bentley Drivers' Club (01295 738886)					
3-litre Tourer	22-25	400,000	275,000	197,500	127,500	2996	80
4.5-litre Tourer	27-31	900,000	700,000	500,000	365,000	4398	92
6.5 Litre Speed Six	28-30	2m	1.7m	1.35m	1.1m	6597	86
4.5 Litre 'Blower'	29-31	117.5m	8m	4.75m	2.75m	4398	98
8 Litre	29-31	1.4m	1m	700,000	475,000	7982	101
Derby 3.5 Park Ward	33-37	105,000	72,500	42,500	22,500	3669	91
Derby 3.5 coachbuilt	33-37	190,000	135,000	67,500	34,000	3669	91
Derby 4.25 PW	36-39	115,000	80,000	45,000	25,000	4257	96
Derby 4.25 coachbuilt	36-39	215,000	145,000	70,000	36,500	4257	96
MkVI 4.3/4.6-litre	46-52	38,500	27,500	14,000	6000	4566	100
MkVI con	51-52	115,000	92,000	45,000	27,500	4566	100
R-type saloon	52-55	44,000	31,000	16,500	8000	4566	106
Coachbuilt con	52-55	150,000	115,000	62,500	36,000	4566	106
R-type Continental	52-55	750,000	600,000	475,000	350,000	4566	115
SI saloon	55-59	39,000	27,500	14,000	6750	4887	101
SI Cont Mulliner	55-59	375,000	275,000	175,000	135,000	4887	115
SI Cont PW coupé	55-59	300,000	225,000	135,000	100,000	4887	114
SI Cont P Ward con	55-59	600,000	450,000	265,000	195,000	4887	114
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101
S2 Cont Mulliner	59-62	250,000	180,000	105,000	70,000	6230	115
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120
S3 saloon	62-65	52,500	36,000	19,000	9000	6230	116
S3 MPW 2dr coupé	62-65	220,000	150,000	80,000	45,000	6230	120
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118
T1 saloon	65-76	20,000	14,250	6500	2500	6750	120
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120
MPW/Corniche cpé	66-80	46,500	32,000	18,000	9000	6750	120
MPW/Corniche conv	67-85	70,000	49,500	27,000	16,500	6750	118
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135
Turbo R/RL	85-97	15,000	11,000	5400	2200	6750	135
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152
Continental con	84-94	77,500	60,000	40,000	24,000	6750	140
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151
Continental T	96-02	67,500	53,500	36,000	29,000	6750	175
Brooklands	92-98	15,000	11,000	8000	4500	6750	140
Azure	95-03	55,000	44,000	36,000	27,000	6750	150

BERKELEY		Berkeley Enthusiasts' Club (berkeleycarclub.com)					
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65
Sports SE492	58-59	12,000	7000	3750	2500	492	80
B95/B105	59-61	12,500	7500	4250	2750	692	90
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60

BIZZARRINI		(isobizclub.com)					
5300GT Strada	65-69	850,000	625,000	500,000	400,000	5354	165

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	CC		
BMW	36-39	695,000	540,000	440,000	350,000	1971	100	
528	56-59	175,000	130,000	85,000	60,000	3168	115	
503 coupé	56-59	2.1m	1.75m	1.5m	1.3m	3168	135	
507	56-59	2.1m	1.75m	1.5m	1.3m	3168	135	
Isetta 250/300	55-65	20,000	14,000	9000	5750	298	60	
650	58-59	30,000	23,000	16,500	10,000	585	65	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5500	2500	1673	100	
2002/Touring	68-75	19,000	14,500	6000	2650	1990	112	
2002 cabrio/targa	71-74	37,500	26,500	13,500	6500	1990	110	
2002tii	71-75	36,000	26,000	13,000	6250	1990	120	
2002 turbo	73-74	105,000	80,000	50,000	32,000	1990	130	
2800CS/CSA	69-71	24,000	16,500	9750	5000	2788	120	
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSI	71-75	55,000	36,500	20,000	12,500	2985	130	
3.0CSL	72-75	145,000	110,000	67,500	45,000	3003	134	
3.0CSL 'Batmobile'	72-75	325,000	235,000	160,000	100,000	3153	138	
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140	
M635CSi	85-89	44,000	30,000	16,000	7500	3453	158	
M1	79-80	395,000	320,000	265,000	185,000	3453	162	
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
325i (E21)	77-82	15,000	10,500	5000	2200	2315	126	
320i/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,500	8000	4000	1800	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,000	7750	3750	1750	2788	146	
M535i (E28)	85-87	19,500	13,500	6250	3000	3453	152	
M5 (E28)	85-88	50,000	35,000	20,000	12,000	3420	152	
5 Series (E34)	88-95	7000	5000	2400	1200	3982	149	
M5 (E34)	88-95	27,500	18,500	9500	4750	3535	155	
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	8500	5750	2500	1000	1990	123	
325i sal (E30)	85-91	13,000	9000	4000	1650	2494	130	
325i Sport (E30)	89-91	26,000	20,000	12,000	6500	2494	133	
3 Series (E30) conv	86-93	14,000	10,000	4750	1750	2494	130	
M3 (E30)	86-90	65,000	50,000	35,000	25,000	2302	143	
M3 Evo II (E30)	88	89,000	72,000	48,000	32,500	2302	143	
Z1	86-91	43,500	32,500	18,000	11,000	2494	140	
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	47,500	38,500	29,500	20,000	5576	155	
M3/Evo (E36)	92-99	23,000	16,500	9000	5250	3201	155	
Z3 4-cyl	96-01	3750	2600	1300	550	1895	127	
Z3 6-cyl	96-02	5750	4000	1900	975	2793	139	
Z3M Roadster	98-02	19,500	14,500	9250	6400	3201	155	
Z3M Coupe	98-02	32,500	22,500	15,000	8500	3201	159	
Z8	00-03	175,000	135,000	110,000	85,000	4941	155	
M3 (E46)	01-06	30,000	20,000	10,000	5750	3246	155	
M3 CSL (E46)	03-05	70,000	50,000	30,000	20,000	3246	155	
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	

BOND		Bond Owners' Club (bondownersclub.co.uk)					
Minicar MkA-G	48-65	6250	4750	2250	1000	250	55
GT2+2/45	63-70	7000	4850	2200	1100	1147	83
Equipe GT	67-70	7750	5400	2000	1000	1998	100
Bug	70-74	14,500	10,000	5000	2500	701	75

BORGWARD		Borgward Drivers' Club (07788 973884)					
Isabella TS	54-61	12,500	8000	4250	2000	1493	93
Isabella coupé	55-61	27,000	18,000	11,000	5500	1493	98

BRISTOL		Bristol Owners' Club (boc.net), Owners & Drivers Assn (bristoloda.org)					
400	47-50	72,000	49,000	28,500	17,500	1971	92
401, 403	49-55	60,000	45,000	25,000	16,000	1971	94
Arnolt-Bristol	54-61	260,000	220,000	165,000	110,000	1971	109
404	54-55	72,500	52,500				

NE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
<b>DKW</b>	<b>DKW Owners' Club (dkw.org.uk)</b>							
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76	
1000SP/A Union sp	58-65	17,500	12,500	6500	3750	980	82	
1000/1000S sal/cpé	58-63	11,000	7500	3750	2000	980	80	
F102 saloon	64-66	4750	3250	1750	900	1175	84	

<b>DODGE</b>								
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	

EVA	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
<b>Eva Owners' Club (01893 823710)</b>								
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110	

FACEL VEGA	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
<b>Facel Vega Car Club (01621 818608)</b>								
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125	
HKS00	59-61	160,000	120,000	90,000	44,000	6286	130	
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132	
Facella/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	

FAIRTHORPE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
<b>Fairthorpe Sports Car Club (01895 256789)</b>								
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/SS coupé	67-73	4500	3250	1850	750	1998	112	

FERRARI	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
<b>Ferrari Owners' Club (01485 544500)</b>								
166MM Barchetta	48-50	3.5m	3.1m	2.9m	2.7m	1995	125	
166 Inter	48-51	950,000	725,000	550,000	400,000	1995	115	
212 Inter	51-52	1m	875,000	725,000	600,000	2562	120	
340 America	51	2.9m	2.55m	2.3m	2m	4101	136	
250 Europa SI/SII	53-55	1.35m	1.15m	1.05m	995,000	2963	126	
410 Superamerica	56-59	3.8m	2.9m	2.35m	2.1m	4962	165	
250GT Boano/Elena	56-59	725,000	595,000	425,000	300,000	2953	157	
250GT Cabrio SI	57-59	4.6m	4.2m	3.85m	3.5m	2953	155	
250GT Berlinetta TDF	57-59	4.5m	4.1m	3.8m	n/a	2953	143	▼
250GT PF coupé	58-62	420,000	320,000	240,000	160,000	2953	145	
250 Cal Spider lwb	58-62	7.75m	6.75m	6m	5m	2953	155	
250 Cal Spider swb	60-63	4.4m	13m	12m	11m	2953	149	
250GT SWB (steel)	60-63	7.3m	6.5m	6.2m	5.6m	2953	150	
250GT SWB (alloy)	59-62	13m	11.5m	10.5m	9.5m	2953	155	
250GT Cabrio Se2	60-62	1.1m	925,000	750,000	575,000	2953	160	
250GTE 2+2	60-63	335,000	260,000	200,000	150,000	2953	140	
250GTO	62-64	57m	50m	41m	n/a	2953	158	
250LM	64-66	15.5m	13.5m	11.75m	n/a	2953	159	
250GT Lusso	62-64	6.4m	1.1m	950,000	750,000	2953	150	
400 Superamerica	60-64	1.95m	1.75m	1.6m	1.5m	3967	162	
500 Superfast	64-67	1.45m	1.3m	1.15m	1m	4962	170	
275GTB (steel)	64-66	1.7m	1.5m	1.25m	1m	3286	150	
275GTB (alloy)	64-66	2.6m	2.3m	2m	1.8m	3286	150	
275GTS	64-66	1.2m	1.05m	950,000	795,000	3286	150	
275GTB/4 (4-cam)	66-68	2.75m	2.4m	2.1m	1.8m	3286	165	
330GT 2+2	64-67	272,500	195,000	135,000	80,000	3967	150	
330GTC	66-68	500,000	400,000	330,000	260,000	3967	150	▲
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150	
Dino 206GT	68-69	485,000	395,000	295,000	195,000	1987	145	
Dino 246GT	69-73	400,000	310,000	210,000	135,000	2418	150	▲
Dino 246GTS	72-74	475,000	350,000	260,000	165,000	2418	150	
365GT 2+2	67-71	185,000	150,000	95,000	60,000	4390	152	
365GTC	68-70	550,000	450,000	375,000	320,000	4390	155	
365GTB/4 Daytona	68-64	640,000	520,000	425,000	320,000	4390	173	
365GTS/4 Spider	72-73	2.5m	2.2m	1.65m	n/a	4390	170	
365GTC/4 2+2	70-72	210,000	165,000	125,000	100,000	4390	152	
365GTA 2+2	72-76	69,500	50,000	30,000	19,000	4390	150	
365GTA BB	75-76	295,000	235,000	190,000	150,000	4390	163	
512BB	76-81	215,000	175,000	140,000	110,000	4942	163	
512BBI	81-85	187,500	160,000	130,000	105,000	4942	168	
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	155,000	120,000	80,000	55,000	2926	154	
308GTB/GTS	77-80	67,500	52,500	36,000	24,000	2926	155	
308GTB/GTSi	80-82	57,500	42,500	30,000	22,000	2926	155	
308GTB qv/GTSi	82-85	70,000	54,000	36,500	25,000	2926	155	
328GTB/GTS	85-88	75,000	60,000	46,500	32,500	3195	163	
400/400i/412i man.	76-89	50,000	40,000	26,000	16,500	4823	158	
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158	
Mondial	81-94	35,000	27,500	16,500	9,500	2926	143	
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146	
348/Spider	89-94	50,000	42,000	33,000	25,000	3464	170	
F355 GTB	94-99	75,000	62,000	49,000	36,500	3496	185	
F355 GTS/Spider	99-99	72,500	60,000	48,000	37,500	3496	183	
600 Modena	99-05	57,500	50,000	43,500	36,500	3586	184	
Testarossa	84-90	110,000	90,000	62,500	45,000	4942	181	
512 TR	91-94	175,000	137,500	100,000	67,500	4943	193	
F512 M	94-96	250,000	195,000	150,000	100,000	4943	194	
456GT	92-98	47,500	40,000	28,500	20,000	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GT0	84-87	2.8m	2.4m	2.1m	1.85m	2855	190	
F40	88-92	2.5m	2m	1.5m	1.25m	2956	201	
F50	95-97	3m	2.6m	2.3m	n/a	4698	202	

NE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
<b>550/575M Maranello</b>								
Enzo	02-04	2.6m	2.25m	1.75m	n/a	5998	220	

FIAT	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
<b>Fiat Motor Club (0208 372 4028)</b>								
500 Topolino	48-55	13,000	9500	4500	2000	569	60	
600/600D	55-70	11,000	7500	3600	1400	633	66	
600 Multipla (MPV)	55-60	27,000	19,000	12,000	6750	767	59	
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61	
1500S/1600S Osca sp	59-66	29,500	24,000	16,000	10,000	1568	105	
2300S	61-68	28,000	20,000	16,000	10,000	2280	120	
850 Coupé	65-73	9000	6000	2750	1400	903	96	
850 Spider	65-73	15,000	9500	4500	2400	903	96	
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	12,000	8500	3500	1250	1756	115	
124 Spider 1.4/1.6	66-74	18,500	13,000	7750	3500	1608	112	
124 Spider 1.8/2.0	75-81	15,500	10,750	5750	2000	1756	108	
124 Spider Abarth	57-75	57,500	42,000	32,000	17,500	1756	118	
Pininfarina Spider	82-85	16,000	11,000	6250	2250	1995	104	
Dino Spider 2.0/2.4	67-73	130,000	97,500	65,000	47,500	2418	130	
Dino Coupé 2.0/2.4	67-73	50,000	36,000	22,500	15,000	1987	122	
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
127 Coupé	72-76	20,000	14,000	7500	3600	3235	118	
130 Sport 1300	81-83	6250	4000	2000	1000	1301	102	
128 3P coupé	75-78	9750	6000	2500	1200	1301	102	
X1/9	77-89	11,000	6750	3000	1400	1290	100	
Panda	80-96	4000	2750	1250	550	903	87	
Panda 4x4	84-92	8500	6250	3000	1400	999	83	▲
Strada Abarth 130TC	84-88	19,500	14,000	6000	2000	1995	117	
Coupé/Turbo	94-00	7500	5000	1750	600	1998	149	
Barchetta	95-02	6750	4250	2200	1000	1747	118	

FORD	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
<b>AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sportiva Escort OC (01859 231884); Mustang OC GB (mcsrb.org)</b>								
Prefect	40-53	8000	5500	2500	1250	1172	68	
Pilot V8	47-51	17,500	10,000	5500	2650	3622	82	
Anglia/Popular 103E	46-59	8000	5750	2500	1350	1172	61	
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500				

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
Integra Type R DC2	98-01	19,500	14,000	7,000	3,500	1,787	143	
S2000 (API)	99-09	14,000	11,000	5,750	3,250	1,997	147	▲

HRC							
T100/1500	38-56	60,000	46,500	32,000	22,500	1,496	81

NUMBER							
Post-Vintage Number Car Club (01604 404363)							
Hawk MkI-VI	49-57	7,500	5,500	2,500	1,200	2,267	80
Hawk SI-IV	57-68	7,500	5,000	2,350	1,150	2,267	86
Snipe	45-48	9,500	7,500	3,000	1,400	2,731	72
Snipe/Pman MkI-IV	45-56	10,000	7,000	3,250	1,500	4,139	91
Super Snipe dhc	49-52	22,000	15,000	10,000	5,000	4,086	80
Super Snipe SI-VA	58-67	10,000	7,000	2,750	1,250	2,651	106
Imperial	64-67	11,000	8,000	3,250	1,400	2,965	102
Sceptre MkI-II	63-67	8,750	6,000	2,500	1,000	1,725	90
Sceptre MkIII	67-76	7,500	5,250	2,000	850	1,725	98

ISO							
Iso Bizzarini Club (020 8891 6663)							
Rivolta	62-70	85,000	62,500	40,000	30,000	5,359	140
Grifo	63-74	315,000	260,000	195,000	130,000	5,359	161
Grifo 7-litre	69-74	375,000	300,000	225,000	155,000	6,998	170
Lele	70-74	45,000	26,000	15,000	7,500	5,736	145

JAGUAR							
Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (017 969 8188); XK/E-type Club (01584 781588)							
SS100 2½-litre	36-39	350,000	260,000	200,000	145,000	2,663	94
SS100 3½-litre	38-39	440,000	340,000	240,000	185,000	3,485	104
1½-litre	45-49	29,000	20,000	12,000	6,750	1,776	70
2½-litre	46-51	32,500	22,000	13,000	7,250	2,663	87
3½-litre	46-51	36,000	26,000	15,000	8,500	3,485	92
MkV 2½-litre con	49-51	58,000	40,000	25,000	12,000	2,663	87
MkV 3½-litre con	49-51	70,000	45,000	30,000	18,000	3,485	92
XK120 alloy rdstr	49-50	215,000	180,000	135,000	110,000	3,442	132
XK120 roadster	50-54	113,000	78,000	51,250	33,000	3,442	122
XK120 dhc	50-54	96,000	74,000	48,000	30,000	3,442	122
XK120 fhc	51-54	81,500	56,000	38,000	25,000	3,442	121
C-type	51-54	5m	4m	3.5m	3m	3,442	144
XK140 roadster	54-57	114,000	78,500	50,000	32,000	3,442	126
XK140 fhc	54-57	72,500	52,500	36,000	24,000	3,442	125
XK140 dhc	54-57	106,000	74,500	49,000	32,000	3,442	125
D-type	54-57	6.2m	5.4m	4.2m	3.85m	3,442	160
XK150 roadster	58-60	106,000	77,500	42,500	27,500	3,781	130
XK150 fhc	57-61	70,000	50,000	33,000	20,000	3,781	128
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3,781	127
XK150S 3.4 roadster	58-60	140,000	100,000	75,000	55,000	3,442	130
XK150S 3.4 fhc	58-60	90,000	69,000	47,500	35,000	3,442	129
XK150S 3.4 dhc	58-60	122,000	90,000	67,500	48,000	3,442	130
XK150S 3.8 roadster	59-60	188,000	155,000	124,000	87,500	3,781	136
XK150S 3.8 fhc	59-60	102,500	80,000	57,500	45,000	3,781	132
XK150S 3.8 dhc	59-60	160,000	125,000	95,000	70,000	3,781	130
MkVII-MkIX	51-61	33,000	22,500	11,000	5,000	3,442	105
MkIV/200G	61-70	21,500	15,500	7,250	3,000	4,235	120
Mk1 2.4/Mk2 2.4	55-67	26,000	18,000	7,500	3,250	2,483	96
Mk1 3.4	57-59	41,500	27,500	15,000	9,000	3,442	120
Mk2 3.4	59-67	35,000	25,000	10,000	4,000	3,442	114
Mk2 3.8	59-67	50,000	30,000	14,000	5,000	3,781	121
S-type sal	63-68	23,000	16,500	7,500	3,250	3,781	121
240	67-68	22,000	15,000	6,750	2,650	2,483	105
340	67-68	27,500	20,000	9,000	4,000	3,442	123
420	66-68	16,000	11,500	5,000	2,000	4,235	123
E-type 3.8 rdstr (ff)	61-62	145,000	100,000	80,000	60,000	3,781	145
E-type 3.8 cpé (ff)	61-62	110,000	90,000	72,500	50,000	3,781	145
E-type 3.8 roadster	62-64	132,500	95,000	65,000	40,000	3,781	145
E-type 3.8 coupé	61-64	100,000	75,000	52,500	32,500	3,781	145
E-type 4.2 S1 rdstr	64-67	130,000	87,500	62,500	40,000	4,235	145
E-type 4.2 S1 coupé	64-67	95,000	67,500	46,500	30,000	4,235	145
E-type S1 2+2	66-67	60,000	45,000	22,500	13,000	4,235	136
E-type S1½/S2 rdstr	67-70	92,500	72,500	44,000	26,500	4,235	145
E-type S1½/S2 fhc	67-70	72,500	50,000	32,500	18,500	4,235	145
E-type S1½/S2 2+2	67-70	55,000	40,000	20,000	12,000	4,235	136
E-type V12 roadster	71-75	77,500	60,000	35,000	18,000	5,343	150
E-type V12 fhc 2+2	71-74	55,000	40,000	22,500	10,500	5,343	150
XJ6 2.8 Series 1	68-73	10,000	6,750	2,500	1,000	2,791	117
XJ6 4.2 Series 1	68-73	15,000	10,000	3,750	1,250	4,235	124
XJ12 Series 1	72-73	16,000	10,500	4,500	2,000	5,343	140
XJ6 Series 2	73-79	12,000	7,500	3,000	1,000	3,442	117
XJ6 Series 3	79-86	10,000	6,000	2,500	950	4,235	125
XJ12 Series 2-3	75-93	13,000	8,750	3,750	1,500	5,343	146
XJ6 Coupé	75-78	24,000	14,000	7,000	4,200	4,235	120
XJ12 Coupé	75-78	27,000	17,500	9,000	4,500	5,343	143
XJR 3.6/4.0 sal	88-94	11,000	7,000	3,500	1,600	3,980	142
XJ12 (XJ81) sal	93-94	10,000	6,500	2,850	1,350	5,994	155
XJR X300 sal	94-97	12,000	8,000	2,850	1,200	3,980	155
XJ12 X300 sal	94-97	8,500	6,250	3,000	1,500	5,994	155
XJ-5 manual	75-80	27,500	20,000	10,000	6,000	5,343	154
XJ-5 V12 auto	75-91	12,500	7,750	3,250	900	5,343	150

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
XJ-S 3.6	83-89	9,250	6,250	2,750	1,000	3,590	141	
XJ-SX 3.6 cabrio	83-87	11,500	8,000	3,850	1,750	3,590	134	
XJ-SX V12 cabrio	85-88	15,000	10,000	5,000	2,000	5,343	150	
XJ-S V12 con	88-91	19,000	12,500	5,250	2,250	5,343	150	
XJS V12	91-96	16,000	10,500	4,850	2,000	5,994	161	
XJS V12 con	91-96	18,000	12,500	6,000	2,650	5,994	160	
XJR-S	88-93	25,000	18,000	9,000	3,750	5,993	158	
XJS 4.0	91-96	13,000	8,750	3,600	1,650	3,980	138	
XJS 4.0 conv	92-96	22,000	14,000	7,000	3,600	3,980	138	
XJ220	89-92	350,000	300,000	215,000	200,000	3,498	212	
XK8 4.0 fhc	96-02	7,750	5,250	2,400	1,200	3,996	155	
XK8 4.0 con	96-02	9,750	7,000	3,650	2,000	3,996	155	
XJR (X308) sal	97-03	9,000	6,000	2,500	1,000	3,996	155	
XKR 4.0 fhc/con	98-02	11,250	7,750	3,600	2,000	3,996	157	

JEEP							
Cherokee	92-01	12,500	8,000	3,000	1,000	3,960	107

JENSEN							
Jensen Owners' Club (01625 525699); Jensen Club (01236 614072)							
541/R/S	54-63	53,000	40,000	22,500	13,000	3,993	123
C-V8	62-65	55,000	40,000	20,000	11,000	6,276	143
Interceptor MkI	67-69	58,000	40,000	18,500	8,500	6,276	140
Interceptor II-III	70-75	50,000	33,500	15,000	7,500	6,276	140
FF	67-71	118,000	80,000	60,000	40,000	7,212	141
Interceptor SP	71-73	55,000	36,500	16,500	8,000	7,212	144
Interceptor con	74-76	70,000	52,500	30,000	16,000	7,212	140
Jensen-Healey/GT	72-76	15,000	10,500	5,000	2,000	1,973	120

JOWETT							
Jowett Car Club (01245 256944); Jowett Owners' Auto Club (01394 385709)							
Javelin	47-54	11,000	7,500	3,500	1,500	1,486	77
Jupiter	50-54	30,000	23,000	16,000	9,000	1,486	85

LAGONDA							
Lagonda Club (01252 845451)							
2.6/2.9	48-57	56,500	37,500	20,000	9,500	2,922	100
2.6/2.9 con	49-57	87,500	65,000	30,000	18,000	2,922	100
Rapide	61-64	15,500	9,500	6,000	3,750	3,995	135
Saloon SI-III	76-87	67,000	42,500	26,500	18,000	5,340	140
Saloon SIV	87-90	70,000	47,500	32,000	22,000	5,340	140

LAMBORGHINI							
Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	510,000	430,000	340,000	250,000	3,497	147
400GT	67-68	295,000	250,000	200,000	160,000	3,929	150
Miura P400	66-69	1.35m	1.15m	850,000	600,000	3,929	170
Miura 400S	69-71	1.55m	1.3m	950,000	675,000	3,929	172
Miura SV	71-75	2.65m	2.3m	1.9m	n/a	3,929	175
Islero	68-70	230,000	175,000	135,000	105,000	3,929	160
Jarama	70-78	125,000	90,000	60,000	40,000	3,929	162

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	165,000	135,000	102,500	70,000	3485	142	
3500GT Spider	58-64	465,000	415,000	350,000	250,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	490,000	410,000	300,000	235,000	3692	147	
Quattroporte 4/1/4.7	63-71	60,000	40,000	25,000	15,000	4154	130	
Quattroporte III	79-90	20,000	13,000	6,500	3,500	4930	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	62,500	49,000	34,000	24,000	4719	156	
Chibli 4.7	67-70	200,000	150,000	90,000	60,000	4719	155	
Chibli Spyder	69-71	590,000	525,000	425,000	350,000	4719	154	
Chibli 4.9 SS	70-73	235,000	180,000	120,000	72,500	4930	172	
Chibli SS Spyder	71-72	650,000	575,000	485,000	420,000	4930	170	
Bora 4.7/4.9	71-79	167,500	130,000	92,500	45,000	4719	160	
Merak	72-75	42,500	30,000	20,000	12,000	2965	135	
Merak SS	76-83	55,000	45,000	25,000	15,000	2965	147	
Khamsin	74-82	135,000	100,000	65,000	40,000	4930	151	
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6,000	2,500	1,200	2491	138	
Biturbo Spyder	84-94	13,250	8,500	4,000	2,000	2491	138	
Chibli II	94-97	17,500	12,000	5,750	2,850	2790	155	
Quattroporte IV	94-01	10,500	8,000	5,000	2,650	2790	158	
3200GT	98-01	15,000	11,000	7,400	5,000	3217	180	
4200GT	02-07	14,500	10,500	7,000	4,750	4244	177	

MATRA	Matra Enthusiasts' Club (01892 652964)						
	Year	Mint	Good	Rough	cc	Top speed	
Bagheera	73-79	12,000	8,000	3,500	1,250	1442	102
Murena	80-83	14,000	9,000	4,000	1,500	2155	121

MAZDA	mazdarentailsclub.com; MX-5 Owners' Club (mxc5oc.co.uk)						
	Year	Mint	Good	Rough	cc	Top speed	
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125
RX7	78-86	15,000	10,000	4,500	1,250	2292	119
RX7 S2	86-91	7,000	4,750	2,250	900	2254	140
RX7 S3	92-95	8,000	6,500	4,000	2,000	2608	156
MX-5	90	6,000	4,000	1,850	1,000	1597	121
MX-5	91-97	4,750	3,000	1,250	500	1839	123

McLAREN	McLaren Enthusiasts' Club (01892 652964)						
	Year	Mint	Good	Rough	cc	Top speed	
F1	93-98	17	16m	15m	14m	6064	240

MERCEDÉS-BENZ	M-Benz Club Ltd (07071818868); M-Benz Owners' Assoc. (01892 860922)						
	Year	Mint	Good	Rough	cc	Top speed	
500K Cabrio A/B/C	34-36	125m	1m	700,000	450,000	5016	102
500K Sports/Rdstr	34-36	3m	2.5m	195m	1.3m	5016	102
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104
540K Cabrio A	36-39	1.6m	1.25m	1m	900,000	5401	101
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100
540K Special Rdstr	36-39	5.75m	4.85m	4m	3m	5401	106
180/190 Ponton sal	53-62	16,500	11,500	5,500	2,500	1897	87
219/220S Ponton sal	56-59	19,500	14,000	6,750	3,500	2195	101
220S/SE cabrio	56-60	130,000	90,000	47,500	29,500	2195	101
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100
300S cab/rdstr	52-55	440,000	345,000	250,000	170,000	2996	112
300Sc cab/rdstr	55-58	650,000	475,000	340,000	240,000	2996	112
300Sc coupé	55-58	375,000	300,000	230,000	155,000	2996	112
300SL Gullwing	54-57	1.45m	1.2m	1m	775,000	2996	145
300SL roadster	57-63	1.4m	1.15m	850,000	650,000	2996	130
190SL roadster	55-63	125,000	90,000	65,000	45,000	1897	109
190/200 Fintail sal	61-68	13,000	9,000	4,000	1,750	1988	90
220/230 Fintail sal	59-68	16,500	11,500	5,250	2,250	2281	100
300SE/L Fintail sal	61-65	30,000	20,000	8,500	3,250	2996	109
220SE coupé	61-65	45,000	32,500	17,500	10,000	2195	107
220SE cabrio	61-65	100,000	70,000	38,500	24,000	2195	107
300SE coupé	62-67	75,000	50,000	30,000	18,500	2996	110
300SE cabrio	62-67	160,000	125,000	70,000	47,500	2996	109
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121
600 saloon	64-81	100,000	75,000	45,000	25,000	6330	120
250/280S/SE sal	65-72	19,500	13,000	5,500	2,250	2778	116
250SEC/280SEC cpé	65-69	56,500	38,500	22,200	13,500	2778	116
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116
280SE 3.5 coupé	69-71	94,000	70,000	37,500	25,000	3499	127
280SE 3.5 cabrio	69-71	250,000	190,000	135,000	95,000	3499	127
300SE/SEL sal	65-69	22,000	14,000	6,000	2,500	2996	115
280/300SE/SEL 3.5	69-72	25,000	16,500	7,500	3,500	3499	128
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132
200/220/230.4 sal	67-76	11,000	7,000	3,000	1,200	2197	105
230.6/250/280 sal	67-76	12,000	7,500	3,250	1,300	2746	125
250CE/280CE coupé	68-76	18,000	12,000	6,000	2,500	2746	125
280/350/380/420SL	71-89	30,000	20,000	7,500	2,750	4196	130
500/560SL sports	82-89	40,000	24,000	10,000	3,750	5547	142

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
300SL(R107)	85-89	34,000	21,000	9,000	3,650	2962	124	
350/380/450SLC cpé	71-81	20,000	12,500	5,000	1,750	4520	137	
280S/SE sal	72-80	12,000	7,500	3,250	1,250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5,000	1,600	4520	130	
200/230E sal	75-84	11,750	8,000	3,600	1,500	2299	114	
250/280E sal	77-84	12,000	8,250	3,750	1,650	2746	124	
230/280CE coupé	75-85	16,000	11,000	5,000	2,000	2746	125	
G-wagon (W460)	79-92	27,500	17,500	7,500	3,500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6,750	6834	140	
280SL-SL320 (R129)	89-01	13,500	8,000	3,350	1,600	2960	142	
500SL/SL500 (R129)	89-01	17,500	10,750	4,750	2,500	4973	155	
600SL/SL600 (R129)	92-01	25,000	17,500	7,500	3,750	5987	155	
380/420/500SEC	81-91	19,500	13,000	7,000	2,400	4973	138	
560SEC	86-91	22,000	15,000	8,000	3,000	5547	151	
300SE-500SE sal	80-91	8,750	5,750	2,000	800	4973	147	
500/560SEL sal	80-91	12,000	7,500	2,800	1,200	5547	156	
190E sal	82-92	6,750	4,250	1,750	750	1997	117	
190E 2.3/2.5-16	83-92	27,500	19,500	10,000	5,000	2299	143	
W124 Coupé	87-95	8,500	5,500	2,000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5,000	2,650	3199	142	
W124 sal/est	84-95	6,750	4,500	1,650	600	3199	146	
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4,500	2,750	1,000	500	2295	140	
SL55 AMG	02-08	17,500	12,500	9,000	6,000	5439	155	
SLR McLaren	03-10	225,000	175,000	150,000	n/a	5439	208	

MESSERSCHMITT	Messerschmitt Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)						
	Year	Mint	Good	Rough	cc	Top speed	
KR175/200	53-64	25,000	17,500	11,000	6,500	191	65
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75

MG	MG Owners' Club (01854 23125); Octagon Club (01785 251014); Car Club (01235 555552)						
	Year	Mint	Good	Rough	cc	Top speed	
SA saloon	36-39	40,000	32,500	23,500	13,500	2322	80
SA tourer/dhc	36-39	64,000	46,500	31,000	19,500	2322	80
VA saloon	37-39	27,500	20,000	13,000	8,000	1548	80
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81
WA saloon	38-39	46,500	37,000	27,500	16,000	2561	91
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91
TA/TB/TC	36-49	33,000	23,000	14,500	9,250	1250	78
TD	49-53	21,500	15,750	10,500	6,500	1250	80
TF1250/1500	53-55	29,000	20,000	13,000	7,500	1466	85
YA/YB	47-53	15,000	10,000	4,400	1,250	1250	71
Magnette ZA/ZB	53-59	17,000	11,500	4,750	2,400	1489	82
MGA Roadster	55-62	31,000	21,000	12,500	8,000	1489	98
MGA Coupé	56-62	25,500	17,000	10,000	6,250	1489	98
MGA Twin Cam Rdstr	58-60	47,500	34,000	23,500	15,000	1588	115
MGA Twin Cam Cpé	58-60	37,500	27,500	17,500	12,000	1588	115
Magnette III/IV	59-68	10,000	6,750	2,900	1,350	1622	87
1100/1300	62-71	10,000	7,000	2,950	1,300	1275	97
MGB roadster p/h	66-65	21,000	15,000	8,000	4,000	1798	103
MGB roadster	65-67	17,500	12,750	6,000	3,000	1798	103
MGB GT	65-67	16,000	10,750	5,000	2,350	1798	103
MGB MkII roadster	67-71	16,500	11,500	5,500	2,500	1798	103
MGB MkII GT	67-71	14,000	8,750	4,000	1,800	1798	103
MGB MkIII roadster	71-74	16,000	11,000	5,250	2,250	179	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
356 Speedster	54-58	335,000	260,000	200,000	160,000	1488	92	
356 Convertible D	58-59	215,000	150,000	110,000	70,000	1488	92	
356A	55-59	90,000	65,000	39,000	25,000	1582	113	
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	160,000	115,000	75,000	48,500	1582	113	
356B roadster	60-61	175,000	130,000	80,000	50,000	1582	113	
356B/C cabrio	60-65	137,500	100,000	64,000	40,000	1582	113	
356A/B Carrera	55-62	500,000	375,000	275,000	200,000	1582	113	
Carrera 2	63-65	425,000	350,000	295,000	250,000	1966	125	
911 2.0	64-65	200,000	150,000	110,000	75,000	1991	131	
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131	
911S 2.0	66-69	155,000	120,000	85,000	60,000	1991	140	
912	65-69	57,500	42,000	27,500	17,500	1582	112	
911T	67-73	77,500	57,500	34,500	24,000	2195	131	
911E	68-73	87,500	65,000	37,500	27,500	2341	138	
911S 2.2	69-71	157,500	105,000	75,000	53,000	2195	144	
914-4	69-75	25,000	17,500	8,000	4,000	1795	112	
914-6	69-72	84,000	60,000	37,500	25,000	1991	125 ▲	
911S 2.4	71-75	150,000	110,000	80,000	57,500	2341	144	
Carrera RSL	72-73	850,000	650,000	500,000	400,000	2687	149	
Carrera RST	72-73	525,000	400,000	275,000	190,000	2687	149	
911 2.7	73-77	42,500	32,500	18,000	11,000	2687	135	
911S 2.7	73-77	48,500	37,500	25,000	16,000	2687	140	
Carrera 2.7MFI	73-77	180,000	140,000	110,000	85,000	2687	148	
911 Turbo (930) 3.0	75-77	140,000	110,000	80,000	55,000	2995	156	
Carrera 3.0	76-77	85,000	55,000	37,500	25,000	2994	146	
924	76-85	6250	3950	1600	750	1984	126	
924 Turbo	78-83	17,000	11,500	5,400	2,500	1984	144	
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150 ▲	
924S/L Mans	85-88	9250	6250	2500	1250	2479	136	
928S/S/2	77-87	27,500	20,000	10,000	4,500	4664	155	
928S4	86-95	28,500	20,000	10,500	4,500	4957	161	
928GT	89-92	35,000	24,000	15,000	7,000	4957	168	
928GTS	91-95	56,500	42,500	25,000	12,000	5396	171	
911 Turbo (930) 3.3	77-90	120,000	90,000	55,000	35,000	3299	160	
911 Turbo Cabrio	86-90	97,500	72,500	45,000	32,000	3299	158	
911S 3.0	77-83	53,000	41,000	24,000	15,000	2994	149	
911 Carrera 3.2	83-89	54,000	38,000	21,000	12,500	3164	158	
911 Carrera cabrio	83-89	48,500	33,000	20,000	12,500	3164	155	
Carrera Supersport	84-89	80,000	62,500	40,000	26,500	3164	158	
911 Speedster	88-89	145,000	110,000	75,000	55,000	3164	158	
959	87-88	1m	825,000	700,000	525,000	2994	190	
Carrera Club Sport	87-89	130,000	100,000	68,000	42,000	3164	154	
944	82-87	10,500	7,000	3,000	1,200	2479	134	
944 Turbo	85-91	23,000	15,000	8,000	4,000	2479	157 ▲	
944S	86-88	11,000	7,500	3,400	1,400	2479	140	
944S2	88-92	14,000	10,000	4,200	1,800	2990	149	
944S2 Cabrio	89-92	15,500	11,500	5,250	2,400	2990	149	
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7,500	2479	150 ▼	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158	
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167	
911 Carrera RS (964)	92-94	240,000	195,000	145,000	115,000	3600	162	
968	92-95	16,000	12,750	7,250	4,000	2990	150	
968 Sport	94-95	24,000	16,500	10,000	6,000	2990	151	
968 Club Sport	93-95	42,000	28,500	15,750	8,000	2990	154	
911 Carrera (993)	94-97	60,000	47,500	30,000	21,000	3600	160	
911 Turbo 4 (993)	95-98	150,000	120,000	85,000	55,000	3600	180	
911 Turbo S (993)	97-98	300,000	240,000	185,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	95,000	76,500	50,000	30,000	3600	171	
911 Carrera RS (993)	94-95	335,000	275,000	225,000	175,000	3746	172	
911RS Clubsport	95-96	350,000	290,000	245,000	200,000	3746	175	
911 GT2 (993)	95-98	950,000	800,000	700,000	550,000	3600	187	
Boxster 2.5	96-99	6500	4350	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156	
Boxster 3.2S	99-04	10,000	7,000	3850	2500	3179	164	
911 Carrera (996)	97-05	24,000	17,000	10,500	6,750	3387	170	
911 GT3 (996)	99-05	70,000	57,500	46,000	38,500	3600	188	
911 Turbo (996)	99-05	44,000	33,500	25,000	21,000	3600	189	
911 GT2 (996)	01-05	110,000	97,500	85,000	72,500	3600	198	

RENAULT	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Scimitar SE4/a/b	64-70	16,000	10,000	4,000	2,000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,000	6750	2500	1000	2792	120	
Scimitar GTC	80-85	12,000	8000	3250	1500	2792	119	
Scimitar GTE SE6b	80-86	9400	6650	2650	1000	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2993	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	

RENAULT	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	8000	5500	2500	1100	845	70	
Dauphine Gordini	58-67	15,000	10,500	5,000	2,500	845	83	
Florida/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Florida/Caravelle con	59-68	13,000	9000	4500	2000	1108	90	
R4	62-80	8000	5000	2200	1000	1108	72	
R8/R10	62-71	6400	4250	2000	800	1108	84	
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105	
5 hatch	72-84	3500	2650	1500	600	1289	96	
5 hatch	84-96	3000	2000	1000	450	1397	109	
5 Turbo 2	83-86	80,000	57,500	32,500	22,500	1397	124	
5GT Turbo	86-91	20,000	15,000	7000	3250	1397	123	
Clio Williams	94-95	24,000	16,000	8000	4000	1998	134	

RILEY	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
RMA/RME T/s saloon	45-55	15,000	11,000	5500	2500	1496	81	
RMB/RMF 2 1/2 saloon	46-53	19,250	14,500	7750	3750	2443	91	
Roadster RMC	48-50	42,500	29,000	17,500	9000	2443	100	
RMD convertible	48-51	28,500	22,000	13,500	7000	2443	91	
2 1/2/Pathfinder	53-59	12,000	8000	3400	1650	2443	101	
One Point Five	57-65	11,000	8000	3500	1500	1489	85	
4/68, 4/72	59-69	12,500	8000	3250	1400	1622	88	
Elf Mkl/II 848/998	61-69	8500	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7500	5000	2250	1000	1098	87	

ROCHDALE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
GT	57-61	8750	6000	3000	1250	1172	85	
Olympic	60-73	11,000	7500	4250	2750	1489	105	

ROLLS-ROYCE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Silver Ghost	07-14	2.5m	1.85m	1.5m	1.25m	7428	75	
Silver Ghost	18-25	400,000	320,000	250,000	165,000	7428	78	
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	
Phantom III	36-39	230,000	145,000	65,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	50,000	36,500	20,000	10,500	4257	92	
Silver Dawn sal	49-55	44,000	31,000	16,000	8000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I sal	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCII Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	100,000	70,000	37,500	22,000	6230	112	
Silver Cloud III sal	62-66	50,000	35,000	19,000	9000	6230	116	
SCIII MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	20,000	13,000	6250	2000	6750	120	
MPW/Corniche cpé	66-80	46,500	32,000	18,000	8750	6750	119	
MPW/Corniche con	67-90	70,000	50,000	27,000	15,000	6750	119	
Camargue	75-86	52,000	42,000	25,000	13,000	6750	115	
Silver Spirit/Spur	80-89	13,500	9500	4500	1650	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22,500	17,500	10,000	5379	140	

ROVER	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
P3 60	48-49	12,000	9000	4000	1750	1595	75	
P3 75	48-49	14,000	11,000	4500	2000	2103	85	
P4 75 'Cyclops'	50-52	16,000	11,500	5500	2400	2103	84	
P4 60/75/80	52-62	9250	6000	3200	800	2286	85	
P4 90	54-59	10,750	7250	3000	1000	2638	90	
P4 105R	57-58	8500	59					



**Price Guide**

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Celica GT	85-90	4250	2800	1400	800	1998	130	
Celica GT-Four	86-90	8000	5750	2750	1400	1998	135	
MR2	84-90	10,000	6750	2750	1250	1587	124	
MR2 Mk2	90-99	8000	5750	2250	1000	1998	137	
Supra	86-93	11,000	7000	3650	1750	2954	135	
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	21,000	15,000	7750	4000	2997	156	
Sera	90-95	3950	2500	1100	500	1496	120	

TRIDENT		Trident Car Club (020 8644 9029)					
Clipper V8	67-78	31,500	24,000	12,500	7000	4727	140

TRIUMPH		Triumph Club (020 8351 9544); TR Register (01235 818868); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)					
Roadster 1800/2000	46-49	26,500	18,500	11,500	6000	2088	77
1800/2000/Renown	46-54	9750	7000	3200	1600	2088	74
Mayflower	50-53	5200	3350	1650	750	1247	65
TR2	53-55	34,000	24,000	15,000	9000	1991	107
TR3/SA 2.0/2.2	55-61	31,750	22,500	13,000	7000	1991	106
TR4	61-65	29,000	20,000	11,000	6000	2138	109
TR4A	64-67	32,000	22,500	12,000	6500	2138	110
TR5 PI	67-68	50,000	39,000	25,000	16,500	2498	121
TR6 'CP'	69-73	27,000	17,250	9750	5500	2498	119
TR6 'CR'	73-76	22,500	15,000	8750	4750	2498	116
TR7	75-81	6000	3950	1650	750	1998	110
TR7 convertible	80-81	8000	5500	2400	1000	1998	109
TR8	78-81	13,000	9000	4500	2000	3528	135
TR8 convertible	80-81	14,000	10,000	5500	2500	3528	130
Herald/S saloon	59-64	6250	4600	1900	950	1147	76
Herald coupé	59-64	7500	5600	2750	1400	948	79
Herald conv	60-61	8500	6250	2650	1250	948	79
Herald 1200	61-70	5850	4250	1600	750	1147	80
Herald 1200 conv	61-67	8250	6000	2500	1200	1147	80
Herald 12/50	63-67	6850	4850	1900	950	1147	84
Herald 13/60	67-71	5750	3750	1500	750	1296	87
Herald 13/60 conv	67-71	8000	5750	2400	1200	1296	85
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91
Vitesse 2-litre Mk1	66-68	8000	5500	2400	1100	1998	95
Vitesse Mk1 conv	66-68	11,500	7250	3400	1500	1998	95
Vitesse Mk1	68-71	8750	6250	2650	1200	1998	102
Vitesse Mk1 conv	68-71	14,000	9500	4000	1750	1998	100
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100
Spitfire Mk1V/1500	70-78	9500	6400	2600	1100	1493	101
Gt6 Mk1	66-68	24,000	15,500	7500	3200	1998	109
Gt6 Mk1	68-70	22,500	14,250	6750	3000	1998	109
Gt6 Mk1ll	70-74	21,500	13,500	6000	2500	1998	112
2000 Mk1	63-69	8250	6000	3000	1400	1998	98
2000/2500 Mk1	69-77	6750	5000	2250	1000	1998	98
2500/2500TC	68-77	8000	5500	2500	1200	2498	107
2500S	75-77	8500	6000	2750	1350	2498	108
Stag	70-77	22,000	13,500	5950	2000	2997	117
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86
1300TC fwd	65-70	20,000	13,500	6500	3000	1296	93
Dolomite 1850	72-81	7000	4500	1900	900	1854	100
Dolomite Sprint	73-81	15,000	10,000	4000	2000	1998	117
Acclaim	81-84	1850	1200	600	300	1335	97

TUCKER		tuckerclub.org					
Torpedo	48	1.2m	1.05m	950,000	760,000	5474	120

TURNER		Turner Register (01895 256799)					
803/950 Sports	55-59	14,000	10,000	5500	2000	948	90

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	

TVR		TVR Car Club (01952 822126)					
Grantura I-1800S	57-67	32,500	25,000	16,000	10,000	VAR	107
Griffith 200/400	63-65	90,000	70,000	49,000	36,500	4727	155
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125
Vixen S1-4	67-73	25,000	18,500	13,000	8750	1599	107
1600M	72-77	20,000	14,500	8500	5250	1599	105
2500M	72-77	19,000	14,000	8750	5500	2498	109
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121
3000S convertible	78-79	27,500	18,000	11,000	7000	2994	119
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136
V8/350i convertible	83-89	10,000	6250	3400	2000	3528	130
390SE	85-88	10,500	7000	4500	2400	3905	143
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165
400/450SE	88-91	13,000	9250	6250	4250	4441	155
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141
V8S	91-94	15,500	12,000	8500	6500	3943	150
Griffith 4.0/4.3	91-93	15,250	12,000	8750	6000	4228	161
Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162
Cerbera 4.2	96-03	21,000	16,000	10,000	7000	4280	180
Cerbera 4.5	97-03	25,000	21,000	17,000	13,500	4441	195
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160
T350	02-06	27,500	22,000	16,500	13,000	3605	175
Sagaris	04-06	67,500	60,000	50,000	n/a	3996	185

VANDEN PLAS		VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly Dyfed SA17 5PS					
4-litre Princess	57-68	12,500	8900	3750	1750	3995	89
3-litre I/II	59-64	13,000	9000	3950	1600	2912	105
4-litre R	64-68	15,000	9500	4000	1800	3909	110
Princess 1100/1300	63-74	7500	5000	2400	1100	1275	87
1500/1.5/1.7	74-80	5000	3200	1500	750	1748	90

VAUXHALL		Vauxhall-Opel Drivers' Club (01362 692020); Droop Smeets Grp (018 981 5238)					
Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82
Cresta E	54-57	14,000	10,000	4650	2000	2262	84
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94
Victor F	57-61	9000	6000	2400	1200	1507	74
Victor FB	61-64	6000	4500	1900	950	1594	77
VX4/90 FB	61-64	7200	4750	2400	1200	1507	88
Velox/Cresta PB	62-65	6000	4250	2000	850	2651	94
Victor 101 FC	64-67	5000	3650	1700	850	1594	83
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89
Cresta PC/Viscount	65-72	5750	4000	1950	950	3293	99
Victor FD 1.6/2.0	67-72	3200	2200	1100	550	1975	95
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98
Ventora FD	68-72	5000	3250	1600	750	3294	105
Victor FE 1.8/2.3	72-78	3250	2000	975	550	2279	100
VX4/90 FE	73-76	4500	3000	1500	750	2279	104
Ventora FE	72-76	4000	2400	1200	700	3294	106
Viva HA	63-66	6000	4500	2200	1050	1057	76
Viva HB	66-70	6500	4500	2000	1000	1159	82
Viva HB GT	68-70	7500	5500	2750	1500	1975	101
Viva HC	70-79	5650	3750	1750	800	1256	83
Firenza/Droopsnoot	72-78	7750	5500	2400	1100	VAR	100
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119
Chevette 2300HS	78-80	35,000	25,000	15,000	10,000	2279	117
Chevette HSR	79-80	60,000	47,500	30,000	20,000	2279	125

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Astra GTE Mk1	83-84	19,000	14,000	8500	4500	1796	110	
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134	
Nova GTE	88-90	15,000	12,000	7500	4000	1598	119	
VX220	00-05	14,000	11,000	7500	5000	2998	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	2198	151	

VOLKSWAGEN		VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB					
Beetle (split)	46-53	30,000	19,000	12,500	7500	1131	66
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66
Beetle (oval)	53-57	20,000	14,000	8500	4750	1192	69
Cabrio	54-58	26,500	18,000	11,250	7000	1192	66
Beetle 1200/1300	57-68	15,000	9750	4400	1850	1192	72
Cabrio	58-67	20,000	14,000	6750	3400	1192	72
Beetle 12/13/1500	68-78	12,500	8500	3400	1100	1493	81
Cabrio	67-70	16,500	11,500	5750	3000	1493	81
Beetle 1302/1303	70-75	9000	5750	2750	1000	1584	84
Cabrio 1302S/1303S	70-80	13,000	9000	4500	1750	1584	82
Karmann-Ghia cpé	55-74	22,000	14,000	6000	2750	1584	92
Karmann-Ghia con	58-74	25,000	16,500	8250	4500	1493	87
Karmann-Ghia T-34	62-69	23,000	14,500	6250	3250	1584	87
Kombi/Camper	50-67	57,500	38,500	16,000	8500	1493	65
Camper T2 (Bay)	68-71	26,000	15,500	8750	4500	1584	79



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