



© Pierre-Yves Riom

# Converting power into performance.

First-class private banking solutions; comprehensive financial and investment offering; delivered one relationship at a time.

**EFG** Private Banking

[efginternational.com](http://efginternational.com)

EFG International's global private banking network operates in around 40 locations worldwide, including Zurich, Geneva, Lugano, London, Madrid, Milan, Monaco, Luxembourg, Hong Kong, Singapore, Miami, Bogotá and Montevideo. In the United Kingdom, EFG Private Bank Limited's principal place of business and registered office is located at Leconfield House, Curzon Street, London W1J 5JB, T + 44 20 7491 9111. EFG Private Bank Limited is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. EFG Private Bank Limited is a member of the London Stock Exchange. Registered in England and Wales as no. 2321802. EFG Private Bank Ltd is a subsidiary of EFG International.



**MASERATI QUATTROPORTE ITALIAN V8 CHIC FROM JUST £10k**



Britain's best-selling classic magazine

December 2018 £5.70

# FORD'S GIANT KILLERS

Cosworth showdown, as mighty RS500 faces Escort RS



haymarket



**A MOVIE-STAR'S MUSE:  
THE \$22M DUESIE SSJ**

**RAUCOUS TVR ROAD  
TRIP ACROSS IRELAND**

**BENZ FROM BEHIND  
THE IRON CURTAIN**



THE LAND ROVER DEFENDER®.  
THE MOST ICONIC VEHICLE EVER  
TO BE CREATED. STEEPED IN  
HERITAGE. ROOTED IN MODERN  
BRITISH HISTORY. THE WORKHORSE.  
THE OFF-ROADER. THE UNDISPUTED  
BEAST OF THE GREEN LANE. WHEN  
THE FIRST ONE WAS BUILT IN 1948,  
LAND ROVER GAVE BIRTH TO AN  
ICON. WHEN PRODUCTION ENDED  
IN 2016, A LEGEND WAS BORN.  
NOW YOU CAN OWN A TWISTED  
MODERN INTERPRETATION OF THE  
MOST SIGNIFICANT DEFENDER®  
EVER MADE. TOGETHER, WE'LL  
REMAKE HISTORY.



CLASSIC II



**TWISTED**<sup>®</sup>  
REMAKE HISTORY



London Olympia  
Collector's Motor Cars and Automobilia  
Olympia, London | 3 December 2018

ENTRIES NOW INVITED

1936 ROLLS-ROYCE PHANTOM III  
SEDANCA DE VILLE  
Coachwork by Gurney Nutting



..... THE .....  
**SCOTTSDALE**  
AZ  
*Auction* .....

Arizona, USA | 17 January 2019

ENTRIES NOW INVITED

*Stirling Moss, Walt Hansgen  
Ivor Bueb and Bob Grossman  
SCCA Championship Winner  
Among the most original examples*  
**1959 LISTER-JAGUAR SPORTS RACER**  
Design by Frank Costin



World-Class Motor Cars at Auction



# Bonhams

AUCTIONEERS SINCE 1793



## The Bond Street Sale Exceptional Motor Cars

New Bond Street, London | 1 December 2018

### ENTRIES NOW INVITED

*One of just 12 Series II Superfasts produced and the seventh of 8 right-hand drive Superfasts built*  
**1966 FERRARI 500 SUPERFAST  
SERIES II COUPÉ**

### ENQUIRIES

#### UK

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

#### Europe

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

#### USA

+1 212 461 6514 - East Coast  
+1 415 391 4000 - West Coast  
usacars@bonhams.com

#### Catalogue subscriptions

+44 (0) 1666 502 200  
subscriptions@bonhams.com  
[bonhams.com/motorcars](http://bonhams.com/motorcars)









## Shut lines are our lifeline

The quality of our shut lines is legendary.  
This obsessional attention to detail  
runs through every one of our restorations.

WOODHAM | MORTIMER

Restoration Race preparation Sales



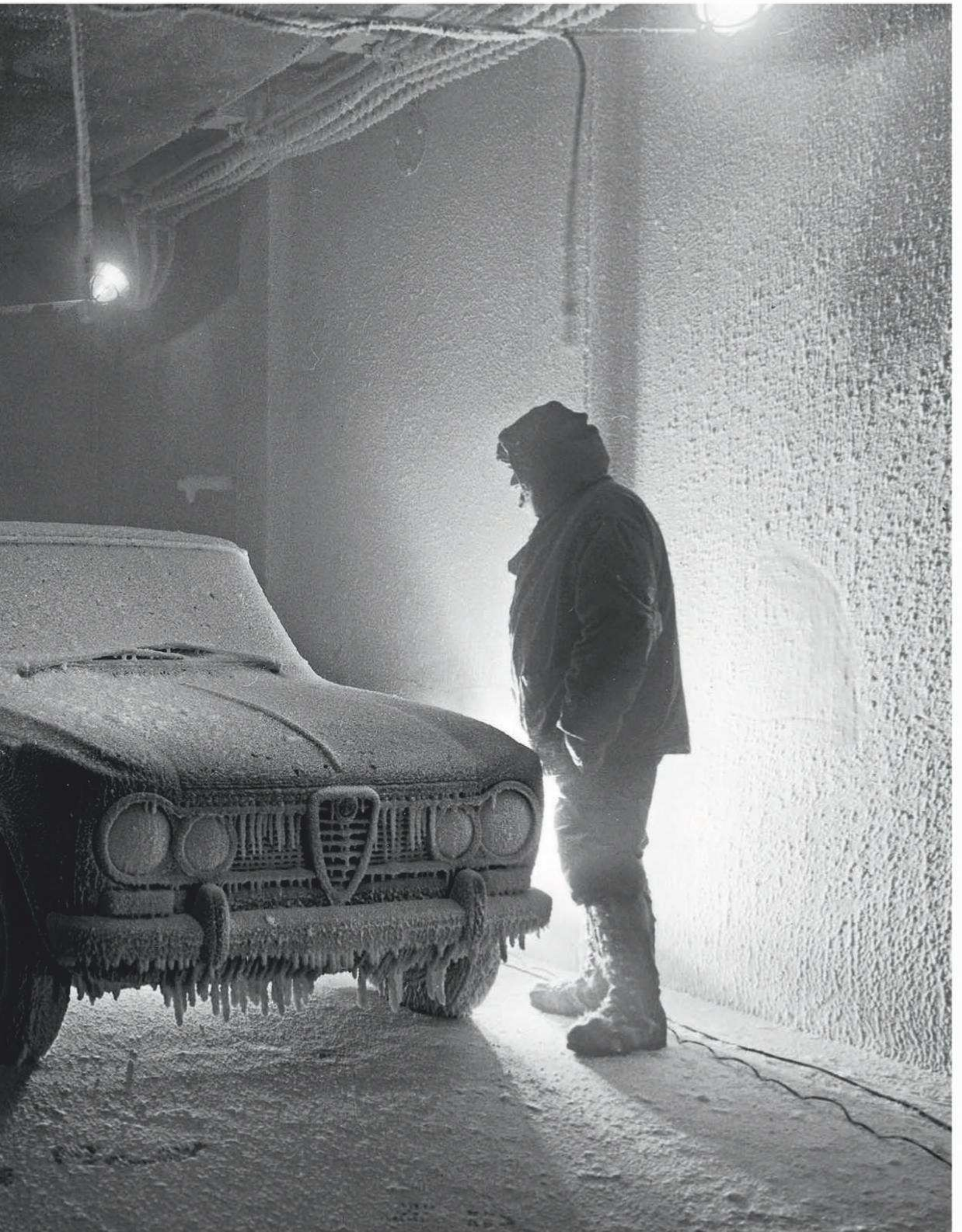


## THE BIG PICTURE

At the Alfa Romeo factory during the early '60s, a new testing chamber rigorously subjected cars to extreme conditions. Here, a freshly completed Giulia Super is frozen in the Portello development department. The same car also went through high-temperature tests, with technicians wearing special protective suits.

The planning and construction of a new plant at Arese was a major development for Alfa Romeo, as demand for the new generation of cars increased, and a photographic team was enlisted to record the huge new facility. This remarkable 1964 shot comes from a hoard of previously unpublished historic negatives and prints, recently discovered in the factory archives by German Alfa fan Patrick Dasse and now presented in a six-volume set of books (see p146). **MW**







# Welcome

There's something particularly special about an old car with an appropriate backdrop. We could have shot this month's Mercedes 300SL 'Gullwing' feature (p138) anywhere, but former editor James Page was adamant that it had to be at the former RAF station at Greenham Common. The abandoned nuclear missile silos and cracking concrete of this Cold War-era base gave the perfect atmosphere for Tony Baker's wonderful photography of a car whose first home was on the other side of the Iron Curtain.

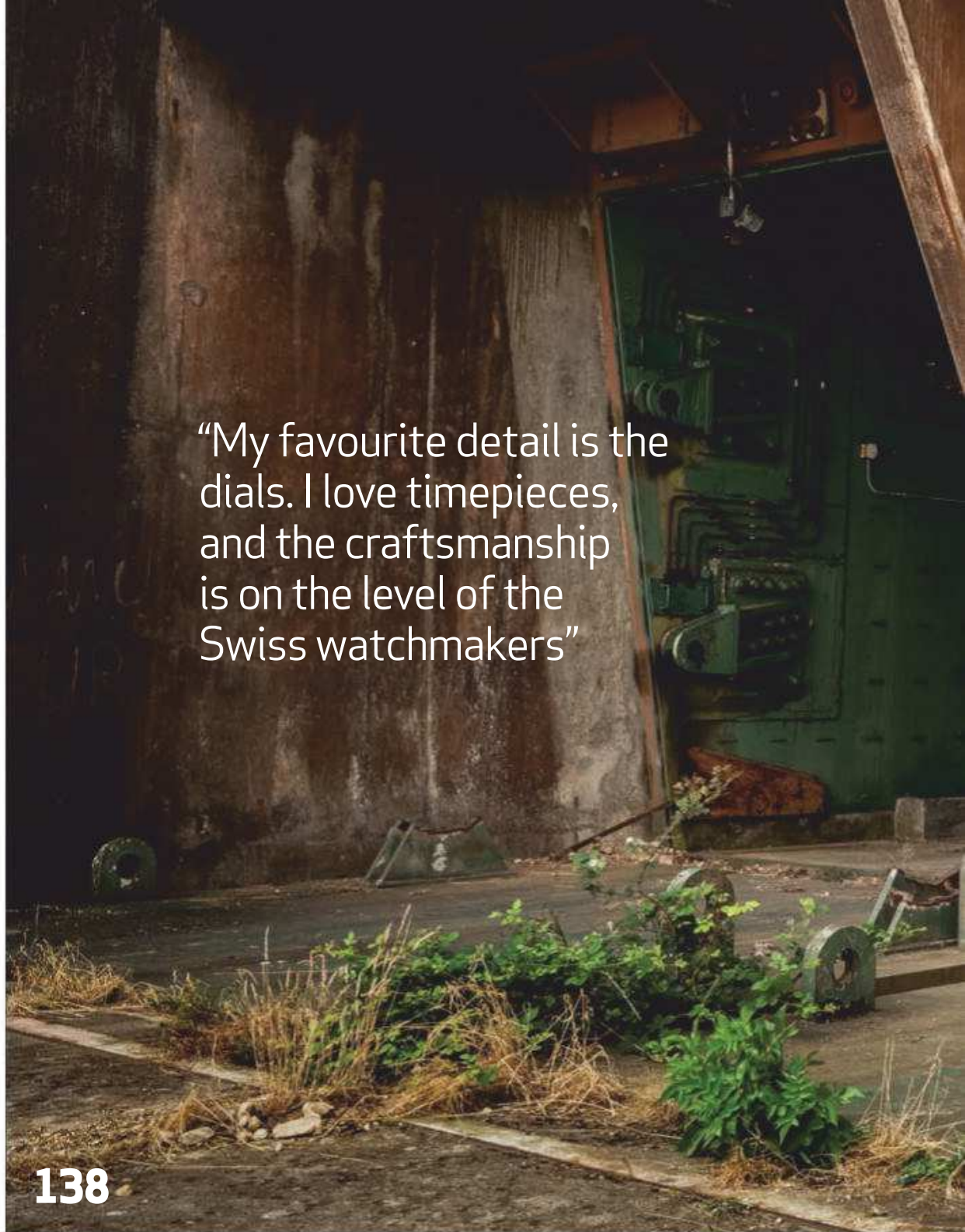
Another British base that was also long neglected – but is now very active once again – brought this to mind in early October. I've been meaning to get to one of the Bicester Heritage Sunday Scrambles ever since they began four years ago, but somehow fate had conspired against me and until the final event of this year I hadn't managed to make it.

Boy, have I been missing out. The combination is just about ideal: one of the most varied collections of cars I've had the pleasure to view, mingling with the historic buildings and leafy avenues of the restored Bicester Technical Site – with the bonus of its knowledgeable and enthusiastic residents opening their workshop doors to share their latest projects. And all accompanied by a delightful, relaxed atmosphere, in which enthusiasts can simply get together and talk about the things they love best: the cars. Perfect!



**ALASTAIR CLEMENTS**

Editor in chief, *Classic & Sports Car*



“My favourite detail is the dials. I love timepieces, and the craftsmanship is on the level of the Swiss watchmakers”

**138**



**108**





# Contents

## NEWS

The big picture	8
Lotus 70th-anniversary meet	14
News and events	22
Classic diary	29
Sport	31
Lost & found	35

## REVIEWS

Motoring art	40
Books	43
Models	47
Garage gear	48

## COMMENT

Mick Walsh <i>From the cockpit</i>	53
Simon Taylor <i>Full throttle</i>	55
Martin Buckley <i>Backfire</i>	57
Letters	59
Next month	61

## FEATURES

<b>BLUE-CHIP BLUE OVALS</b>	108
Revisiting Sierra RS500 and Escort RS, as the market wakes up to the Fast Ford	
<b>COSWORTH GREATS</b>	116
Picking the high points from 60 years of fettling, for both road and track	
<b>DUESENBERG SSJ</b>	118
Mick Walsh tells the story of a stunning pre-war supercar built for a movie star	
<b>SILVERSTONE AT 70</b>	124
<i>Top Ten</i> memorable moments on track	
<b>"WHERE TO, GUV?"</b>	130
Austin's FX3 and FX4 taxis: forgotten heroes of the London streets reunited	
<b>ON A WING AND A PRAYER</b>	138
Meeting the Mercedes 300SL Gullwing that defected to Cold War Russia	
<b>ALFA ROMEO'S NEW DAWN</b>	146
A rediscovered factory archive looks behind the scenes at the Arese works	
<b>THRILL OF THE CHASE</b>	152
Across Ireland in TVR 350i and Chimaera	
<b>DAVID HOBBS</b>	160
The multi-talented racer, commentator and raconteur tells all, from F1 to Indy	
<b>LIFELONG LOVE AFFAIR</b>	166
One man's enduring relationship with his very first car, a mighty Oldsmobile 442	
<b>FROM OXFORD TO CAMBRIDGE</b>	172
Farina family: all of the key models from BMC's Italian adventure, 60 years on	



152



118



130

Continued over the page...





166

# Contents

## LIVING WITH CLASSICS

Our classics	182
Your classic <i>Ford Anglia 100E</i>	191
Also in my garage	193
The specialist	196

## BUYING AND SELLING

The marketplace	199
Buyer's guide <i>Maserati Quattroporte</i>	206
Case histories	from 219
Future classic <i>Mercedes G63 AMG</i>	274

206



188



196



274



DECEMBER 2018 • VOLUME 37, NO 9

**CLASSIC & SPORTS CAR**  
HAYMARKET AUTOMOTIVE,  
BRIDGE HOUSE,  
69 LONDON ROAD, TWICKENHAM,  
MIDDLESEX TW1 3SP

**Editorial** 020 8267 5399  
**Subscriptions** 01604 251452  
**Advertising** 020 8267 5937  
**Production** 020 8267 5262  
**Web** www.classicandsportscar.com  
**Email** alastair.clements@haymarket.com

### EDITORIAL

**EDITOR IN CHIEF** Alastair Clements  
alastair.clements@haymarket.com  
**INTERNATIONAL EDITOR** Mick Walsh mick.walsh@haymarket.com  
**DIGITAL DEVELOPMENT EDITOR** Marc McLaren  
marc.mclaren@haymarket.com  
**FEATURES EDITOR** Greg MacLeman greg.macleman@haymarket.com  
**ASSOCIATE EDITOR** Lizzie Pope lizzie.pope@haymarket.com  
**ART EDITOR** Martin Port martin.port@haymarket.com  
**SENIOR DESIGNER** Mei Hau mei.hau@haymarket.com  
**CHIEF PHOTOGRAPHER** John Bradshaw john.bradshaw@haymarket.com  
**SENIOR PHOTOGRAPHERS** Will Williams, Luc Lacey  
**PHOTOGRAPHERS** James Mann, Olgun Kordal  
**EDITORIAL SECRETARY** Olivia Pina olivia.pina@haymarket.com  
**EDITOR AT LARGE** Simon Taylor simontaylor@stoveboltspecial.com  
**SENIOR CONTRIBUTORS** Julian Balme, Martin Buckley,  
Alain de Cadenet, Jon Pressnell, Tony Baker  
**CONTRIBUTORS** James Page, Malcolm Thorne, Richard Heseltine,  
Michael Ware, Paul Hardiman, Ross Alkureishi, Andrew Roberts,  
Malcolm McKay, Gaynor Cauter, Graeme Hurst, Simon Charlesworth,  
Mike Taylor, Giles Chapman, Gary Axon, Michael Milne

### SUBSCRIPTIONS

**UK TEL** 03448 488835  
**EMAIL** help@classicandsportscar.themagazineshop.com  
**OVERSEAS TEL** +44 (0)1604 251452 **USA TEL** 1 888 201 5267  
**USA EMAIL** help@classicandsportscar.themagazineshop.com

### ADVERTISING

**EMAIL** ads.csc@haymarket.com **TEL** 020 8267 5937  
**GROUP COMMERCIAL DIRECTOR** Ben Guynan  
**HEAD OF SALES** Tahir Saleem  
**SALES TEAM** Claire Henderson (Dealer Account Manager),  
Nabila Moughal (Display Account Manager),  
Neil Dummer (Euro Account Manager), Dougal Macdonald (Workshop)  
**PRODUCTION** Trevor Simpson (Head of Operations), Ailsa Donovan  
(Group Manager), Lee Brister (Senior Controller), Paul Skinner  
(Senior Controller), Charlene Edley (Assistant Controller)  
**USA ADVERTISING OFFICE**  
Sharon Spurlin, 1217 Cape Coral Pkwy E, #178, Cape Coral, FL 33904  
**USA TEL** +1 954 579 52800 **EMAIL** ClassicAdsSharon@gmail.com  
Advertisements are accepted only upon Haymarket Media Group's  
standard Terms of Acceptance of Advertising, copies of which are  
available from the Advertising Sales Department of Classic & Sports Car  
**PUBLISHING TEAM**  
Charlene Harry (Marketing Manager),  
Richard Jefferies (Newstrade Marketing Manager)  
**SYNDICATION ENQUIRIES**  
Isla Friend isla.friend@haymarket.com

© 2018 Haymarket Media Group Ltd. Reproduction in whole or part of any text,  
photograph or illustration without the written permission of the publisher is  
strictly prohibited. The publisher makes every effort to ensure the magazine's  
contents are correct, but can accept no responsibility for any effects from  
errors or omissions. Unsolicited material – including transparencies – is used  
from time to time, but is submitted entirely at the owner's own risk and the  
publisher accepts no responsibility for its loss or damage

**PRINTED BY** William Gibbons & Sons Ltd  
**COLOUR ORIENTATION** Haymarket Pre-Press

*Classic & Sports Car*, ISSN number 0263318X, is published monthly by  
Haymarket Media Group, Bridge House, 69 London Road, Twickenham  
TW1 3SP, United Kingdom.  
The US annual subscription price is \$75. Airfreight and mailing in the  
USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc, 156-15,  
146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage  
paid at Jamaica NY 11431. Subscription records are maintained at  
Haymarket Media Group, Bridge House, 69 London Road, Twickenham  
TW1 3SP. Air Business Ltd is acting as our mailing agent

Distributed in the UK by Frontline Ltd, 1st floor – Stuart House, St John's  
Street, Peterborough, Cambridgeshire PE1 5DD **TEL** 01733 555161

### BACK NUMBERS

£6.60, subject to availability  
**TEL** 03448 488835  
**OVERSEAS TEL** +44 (0)1604 251452  
**EMAIL** help@classicandsportscar.themagazineshop.com

**GROUP EDITOR IN CHIEF** Steve Copley  
**EDITORIAL DIRECTOR** Jim Holder  
**MANAGING DIRECTOR** Rachael Prasher  
**CHIEF EXECUTIVE OFFICER** Kevin Costello

*Classic & Sports Car* is a member of the Independent Press Standards Organisation.  
We abide by the Editors' Code of Practice and are committed to upholding the  
highest standards of journalism. If you think we haven't met those standards and  
want to make a complaint, contact alastair.clements@haymarket.com. For more  
information, contact IPSO on 0300 123 2220 or visit www.ipso.co.uk



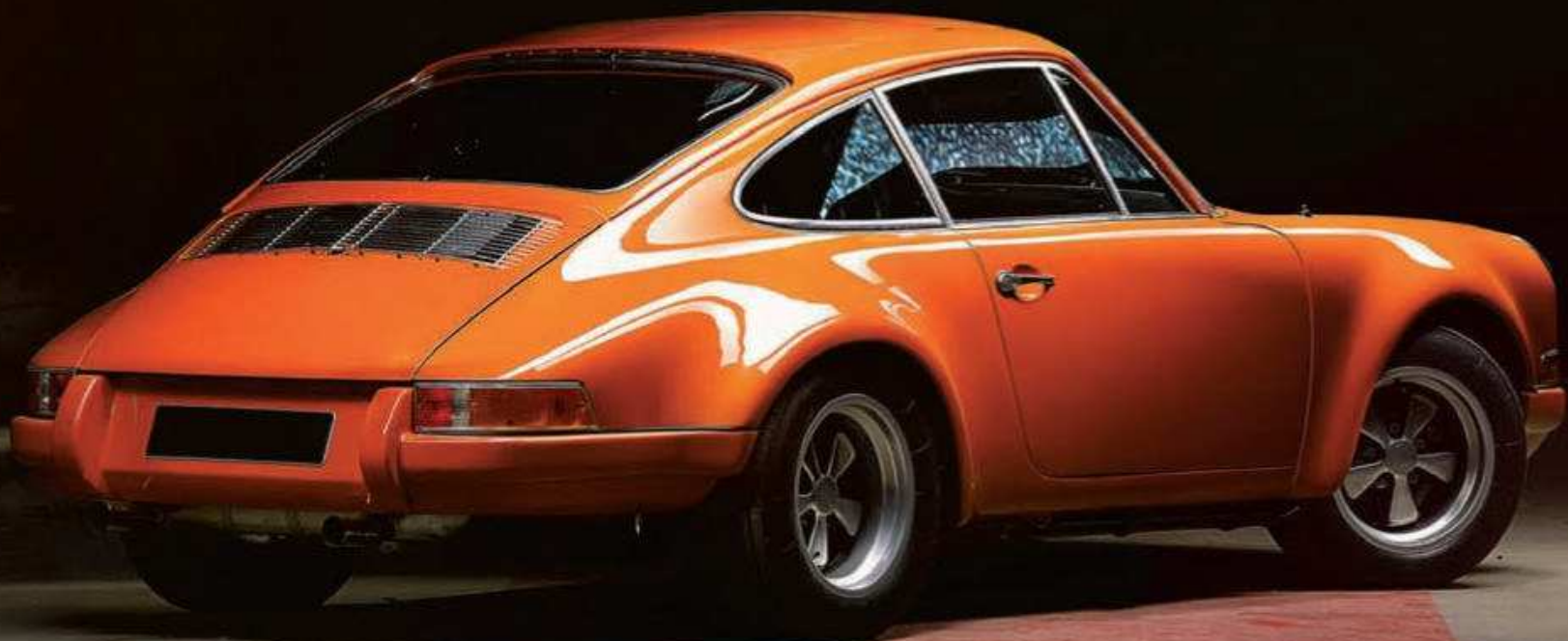
Haymarket is certified by BSI to  
environmental standard ISO14001 and  
energy management standard ISO50001





# PEGASUS<sup>✦</sup>

**Investments can be exciting**  
when you speak to Pegasus Finance



## 10 Year Classic Car Finance

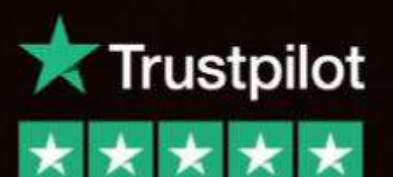
available from the UK's leading and most trusted classic car finance broker

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

Call Pegasus Finance today

**0800 066 3694**

[www.pegasusfinance.co.uk](http://www.pegasusfinance.co.uk) [info@pegasusfinance.co.uk](mailto:info@pegasusfinance.co.uk)







# LIGHTING UP NORFOLK

Lotus celebrated its 70th birthday in style with an evocative mega-meet at the marque's Hethel headquarters

WORDS **MATT BIRD** PHOTOGRAPHY **LOTUS CARS/MATT BIRD**





A 700-strong anniversary parade, the largest ever at Hethel, was led by current Lotus CEO Feng Qingfeng. Below: ex-Colin Chapman Eleven on the test track



For any car manufacturer to reach 70 years old is a major achievement, but for Lotus to now be entering its eighth decade of manufacturing, following its various tribulations both recent and more distant, is nothing short of remarkable. To mark seven decades since Colin Chapman built his first MkI – which is still to be tracked down, but the hunt is on – back in 1948, Lotus brought out the bunting at its Norfolk headquarters on 29 September for a lavish 70th-birthday celebration.

The plan? As delightfully simple as you would hope from a marque for which minimalism is everything: bring as many people (some

8000 all told) and cars significant to the brand (a record turnout of 1600, from all eras) back to the home of Lotus, for a day of reminiscing about the past, discussing the future and sharing a passion that reaches across the globe.

You could have stayed in the car park and still had a fantastic day, with some 14 Lotus owners' clubs putting on static displays covering everything from the MkVI to the latest range. Unbeknown to those owners, a judge was prowling their ranks during the day for a 'secret concours', with the top prize finally going to the ex-Guy Fréquelin/Jean Todt Sunbeam Lotus.

It was hard to think of a Lotus production model that wasn't on

show, from every Europa, Esprit, Éclat, Excel, Elan and Elise variant to a plethora of Carltons, Talbot Sunbeams and Lotus Cortinas, all accompanied by owners of unerring dedication and seemingly boundless knowledge.

Activity on the Hethel test track began with a demonstration of vehicles that perfectly encapsulated the marque's mantra: lightweight, groundbreaking, innovative and highly successful. No, not Sevens but members of the Lotus 110 Bike Club, with a group comprising riders of Type 108, 110 and 112 bicycles, including the Type 108 used by Chris Boardman to win gold in the Track Pursuit at the Barcelona Olympics in 1992.

The rally-prepared Sunbeams provided yet more entertainment in a fashion not typically associated with Lotus: raucous, wild and seemingly in a permanent state of oversteer, these competition cars reminded visitors why the rear-wheel-drive hatchbacks have such a fearsome reputation on the rally stages. As for the Cortina, there's little more eulogising to be done – even more than 50 years after the model's introduction, and from such humble origins, it continues to be a regular winner in historics.

The demonstration was brought bang up to date by a tyre-smoking 'Dynamics Display' from the current range of cars and Lotus' crack team of test drivers.





From top: ex-Satoru Nakajima 1981 Lotus 101 F1 contender on track; 1600 cars marked the brand's 70th anniversary in an epic parade; smoking Sunbeam Lotus; owners' Sunbeams included several competition cars



Those cars were merely a warm-up, however, to the main event that so many enthusiasts had driven to Hethel to see: the Classic Team Lotus display, featuring race-winning Formula One cars from the '60s, '70s and '80s. With even the most recent Lotus F1 title success now 40 years ago, the appetite for the cars shows no sign of abating as the test track once again echoed to the evocative sound of the howling Cosworth DFV.

Highlights included the 1966 43 and the iconic 49, designed by Colin Chapman and Maurice Philippe for the 1967 season, and the highly successful 1978 Lotus 79, the first F1 car to take full advantage of ground effects.

**'The Hethel test track once again echoed to the evocative sound of the howling Cosworth DFV'**

While the focus was inevitably on the marque's achievements over the past seven decades, the imminent future of Lotus was also discussed. Plans were unveiled during the weekend for further expansion of the Norfolk site, comprising a Customer Experience Centre, a Heritage Centre and a museum. "Hethel is, and will always be, the heart of Lotus," said new CEO Feng Qingfeng. "Our plans are the first step in readying the site for the next 50 years."



**HETHEL'S HEROES**

DAVE CLEMENTS

**1995 LOTUS ELAN (M100)**

Look no further for proof of how deeply the Lotus passion can run. Having founded the Lotus Elan Central site and owned 23 Elans prior to this rare Jim Clark Special – one of two he owns – there's not a thing Clements doesn't know about them. He loves their quirkiness and usability, and this example has recently had a total nut-and-bolt rebuild, making it the best of the 13 Jim Clark cars built.



STUART BAGSHAW

**1986 LOTUS EXCEL SA**

One of just 129 automatic Excels, Bagshaw's SA was the third off the line. A wide-body version he bought five years ago, it's now in regular use, the trip to Hethel being a not-insignificant 500-mile round trip. It has required precious little work, though Bagshaw's car now runs rear coil-overs because the original suspension parts are no longer available.



NIGEL SCOTT

**1979 LOTUS ESPRIT S2**

Four decades ago, this stunning Champagne Gold S2 was the star of the British Motor Show stand, marking another victorious year in F1. He points out that, as a show car, this Esprit has more consistent shutlines and assembly standards than some. "I owned a Europa but had always wanted an Esprit," says Scott. "The S2 has the S1 style, but with most of the foibles resolved."





# TRUE GREATS

Tuesday 4th December 2018

AN IMPORTANT LONDON AUCTION OF  
FINE HISTORIC MOTOR CARS

THE ROYAL HORTICULTURAL HALLS,  
VINCENT SQUARE, LONDON SW1

ONE OF LONDON'S MOST IMPORTANT  
ANNUAL AUCTIONS  
NOW IN ITS 40TH YEAR



## FEATURED AT TRUE GREATS 2017



## ENTRIES ARE INVITED FOR COYS TRADITIONAL CHRISTMAS AUCTION

### COYS LONDON

Manor Court, Lower  
Mortlake Road, Richmond,  
TW9 2LL, United Kingdom  
Tel. +44 (0) 208 614 7888  
Fax +44 (0) 208 614 7889  
auctions@coys.co.uk  
www.coys.co.uk

### COYS EUROPE

Michael Haag  
Elisabethstr. 4,  
D-68165 Mannheim,  
Germany  
Tel: +49 (0) 621 412004  
Fax: +49 (0) 621 415551  
coyseurope@web.de

### COYS FRANCE

Jacques Morabito  
34, avenue des Champs-  
Élysées  
75008 Paris  
+33 (0)1 4076 5798  
+33 (0)6 0203 6792  
jacques.morabito@coys.co.uk

# COYS

FOUNDED 1919





From top: Essex-liveried Lotus 81 on the Hethel track was an evocative sight; Classic Team Lotus display, including the banned Type 88 racer, was one of the day's highlights; arch-enthusiast Malcolm Ricketts drove Lotus 21



Qingfeng also revealed two new Evora Sport 410s, prepared by the Lotus Exclusive department and finished in the classic 'Gold Leaf' livery. The crowning glory of a fabulous day, however, was the parade, as the full 2.2-mile Hethel test track was opened for more than 700 cars to take to the circuit. Led by Qingfeng and Colin Chapman's son Clive in his father's old Eleven, the procession encompassed nearly every model of Lotus road car and provided a fitting finale: for representing just what Lotus has achieved in its 70 years of production, it would be hard to think of anything better.

Famous names on hand from Lotus' past included former CEO

Mike Kimberley, Jim Clark's old mechanic Bob Dance, and Elisa Artioli, whose father Romano was the owner of Lotus at the time of the Elise launch, and named the new model after his daughter.

Hopefully now, with proper financial backing and a new product plan in place, the travails of the recent past can be forgotten and Lotus can at last begin to look ahead to its next seven decades with renewed optimism.

"To have met so many Lotus enthusiasts and to understand their passion for our brand is inspiring," said Qingfeng. "We are committed to our home in Norfolk, and to have so many of our cars return here has really made the day."

## HETHEL'S HEROES

JON LANGRIDGE

### 1996 LOTUS ESPRIT V8

"The most reliable car I've owned," is how Langridge describes his V8, which comes as the first surprise. "It was meant to be a Volvo," is the second. It turns out that the garage he visited 12 years ago to look for a Swedish load-lugger also had a Lotus concession, and one thing led to another... The car has since been subtly modified with uprated air filters, turbo wastegates and a freer-breathing exhaust system.



GARY GARBUTT

### 1970 LOTUS EUROPA TWIN CAM

So many Lotus cars have interesting stories, but Garbutt's Europa is more intriguing than most. It was owned from new by Colin Chapman's cardiologist – they were friends from Oxford University – but the engine seized after nine years and it was left derelict until Garbutt bought it in 2015. He has rebuilt it, and has covered 3000 miles since it returned to the road in March.



ADRIAN TEBBUTT

### 1999 LOTUS ELISE SPORT 160

Having had a varied car history – including Minis, TVRs and Subaru Imprezas – Tebbutt took the plunge on his first Lotus four years ago. "It's amazing," he says. "I've never driven anything like it." Tebbutt takes his Elise on several track days a year, with Anglesey and Cadwell Park particular favourites. Apart from the black wheels, the Sport 160 is in standard spec.







Sotheby's

## UPCOMING AUCTIONS

**ARIZONA** 17-18 JANUARY

**PARIS** 6 FEBRUARY

**AMELIA ISLAND** 9 MARCH

**FORT LAUDERDALE** 29-30 MARCH

**ESSEN** 11 APRIL

**VILLA ERBA** 25 MAY



1932 Marmon Sixteen Coupe  
Coachwork by LeBaron  
Chassis no. 16 141 830

REGISTER TO BID ONLINE

HEADQUARTERS +1 519 352 4575   FLORIDA +1 954 566 2209   CALIFORNIA +1 310 559 4575   UK +44 (0) 20 7851 7070   FRANCE +33 (0) 1 76 75 32 93

Collectors gather here.

[rmsothebys.com](http://rmsothebys.com)





Sotheby's



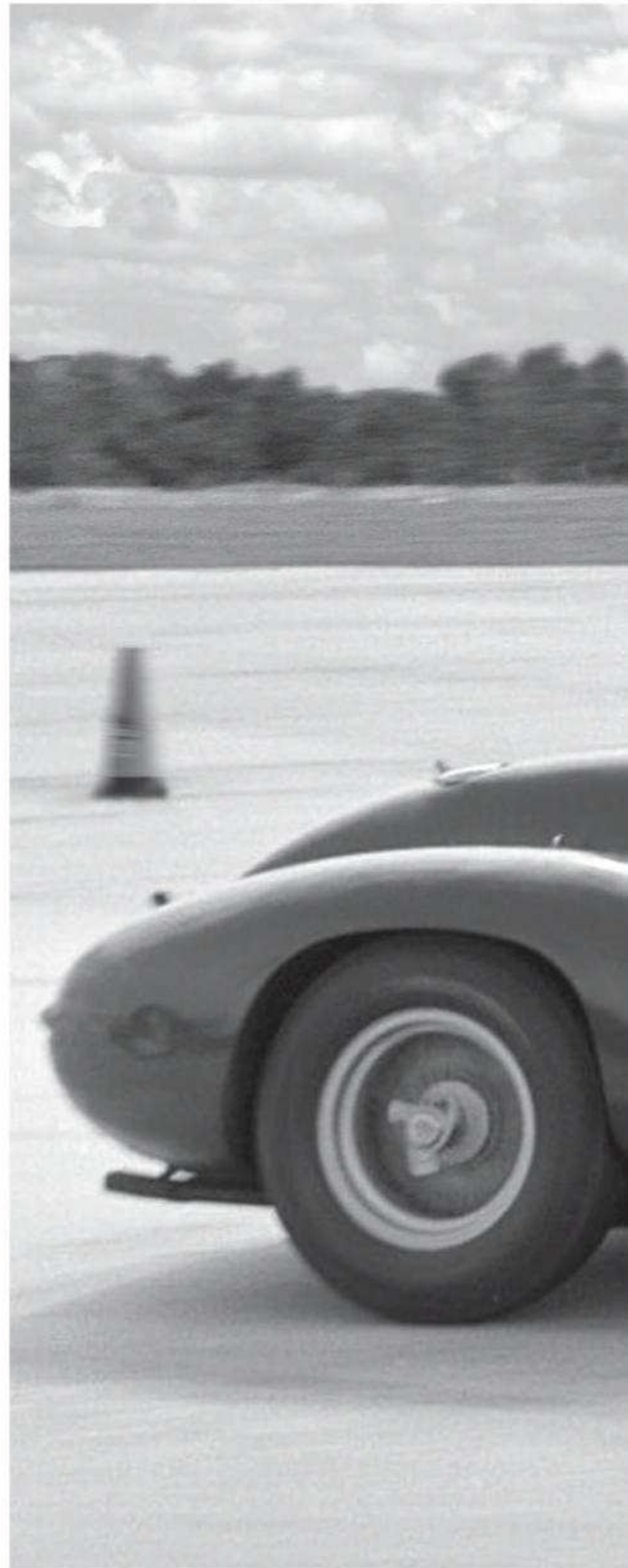
1957 Porsche 356 A 1600 Speedster  
Coachwork by Reutter; Chassis no. 82759



1962 Ed Roth "Mysterion" Recreation



1993 Jaguar XJ220  
Chassis no. SAJJEAX8AX220789



REGISTER TO BID • ONSITE • INTERNET • TELEPHONE • ABSENTEE

Collectors gather here.





Sotheby's

# PETERSEN

AUTOMOTIVE MUSEUM AUCTION

8 DECEMBER 2018

LOS ANGELES, CALIFORNIA



1956 Ferrari 290 MM  
Coachwork by Scaglietti; Chassis no. 0628

Competing at the 1957 Sebring 12 Hours with Phil Hill and  
Wolfgang von Trips taking turns behind the wheel. Courtesy of Louis Galanos

HEADQUARTERS +1 519 352 4575 CALIFORNIA +1 310 559 4575 UK +44 (0) 20 7851 7070 FLORIDA +1 954 566 2209 NEW YORK +1 212 894 1562

View all lots at [rmsothebys.com](http://rmsothebys.com)

RM Sotheby's Lic. No. 84391





BERNARDO LUCIO

# PORTUGUESE PRIZE FOR MONDIAL

Historic Ferraris took centre stage at the Concours d'Elegance ACP, part of Estoril Classics Week (2-7 October), but coachbuilt French models also starred. Now in its sixth year, and held on the well-manicured lawns of Estoril City Park, the event attracted the cream of concours machinery from the Iberian peninsula. Class and Best of Show honours were secured by the Ferrari 500 Mondial belonging to former Chelsea FC manager André Villas-Boas. This highly original sports-racer narrowly shaded Maranello products with extensive Portuguese histories, including a unique 1951 195 Inter by Vignale and a 1950 225 Export-engined 166 Barchetta that raced on street circuits such as Vila Real and Oporto in period.

Ricardo Saragga's Delahaye 135M Cabriolet Grand Luxe with coachwork by Chapron was the only non-Italian challenger for overall honours, and a clear winner of the post-vintage category. In second place was the supercharged 1932 MG Magna of Pedro Villas-Boas (André's nephew), with João Cortez de Lobão's one-off Erdmann & Rossi-bodied Derby

Bentley also vying for attention.

The runaway winner of the Sport & GT class was André Besnard's sublime 1966 Citroën Palm Beach Décapotable. One of only 32 cars made by Parisian *carrosserie* Henri Chapron, it was the sole example to feature the DS21-style front-end treatment. Laden with every conceivable option, the car was acquired by Besnard in '67, and he used it as his daily transport for decades before he relocated to Portugal. He and his wife continued to drive it to the beach most days and also on road trips to Paris twice a year. In fabulously original condition, it was also a deserving winner of the Preservation award.

Americana is gaining in popularity in Portugal, and US classics featured prominently, ranging from José Mira's deliciously patinated 1927 Willys-Overland Whippet Phaeton to Fernando Almeida's 1966 Ford Mustang convertible, the latter taking home the Post-War American Cars class award. Other standouts included José Brandão's 1952 Aston Martin DB2 Vantage, with superb competition pedigree, which prevailed in the class for the British marque.



From top: classics outside Estoril Casino; double-winning Chapron DS Palm Beach; DB2 Vantage was top Aston; Gouveia accepts prize for victor Villas-Boas

## WINNER'S SPOTLIGHT

The victorious Ferrari 500 Mondial Scaglietti Spider Series II, to give the car its full name, was delivered new to Yves Dupont in May 1955. The Frenchman campaigned the car sparingly before it returned to Italy for repairs. Over the past 20 years, it's been a regular on the Mille Miglia retrospective with Gregor Fiske, among others. It was sympathetically restored in 2009, the original blue paint found under the mid-1950s 'resale red' makeover. The car was displayed in Portugal by Salvador Patrício Gouveia of Museu do Caramulo.







Top honours at the Essex show went to Steve Horne's 1958 Alvis TC108/G Graber saloon



Unique Phantom II Kellner turned heads



'Long Nose' 275GTB, another class winner



### NEW LE MANS SHOWCASE

Porsche's Le Mans history is the subject of a new exhibition at the circuit's museum, coinciding with the marque's 70th anniversary. Open until 13 January 2019, it features 16 racers marking the brand's record-breaking 19 wins. See [www.lemans-musee24h.com](http://www.lemans-musee24h.com)



### JAGUAR FESTIVAL 2019

The Jaguar Festival is coming to Oxfordshire from 10-12 May next year. Run by the Jaguar Enthusiasts' Club, it features events at Heythrop Park Resort and Blenheim Palace, including a 'Jaguars on Film' exhibition. See [www.jec.org.uk/blenheim2019](http://www.jec.org.uk/blenheim2019)



### MONTLHÉRY MONSTERS

Demos at Les Grandes Heures Automobiles at Montlhéry (28-30 September) ranged from Voisins to Arturo Merzario in a recreated Ferrari 156 'Sharknose', plus a Gp5 BMW 3-Series (above); there were also extensive club displays.



### ITALIAN'S SWISS ROLE

Collector Corrado Lopresto has loaned nine cars to Lucerne's Swiss Museum of Transport for an exhibition: 'Italo Design 1968-1978'. The cars showcase the development of Italian styling and include the Lancia Sibilo (above): [www.verkehrshaus.ch](http://www.verkehrshaus.ch)

# Alvis sparkles at a wet Warren

A stunning 1958 Alvis TC108/G Graber Coupé was the star of this year's Warren Classic and Supercar Show on 23 September.

Despite torrential rain and high winds, the commitment of die-hard enthusiasts was rewarded as the sun eventually broke through and shined on the deserved winner, owned by Steve Horne. The beautiful sports saloon is one of just 37 bodied by Swiss coachbuilder Graber between 1956 and '58, and it was in Switzerland that Horne

found his car. The Graber machine edged the 1962 Austin Mini Se7en of Adrian Livesey for class honours in the British Late category.

Winners of the Best of British and Aston Martin classes were also shortlisted for the top award. Simon Bibby's 1934 Rolls-Royce Phantom II Kellner (*Letter of the month*, November) stood out for its purple coachwork and delicately embroidered rear compartment, joined by Chris Lawrence's immaculate Aston Martin DB2/4. They

won their respective classes ahead of Peter Cobbold's 1989 Bentley Continental Mulliner Drophead and Philip Torr's DB2/4.

Other winners included Roy Dowding's 1960 Gordon-Keeble and Charles Chadwyck-Healey's 1966 Ferrari 275GTB. Marcus Holland's 1961 Jaguar E-type Series 1 was beautifully restored to a very high standard, likewise the V8-engined 1986 Land Rover 90 of James Clough, a popular winner of the British Icons class.



MOTORSPORT IMAGES

## DONINGTON MUSEUM SHUTS

The world's largest grand prix racing car museum is to close at 5pm on 5 November. The East Midlands-based Grand Prix Collection opened on 16 March 1973 thanks to Frederick Bernard 'Tom' Wheatcroft. It all began with the purchase of a Formula One Ferrari single-seater racing car in 1964, and his acquisitions were kept in a garage at his home until the move to Donington Park. Since Wheatcroft died in 2009, the museum has been run by his son, Kevin. "Closing the museum after 45 years has been a really difficult decision," he said. "Motor Sport Vision [MSV] took over operation of Donington Park last year [and] there was a possibility that it might have stayed open... but it does not fit the MSV business plan and the decision was made to close the museum. Its exhibits will go into storage until my family and I have considered their future."



## CLASSICS STEAL SHOW

October's Paris Motor Show filled a hall with around 60 classic road and competition cars under the theme 'Routes Mythiques', with an emphasis on French fare.

Highlights included the 1899 La Jamais Contente electric speed record car, the 1954 gas-turbine Renault Étoile Filante (above), the 1978 Le Mans-winning Alpine-Renault A442B, the 1988 Pikes Peak Peugeot 405 T16 Coupé, plus the unlikely 1981 Paris-Dakar Rolls-Royce Corniche coupé.

Roadgoing classics included a rare Argentinian IKA-Renault Torino coupé and a 1950s Simca Vedette towing a CMC caravan.





Melbourne's Royal Exhibition Building gave a suitably elegant backdrop for Motorclassica



'32 Alfa Romeo 6C-1750 was best of show



Car of the people: Santoro's Monaro GTS



**QUEENS OF HERTS**

The second Pistons at the Park of 2018, held at Thremhall Park, Herts on 30 September, drew the usual eclectic mix, from Simon Thorpe's '61 Ford Thunderbird to Kevin Webb's '65 Mini, rebuilt as a tribute to the Mini-Minor Deluxe owned by his father in the late '60s.



**BLACKPOOL PEERS**

The Mini Moke Club celebrated International Mokin' Day with a trip to Blackpool on 29 September. A dozen Mokes not only attended the famed illuminations, but also contributed to them as owners decorated their cars with fairy lights to create a moving display.



**JOINING THE ELITE**

Salon Privé has been invited to join the Peninsula Classics Best of the Best Award, which picks a winner from the world's top concours. The 1933 Bugatti T55 that won at Blenheim Palace will head to the finals in Paris next year.



**DIARIES AT THE READY!**

Goodwood has announced the dates for next year's meetings. The Festival of Speed will be 4-7 July, while the Revival will return from 13-15 September. Dates had already been confirmed for the Members' Meeting (6-7 April). See goodwood.com for tickets.

# Zagato comes top Down Under

Two cars at opposite ends of the automotive spectrum stole the show at Australia's Motorclassica, held in Melbourne from 11-14 October. The gorgeous 1932 Alfa Romeo 6C-1750 GS of New Zealander Lawrence Southward was named Best of the Best in the Australian International Concours d'Elegance, which brought the three-day extravaganza to a close on the Sunday. The 6C, which wears stunning Zagato coachwork, is powered by a supercharged 1762cc 'six' and was first owned

by English jazz musician and racer Buddy Featherstonehaugh. It made the trip to the southern hemisphere 16 years ago, with Southward's father and sister then beginning a full restoration; both sadly passed away before it was completed, however, and the Alfa only made its debut earlier this year.

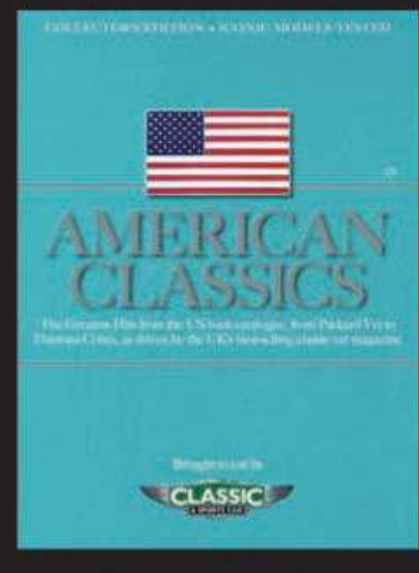
Away from the judging panel, the 24,000 visitors to the event chose Sam Santoro's 1969 Holden Monaro GTS for the People's Choice award, one of two gongs it picked up during the show.

Another dual winner was Barry Edge's '69 Maserati Ghibli Spyder, which carried off both the Restoration of the Year and Modern Classic Sports & Performance Over 3 Litre trophies, while top honours in the Vintage & Veteran group went to Scott Emerson's '24 Cadillac V16.

The show themes this year celebrated the Art Deco era and 90 years of the Australian Grand Prix, with special awards presented to Terry Dowel's 1937 Cord Custom Berlin Coupe and Peter Harburg's 1963 Brabham BT7A.

## AMERICAN HEROES

The fourth book in our *Greatest Hits* series, celebrating some of the best stories from the pages of *C&SC* over the past decade, focuses on American classics, from Ford Model A to Excalibur. It's on sale now, priced at £8, or to order your copy online (for £9.99 inc p&p) simply visit [www.magsdirect.co.uk/american](http://www.magsdirect.co.uk/american)



Cute Fiat 850 Coupé, Ford Fiesta and friends show the huge Scramble variety

# Record autumn Scramble

The magnificent WW2 RAF base at Bicester reverberated to the sound of historic cars of all ages on 7 October, as more than 5500 enthusiasts from across the country descended on Oxfordshire for the final Sunday Scramble of 2018.

A fascinating mixture of vintage, classic and supercars packed the Bicester Heritage Technical Site, from Reliant Rebel to gorgeous Lamborghini 400GT 2+2, while

the demonstration course was overrun by a vast turnout of car clubs. There were rows of cars representing Porsche Club GB, but the real interest was to be found from the likes of the Wartburg Trabant IFA Club and Silverstone Social.

The 40 Bicester tenants threw open their doors to visitors, including new arrival Vintage Tyres.

The first Scramble of 2019 will take place on 6 January.



# ARTCURIAL

## // Motorcars



© Pierre-Yves Laugier

Already consigned: 1931 Bugatti Type 51 Grand Prix  
Chassis #51128, 6<sup>th</sup> overall at the 1932  
Monaco Grand Prix with Marcel Lehoux,  
ex-Maurice Trintignant

*Contact us to consign your car or your collection*

# RETROMOBILE 2019

*The official sale*

Auction  
8 & 9 February 2019

Retromobile  
Paris - France

Contact:  
+33 (0)1 42 99 20 73  
motorcars@artcurial.com

[artcurial.com/motorcars](http://artcurial.com/motorcars)





GARY AXON

BMW M1 racers marked the model's 40th, including Stuck, Winkelhock and Piquet cars



Rare Siata coupé in the Closed Cars class



The top prize was awarded to this '48 Alfa

# Alfa 6C is Belgian Best of Show

A 27-strong international jury chose Johan Van Puyvelde's superb 1948 Alfa Romeo 6C-2500 SS Touring Superleggera as Best of Show at the ninth Zoute Concours d'Elegance. The 100-car concours took place at Knokke le Zoute, Belgium, on 12-13 October as part of the annual Zoute Grand Prix.

Two concours classes catered for pre-war cars, including an imposing 1927 Renault 40CV, a stylish 1938 Figoni-bodied Talbot-Lago T-150, a striking 1926 Rolls-Royce Phantom I from Australia, plus an

unusual one-off 1935 Lancia Belna F234 by Labourdette with central tailfin. An untouched, ex-1933 Mille Miglia Alfa Romeo 6C-1750 Zagato and '26 Bugatti Type 37 created much excitement in the Pre-war Preservation class.

Post-war highlights included some notable vehicles in the Closed Cars class, such as a 1951 Stabilimenti Farina Daina, a 1952 Siata 300BC Compressore and a 1951 Stanguellini-Fiat 1100 Coupé. There were numerous Ferraris, while entries from further afield

included an Israeli-built 1966 Sabra GT and a 1967 Toyota 2000GT.

Special classes were devoted to Porsche's 70th, plus 40 years of the BMW M1 (with both roadgoing and competition cars) and Jaguar Icons. These were joined by a set of shooting brakes, including the one-off 1966 Lamborghini 400GT Flying Star II and an FLM Panelcraft Aston Martin DB6. More recent eras were represented by a display of modern Formula One racers, plus a scattering of (mainly Italian) bespoke future classics.



CHRIS MARTIN

The Model Ts on display included a Tudor Sedan, Speedsters, tourers and this fire engine

# Star turn for Model Ts in Oz

Motoring Expo on 3 September, held in the park surrounding the Australian Motorlife Museum, NSW, was as eclectic as ever.

Trophy winners included John Jenkins' 1946 DeSoto Coupe, Jack Croft's '68 Triumph Spitfire, David Cawthorn's '64 Renault Caravelle, Reg Schwarze's 1923 Alfa Romeo RLN, Russell Arnold's '64 Volvo

P1800 and Alan Miller's High-Wheeler. The People's Choice was Chris Cassar's 1956 Ford Victoria Coupe, while prizes also went to a 1938 Ford, a '71 Falcon XY GT and a Firebird Trans Am in honour of the late Burt Reynolds.

This year's Invited Club display came from the Model T Ford Club NSW, with a fine 14-car selection.

## SENSATIONAL SARDINIA

The Cavalcade Classiche attracted more than 70 classic Ferraris from 20-plus countries for a 500-mile tour of Sardinia from 18-22 September. Taking in everything from coastal roads to mountain routes around the Mediterranean island, the classic extravaganza ended with a parade and public presentation.

Among the models participating in the second running of this eye-catching event were the Daytona, F40, 500TRC, 340 America, 250 Europa, 750 Monza, Dino and 250GT California SWB.



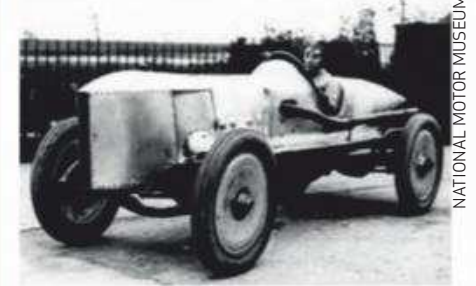
166 leads 250GT Lusso around Sardinia



## Federation update

We have just held our Annual General Meeting at the National Motorcycle Museum, where formal business included my re-election as chairman for another two years. We currently have a vacancy for a finance controller and director designate, and in 12 months our legislation director is retiring – recruiting volunteers for these roles is difficult.

To make our AGM day more rewarding, we have a conference in the afternoon. The topic was preservation and Jürgen Book of Glasurit considered 'Paint or patina, that is the question?' Our second speech was from Andrea



NATIONAL MOTOR MUSEUM

Percy Lambert in his 'silks', aboard the fearsome Talbot at Brooklands in 1913

Bishop and Mandy Schaller of the National Motor Museum, who talked about the site's 50,000 exhibit-related artefacts, 1.2m photographs and 305,000 books.

Preservation of these materials is critical and I was enthralled by the case study of the Percy Lambert silks funded by Arts Council England. In the early days of racing, drivers wore silks for identification, like jockeys. To preserve these requires specialist skills. Like to find out more? To ask about behind-the-scenes tours, email 100@beaulieu.co.uk

If you're at the NEC Classic Motor Show, come and see the super vehicles we have on display in Hall 5 next to the Live Stage.



**DAVID WHALE**  
FBHVC CHAIRMAN

The FBHVC lobbies in Westminster and Brussels. Call Emma Balaam on 01708 223111, email secretary@fbhvc.co.uk or see www.fbhvc.co.uk





# CLASSIC RALLYING AT ITS BEST

LLANDUDNO · PORTMEIRION · PALÉ HALL  
RUTHIN CASTLE · MOSTYN HALL · GREAT ORME  
**NORTH WALES 4TH-7TH JUNE 2019**



[WWW.THREE-CASTLES.CO.UK](http://WWW.THREE-CASTLES.CO.UK)

T: +44(0)20 8878 2003 E: [INFO@THREE-CASTLES.CO.UK](mailto:INFO@THREE-CASTLES.CO.UK)

EVENT PARTNERS





GOODING & COMPANY PRESENTS

*The*  
**SCOTTSDALE**  
*Auctions*

FRIDAY Jan. 18 SATURDAY Jan. 19 11am



**1961 JAGUAR E-TYPE  
SERIES I 3.8-LITRE ROADSTER**  
Rare Early Production Example with  
Outside Bonnet Latch



**1954 ASTON MARTIN DB2/4**  
Longtime California Car with Limited Ownership  
Without Reserve



**1955 MERCEDES-BENZ 300 SL GULLWING**  
Delivered New to Famed Conductor Herbert von Karajan | Factory Rudge-Wheel Example

**GOODING & COMPANY**

AUCTIONS & PRIVATE BROKERAGE

GOODINGCO.COM +1.310.899.1960

Online Bidding Available 

*quality is our style™*





# CLASSIC DIARY

All the shows, festivals, tours, meets and races that matter

## NOVEMBER

**1 Mod 'n' Mini Meet** Ace Cafe London 020 8961 1000; london.acecafe.com

**3 Jaguar Breakfast Meet** At the BMM, Gaydon 01926 641188; www.britishmotormuseum.co.uk

**3-4 Classic Vehicle Restoration Show** Royal Bath & West Showground, Shepton Mallet 01507 529529; cvrs.bristolclassicarshows.com

**3-4 Hilton Head Island Concours** Big US show in South Carolina 001 843 686 6802; www.hhiconcours.com

**3 Regent Street Motor Show** Concours prelude to the Brighton Run, London 01483 524400; regentstreetmotorshow.com

**4 Goodwood Breakfast Club: Hot Hatch Sunday** West Sussex 01243 755055; www.goodwood.com

**4 Haynes Breakfast Club** Sparkford, Somerset 01963 440804; www.haynesmotormuseum.com

**4 Brooklands Autumn Classic Breakfast** Surrey 01932 857381; www.brooklandsmuseum.com

**4 Lincolnshire Road Transport Museum Open Day** Includes classic buses, too. Lincoln 01522 500566; www.lvvs.org.uk

**7 Classic Daytona** Historic racing at the home of the Daytona 500 in Florida, USA 001 727 573 1340; www.hsrrace.com

**8-11 RAC Rally of the Tests** Open to all but with awards for pre '68 cars. Starts in Harrogate, Yorks 01656 740275; heroevents.eu

**10-16 The Beaujolais Run** Exclusive tour across France to 'bring back the Beaujolais', while raising money for The RAF Benevolent Fund www.beaujolaisrun.com

**11 The Black Swan Classic Car and Motorcycle Meet** In Ockham, Surrey (also 9/12) www.facebook.com/BlackSwanClassicCarMeet

**11 Classics at The Mill** Regular pub charity meet. Preston, Lancs (also 9/12) 01772 695277; www.themillatstcatherinespark.co.uk

**13 Classic Car Night** Ace Cafe London 020 8961 1000; london.acecafe.com

**18 Military Vehicles Day** At Brooklands, Surrey 01932 857381; brooklandsmuseum.com

**18 'Normous Newark Autojumble** One of the UK's biggest. Notts 01507 529430; newarkautojumble.co.uk

**23-25 Milan AutoClassica** Huge Italian show with 475 exhibitors and 2500 cars 0039 0572 70152; www.milanoautoclassica.com

**25 Great British Land Rover Show** At Stoneleigh Park, Warks 01283 553244; greatbritishlrshow.com

**25-2/12 The South African Historic Grand Prix Festival** Celebrating the cars of the 1930s, at East London GP Circuit sahistoricgp.com

**25 Malvern Drive-In Classic Car & Bike Autojumble** Worcs 01484 667776; www.classicshows.org

**28 Classic Sebring & Sebring Historics** Historic racing in Florida 001 727 573 1340; hsrrace.com

## DECEMBER

**1 Jaguar Breakfast Meet** At the BMM, Gaydon 01926 641188; www.britishmotormuseum.co.uk

**1 VSCC Winter Driving Tests** At Bicester Heritage, Oxon 01608 644777; www.vsc.co.uk

**1-2 The Christmas Cracker** At the Museum of Transport, Manchester 0161 205 2122; www.gmts.co.uk

**2 Festivals of Speed – Orlando** More than 300 exotic cars, both vintage and contemporary. Florida, USA 001 407 206 2400; hollywoodwheels.com/ritz-carlton-orlando

For full event listings, visit [www.classicandsportscar.com/calendar](http://www.classicandsportscar.com/calendar)

## Pick of the month November 2018



### NEC CLASSIC MOTOR SHOW 9-11 NOVEMBER

The UK's biggest classic show is also one of the best. The main focus is on the clubs: so many are taking part this year that the organisers have had to add an extra hall to find room for them all. Around 300 are expected, including debutants such as the Dorset Area Farina Owners, Perana Owners' Club and Monoposto Racing Club. And of course we'll be there, too, as we judge our prestigious Club Awards. Other highlights include two Silverstone Auctions sales, an autojumble and trade stands. Oh, and some 2500 classic cars! 01243 755055; www.necclassicmotorshow.com

### BONHAMS LONDON TO BRIGHTON VETERAN CAR RUN 4 NOVEMBER

The world's oldest classic car event has been running since 1896, which means that it has taken even longer to make the journey than a Southern Rail train... Boom boom! But in all seriousness, it's a miracle that around 400 pre-1905 vehicles complete the 60-mile route from the capital to Madeira Drive on the south coast – a tribute to the era's built-to-last engineering and the dedication of the owners. Be sure to turn out and show your support along the way. 01483 524400; veterancarrun.com



Looking ahead



### LE JOG 8-11 DECEMBER

As if driving the length of the United Kingdom in three days wasn't tough enough, Le Jog requires that you do so in a pre-1986 vehicle... And that's while competing in 14 tests and 33 regularities along the way... Some of them at night... In potentially poor conditions.

If that all sounds like your idea of fun, then this gruelling rally from Land's End to John O'Groats should be right up your street. Entries were still being accepted as we went to press, or you can sign up to marshal somewhere along the 1450-mile route. 01656 740275; heroevents.eu



# High CO<sub>2</sub> emissions\*



**\*Let out a huge sigh of relief.  
Only costs £395.**

The **C3 Grand Tourer** takes our best-selling Malvern MkIII dress watch off in a distinctively retro motorsport direction, reminiscent of those classic two door coupes which effortlessly combined luxury and performance. Powered by a supremely accurate and effortless Swiss quartz movement it successfully marries the romance of yesteryear with the efficiency of modern technology.

**Do your research.**

 **Christopher  
Ward**

[christopherward.co.uk](http://christopherward.co.uk)



Clockwise from top: Young (Mk1) beat Thomas; a win for Pearson; Montgomery was the top-placed Healey; Waterfield slid to second in Formula Vintage race



## WET AND WILD AT AUTUMN CLASSIC

The heavens opened for the seventh Autumn Classic at Castle Combe on 6 October, resulting in treacherous conditions for the morning's qualifying sessions. John Young took advantage to claim pole position for the Norman Dewis Trophy in his Mk1, ahead of a superb field of pre-1966 Jaguars. Julian Thomas' E-type was alongside him and powered into an early lead, before Young retook the advantage on lap eight.

Tom Butterfield (Mk2) temporarily relieved Thomas of second before dropping to fifth with an off at Quarry. He fought back to finish fourth, while Young held on to take an improbable victory. Andrew Keith-Lucas was third behind Thomas after a patient but committed drive in his mother's XK150S.

More than 40 cars contested the hour-long GT and Sports Car Cup, which was dominated by winner Gary Pearson's E-type. He was pursued in the eight-minute sprint

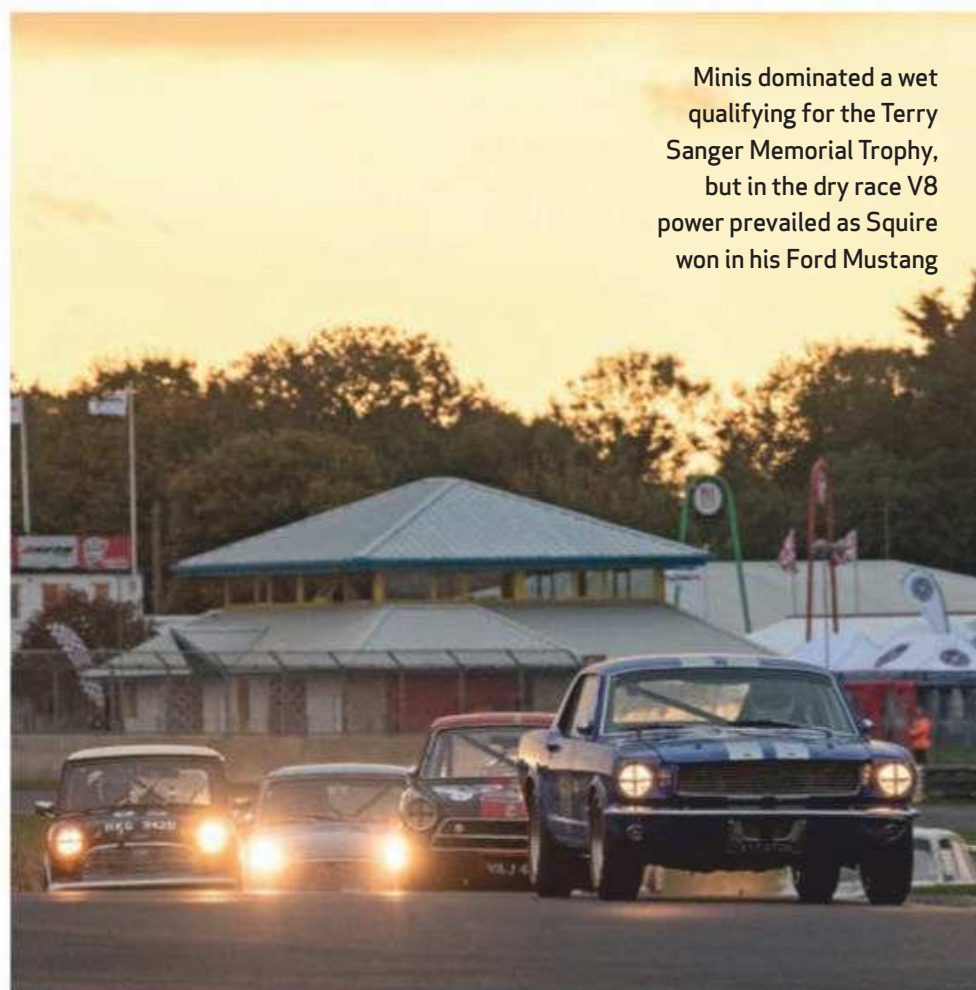
to the flag after two safety-car periods by Mark Williams (AC Cobra) and John Burton (E-type), but the latter was overhauled by Patrick Blakeney-Edwards in the E-type he was sharing with Martin Hunt.

Mark Gillies (Aston Martin Speed Model) claimed Formula Vintage honours, getting past Tom Waterfield's Frazer Nash on lap two. The pair switched places a few times before Gillies pulled away.

Richard Bradley (Brabham BT2) was the class of the Formula Junior field, and Martyn Corfield (Frazer Nash Le Mans Replica) beat Stephen Bond's Lister in the FISCAR contest. Bruce Montgomery (3000 MkII) won the all-Healey Phil Broster Memorial Race.

After having to give best to the Minis in qualifying, Michael Squire's Mustang benefited from a dry track to close proceedings with a comfortable victory in the Terry Sanger Memorial Trophy, named after the local tin-top legend.

Minis dominated a wet qualifying for the Terry Sanger Memorial Trophy, but in the dry race V8 power prevailed as Squire won in his Ford Mustang







The feature of the meeting was a pair of races celebrating the Escort's 50th anniversary



Steve Platts (Singer Chamois) took a win



Cameron Jackson secured two victories



### RACING IN THE RAIN

Among the winners at AMOC Racing's season finale, held at a wet Silverstone on 6 October, was Tony Bianchi in his Farallac Mk2 (above), who got the better of Mark Ellis' MGA to take the Jack Fairman Cup.



### INAUGURAL WINNERS

The Aston Martin DB5 of Julian Reddyhough and Gus Pope won Bespoke Rallies' first Pyrenees 1000 (13-16 September). A field that included everything from a 1926 Bentley to a Lotus Elise took on the 1000km route that started and finished in Pamplona.



### TRIALLING INTO WINTER

Most series are ending at this time of year, but not the Historic Sporting Trials Association. There's the Cotswold (10 Nov), the KBCC Monty Peters Trial (8 Dec) and the 750 Motor Club's Historic Plum Pudding Trial (29 Dec). See [www.hsta.org.uk](http://www.hsta.org.uk)

# Half-century heroes at Brands

The 50th anniversary of the Ford Escort was celebrated in style at the Historic Sports Car Club's Brands Hatch meeting on 22-23 September. Sunday included two races dedicated to the model, with Daniel Brown (Mk2) claiming the double. In the opening stanza, he led a family one-two-three ahead of father Sean and brother Robert.

The wet conditions played into the hands of Adrian Oliver and Steve Platts, who shared Historic Touring Car spoils. Oliver's Hillman Imp led from the front to beat

Mike Gardiner's Lotus Cortina in the first encounter; next time out he was relegated to second behind Platts' Singer Chamois.

The Classic Formula 3 and Classic FF2000 fields combined for a double-header, with Chris Lord (Van Diemen) Saturday's winner. On Sunday, the F3 cars came to the fore: Paul Smith's Ralt RT3 pipped the similar car of Gaius Ghinn.

Mark Charteris (Mallock Mk20/21) won both Classic Clubmans races, while Cameron Jackson (Lola T200) did likewise

in Historic Formula Ford. Richard Tarling (Jamun M92) topped the pre-1993 Heritage Formula Ford field, and Alex Morton (Condor S2) won a poorly supported Formula Junior race.

Other victors included Kevin Kivlochan (Morgan Plus 8) and John Davison (Lotus Elan) in Historic Road Sports, plus Will Leverett (Lotus Europa) and Jeremy Clark (Elan) in 70s Road Sports. The Reynards of Andrew Park and Paul Allen, meanwhile, took a win apiece in Historic FF2000.



Grimwade leading Lees before the former retired with mechanical issues

## Tragedy and triumph in France

A sad shadow fell over this year's Circuit des Remparts meeting at Angoulême on 16 September, following the death of Denis Derex. The Mini driver fell ill at the wheel during a practice session and crashed above the Fangio hairpin. There was a minute's silence before the afternoon's Plateau Beltoise race, which was won by Nicolas Pinon – poignantly, Minis took the first three places.

In Plateau Sommer, for pre-war light cars, Simon Kelleway (Riley Sprite) won from Richard Iliffe's

Riley 12/4 Special. Anna Tiger performed well, but rolled her 1924 Ratier *monoplace* after the chequered flag, breaking her shoulder.

Julian Grimwade (Norris Special) took pole for the Plateau Frazer Nash race, but victory went to Tony Lees' AC/GN Cognac from Dougal Cawley's GN 'Piglet'.

Six Morgans and 18 Darmonts took to the grid for a three-wheeler demo, cut short when Frédéric Viginier overturned his 1927 Darmont Special on the first lap. Fortunately, he walked away.



## PRESCOTT'S PACESETTERS

Unusually for the VSCC, its Speed Championships at Prescott on 29 September was held over the Long Course and James Baxter (Riley-ERA) took Fastest Time of the Day with a best of 48.7 secs. James Crabb (ERA R12C) secured Fastest Young Driver with a 51.59 secs run. Marina Pemberton-Whiteley (Talbot 95/105) was among those to set new benchmarks, winning Class 5 with a record-breaking climb of 64.97 secs.

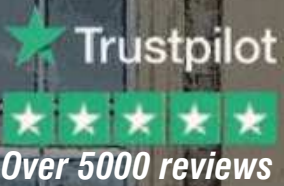
It was great to see Edwardians out, too. James Collins took class honours in a 1917 Hudson Super Six, ahead of handicap winner William Twelvetrees in the 1910-'11 Wolseley 16/20.



### NEW CEO FOR HSCC

Andy Dee-Crowne has been appointed Chief Executive Officer of the HSCC, from January 2019. He succeeds Grahame White, and boasts extensive experience as a competitor – he took a class win at this year's Le Mans Classic – and as a Clerk of the Course.





01582 967777 8am-10pm

I AMY	FAT I	GY I	JN I	MO I	I TV	WC I
AN I	I FAT	HD I	JY I	MZ I	TV I	I WE
I BN	FH I	I HD	KE I	OD I	I UL	I WR
BV I	FJ I	I HE	KO I	PLB I	I VA	WR I
CL I	FL I	HH I	KP I	RJP I	VAL I	WS I
CS I	FN I	I HL	KW I	RK I	I VK	YG I
CY I	GA I	HR I	KY I	I RO	VP I	I YH
EK I	I GE	IT I	LE I	SAR I	VS I	YJ I
I EK	GF I	IY I	LN I	I SE	VU I	I YW
I ET	GL I	JMR I	LS I	TP I	I WB	YZ I



# THE UK'S LARGEST PRIVATE NUMBER PLATE DEALER

Established 1982 • Over a Million Satisfied Customers  
Over 48 Million Numbers Online • Free Celebrity Magazine





SALON  
**RETRO  
MOBILE**

THE PAST STILL HAS A FUTURE

06-10  
FEBRUARY  
2019

PARIS  
PORTE DE VERSAILLES

AUCTIONS  
**ARTCURIAL**  
// Motorcars

08 FEBRUARY

retromobile.com  
#RETROMOBILE







The provenance of the apparently Ghia-styled Swallow Doretti's sleek lines needs to be proved before a full restoration commences

## 'SCRAPPED' SWALLOW TO FLY AGAIN?

When William Lyons launched SS Cars (later Jaguar), he kept Swallow Coachbuilding, which produced motorcycle sidecars. He sold this company in 1945, and when there was later a drop in demand for sidecars, Swallow turned to car production, including the 1954 Doretti using TR2 running gear; it was very popular, especially in the USA. Production was up to 10 cars a week when it suddenly ceased in 1955 due to reported 'changes in company policy'. One car was sent to Ghia in Italy for a coupé body to be fitted – when it returned to the UK after the firm ceased trading, Swallow designer Frank Rainbow ordered it to be scrapped.

Enthusiast Richard Larter has previously restored a Doretti, and in 2004 bought the remains of another Swallow that he believes to be the Ghia car. It is almost certain that it was not scrapped: it was advertised for sale in 1961 by both Performance Cars of Brentford and Mayfair dealer Simmons.

"When I got the car it had been badly stored in an open shed on a mushroom farm in Wokingham," said Larter. "The car was totally stripped, the chassis bare and the engine in pieces. The owner had

found it in a scrapyards in Reading in the '70s, thought it was restorable so began stripping it. He ran out of steam and there it remained until I bought it from his estate.

"In the late 1970s he had shown pictures of it to Frank Rainbow, who said it looked like the Ghia car but insisted he had given instructions for it to be scrapped. The front end is pure Swallow, but someone has crudely grafted on a grille surround from another car. The roof, windscreen surround and rear are in steel, with compound curves and a complex structure so it was not an amateur job – and Ghia made its prototypes in steel."

Larter has restored the chassis and running gear, but until he has proof of its origins he is undecided about what to do with the body, which requires considerable work.

"The complex structure was not an amateur job – and Ghia made its prototypes in steel"



Left: it was stored in an open-fronted shed on a mushroom farm. Below: AC-style grille surround is a curious addition







Clockwise from main: emerging after 36 years in storage; with new owner Walker; can you help trace its history?



# Rebuild awaits for beloved MG

When launched in 1937, the MG VA was a 1½-litre car that came as an open four-seater, saloon or Tickford drophead coupé. Just 2407 were built from 1937-'39, and in 1968 Jack Fields bought a VA tourer for £50 from a US Air Force serviceman at Mildenhall, Suffolk.

"The engine did turn over when he brought it home," said his daughter Barbara Dark, "and it became his weekend project. Dad restored it until he became ill and couldn't do the work. He lost his



Barbara and her father enjoy the VA in '68

battle with motor neurone disease (ALS) and passed away in 1989. My mother, now 91 years young, kept it covered in a garage and it stayed in quite good condition. I'd love to see it restored – and even ride in it."

No early history is known other than an owner, Claud Solomon, in the Norwich area, but its registration number reveals it originally came from Dundee. It's now gone to a good home with David Walker, who's restored a '33 Riley Monaco and already owns several MGs.

## WW2 SHAPE SHIFTER

David Palmer is downsizing his collection of Wolseleys, selling a 1931 pick-up that appears to have last been taxed in 1947. It is believed it started life as a fabric-bodied saloon, maybe converted early in WW2. In '47 it was owned by a J Twizell of Newcastle-upon-Tyne, described as a 'hay bogie'.

There's then a gap in its history until Palmer bought it from a John Wain from Darlington in 2010, by which time it had lost its pick-up bed. The car remains in original condition except for the body, with all the factory instruments and bulkhead fittings still in place. If you're interested, email davidpalmereng@gmail.com



Wolseley began life as a fabric saloon



This never-restored 1962 Porsche 356 Super 90 has been residing in a barn in America

## Stateside Super stowaway

In recent years, one of the models that seems to be reappearing in large numbers in barn-find form is the Porsche 356, and another example has just joined the stocklist of Gullwing Motor Cars in New York. The 1962 356 Super 90 is in its original colour scheme of Slate Grey with a red cloth interior and, although it has been fitted with a factory replacement engine, it has never been fully restored.

The Porsche was delivered new to a priest in Germany, and when he moved to the US in the early '70s he took the 356 with him. He sold it to the most recent owner in 1978, who used it for some years before tucking it away in one of his barns. There it remained until collected by Peter Kumar of Gullwing, who described it as: "An incredibly honest and original Super 90 coupé to restore."

## Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p12 address or email your requests to [alastair.clements@haymarket.com](mailto:alastair.clements@haymarket.com)



### AFRICAN HONDA PUZZLE

Roy Dunster in South Africa has acquired a 1966 Honda S600 that had spent several years in Johannesburg, but he thinks may originally be from Mozambique or Zimbabwe. The front has been modified – in metal – and it may previously have been red or white, but its history is a mystery. Email: [roydunster@mweb.co.za](mailto:roydunster@mweb.co.za)



### PEUGEOT PLEA

H915 HMJ is a Peugeot 205 GTI that's thought to be a one-off show car. Originally white with a full bodykit, it belonged to Josh Giddens' father until around 25 years ago. His son would like to find it, so can you help? Email: [joshua1giddens@gmail.com](mailto:joshua1giddens@gmail.com)



### IS GIULIA STILL GOING?

"I am sure it will have long since returned to elemental form, but fingers crossed it's out there," says Richard Hughes of his first Alfa, a Giulia 1600 Ti Super. Does EVU 16D survive? Email: [hughes\\_land@btinternet.com](mailto:hughes_land@btinternet.com)



### MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to [waremichael29@gmail.com](mailto:waremichael29@gmail.com)





1990 Ford Sierra Cosworth RS500 'Group A'  
Sold for (£): 182,250



1958 Mercedes-Benz 300SL Roadster  
Sold for (£): 860,625

12th January 2019

# Autosport International 2019

The NEC, Birmingham B40 1NT

Now  
inviting quality  
consignments

Just 5% + VAT seller's commission

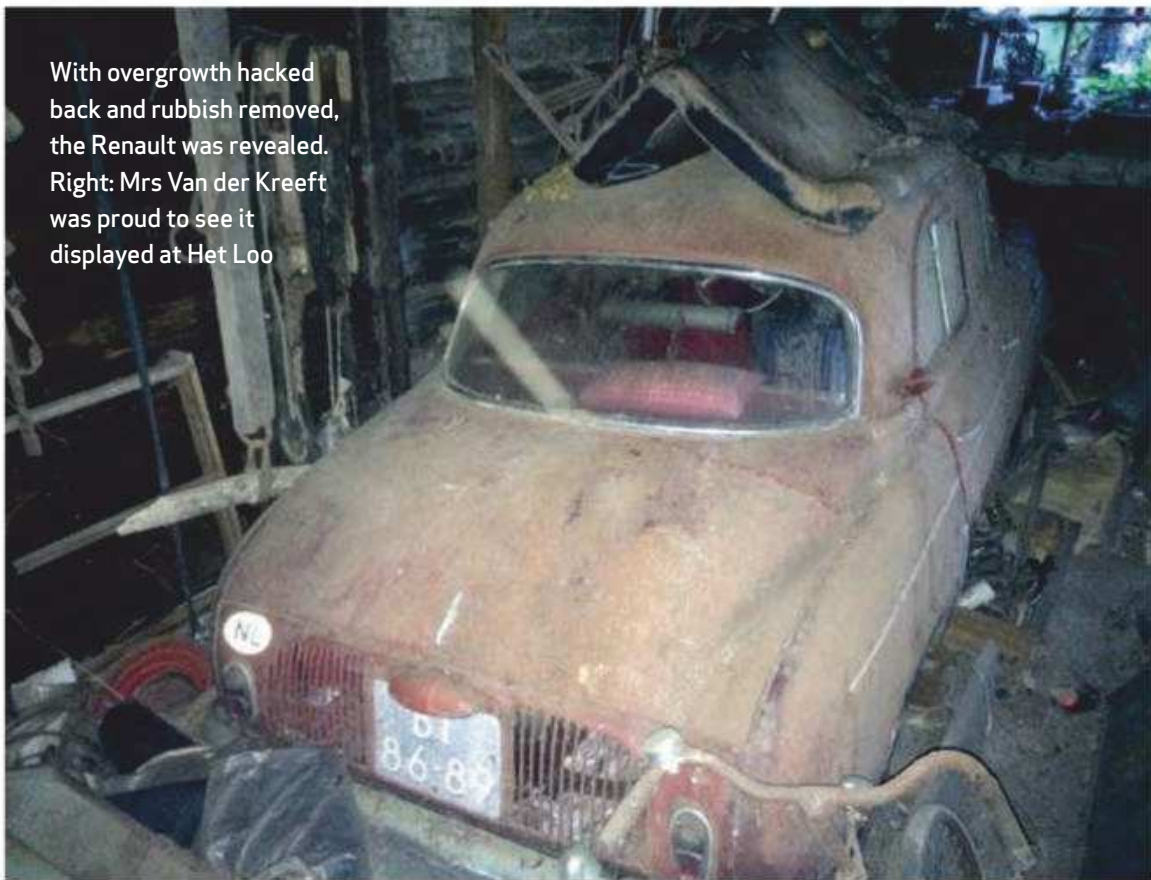
A NEW APPROACH IN AN AGE-OLD BUSINESS

+44 (0) 1926 800 647 | silverstoneauctions.com

 AUTOSPORT



# Dutch Dauphine becomes a concours star



With overgrowth hacked back and rubbish removed, the Renault was revealed. Right: Mrs Van der Kreeft was proud to see it displayed at Het Loo



When Dutch broker Dick Bloemendaal heard of a 1960 Renault Dauphine that had been locked away nearby 47 years earlier, he wanted to find out more. The news came to him via his niece, whose friend's father represented the 77-year-old widow of the car's original owner: "Her late husband had parked it in the barn in 1971, but

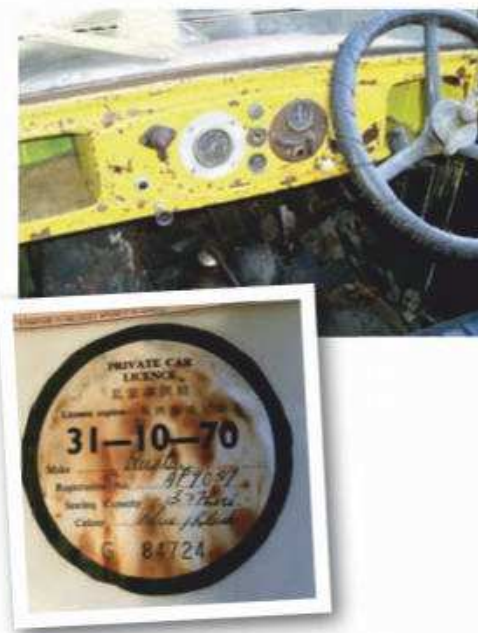
she didn't know if it was still there – we had to cut away at least 30m of bushes and trees to reach the barn." Mrs Van der Kreeft remembered taking it on a Swiss holiday. "They couldn't make it up a hill," said Bloemendaal, "but they'd been told the way to do it was in reverse – so they did, while she stood through the sunroof to give instructions."

With no keys and seized brakes, the Dauphine was winched out: "The layers of dust had to be seen to be believed." It looked so amazing that Bloemendaal put it on his stand at Het Loo concours, where it drew great interest. The body is rusty, but the chassis is sound: "I think you could make it road-worthy without too much trouble."

"We had to cut away at least 30m of bushes and trees to reach the barn"



After life in Hong Kong and America, this 1932 Austin is now kept in Stratford-upon-Avon



## Do you know this well-travelled Seven?

In the 1970s, an expat serving with the Hong Kong police used a 1932 black-and-blue Austin Seven AG tourer, registered locally as AP 9057. When he was due to return home he sold it to American Gerald Stockton, who in 1972 took the car back to the USA with him. It is thought that he painted the car yellow and black and registered it 'CHITTY'. In 1982 he sold it to friend Theodore Hopkins in

Cleveland, Ohio, who later gave the car as payment for a roofing job done by a Mr Harrah, who used it for a while then laid it up. More than 30 years later, his widow has now sold the car to David Harrison. The car has many modifications, such as a later engine with Nippy cylinder head and manifolds, Morris Minor hydraulic brakes, 16in wheels, and a four-speed gearbox with Hardy-Spicer propshaft;

these tweaks were quite common in the 1950s and '60s. It is not known when it was exported to Hong Kong, or what its British registration was. "The paintwork is indescribable," said Harrison. "It's more than 4mm thick in places, and there are rodent nests in the back, where their uric acid has eaten away sizeable chunks of the rear floor." If you recognise the car, email [harrisonsbearley@gmail.com](mailto:harrisonsbearley@gmail.com)

## Salvation for early Ford

CVW 828 is a 1935 Model Y Ford that was first registered in Essex, but no history is known until it was bought in 1974 by Robert Potter, a US serviceman stationed at Stanmore. When he went home, he shipped the car to Florida but never registered it in the USA. In 1979 he sold it to Ernest Bombard of Gloversville, New York, who gave it a little TLC, then stored it in a basement. Long after his death, in 2016 his stepson sold it to Glenn Marcucio, an auto mechanics teacher who was looking for a car for his students. Now retired, he hopes to complete its rebuild soon.



Model Y will soon be back to its best





**CLASSIC CAR  
LONDON MOSCOW RUN**

**Sun 1st to Sat 21st September 2019**

**21 DAYS FROM £2695.00 PER PERSON**

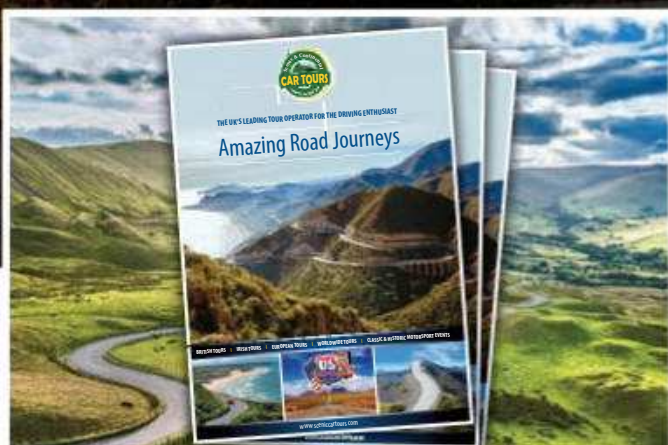
**LONDON • BRUSSELS • BIELEFIELD • WOLFSBURG • BERLIN • WARSAW  
VILNIUS • VELIKIYE LUKI • MOSCOW • NOVGOROD • ST PETERSBURG • HELSINKI**

**INCLUDING: EUROTUNNEL/FERRY CROSSINGS • ACCOMMODATION • MEALS AS PER ITINERARY • CAR PARKING • SIGHTSEEING TOURS & MUCH MORE**

**A SELECTION OF OUR 2019 TOURS**



**IRELAND'S CAUSEWAY COAST**  
ONE OF THE WORLD'S GREATEST ROAD JOURNEYS  
**From £399.00 Per Person**



**CONTACT US FOR A COPY OF OUR  
NEW 2019 TOUR BROCHURE**



**ROUTE 66**  
THE ULTIMATE ROAD TRIP ON 'MAIN STREET' USA  
**From £2250.00 Per Person**



**SCOTTISH ISLANDS  
& HIGHLANDS**  
From **£1749.00** Per Person



**NORWEGIAN  
FJORDS**  
From **£2399.00** Per Person



**GRAND TOUR  
OF IRELAND**  
From **£1299.00** Per Person



**THE ENCHANTING  
BLACK FOREST**  
From **£699.00** Per Person



**THE BEST  
OF AUSTRIA**  
From **£899.00** Per Person



**LAKE GARDA  
& LAKE COMO**  
From **£929.00** Per Person



**THE UK'S LEADING TOUR OPERATOR  
FOR THE DRIVING ENTHUSIAST**

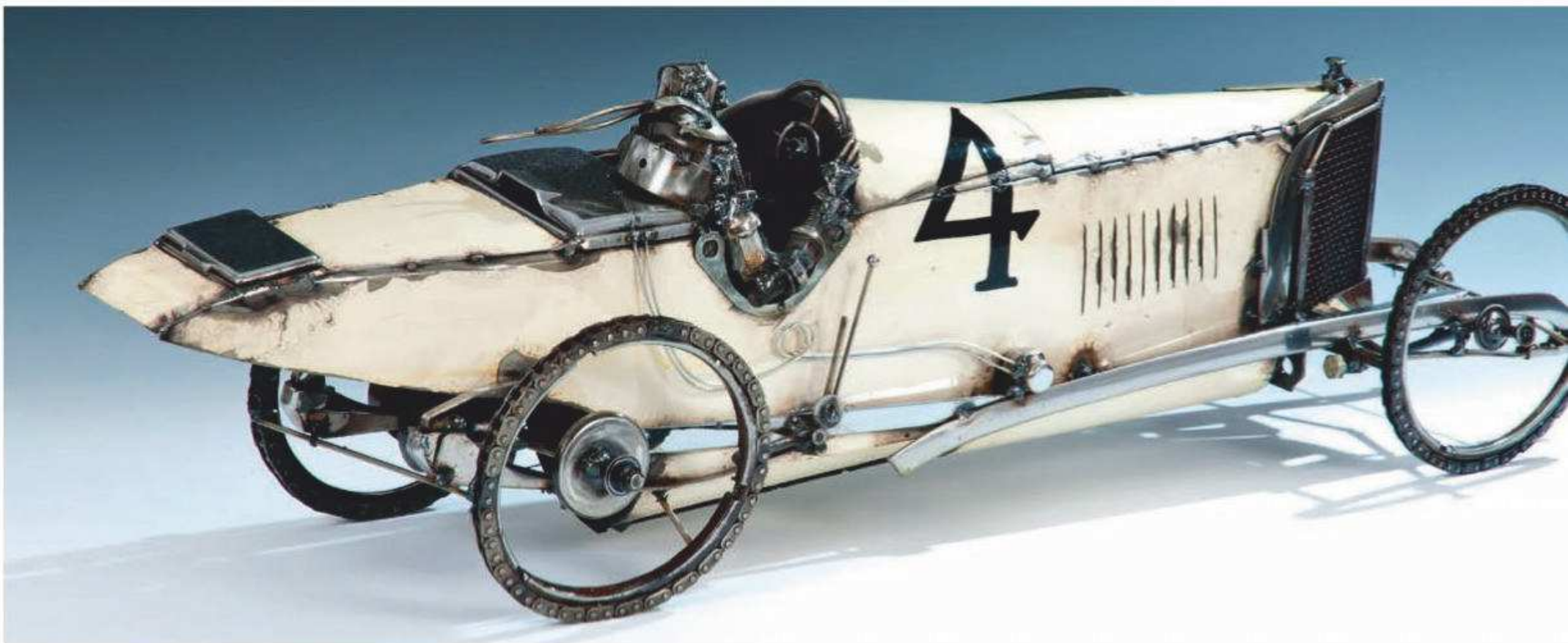
**01732 879153 or see our website  
www.sceniccartours.com**

All flight bookings are operated for Scenic & Continental Car Tours by our sister company Success Tours ATOL No. 5114





Above: Ray Harroun's 1911 Indianapolis 500 winner, complete with the first rear-view mirror ever fitted to a racing car.  
Left: the YouTube film of Pittaway driving his S74 on the open road inspired fourth monster Fiat work





## MOTORING ART

# JAMES CORBETT

From his stash of scrap car parts, this enthusiastic Australian sculptor creates remarkable works

James Corbett has been producing amazing sculptures for more than 20 years, and his latest exhibition at the John Davies Gallery marks the 10th anniversary of his first UK show, but his creative process remains the same. Since giving up his specialist motor-wrecking business in 2000 to focus on his creations, Corbett has exhibited globally and received prestigious commissions for everyone from car manufacturers to city zoos. Even American art students are now critiquing his sculptures in lectures: “My goal is to exhibit in one of the big art cities in Europe because it’s easy to feel a bit marooned down here in Queensland.”

From diverse salvaged components, he cuts and welds to create a wonderful range of subjects. Each piece starts with a sketch before he begins the quest for parts. “Most of the local specialists and scrapyards know me now,” laughs Corbett. From Edwardian racing giants to apes and penguins, his sculptures have a unique dynamism. Over the years Bloody Mary, the Voisin Laboratoire, Morgan three-wheelers and the Blitzen Benz have inspired him. A firm favourite is the famous ‘Beast of Turin’ Fiat S74, which has now been the subject of four sculptures: “I loved the video of Duncan Pittaway driving the Fiat on public roads to Goodwood, and my latest red monster features an aero-style nose.”

Finding older car parts is becoming more of a challenge as local scrapyards vanish: “On every trip, I never stop looking for suitable bits. Most of my automotive pieces are still created using car parts, with a very occasional sprinkling of motorcycle and bicycle bits,” he says. “More cars are scrapped now, but there are very few parts I want to use. Real estate is just too valuable to store old cars, and many of the yards of derelict older vehicles have been cleared. As a result I’m experimenting with other objects such as cameras, an old horse harness and hand tools. Anything with a bit of history, texture and patina.”

Recent commissions have included two huge racing grass-

hoppers to celebrate the history of Australia’s now-defunct Oran Park circuit: “They feature motorcycle engines, with a 4.8m wingspan made from multiple car windows. One grasshopper wears the colours and race numbers of the famous Norm Beechey Monaro.”

When not working in his studio, Corbett enjoys his classic car collection, which includes a noisy 1985 Porsche 911 Carrera 3.2 and 1974 Citroën DS Safari project. But on a perfect day, driving his treasured Porsche 356A on clear, open roads around Queensland never fails to raise a smile: “I’ve fallen under the Stuttgart spell.”

*James Corbett’s exhibition is at the John Davies Gallery, Moreton-in-Marsh GL56 9NQ from 3-24 November: jamescorbettart.com*

Below: microcars such as this Messerschmitt are popular subjects, and colours are the original finish to achieve the right patina. Bottom: Corbett’s Morgan three-wheeler Brooklands-style racer



Above: Corbett’s figurative works have a dynamic quality, such as this *Aerial Recon Officer*. Left: famous Mercedes-Benz racers are regular subjects including the 1914 French GP winner





# Barrett-Jackson

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS®

CONSIGN NOW | JANUARY 12-20 | SCOTTSDALE

CONTACT 480.663.6226 | CONSIGNMENTS@BARRETT-JACKSON.COM



**1965 FORD MUSTANG - FIRST PRE-PRODUCTION HARDTOP VIN 00002**  
First Mustang hardtop to receive a VIN in 1964. Assembled by hand at the Ford pilot plant and completed as a pre-production vehicle, VIN 00002. Fully documented. Powered by its original 170ci 6-cylinder engine mated to a 3-speed manual transmission. **NO RESERVE**



**HIGHER RESULTS FROM OVER 5,000 BIDDERS**

Experience the Barrett-Jackson Auctions live exclusively on Discovery Channel, Velocity and around the world on Discovery Networks International.



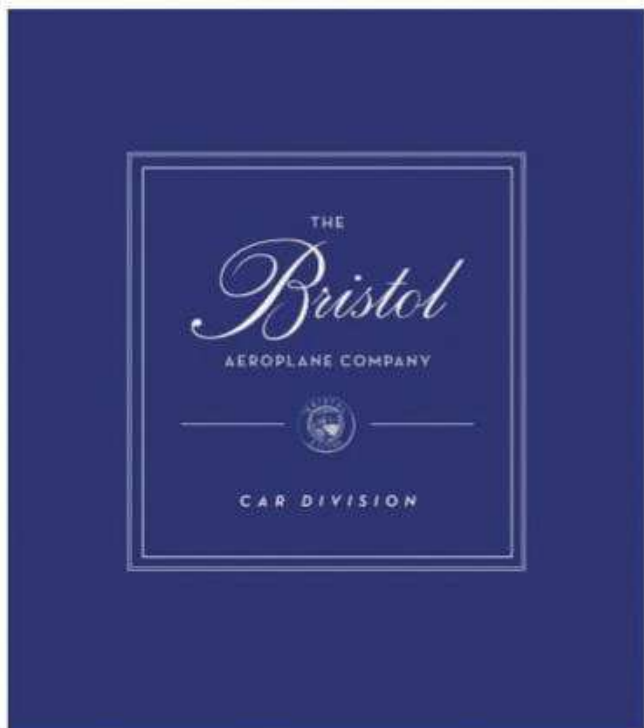
**ALL THE CARS, ALL THE TIME.**  
Streamed live on Barrett-Jackson.com

Consign. Bid. Experience. **Barrett-Jackson.com**





# Book of the month



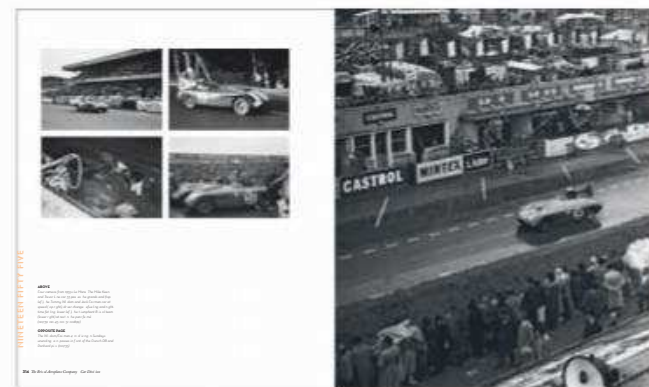
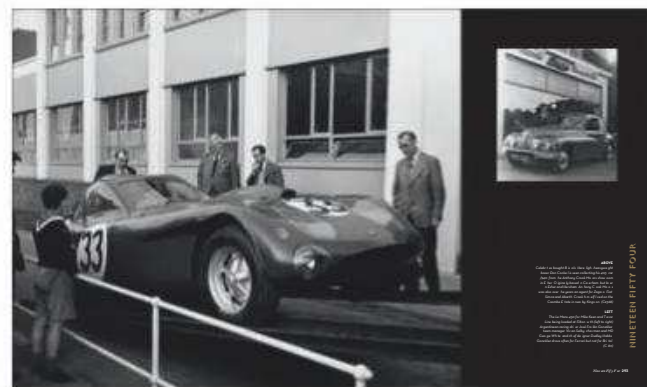
## THE BRISTOL AEROPLANE COMPANY CAR DIVISION

This magnificent visual history of Bristol car production from 1947-'55 is an epic work. After the death of owner Tony Crook, his daughter Carole discovered a remarkable stash of 3000 negatives and photographs in his garage. The previously unseen images were donated to the Bristol Owners' Heritage Trust, and the mission to digitise the collection revealed the high quality of the record.

The majority were taken by in-house lensman Ted Ashman with the best equipment. When Palawan publisher and Bristol fan Simon Draper reviewed the images, he immediately saw the potential for a book and the stunning result showcases 310 of Ashman's photographs, from the first 400 body mock-up on a BMW 326 chassis to a fascinating sequence of craftsmen at coachbuilder Abbott of

To set the scene for the extensive photographic section, Sir George White has written an insightful background to his father's business and the founding of the car division. Amusingly, the first car built at Filton was the rotary-powered 'Wind-wagon', which was tested on local roads. After WW2, White instigated the development from prototype to testing production cars in 20 months, quite an achievement in struggling post-war Britain.

The book's beautiful design – by C&SC's Julian Balme – is a joy, the large format and amazing image quality opening a window on Bristol history. So often motoring books are formulaic in design, with weak reproduction, but Balme's enthusiasm for the project and inspired '50s-style typography set a new standard. It's an expensive book, but



'The reproduction vividly opens up the detail in the images – you sense you're stepping in for a test drive'

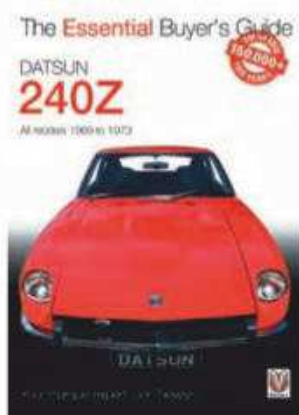
Farnham working on 405 dropheads. Every aspect is comprehensively covered: secret aerodynamic wind-tunnel models, glamorous movie-star owners and coachbuilt specials, along with motorsport outings and Bristol-powered offshoots including Frazer Nash, Arnolt, ERA and Cooper.

The quality of the reproduction vividly opens up the detail in the images, and with the large cockpit shots you almost sense you're stepping in for a test drive. The many visual treats include a double-page spread of the race-stained 450 coupés outside the Filton factory after the 1954 Reims 12 Hours.

when you consider that a single limited-edition art print costs as much as this exquisite 400-page production, the price looks justified.

The final 50 pages reproduce the chassis ledger, another recent discovery. Every six-cylinder car is listed, which sounds dry, but the handwritten log is more absorbing than standard chassis appendices.

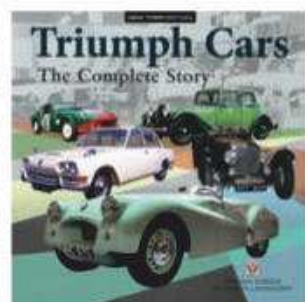
If you appreciate beautiful car books, this labour of love is worth saving for, but its limited print run of just 400 is already close to selling out. **MW £500** Edited by Jon Pressnell, Palawan Press (order via [www.palawan.co.uk](http://www.palawan.co.uk))



### Datsun 240Z

Another month, another *Essential Buyer's Guide* from Veloce. This one is a little different from most, however, in that it only covers one model, across a fairly short production run

(1969-'73). That means it's able to go into far greater depth than many of these broad-brush volumes, from its history to a highly detailed, hour-long evaluation of a potential purchase. An invaluable companion for any buyer. **AC £12.99** Jon Newlyn, Veloce. ISBN 9781 787112 025



### Triumph Cars: The Complete Story

Now in its third edition (no surprise,

given that the first was published in 1978), Robson and Langworth's *magnum opus* charts the rise and fall of the British manufacturer from the pre-war years (Langworth's area of expertise) to the later era, where Robson takes the lead. A must for any fan of Britain's motoring past, and a superb reference on all Triumph models. It's great value, too. **GM £40** Graham Robson and Richard Langworth, Veloce. ISBN 978 1 787112 89 6



### Rolls-Royce and Bentley Coachbuilt Specials

Light on text and heavy on pictures, this hardback shines a light on the oft-overlooked coachbuilt cars of the

modern era, and even the initiated are likely to find models they never knew existed. Rarity means that images are scarce – and the quality is often poor, as noted by the author. Nonetheless, it's an interesting spotter's guide, the highlight being the cars of the Brunei royal family. **GM £106** Richard Vaughan, 363 Insights (via [lulu.com](http://lulu.com))



Classic car enthusiasts  
are easy to spot...

...you can see it  
in their soles.

Whether you've got your head stuck under a bonnet, elbow deep in sump oil or you're on your back staring up at a drive shaft - your enthusiasm for classic cars is hard to disguise.

There are plenty of telltale signs that give you away but none more so than your obvious passion and enthusiasm for the "un-new".

Only enthusiasts like yourself will happily chat away to a pair of size 10s for hours - without even expecting a reply.

And, you wouldn't do it unless you loved it.

...If it's important to you,  
it's important to us.



PETERJAMESINSURANCE.CO.UK  
INFO@PETERJAMESINSURANCE.CO.UK

CALL NOW **0121 506 6040**

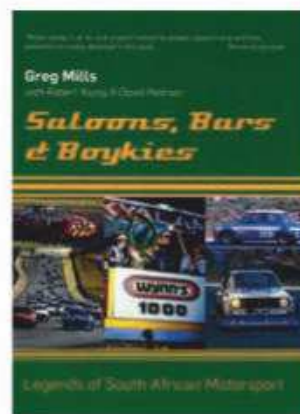
CLASSIC CAR | AGREED VALUE | LIMITED MILEAGE  
LAID-UP | MODERN CAR | MULTI VEHICLE



Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.

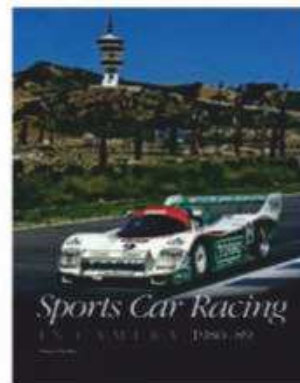
## BOOKS

**HORTONS**  
BOOKS  
WWW.HORTONSBOOKS.CO.UK



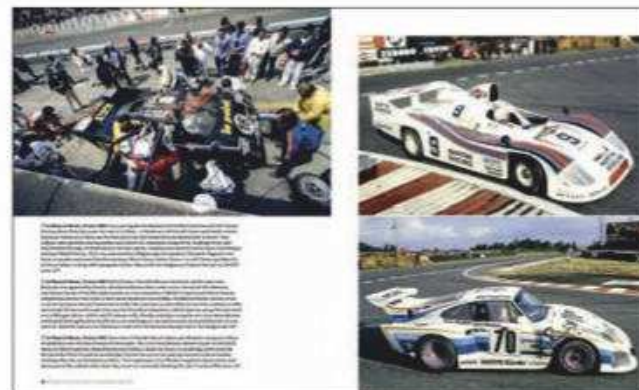
### Saloons, Bars & Boykies

If you're a British motorsport fan brought up on a diet consisting of the glamour of Formula One, door-bashing touring cars and bobble-hat rallying, South Africa's golden era of racing may be a mystery to you, but this enthusiastic celebration brings it to life through around 1000 photos and narration from the voices of more than 50 local personalities. For an outsider, the many new names and locations thrown at you throughout this thorough 254-page history take a while to get a handle on, but the impressively detailed text carries you along with tales of on- and off-track action, bringing you right up to the present day. It's an impressive body of work that's probably for established motorsport aficionados rather than those with a passing interest, but stories of staging events – and their after-parties – in a more relaxed and open era rarely fail to raise a smile. **LP**  
**R550 (c£35)** Greg Mills, Robert Young and David Pearson, Ecurie Zoo/Team Africa Le Mans. ISBN 978 0 620 79053 6



### Sports Car Racing In Camera 1980-89

This year-by-year photographic tribute opens each chapter with an introduction, followed by chronological and generously reproduced images with richly detailed captions, making it a book you could easily dip in and out of. The captions are at times slavishly comprehensive – one example being a reference to a Transit van in the background – which is almost to the work's detriment, but it's saved by the breadth of knowledge shared, and by the affection and humour that runs throughout its 288 glossy pages. One unusual inclusion that may be new even to well-informed fans is the smallblock Chevy V8-powered Mercedes-Benz 450SLC that raced Down Under in 1984, and this pleasing inclusivity – as far as both cars and personalities are concerned – is a real strength: it's not just race-winners and superstar pilots. The chapter-closing lists of teams, drivers and results make this a go-to resource. **LP**  
**£50** Paul Parker, Behemoth. ISBN 978 0 99287697 5



### 25 Years at the Festival of Speed

Having edited and designed the Goodwood Road Racing Club yearbooks for 20 years, Ian Lambot is ideally placed to produce a stylish review for the Festival of Speed's 25th anniversary. This handsome 296-pager is an independent production and features more than 400 images to illustrate the event's transformation from the straw bales and exposed paddock of 1993 to the high-octane extravaganza that 'FoS' has become. For regulars, this superb book will bring back memories of the stars, many sadly departed, and amazing machines sourced from all over the world. Hundreds of special moments are captured by top photographers including C&SC's own James Mann, while Doug Nye's enthusiastic introduction and Lambot's extended captions perfectly complement the many visual delights. **MW**  
**£36** Ian Lambot, Watermark Publications. ISBN 978 1 873200 73 5





BY SCENIC & CONTINENTAL CAR TOURS

# SPA CLASSIC

17-20 MAY 2019 | CIRCUIT DE SPA-FRANCORCHAMPS, BELGIUM



FROM £269.00 PER PERSON

### Our Package Includes:

- Return P&O Ferry Crossing from Dover to Calais (other crossings available on request)
- 3 Nights Hotel Accommodation (choice of hotel) • Buffet breakfast each morning
- General Admission to the Spa-Classic from Friday to Sunday including Paddock & Grandstands
- Designated Parking at Spa Francorchamps • Commemorative Tour Rally Plate
- Detailed Road Book featuring Maps, Great Drives & Event Information
- Car Parking at all Hotels (charges may be payable locally)



**ANGOULEME CIRCUIT DES REMPARTS**  
FROM £589.00 PER PERSON



**MONTHLERY VINTAGE REVIVAL**  
FROM £299.00 PER PERSON



**MILLE MIGLIA**  
FROM £999.00 PER PERSON



**LES GRANDES HEURES AUTOMOBILES**  
FROM £299.00 PER PERSON



**MOTOR LEGEND FESTIVAL IMOLA**  
FROM £699.00 PER PERSON



**GRAND PRIX DE L'AGE D'OR**  
FROM £799.00 PER PERSON

CALL 01732 879153 • VISIT [WWW.CLASSICMOTORSPORTEVENTS.CO.UK](http://WWW.CLASSICMOTORSPORTEVENTS.CO.UK)

Image: © www.petarauto.peter.fr / Photo Classic Racing



# KISSIMMEE

THE WORLD'S LARGEST  
COLLECTOR CAR AUCTION

OSCEOLA HERITAGE PARK - KISSIMMEE, FL • 3,500 VEHICLES

JANUARY 3-13, 2019



To be offered ... 1967 FERRARI 330 GTC

CONSIGN OR REGISTER TO BID TODAY

**MECUM**  
AUCTIONS

THE EXPERIENCE BEGINS AT [MECUM.COM](http://MECUM.COM)

#WhereTheCarsAre

FL License AB1919, VI/1021119/1

For Complete Auction Consignment or Bidding Information go to [Mecum.com](http://Mecum.com) or call 262-275-5050

NBCSN





# Model of the month



## FERRARI 246

1:18, Diecast Legends, £239.99

Perfectly timed to mark the 60th anniversary of Mike Hawthorn's Formula One World Championship – the first for a British racing driver – comes this superb Ferrari 246 from Diecast Legends. The team at the well-known British model retailer has decided to plug some significant 1:18 Grand Prix car gaps with its own range, beginning with the Farnham Flyer's Maranello single-seater that clinched the championship with a second place behind the Vanwall of Stirling Moss at the Moroccan Grand Prix. This is the first time this particular car has been modelled in 1:18, produced in Italy exclusively for Diecast Legends as a solid-resin body casting with Hawthorn's distinctive anti-glare black bonnet bulge and race number 6. The evocative miniature is limited to just 500 examples and is selling fast.

### 1:18

- 1 Norev's AC Cobra 289, £69.99
- 2 MCG's 1959 Land-Rover 109 pick-up, £59.99
- 3 Spark's Ickx/Thompson 1967 Daytona 24 Hours Ford GT40, £134.99
- 4 Spark's Ghinzani/Alén/Brancatelli 1980 Le Mans Lancia Beta Montecarlo, £134.99
- 5 Cult's Aston Martin V8 Volante, £160.99
- 6 Tecnomodel's McLaren M20 Can-Am, £239.99
- 7 Norev's 1956 BMW 507, £64.99
- 8 CMC's Fangio 1956 German GP-winning Lancia-Ferrari D50 Long Nose, £564.99

### 1:43

- 9 Matrix's Citroën CX LoadRunner, £94.99
- 10 Matrix's 1934 Packard 1108 Twelve Dietrich Coupe, £103.99
- 11 AutoCult's 1954 Alfa Romeo BAT 7, £91.99
- 12 Matrix's Stirling Moss 1956 Goodwood Glover Trophy-winning Maserati 250F, £95.99
- 13 Matrix's Moss/Fairman 1959 Nürburgring 1000km-winning Aston Martin DBR1, £95.99
- 14 GreenLight's Le Mans movie Porsche 917 (supplied with McQueen figure), £34.99
- 15 AutoCult's 1971 Porsche 914/6 Hispano-Alemán Vizcaya, £91.99



Unless stated, all items are available from St Martins Models (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS1218'



# BETTER BRAKING FOR MINIS

Those looking to beef up the brakes on their Mini need look no further than this handsome four-piston caliper kit from the Cooper Car Company. Designed to convert existing Mini disc brakes, the complete set includes hefty 8<sup>2</sup>/<sub>5</sub>in ventilated and grooved discs, as well as matching calipers finished in brilliant red with some rather pleasing 'Cooper' detailing, plus Green Stuff performance pads and all the mounting bolts and washers you will need for installation. Owners considering this kit should know that it's intended to fit behind all 12in and 13in Mini wheels, and is priced at £799.

01282 778731; [www.minisport.com](http://www.minisport.com)



## Shift patterns

Curb produces an inspired range of T-shirts including 'The Manual Gearbox Preservation Society': designs include a TMGPS logo printed on the front and a large logo on the rear of a black T-shirt (illustrated).

Other options include a transaxle graphic with yellow type on grey or 'black heather'. T-shirts are priced at \$29.99, hoodies \$59, plus there's a large range of automobilia, from greetings cards to keyrings. [www.thecurbshop.com](http://www.thecurbshop.com)



## Porsche prints

Artist Stefan Marjoram was commissioned by Porsche to record the 70th-anniversary gathering at the Goodwood Festival of Speed, and four of his sketches of iconic models – including 356 coupé, RSK Spider, Le Mans-winning 917 (above) and IMSA/GTX 961 – are available as A3 prints. Each design is limited to a run of just 50, and all will be signed and numbered. They are priced at £32 each, plus postage. [www.stefanmarjoram.com/store](http://www.stefanmarjoram.com/store)

## Wrap up in style this winter

Speedwear has produced a stylish new sand-coloured, fully breathable, heavy-duty waxed cotton jacket that's ideal for winter classic motoring. Design features include a waterproof membrane, dual storm flaps, a removable quilted liner, corduroy inner cuffs and collar, and a tartan lining. In contrast to the high prices of designer brands, the Pulford jacket costs £149. It is also sold in black. 01513 210441; [www.speedwear.co.uk](http://www.speedwear.co.uk)



## The King is here

Malpassi's legendary Filter King fuel-pressure regulator is now available in the UK through Weber specialist Webcon. It regulates and filters fuel without restricting flow, as well as featuring a glass bowl, two 5/16-8mm fuel unions, a universal mounting bracket and a captive thread to allow fitment of a pressure gauge. It is priced at £71.94. [www.webcon.co.uk](http://www.webcon.co.uk)

## Tested this month

### LED BULB KITS

Classic car lights are often dim and barely fit for purpose, a problem that's become more noticeable with the advent of daytime running lights and LED bulbs in modern cars.

Classic Car LEDs specialises in high-quality bulb kits, and has pre-prepared sets for major models such as the MGB and Big Healeys. We tried a selection of bulbs (priced from £8) in a Triumph 2500 and found them to be easy to fit, as a straight swap for the old bulbs, and hugely effective. As well as drastically improving light output, the bulbs run cooler and draw less power, reducing the strain on your car's wiring. Unlike cheaper alternatives, they're CE marked.

The only fly in the ointment is the questionable legality of fitting classics with modern bulbs, as legislation struggles to keep pace with advances in technology. Unless you're running your car off the Queen's highway, address any concerns with the manufacturer before ordering. **GM** [www.classiccarleds.co.uk](http://www.classiccarleds.co.uk)



Above: brighter LEDs are a great safety feature, if legal. Right: Caramics gives a good result, but the process is a bit fiddly

7/10



### CARAMICS

Ceramic coating is the latest leap forward in car detailing, and involves a liquid-polymer solution bonding with your car's paintwork to create a barrier to environmental hazards, while also making your classic easier to clean. Auto Finesse's Caramics kit provides a comprehensive set of paint, wheel, interior and glass coatings that can be applied at home.

This £100 set covers all the bases, and includes any preparation sprays required, plus sachets with 'wet wipe'-style applicators and gloves. It's simple to apply, but requires an LED lamp to ensure that it's all buffed off, plus six hours out of the elements to dry. **GM** [www.halfords.com](http://www.halfords.com)



## Picture-perfect pose at Portofino

The gorgeous Maserati A6G with Frua bodywork, as recently auctioned by Gooding & Co, inspired artist Tim Layzell's latest colourful composition, with the Latin exotic parked in Portofino.



Also pictured around the quayside of the fashionable Italian fishing village are an Alfa Romeo Giulietta Spider and a Fiat 500. The limited-edition print costs £175. Layzell also offers a full collection of his impressive poster designs, including a set of Pebble Beach RetroAuto promotions. 01275 235603; www.timlayzell.com

## Cut like a pro

Removing spot-welded panels can be a challenge, but Laser Tools can help. This £40.22 set has an arbour-based spot-weld cutter with a spring-loaded

guide pin, six replacement cutter heads and an 8mm spot-weld drill bit,

which gently mills the weld until the panel 'pops' away.

The bit's low profile prevents it going too

deep. Also available are a cutter set with 10 heads (£45.72) and a four-piece, titanium-coated cobalt drill set (£27.43).

www.lasertools.co.uk



## Thai wonders

This range of handmade sculptures imported by Wayfair from Thailand varies in quality, but the recent Morgan three-wheeler is one of the best. It's priced at just £33.99, and a Miller racing car (£72.99), as well as a Bugatti Type 35 (£75.99) and a Bentley Blower (£74.99) are also available, while stocks last. www.wayfair.co.uk



## Take control of your garage

Transform your garage with Dura's award-winning storage and flooring solutions and create the beautifully organised room you've always wanted.



Organise your tools!

Our modular range of quality cabinets are used by professional workshops worldwide, and when combined with our flexible 'clip-on' wall system and easy-to-lay interlocking floor tiles, your garage can be transformed into the perfect 'showroom' for your classic car.



Make use of your wall space!

- MODULAR CABINETS
- WALL STORAGE
- FLOOR TILES
- DESIGN & INSTALL



Conceal a dusty concrete floor with easy-to-lay PVC tiles!



**DURA**  
Fitted Garages

For a FREE brochure call **0845 371 0049** or visit our website **www.duragarages.com**

Call now for a **FREE Design Survey** and see how your garage could look!

## RING SMART CHARGER

Ring Automotive's new slimline, weatherproof 6A charger is claimed to be suitable for 12V batteries for vehicles of up to 3.5 litres, and is compatible with lead-acid, gel, calcium, EFB, AGM and lithium cells. Its maker claims that it's capable of charging twice as fast as a standard charger, it has a cut-out to prevent overcharging, plus it can detect battery condition and desulphate tired units. We tested it on an old, flat battery, and it was simple to use:

connect, plug in and the unit picks the best charge cycle. It revived our battery with ease and speed. But plenty of chargers can do that; the impressive thing about the £65 RSC706 is its small size and light weight (166x104x37mm; 0.744kg). **AC** ringautomotive.com



9/10



Alternatively, return this slip in an envelope (no stamp required) to:  
**Freepost RSLX-YXCA-GUTJ**  
Dura Ltd, St James Road, Brackley, NN13 7XY

Name

Address

C&SC/  
NOV18

Telephone

Email



# FREE

## AUTOGLYM BODYWORK & WHEELS KIT

when you subscribe to



Bodywork & Wheels is a collection of Autoglym's best-selling products, designed to keep your car looking its best. It's the ideal gift for anyone who likes to show off the true beauty of their classic

**WORTH  
£48**

### KIT INCLUDES

- 325ml Bodywork Shampoo Conditioner
- 325ml Super Resin Polish
- 325ml Extra Gloss Protection
- 500ml Clean Wheels
- 500ml Instant Tyre Dressing
- 300ml Wheel Protector



the **magazineshop**.com

\*Picture not to scale

Order online at

**themagazineshop.com/csc/dec18**



# CHOOSE FROM

## PRINT EDITION GET SIX ISSUES FOR ONLY £22.99

- Free Autoglym Bodywork & Wheels Kit, worth £48
- Save 33% on the cover price
- Free delivery direct to your door
- Exclusive subscriber-only offers and discounts
- Never miss an issue



## ADD DIGITAL SIX PRINT AND DIGITAL ISSUES FOR AN ADDITIONAL £2.99



**HURRY, OFFER ENDS  
12 DECEMBER 2018!**

Or call 03448 488835

Please have your bank details ready and quote promotional code **CS1218MP** for print only or **CS1218MB** for print and digital access. Offer ends 12 December 2018



**PRINT ONLY** Please start my subscription to *Classic & Sports Car* and send me my free Autoglym Bodywork & Wheels Kit. I understand that I will pay £22.99 every six issues by Direct Debit

**PRINT & DIGITAL ACCESS** Please start my subscription to *Classic & Sports Car* and send me my free Autoglym Bodywork & Wheels Kit. I understand that I will pay £25.98 every six issues by Direct Debit. This is a  New subscription  Renewal

### YOUR DETAILS – BLOCK CAPITALS PLEASE (must be completed)

Title \_\_\_\_\_ Name \_\_\_\_\_  
Surname \_\_\_\_\_  
Address \_\_\_\_\_  
Postcode \_\_\_\_\_  
Telephone \_\_\_\_\_  
Email \_\_\_\_\_

### PAYMENT DETAILS

#### Instructions to your bank or building society to pay by Direct Debit

Please pay **Haymarket Media Group** Direct Debits from the account detailed on this instruction, subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with **Haymarket Media Group** and, if so, details will be passed electronically to my bank/building society

**To the manager** bank name \_\_\_\_\_  
Address \_\_\_\_\_  
Postcode \_\_\_\_\_  
Name of account holder(s) \_\_\_\_\_

**Bank sort code** (from top-right corner of cheque)

--	--	--

**Bank or building society account number**

--	--	--	--	--	--	--	--



**Reference number** (for office use only) \_\_\_\_\_

**Signature(s)** \_\_\_\_\_

**Date** \_\_\_\_\_

Please return this form to

**Haymarket Automotive  
FREEPOST RTUC-XCCH-THJS  
3 Queensbridge,  
Northampton NN4 7BF**

For overseas rates, call **+44 (0)1604 251452**

For the US, call **877 531 1767** or email

**help@classicandsportscar.themagazineshop.com**

#### TERMS AND CONDITIONS

This offer is available to UK subscribers only and closes on 12 December 2018. Should you wish to cancel your subscription, it will be cancelled upon expiry of the current term, which will be non-refundable, other than in exceptional circumstances. Overseas rates are available on +44 (0)1604 251452. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine and will not be despatched until your first payment has cleared. Should we run out of gifts, you will be offered an alternative gift – there is no cash alternative. If you subscribe to a bundle offer, you will be emailed instructions on how to access your digital subscriptions within 24 hours of your order being processed. The minimum subscription term is six issues and is non-refundable. Should you choose to cancel your subscription, it will end on expiry. Savings are based on the UK print cover price of £5.70 and the digital cover price of £3.99. Should prices change, we will inform you in writing.

Haymarket Media Group, publisher of *Classic & Sports Car*, takes your privacy seriously. *Classic & Sports Car* would like to stay in touch by email, phone and post to let you know about our latest products, promotions and other services. We believe we can demonstrate a legitimate interest in using your details for marketing purposes, but you always have a choice. If you do not wish to receive such communications, please opt out by ticking the relevant boxes by email  by phone  by post

We will use your details to ensure you receive messages that are relevant to you. You can stop receiving these messages from us at any time in the future via the unsubscribe link on any email received, or by contacting us directly by emailing [circulation@haymarket.com](mailto:circulation@haymarket.com) or by calling 020 8267 5000. Please see our full privacy notice at [www.haymarket.com/privacy](http://www.haymarket.com/privacy).

**CS1218MP/CS1218MB**



**SATURDAY  
24<sup>TH</sup> NOVEMBER  
MERCEDES-BENZ  
WORLD**

**VIEWING DAYS**  
Thursday, 22nd November 10am - 8pm  
Friday, 23rd November 10am - 5pm

**SALE TIME**  
Saturday, 24th November  
Automobilia: 9.30am  
Motorcars: 10am

# THE WINTER SALE



**1973 INTERMECCANICA INDRA**  
One of only 27 Fastback examples  
and the last Corvette-engined  
Indra produced  
£78,000-£88,000

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

## A SALE OF 140 FINE AND VARIED CLASSICS

Please visit the website to view all consignments and to register to bid

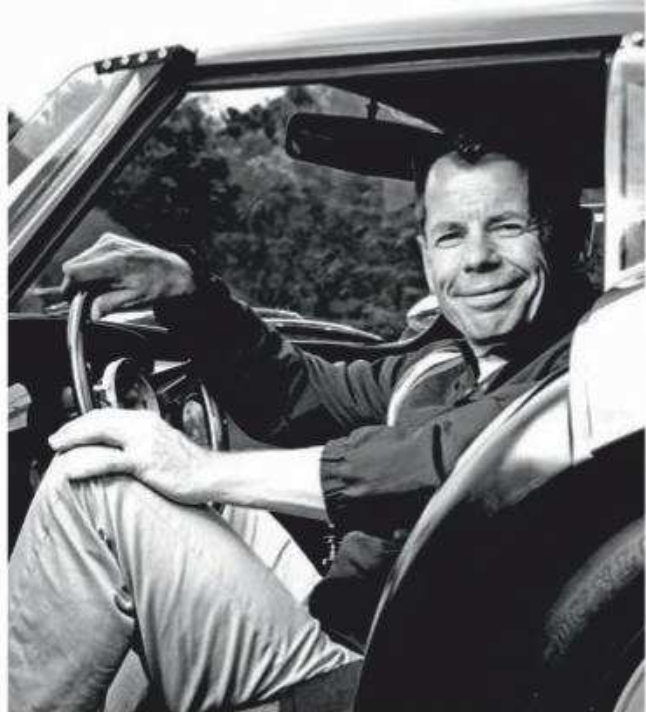
00 44 (0) 1753 639170

[auctions@historics.co.uk](mailto:auctions@historics.co.uk)



**HISTORICS**





# Mick WALSH

Belgium has a great tradition of comic illustration, most famously with the *Tintin* work of Hergé, and Jean Graton, who drew the *Michel Vaillant* series. Two of my favourite illustrators are from Belgium, Ever Meulen (his real name is Eddy Vermeulen) and Patrick Van der Stricht, and on a recent trip to Brussels I finally met them.

These days, seeing any classic battling with modern city traffic is heroic and uplifting, and the sight of Eddy's timewarp 1960 Chevrolet Corvair arriving at our meeting in the Cinquantenaire Park made me smile. This is his second Corvair, the first a sedan built under licence in Belgium. "I drove it for 12 years, but after selling I missed it so much I had to buy another," he enthused. "Two years ago I discovered this one on eBay in Missouri. It was Seafoam Green, my favourite colour, had just 22,000 miles and three owners, including a lady in St Louis from new to 1994. She seemed to use it just to drive to church. I grew up on the coast, and colourful American cars were a regular feature of the streets."

Vermeulen loved drawing and comics from an early age. "I was crazy about *Michel Vaillant*; Spa and Le Mans seemed so remote and exotic, but Jean Graton vividly captured all our racing fantasies," recalled Eddy, who drew his first racing strip in 1961 featuring the Grand Prix 'Sharknose' Ferraris. His talent developed and prestigious assignments over the years have included *The New Yorker* magazine covers and Roxy Music tour posters.

Eddy and Patrick share a love of American cars, which led to their first contact. Van der Stricht's fascination goes back to his first visits to the Brussels Motor Show as a boy, so it's appropriate that we all met at Autoworld, inside the magnificent Palais Mondial, where the shows were held until 1958. "I pestered my parents every year to take me and in 1954 I was spellbound by the surprise sight of two Muntz Jets with a Jaguar importer," said Patrick. "From that day I had to own one. Three were imported to Belgium and years later I discovered the trio under covers in the basement of the Shell building. I tried to buy one but they disappeared."

While studying as an architect, he bought his first car, a 1949 Packard Six: "My parents were horrified when it arrived home because it looked like something from a scrapyard. But I fixed it with my twin brother. The car still survives in Holland and I'd love to buy it back."

'These days, seeing any classic battling city traffic is heroic and the sight of the Corvair arriving at our meeting made me smile'



Many American car adventures followed, including a three-month road trip across the US in a '68 Buick and a Dodge truck in 1979: "It was a good time to travel because the scrapyards were still full of interesting cars. I dreamed of living in America and I loved New Mexico, but I missed my friends and the food back home."

His lifelong desire to own a Muntz never faded, and in 1974 a French dealer showed him a photo of one that had turned up in Portugal: "It took two months before he called me back saying the car was now in Paris. We bought it and my brother and I drove it home to Brussels through a dramatic storm, but thankfully the car came with a hardtop. It felt like a tank and wasn't very comfortable but I still own it. I love the styling."

Van der Stricht has enjoyed drawing cars since childhood. In 1961, two of his fantasy designs were selected for the *Michel Vaillant* comic series, and between his architecture work he has produced a fantastic range of event posters, record covers and exhibition designs.

Walking around Autoworld, we played my favourite museum game: choosing the cars we'd most like to take home. Both, not surprisingly, nominated American cars, with Vermeulen selecting a wonderfully original 1934 Oldsmobile F34 Coupe – painted green, of course. For Van der Stricht it was his all-time dream car, a 1937 Cord 812. I wouldn't be surprised to see the duo driving these on my next visit.



Patrick Van der Stricht (l) and Ever Meulen with amazingly original Chevy Corvair daily driver. Inset: Brussels Salon poster



OWN THE CAR OF YOUR DREAM  
WITH JUST A CLICK.

1962 Series 1 Jaguar E-Type  
Professionally Rebuilt Engine

Current Bid: £8000

Winning Bid: You Decide



Looking for a fine example of an iconic Series 1 E-Type Jaguar? Or a one owner, low mileage 1987 Porsche 911 Carrera?

Norman's Pond brings you a stable of professionally curated collector and classic cars hand-picked from sellers across the United Kingdom. Our specialists have come together to offer like-minded enthusiasts a client-centred service experience.

We vet the cars and the site members. We tell you what you need to know and we offer an easy-to-use online auction platform to bid live.

Find out more about how we fulfil your desires, one bid at a time.

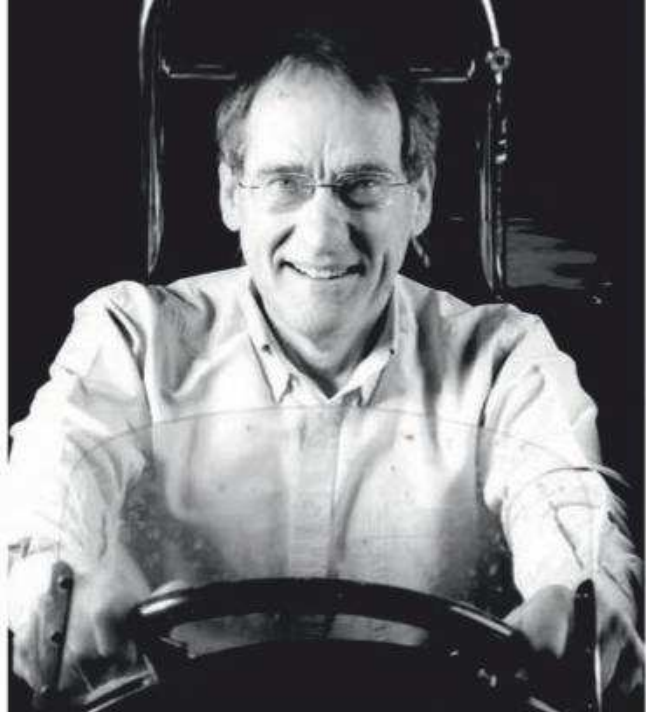


**NORMAN'S POND**

—  
OWN YOUR DREAM

[normanspond.com](http://normanspond.com)





# Simon TAYLOR

If you think about it, cars have followed the same basic layout pretty much since the beginning: a wheel at each corner, people in the middle, engine ahead or behind. There have been exceptions, of course: three-wheelers with the single wheel at the back or the front, and even two-wheelers. The Schilovski Gyrocar, designed in 1912 by a Russian count, was a massive six-seater with one wheel at the front and one at the back, and a gyroscope to stop it falling over. It weighed nearly three tons. There have been other efforts to build gyrocars down the years, and even a large-diameter mono-wheel with the single passenger sitting inside it.

With a racing car you don't need to worry about comfort, luggage capacity, fuel economy or service intervals. It's just about going fast, in a straight line and around corners. A car's overall length is decided, broadly, by the length of the driver and the engine, behind or in front of them. But several designers have reasoned that if you put both driver and engine in the middle, you can build a more compact machine, and there may be aerodynamic advantages, too.

The Grand Prix driver Piero Taruffi was a clever engineer, and in the 1950s he created the 500cc Tarf I and the 1720cc Tarf II for record-breaking. Each consisted of two fuselages with the driver in one and the engine in the other, and each was steered in its tiny cockpit with two hand levers. In the early 1950s they broke a lot of distance speed records at up to 185mph.

But Taruffi was only trying to go in a straight line. In 1955, Enrico Nardi brought to Le Mans a car with two nacelles, one for the driver and one for the engine, with a centre section which held a surface radiator to cool the 750cc engine and a tiny passenger seat to comply with the sports car regulations. It lasted six laps before the leaders came past to lap it, and their wake blew it off the road into the ditch.

The STP Paxton turbine car that so nearly won the 1967 Indianapolis 500 had its engine beside the driver, but the strangest Indy car of all was Smokey Yunick's 1964 effort. The car followed a conventional layout except that it had no cockpit. The brave driver sat in a sort of side-car between the left wheels. It went backwards into the wall in qualifying. The '81 Ardex-BMW Le Mans coupé had a normal cockpit – but the engine was in there too, beside the driver.

Really weird was a terrifying Can-Am car built in '83 by Herb Adams. It was as wide as Can-Am cars were by then, but with the driver far out on

'It lasted six laps before the leaders came past, and their wake blew it off the road into the ditch'



the left between the left wheels, the engine on the extreme right between the right wheels, and the huge area in the middle entirely devoted to ground effects. For Milt Minter, who had the job of driving, it was impossible to feel what the car was doing from where he sat. No matter: the huge downforce in effect pulled the car to bits.

Occasionally an original idea really works, and everyone has to follow suit – or protest that it is unfair. Gordon Murray's 1978 Brabham fan car sucked itself down onto the track so effectively that it won its first Grand Prix, so the rules were rewritten to ban it. The 2012 Nissan DeltaWing sports-racing car, designed by Ben Bowlby, was triangular in shape with the front wheels very close together. It worked quite well and was raced at Le Mans and in the USA for several seasons before rule changes shut it out.

Original thinkers will keep on looking for the idea that will give them an unfair advantage. If it really works, within a year or two it will have become the new everyday way to do things. I'm sure Count Shilovski reckoned that by now we'd all be driving around in three-ton two-wheelers, and keeping our gyroscopes well polished.

Weird, weirder, weirdest.  
From top: the DeltaWing  
Nissan; Smokey Yunick's  
Floor Shift Special Indy  
car; Nardi's 750 Bisiluro  
Le Mans competitor





**1972 Ford Escort**

Guide Price: £20,000 - £25,000

## ENTRIES INVITED FOR NOVEMBER CLASSIC AUCTION



1933 Sunbeam Twenty Five

Guide Price: £20,000 - £22,000



1986 Audi Quattro 10V UR

Guide Price: £17,000 - £20,000



1951 Singer Roadster

Guide Price: £13,000 - £15,000



1988 Ford Sierra RS Cosworth

Guide Price: £18,000 - £22,000



1979 Fiat X1/9

Guide Price: £25,000 - £28,000



1992 Ford Sierra Sapphire Cosworth

Guide Price: £18,000 - £22,000



1969 Ford Capri 1600 GT XL

Guide Price: £11,000 - £12,000



1994 Toyota Supra

Guide Price: £14,000 - £16,000



1969 Lotus Elan +2

Guide Price: £12,000 - £14,000

## REGISTER YOUR CLASSIC NOW!

Sellers only 5% (+VAT)

Free classic vehicle storage for auction entries

Insurance valuations by appointment

VISIT OUR  
**WEBSITE**  
FOR FULL CATALOGUE



Call 01821 642574 or visit [morrisleslie.com](http://morrisleslie.com)





# Martin BUCKLEY

All the best press trips happen in Italy, so if you are going to alight on this gravy train (which I don't often do), an offer from Maserati to join the Gran Premio Nuvolari is not to be sniffed at.

The conventional format of these things is that you find yourself at a foreign airport with various faces you vaguely recognise. From there you are whisked off to a glamorous locale, wined, dined and schmoozed, before getting to grips with the vehicle in question. The general equation is that the more dreary the car, the better the junket and associated gift – or “bribe”, as dear old Mike McCarthy used to call it. The Nuvolari trip was different altogether: no bribe, and surprisingly hard work – albeit the sort of ‘work’ that most people would pay money to do.

It was also a chance to get some time in the latest Maserati Ghibli, which to somebody who drives 50/60-year-old cars daily felt spectacularly fast and capable. The trouble is, in the same way that Hillman Minx-driving Cyril Posthumous thought the 1971 Morris Marina a ‘lovely car’, I don't have anything to benchmark it against. What I can tell you is that it is nothing like as pretty as the 2003 Quattroporte (see p206): that's a car I can see myself owning.

Starting and finishing in Mantua, near Nuvolari's birthplace, the Gran Premio is not a jolly but a serious regularity. Entrants ranged from the exotic (Pegaso) to the prosaic (Fiat 125), with '50s British cars much in evidence. As usual, a Fiat Balilla won, making the point that the skill is in working the clocks and doing your homework with the roadbook rather than going quickly.

That said, we were given every encouragement to do so by the crowds, and even local traffic cops urged us on. You simply cannot picture anything like this happening in the UK: being given near-official sanction to drive like an arse between historic towns and villages through everyday traffic, then being greeted in said locations like heroes, with gifts of local produce. In one case, these were handed out by semi-naked beauty queens, in a bizarre reminder that Italy is one of the last bastions of anti-PC culture.

Despite a huge entry list that added to the slightly *Wacky Races* feel, we always seemed to be among the same group, my enduring image being of a Verona-registered BMW CSL that looked sensational in my rear-view mirror.

Maserati was the sponsor, and we were in a team of press cars that included the new Levante

‘Gifts were handed out by local beauty queens, in a bizarre reminder that Italy is one of the last bastions of anti-PC culture’

From top: winning 1939 Fiat 508C of Giovanni Mocerri and Daniele Bonetti; Buckley and his Ghibli were at the other end of the leaderboard



SUV – the less said about that the better – driven by a writer called Alberto, who piloted it with a lack of fear that only comes with youth. Then again, unlike Alberto, I was not under pressure to write a blog update every half an hour for the insatiable appetite of a website editor in Milan.

I know what a regularity is, but didn't grasp at first that I was meant to be competing. It was the end of day two before it dawned on us, having by then been given a telling-off by the co-driver of a Porsche 356. I just sat back, did what I was told, tried to enjoy myself on the fabulous roads between the timed sections and hoped nobody would recognise me at the gala dinner in Rimini.

Luckily they didn't; but I did sit next to a Mr Paulo Zegna of the fabric dynasty, who remembered doing the 'L' cloth for the Lancia Gamma. I was amused to learn later that, although he only did half a day of the event, the suave Mr Z came higher in the results than I did. We came last, with maximum penalties. The shame of it.

My humiliation wasn't over. Struggling to get my case into the locker on the plane, I got a mild rollicking from a 55-year-old man wearing the clothes of a 25-year old. Apparently, I was ‘bashing his hats’. It was a situation worthy of Larry David, but I couldn't summon a response worthy of *Curb Your Enthusiasm*. Only on the M4, back in the embrace of my Merc 300TE, did it dawn on me that I'd been rebuked by the lead singer of a late-'80s, three-hit-wonder pop group, the identity of which I'll leave you to work out.



# THIS IS NOT YELLOW.

## THIS IS 1973 RANGE ROVER BAHAMA GOLD

---

### Do you see what we see?

Like you, we are car enthusiasts through and through. We offer exceptional insurance, competitive premiums and hassle-free claims service. Get a quote or check the value of your classic online anytime. Better yet, give us a call at **0333 323 1383** and chat to one of the team.

Drive with us. [hagertyinsurance.co.uk](https://www.hagertyinsurance.co.uk)



Rated **Excellent** on  Trustpilot





## Letter of the month

### Following the great tradition of the expedition Land-Rover

The drive of the Patrick Lindsay Phantom II home from India (*C&SC*, October) revived lots of memories, particularly because my journey – nine years later and in reverse, from Oxford to Mazar Sharif and back – was inspired by the same book, *The Road to Oxiana* by Robert Byron.

Our trip on what had become the 'hippy trail' to Katmandhu took place in the summer of 1971, during which our car's co-owner and I celebrated our 21st birthdays – mine on the Caspian Sea and his in Herat. Our choice of vehicle is now a classic (it certainly wasn't then): a very tired Land-Rover Series IIA LWB truck-cab, bought from a dealer in west London. We added an ex-War Dept ammunition trailer to carry five jerrycans of fuel and another of water, plus luggage and camping gear. We offered seats to four other students to share costs, and one of them is now my wife!

When the Phantom did the journey, the Salang Tunnel wasn't built, making their trip to Mazar from Kabul three hazardous days; it was opened two years later, cutting more than 60 hours from the time. It is not clear if the Royce made the full circle north to Herat – severely warned against by the British Embassy in Kabul.

Mazar was an extraordinary place. Like Kabul, in August it had a pleasant climate and the *caravanserai* (inn) was full of doped-out hippies lying on charpoy's day and night, because sticks of hashish cost about 1d.

We also made the trip to Bamian to see the Buddhas. The journey was horrible, the dirt roads being a shock

because Afghan roads were generally good, made by the Russians in the north and east, and the Americans in the west. At Bamian, we sat on the Buddha's head – now sadly long gone – for a photo, and on our return to the Salang Pass we came across a broken-down Citroën, part of a 2CV rally from Paris. The owner begged a tow, but made the mistake of getting high and allowed his Tin Snail to use the bumper of our trailer as a rest on down hills – so we left him sobering up and disconsolate on the main road.

Kabul was lovely. The students with whom we mixed were Westernised and we saw a couple of ex-Maharajah cars, but by then the market was largely finished and the two I recall were both huge American machines. The Iranians were wise to the trade, and charged significant tariffs.

On the return journey, detouring to Persepolis in southern Iran, a local crossing the road ahead suddenly did a U-turn and ran smack into the front of the Landie. Rendered unconscious, he was taken by one of our team and a local military field doctor to the neurosurgical unit in Shiraz, three hours away. I was put under arrest and went to Shiraz with a sergeant in the Landie. The magistrate didn't want to jail an Oxford student, so handed me to the British Consul official. By then the patient was conscious, but we still had to buy a 'pardon' from the family for about £20.

In Istanbul, on the morning of our departure for Greece and home, I had my passport stolen. The Consulate recommended (unofficially) that I was



hidden in the back under bags, and smuggled into Greece – there wasn't time to drive to the Iranian border to get the entry stamps for my new passport. Those hours at the border and driving across no-man's land were anxious. As instructed by HM's representative, when the Greeks asked why there were no Turkish stamps, we shrugged and said, "Turks." We were waved straight through.

**Michael Powell**  
London

Clockwise, from top: celebrating Powell's 21st; making camp on the shore of the Caspian Sea; in the desert near Khandahar, Powell on left with his future wife peeping out from behind



Send contributions to the usual *C&SC* address. Those lucky enough to be chosen as our *Letter of the month* win a Gliptone leather-care kit

### Following fashion

To add to the correspondence (*Letters*, October) after the very fair article in August about an unfashionable car, I buy unfashionable Ferraris. As well as a Mondial, my other one at present is a 1969 365GT 2+2, which won its class at the FOC Concours last year. Having been derided for all the years I have owned the car, it is now accepted as a 'good Ferrari', but the truth is that, in comparison to most cars, all Ferraris are 'good' – it's just the owners that let them down!

We all knew the bad press for the early Mondials, as did Ferrari SpA. Rather than ditching the model, Ferrari evolved it as fast as it could to make a vehicle worthy of the Prancing Horse. Forget 'looks' because that is personal, and the Mondial detractors' main problem is that they have never driven a 't' – or most likely are not good drivers.

The handling is absolutely *par excellence* and, most places I go, people tell me how great it looks, not realising that it is 28 years old.

**John Wallace**  
London



Gorgeous 365GT 2+2 was once unfashionable, says Wallace: could the Mondial follow it to exotic status?



## Pedant of the month

Pedant of the month wins a C&SC baseball cap. Send your observations to [alastair.clements@haymarket.com](mailto:alastair.clements@haymarket.com)



Rodríguez wins at Kyalami in 1967

In his article on the Maserati MC12 (C&SC, October), Greg MacLeman notes that Kyalami is at an altitude of 5000m. This equates to almost 16,500ft, and would make the circuit even higher than Mont Blanc.

Kyalami's actual altitude is just over 5000ft, which explains the low incidence of references to altitude sickness, avalanches and nosebleeds in reports of South African Grands Prix...

**John Aston**

## Comments & clarifications

While I enjoyed Charles Briscoe-Knight's F1 photos in October's C&SC, he wrongly said that Duke Ellington once sang *Things ain't what they used to be*. Ellington was the greatest jazz composer and band leader of the 20th century, but he never sang; this track was an instrumental.

**Jeremy Elliott**



Brands in 1961, not '58, says Hostler

The picture in Charles Briscoe-Knight's story captioned 'The Kentish 100, 1958' is, I believe, the 1961 Guards Trophy, a race for 'Intercontinental' cars held on the August Bank Holiday. You wouldn't have seen a grid with only one front-engined car in '58!

The Cooper T53s and Lotus 18s in the picture made their debuts in 1960. The drivers are (left to right): Moss, McLaren, Surtees, Ireland, Brooks, G Hill, Clark and Gregory.

**John Hostler**



Ex-Le Mans XK120 (below) is joined by Ropner E-type and exotics for Ecurie Ecosse tour



## Big Cat trading

Yet another fabulous article, this time regarding the ex-Ropner Jaguar E-type 'semi-Lightweight' (C&SC, September). There is one mistake, however. I know for a fact that my brother, John Foster, only swapped the V12 E-type – which you correctly mention he had at the time – for the Ropner car, and not his ex-Le Mans XK120 as well. Swapping both would maybe not have been such a great deal.

Sadly my brother is not in good health, so I thought I should set the record straight on his behalf. He still has the ex-Le Mans XK120 and I doubt it will ever leave his family's ownership. On two occasions, he very kindly lent my wife and I both the Ropner car and the XK120, so we could take part in his fabulous Ecurie Ecosse Scottish Motor Tour – that surely is brotherly love!

We enjoyed a week of touring with some of the world's finest classic machinery: Le Mans-winning C- and D-types; Aston Zagato, DP215 and DBR1; Le Mans Cobras; Alfa 6C and 8C; Ferrari 250, 330, P3 and Daytona; Maserati 300S and A6G 2000; Ford GT40 – and that is but a few of the field. We were spoilt rotten, and still brag about it to fellow enthusiasts.

It's wonderful to hear that the Ropner car is now owned by such an enthusiast as Lord Bamford and that, unlike so many classics these days, it will remain in the UK. I hope the car gives as much pleasure to its current owner as it did to my brother for so many years.

**Frank Foster**  
Tasmania, Australia

## Jag in miniature

I really enjoyed Martin Buckley's *Backfire* in the September issue of C&SC, and thought you might like to see a photo of my daughter Ava driving her MkX Jaguar pedal car (above) – a model I believe he has only recently discovered.

**Jeremy Wood**

Via email

## Hispano tribute

I was immediately taken back to the mid-'70s by the Hispano-Suiza H6B (C&SC, September). I had just completed volume three of *On Four Wheels*, to which my mother kindly treated me every week. When she presented me with the second issue of volume four, wow! On the first page, the banner read 'On appointment to the King of Spain', with a photo of a radiator, two huge Marchal headlights with integral sidelights, and that most glorious of car mascots, the stork.

At the time, I was employed in a toolmaking company in Yate, with two young children, a mortgage and a Tartan Red 1967 Mini. The sight of that motif and the article on the history of Marc Birkigt's company and products held me



entranced. Knowing full well that my limited income would prevent me from ever actually owning such a car, I came up with the idea of doing the next best thing by making my interpretation of the mascot.

My then employer was shown the book and I had his permission to save some scrap aluminium and use the vertical milling machine in my lunchtimes. After a couple of weeks, I had produced two examples in the rough, then finally completed one – the other awaits my attention! The finished example proudly adorns my lounge.

I subsequently trained as a draughtsman, on a drawing board – "What's that?" say the youngsters – and went on to work in various drawing offices around the city, then finally for many years at Airbus. I retired at 68, but am still working part-time at the age of 71.

And the cars? I own a 1964 Mini Cooper, a '65 Austin-Healey 3000 BJ8 and a '68 Triumph TR5. I have been very fortunate over the years, and enjoy the company of fellow petrolheads at club noggins and classic gatherings.

Great magazine, by the way, which I look forward to every month – as much as I did *O4W* back in the '70s.

**Derek Roberts**

Bristol

## Jenks' close shave

Simon Taylor's article about Jochen Rindt and Denis Jenkinson's beard (*Full throttle*, September) brought back some happy memories.

When I was at Le Mans in 1970 with a chum, we spotted 'Jenks' (below) wandering around by himself, sans beard. We asked him what had happened to it, and he told us the Rindt story. I believe he shaved it off at Watkins Glen.

By the way, sleeping in an MG Midget is *not* to be recommended!

**Christopher Boyce**

Arundel, West Sussex







## A modern classic?

I read with interest your *Future classic* on the Alfa Giulia Quadrifoglio (*C&SC*, September). Great take on a good Alfa, and agreed that the pace of the turbo V6 is reflected in its V8 fuel consumption!

I was saddened by the throwaway comment about the disappointing Giulietta revival. I guess you have never driven the Cloverleaf version, because with 235bhp, amazing performance and 29-30mpg, this was and is an astounding car. Even at seven years old it holds off the latest Golf GTI, and turns heads in a way that VWs just can't. So come on, Alastair, credit where it's due.

**Alan Willcocks**

Via email

## Plum crazy

In your August *Lost & found*, you feature a Ferrari Mondial in an unusual colour, Oro Chiaro (gold). Here in Dallas, Texas, I have a 1984 Mondial QV Cabriolet (below) that appears to be an equally unusual colour: Prugna (plum).

No information on Mondials I have come across even mentions this shade, and I have never seen or heard of another one.

**Bill Sendelback**

Dallas, Texas, USA



## Stateside Capri

I greatly enjoyed Marc Keiterling's treatment of all things Ford Capri (*C&SC*, August). Having owned a '74 model in my younger days, I can say that sighting another in the US was a rather rare occurrence, akin to seeing a fellow BMW 2002.

I saw the beautiful Group 2 cars in period magazines and was smitten by the slippery shape and intelligent packaging. For comparison, remember that in the USA we had the Mustang II and Chevy Monza, which made for generally forgettable performance vehicles.

The previous owner had made a few enhancements – notably cheap alloys, wider tyres, foglights, a chin spoiler and the obligatory 'Capri' windscreen banner. This was heady stuff for a teenager in 1977, when most of my contemporaries drove clapped-out GM or Ford muscle cars – great for straight-line performance, but not so keen on braking or handling. Although it was clearly down on power with its 2.3-litre 'four', its 90bhp propelled the lightweight Capri rather briskly. I frequently imagined myself to be one of Herr Neerpasch's *piloten* – carving up Zandvoort and leaving Lauda's BMW in my wake. It also went with enough alacrity to merit my first speeding ticket.

As you can see from the photo, the Capri performed rather well in wintry weather. The combination of the Ford's good chassis balance and a manual gearbox allowed the driver to maintain decent control in adverse conditions (even without dedicated winter rubber). Sadly, the Capri was not well protected from rust, and I suspect my example de-molecularised into a pile of iron filings following my ownership.

I sold the Capri when I went off to university – and bought a used 1964 Pontiac GTO a few years later, but that's a story for a different issue. Please keep up the fine feature writing and photography!

**Matt Oleksiak**

Via email



Oleksiak's modified Capri was a real rarity in the USA, even in the '70s



IN THE JANUARY ISSUE\*

# Forward Thinking

Buckley reunites front-drive stars from Citroën and Oldsmobile



**PLUS** Exclusive blast in the unique Bristol 450 Le Mans contender

\*On sale 6 December

SUBSCRIBE AND MAKE SURE YOU GET YOUR COPY OF *CLASSIC & SPORTS CAR* FIRST EVERY MONTH

See the latest offers at

[www.themagazineshop.com/classic-sports-car](http://www.themagazineshop.com/classic-sports-car)



VISIT OUR  
NEW WEBSITE



## 2010 Porsche 997 GT2 RS

One of only 24 examples supplied to the UK market, car number 130/500 has remained with its original owner in his significant private collection. He ordered it to a high specification including: grey top tint screen, audio interface, carbon rear centre console, Sound Package Plus, PCM with ext navigation, Sport Chrono Package Plus, telephone module, wheels painted black, carbon belt outlet B pillar, carbon front fender, Porsche VTS and full carbon package.

It has covered only 4,500 miles from new, has a full Porsche service history and remains in completely original excellent condition in all respects with all books, tools, keys and paperwork from original bill of sale to date.

Visit our new website [thehairpincompany.co.uk](http://thehairpincompany.co.uk)

WE ARE ALWAYS LOOKING TO BUY CARS OF THIS QUALITY, PLEASE CALL US  
TEL: 01249 760686 • [THEHAIRPINCOMPANY.CO.UK](http://THEHAIRPINCOMPANY.CO.UK)  
THE HAIRPIN COMPANY COMPTON BASSETT WILTSHIRE SN11 8RH





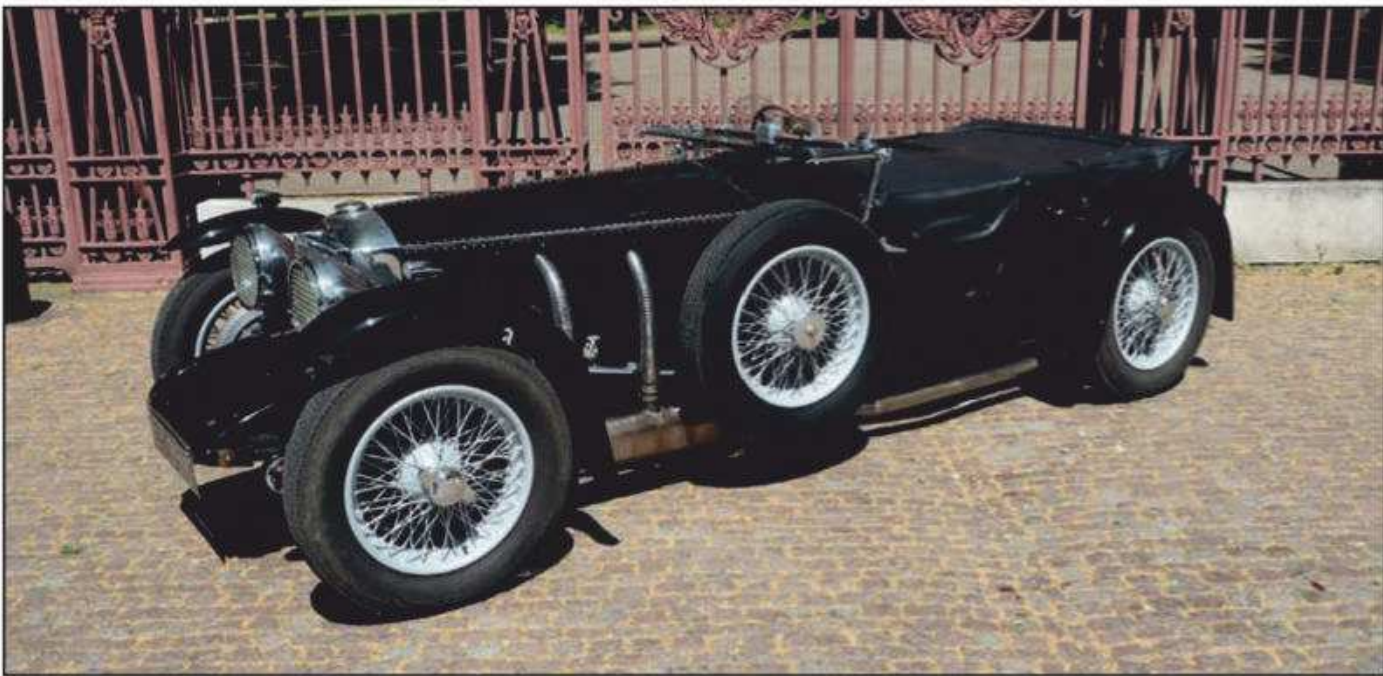
# PETER BRADFIELD LTD



**1936 Lagonda LG45 Rapide.**  
Exceptional concours restored



**1964 AC Shelby Cobra.**  
Three owners, correct road spec.



**1931 Invicta S Type.**  
Rare with outstanding history

Also available 1936 Lagonda LG45 Rapide Replica, 1958 AC Aceca Bristol

Please see website for more details

8 REECE MEWS  
peter@bradfieldcars.com

KENSINGTON  
Tel: 020 7589 8787

LONDON SW7 3HE  
www.bradfieldcars.com





Rolls-Royce Silver Ghost 1912  
London to Edinburgh Open Tourer by Hooper



Rolls-Royce Silver Ghost 1914  
London to Edinburgh Open Tourer by Wilkinson



Rolls-Royce Silver Ghost 1914  
Open Tourer by Hooper



Rolls-Royce Ghost 1923  
Springfield Piccadilly Roadster



Rolls-Royce Silver Ghost 1924  
Open Tourer by Hooper



Rolls-Royce I 1925  
Open Tourer by S Penny



Rolls-Royce Phantom II 1931  
Sporting Torpedo Cabriolet by Thrupp & Mayberly



Rolls-Royce III 1936  
Sports Saloon by Freestone & Webb





# 1990 SPICE SE90C

A front runner in period.  
24 hours of Le Mans in 1991.  
A semi-official SPICE C1.  
fitted out with the latest developments.



[www.ascottcollection.com](http://www.ascottcollection.com)

**Xavier Micheron**

Phone: + 33 (0) 9 67 33 48 43

Mobile: + 33 (0) 6 17 49 42 50

Email: [cars@ascottcollection.com](mailto:cars@ascottcollection.com)

Paris - France

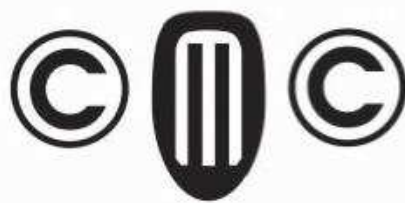
*Ascott*  
COLLECTION

L'EXCEPTIONNEL PAR PASSION

1971 SURTEES TS9B / 1992 TOYOTA CELICA ST185 / 1990 LANCIA DELTA INTEGRALE MARTINI  
1987 PORSCHE 962 C / 1988 MARCH 86G MOMO / 1988 TIGA GC 289 / 2009 ORECA FLM09



“JOIN CMC TO CELEBRATE  
THE MK 2'S 60TH BIRTHDAY  
IN JUNE 2019”



CLASSIC MOTOR CARS  
WORLD-CLASS SPECIALISTS IN CLASSIC CARS

## A SELECTION OF OUR CURRENT STOCK



**1960 Jaguar XK150S 3.8 DH £215,000**

One of only 69 RHD models, in the original colours of Sherwood Green with Suede Green trim.



**1961 Jaguar Coombs MK2 £POA**

A very rare and special car in excellent condition having been kept in top condition by the current owner.



**1967 Jaguar E Type 4.2 Roadster £135,000**

Major restoration over two years, in excellent condition and updated with a 5 speed transmission.



**1966 Jaguar E Type S1 4.2 FHC £159,995**

Restored to a very high standard, this original right hand drive car is finished in Opalescent Silver Blue with Dark Blue trim.



**1968 Jaguar E Type 4.2 Roadster £105,000**

Imported back into the UK in 1989, whilst being restored in the 90's it was reassembled in RHD with a triple carburettor specification.



**1965 Jaguar E Type S1 4.2 FHC £149,995**

An absolutely stunning car in excellent condition. Restored to the highest standards and fitted upgrades of sports exhaust, bluetooth and fully balanced engine.



**1973 Jaguar E Type V12 roadster £145,000**

An original right hand drive UK car. A concours award winner in the UK and the USA.



**1972 Jaguar E Type V12 Roadster £120,000**

Stunning British Racing Green with Biscuit trim. Fitted with a 5 speed gearbox and sports exhaust system.



**1989 Jaguar XJS V12 £27,000**

Convertible version in excellent condition having covered just 31,000 miles from new.

Visit our website for full details and more cars for sale. Contact us if you are interested in selling your classic car.

Tel: +44 (0)1746 765804 Out of hours: +44 (0)7970 390236



SALES | SERVICE | UPGRADES | RESTORATION | TRIMSHOP | PAINTSHOP | PARTS | TRANSPORT | STORAGE | FINANCE

**WWW.CLASSIC-MOTOR-CARS.CO.UK**

Email: [mail@classic-motor-cars.co.uk](mailto:mail@classic-motor-cars.co.uk) | Classic Motor Cars Limited, Bridgnorth, Shropshire, WV15 5HP England.



# DK Engineering



## Aston Martin DB5 Convertible

One of just 123 produced, this RHD example was first owned by the famous actress Beryl Reid. Following a recent highest quality restoration by the factory and Spray-Tec, this example now presents in Midnight Blue over Cream and features a Vantage spec engine as upgraded by the Factory **£POA**



## Ferrari Daytona Spider (LHD)

One of just 19 LHD European Specification cars built by the factory. This Daytona Spyder has received a recent total restoration and won its class at a prestigious concours event. UK Registered and "Red Book" Classiche Certified **£POA**



## Ferrari 275 GTS (LHD)

A previous Villa D'Este Concours entrant, this example was originally supplied in 1965 to Madrid. It has been beautifully restored and is presented in Celeste with light Blue interior. UK registered and an opportunity not to be missed. **£POA**

### Additional Motorcars Available for Acquisition



**£POA**

#### Ferrari F40

A European supplied Cat, Non-Adjust F40 with excellent visible weave, full PPF and Red Book Classiche Certification. This example has covered 27,000 miles from new and is accompanied by a very thorough service history and in superb condition.



**£POA**

#### Ferrari 212 Inter Prototype

This 1952 212 (#0229EL) was bodied by PininFarina as the Prototipo for the 212 PF series. This matching numbers example has been totally restored to concours standard.



**£1.95M**

#### Ferrari Enzo

Rosso Corsa over a Nero interior. Just 3,500 Miles from new. Presents superbly having been cared for by DK for many years. Accompanied by its original tools, book-pack & luggage set.



**£POA**

#### Porsche 356A Speedster (LHD)

A 1956 Matching Numbers Speedster now finished in the stunning combination of Stone Grey over Red Leather. Recently comprehensively restored to concours standard (inspected and approved by Andy Prill) and accompanied by books and tools.



**£434,995**

#### Ferrari 599 GTO (LHD)

This exceptional GTO has covered under 4,550 Miles from new and is accompanied by its original book pack, spare key, radio and Classiche Certification binder.



**£324,995**

#### GT40

Based on an official Superformance chassis (GT40 P/2273), this example has been built to accurate period Race Car specs and comes complete with a period ZF gearbox, a current valid HTP and is fitted with a low hours Steve Warrior 289 top specification engine.

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: [info@dkeng.co.uk](mailto:info@dkeng.co.uk)

Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND

[www.dke.co.uk](http://www.dke.co.uk)

A Cottingham Family Business



**1969 FERRARI 365 GTB/4 DAYTONA GR4 #12467**

- . Third Daytona ever produced
- . The prototype of the Daytona GR4 Competizione
- . Developed by Mauro Forgheri and his team at the factory
- . Sold by the Factory Ferrari to Luigi Chinetti right before Le Mans
- . Finished 5th OA at the 1971 24 Heures du Mans
- . Daytona 6 Hours, Sebring 12 hours,  
Watkins Glen 6 Hours, Road Atlanta
- . Matching numbers





# Aston Workshop



We'll help you to find  
your perfect Aston Martin



DB4GT Zagato Recreation

POA

Aston Workshop offer possibly the worlds finest recreation of this iconic car in the true spirit of the original Aston Martin DB4 GT Zagato with an eye for accuracy, quality, integrity and authenticity.

For more info about this car please call +44 (0) 1207 233 525

To see all our cars for sale visit [aston.co.uk](http://aston.co.uk)

Restoration Parts Servicing Global delivery Storage | Beamish DH9 ORW England



We also cater for  
all classic marques

ASTON WORKSHOP  
CAR BARN  
CLASSICS & EXOTICS



ASTON WORKSHOP

# CAR BARN

CLASSICS & EXOTICS



## 1968 E-Type Series 1 Semi Lightweight Recreation. £174,990

We are delighted to offer this 1968 Jaguar E Type 4.2 Series 1 Lightweight recreation. This Jaguar was delivered new to Mr James M Johnson of Columbus, Ohio on 5th October 1968. With this vehicle comes the original owner 'dog tag' and stamped passport to service record and original owner's manual. For more information contact Garry Potts on 01207 606 120.



1974 Triumph TR6

£29,990



1934 MG L-TYPE

£79,990



1970 Morris 1000 Traveller

£35,990



1965 Austin Mini Cooper 970S

£79,990



1965 E-Type Jaguar Series 1

£169,990



1957 Austin Healey 100/6 BN4

£64,990

carbarn.co.uk

For all our classics for sale visit

Tel 01207 606 120

Sales Restoration Parts Servicing Global delivery | Beamish DH9 ORW England





2015 Morgan 3 Wheeler £35,990



2018 Morgan Roadster £67,990



New Plus 8 50th Anniversary £135,990



2018 Plus 4 Demonstrator £57,990



2013 Morgan Plus 4 £35,990



1999 Morgan Plus 8 £41,990



2018 3 Wheeler £45,990

For all our classics for sale visit [BEAMISHMORGAN.COM](http://BEAMISHMORGAN.COM)





# TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER

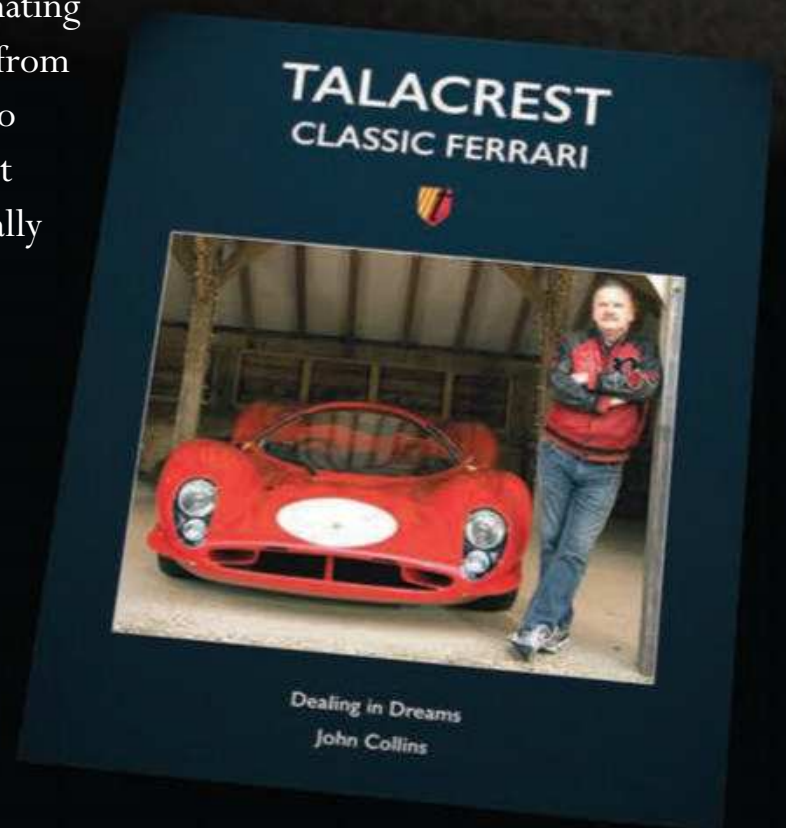


## DEALING IN DREAMS

This beautifully printed coffee table book measuring 310 mm x 250 mm is a fascinating insight into the world of dealing in classic collector Ferraris and other exotic cars from John Collins. It tells the inside story about John and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia and Marcel Massini amongst others and includes many important Ferrari road and racing cars. Many are accompanied with histories, track tests and how the deals were done.

The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queen's Award for Export. Apart from the cars there are fascinating chapters about John's personal life and other achievements.

John's connections with the Sport of King's and love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and The Racehorse Sanctuary.



ORDER YOUR COPY SECURELY ONLINE AT [TALACREST.COM](http://TALACREST.COM)



[WWW.TALACREST.COM](http://WWW.TALACREST.COM)

+44 (0)1344 308178 | +44 (0)7860 589855 | [john@talacrest.com](mailto:john@talacrest.com)





**A SELECTION OF OUR CURRENT STOCK:**



**1988 ASTON MARTIN V8 VANTAGE VOLANTE**

**£375,000**

The example offered here, 1 of just 109 right hand drive examples built, was delivered new in 1988 and maintained for many years by both Aston Martin and appointed service agents. Finished in its original colours and with matching numbers, having covered just 42,700 miles from new, this car is in exceptional condition throughout. Fitted with subtle upgrades to the interior, including additional door pockets and POW type centre console. Supplied with service history and previous MoT certificates, it's original tools, handbooks and service voucher booklet.



1987 Aston Martin V8 Vantage Zagato

£POA



2000 Aston Martin Vantage Le Mans

£425,000



1984 Aston Martin V8 Vantage (LHD)

£350,000



1966 Aston Martin DB6

£295,000



1988 Aston Martin V8 Efi

£164,950



1971 Aston Martin DBS V8

£149,950



0208 741 8822 info@nicholasmee.co.uk nicholasmee.co.uk

Please note that we have now completed our relocation to our new 'destination' premises in Hertfordshire.  
 Please visit our web-site for full address details



# Dick Lovett

est. 1966



**2008 Alfa Romeo 8C Competizione**  
- 4,653 miles  
- Rosso Alfa with Cuoio Leather Interior  
- 8C Car Cover and Cuoio Luggage Set  
**£234,990**



**2013 Mercedes-Benz SLS GT**  
- 17,734 miles  
- Rare AMG Sepang Brown with Black Interior  
- Bang & Olufsen BeoSound System  
**£260,000**



**2005 Ford GT**  
- 8,549 miles  
- Quick Silver with Nero Interior  
- Racing Stripe Delete  
**£249,990**



**2008 Alfa Romeo 8C Competizione**  
- 5,615 miles  
- Rosso Alfa with Nero Leather Interior  
- One of 500 examples  
**£234,990**



**2011 Mercedes-Benz SLS**  
- 3,948 miles  
- AMG Imola Grey with Designo Black Interior  
- AMG Carbon Fibre Interior Package  
**£184,990**



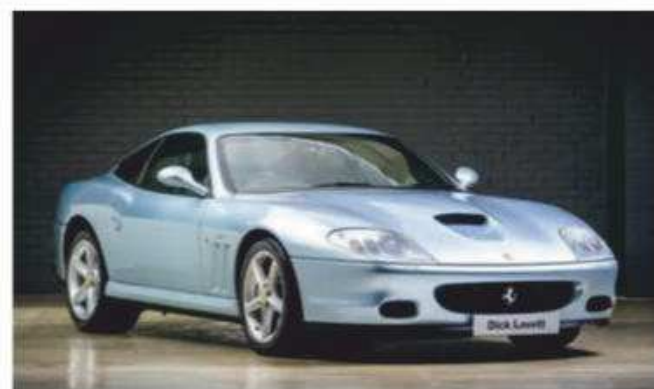
**2006 Ford GT**  
- 6,668 Miles  
- Midnight Blue with White Racing Stripes  
- Upgraded Sport Exhaust  
**£259,990**



**2006 Ferrari 575M Superamerica**  
- 10,161 miles  
- Grigio Titanio Metal with Beige Interior  
- Carbon Fibre Interior Features  
**£329,990**



**2001 Ferrari 550 Barchetta**  
- 7,598 miles  
- Two Crash Helmets in Matte Rosso  
- Five Piece Canvas Luggage Set  
**£399,990**



**2003 Ferrari 575M Maranello**  
- 19,225 miles  
- Grigio Alloy with Nero Leather Interior  
- Daytona Style Seats  
**£94,990**



## WE WANT TO BUY YOUR CAR.

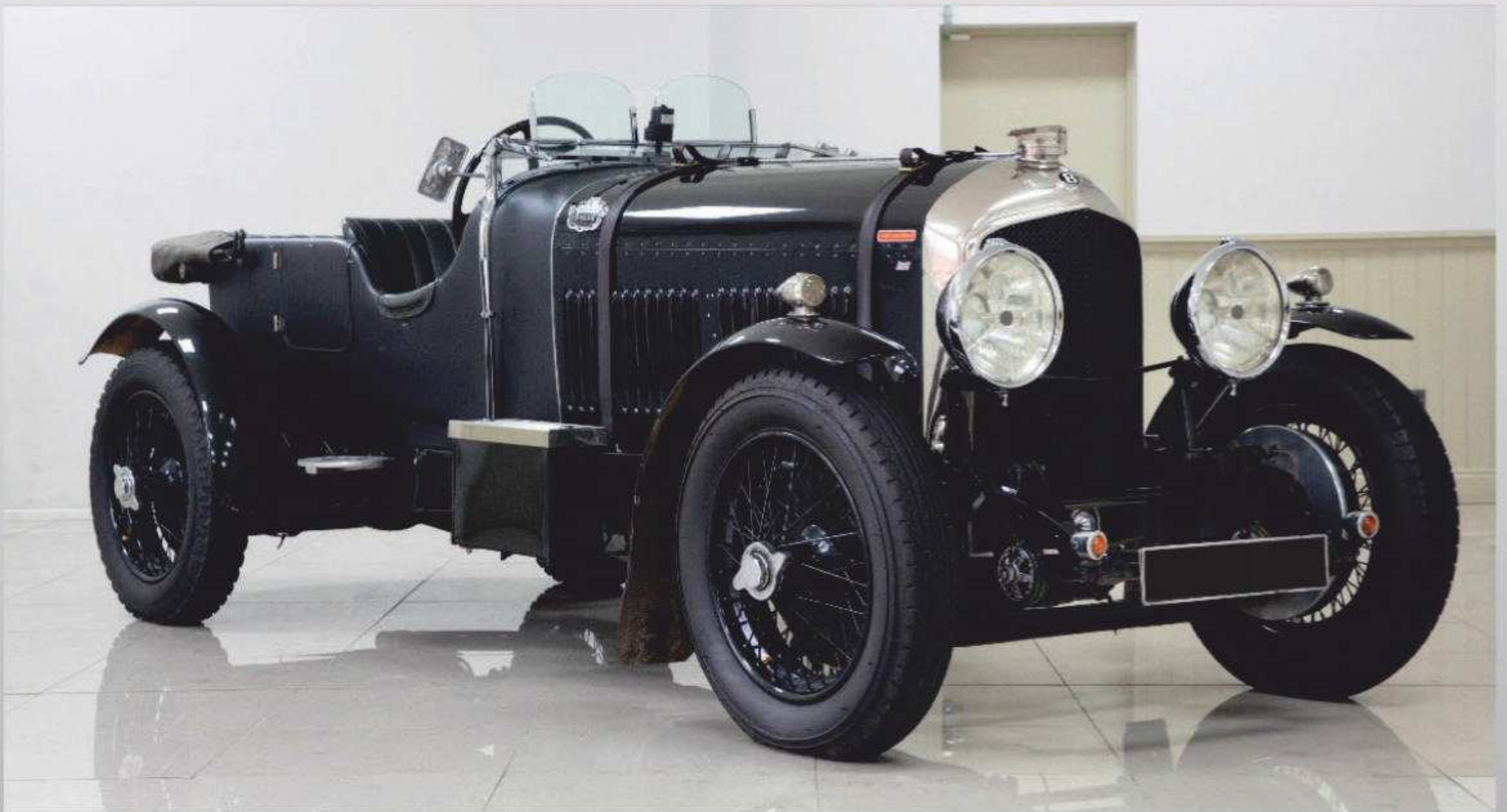
Quick decision, rapid payment and worldwide collection.

Matthew Beard +44 (0) 7860 911 959 [sell@dicklovett.co.uk](mailto:sell@dicklovett.co.uk)



## 1928 BENTLEY 3/4 ½ LITRE

IDEAL FOR LONG DISTANCE TOURING OR RALLYING



A well-prepared vintage Bentley well proven on international events. Retaining her original engine as fitted by the Cricklewood works in 1928, now enhanced to 4 ½ litre specification, this is a powerful, comfortable and incredibly nimble vintage Bentley which has benefitted from extensive mechanical preparation. Eligible for historic rallying and touring events and certainly a worthy contender.







1990 Ferrari F40 Cat Non Adjust (LHD)  
 Classiche, 18700 miles, tools and books



2015 Porsche 918 Spyder (LHD)  
 UK delivered 1/3 cars Riviera Blue, 334 miles



1992 Ferrari F40 Cat Adjust (LHD)  
 2 Owners, 8200 miles, Classiche, World Class



1964 Ferrari 330 GT 2+2 Series I (LHD) Chassis  
 number 14., has been subject to nut & bolt  
 restoration



1972 Citroën DS23 Pallas (RHD)  
 UK Supplied, nut & bolt rebuild



1958 Jaguar XK150 SE FHC (RHD)  
 Interesting history, 4.5 Radford fast road spec



1966 Triumph TR4 (LHD)  
 Exquisite, photographic restoration



1978 Bentley T2 (RHD)  
 Ultra chic colour combination



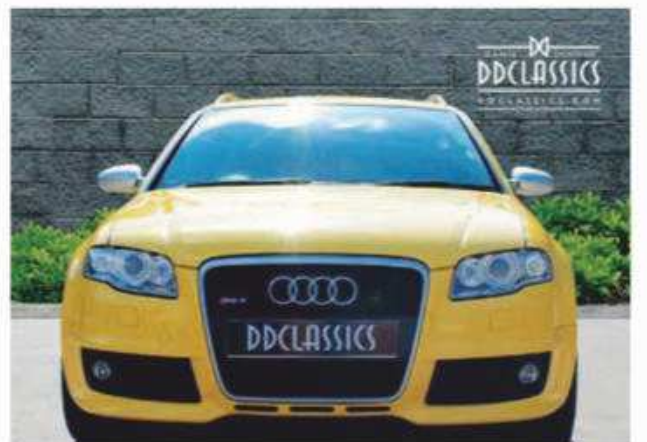
1967 Jaguar E-Type Servis I Roadster (RHD)  
 Just 2 owners, recipient of a total nut & bolt  
 restoration



2007 Aston Martin DB9 (RHD)  
 Just 2 owners, full Aston Martin history



1987 Mercedes Benz 300 SL (RHD)  
 Maintained regardless of expense, 33 book  
 stamps



2007 Audi RS4 Avant Quattro (RHD)  
 Stunning, just 44300 miles







**1965 Aston Martin DB5**  
£725,000

- Finished in her original colour combination of Sierra Blue over Black
- Restored to Concours levels with an upgrade to Vantage Specifications
- Over £340,000 spent restoring this motorcar

**1968 Aston Martin DB6 Volante**



£660,000  
Dark Blue over Dark Blue, 1 of 140 Volantes, Mk 1 in Superb Condition, RHD

**2001 Aston Martin V12 Vanquish**



£79,995  
Skye Silver over Charcoal, Full Main Dealer History, 2+2, 22,000 m, RHD

**1963 Aston Martin DB5**



£589,995  
Silver over Black, Preserved Early Car, 47,000 m, RHD

**2006 Ferrari 575 Superamerica**



£289,995  
Argento Nurburgring over Grey, Italian Delivery with HGTC, 16,000 m, LHD

**2002 Ferrari 360 Spider**



£92,500  
Giallo Modena over Black, Comprehensive service history and Immaculate Condition, 18,500 m, RHD

**1966 Ferrari 330 GTC**



£POA  
Argento over Nero, Recent Complete Restoration, Immaculate Throughout, LHD

**1988 Ferrari Testarossa**



£103,500  
Rosso over Nero, Extremely Original Pozzi Car, 6000 m, LHD

**1964 Ferrari 330 GT 2+2**



£169,500  
Rosso over Nero, Preserved and Original, Austrian, Long Term Ownership, LHD

**1973 Ferrari 246GT Dino**



£POA  
Rosso Chiaro over Nero, 1 of 488 UK GT's, 33,000 m, RHD





# TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS

## A HANDPICKED SELECTION OF OUR CURRENT FERRARI STOCK



### 2014 FERRARI LAFERRARI

- A total spec example
- Delivered new to Italy & now UK registered
- Only 789m from new, recently serviced & complete with all its factory accessories
- Indistinguishable from new

£POA



### 2011 FERRARI 599 SA APERTA

1 of only 80 examples ever produced, finished in the unique colour combination of Nero Stellato over Hermès Orange interior, 6,875m, FSH, as new condition throughout, regarded as the ultimate contemporary Ferrari .....£POA



### 2011 FERRARI 599 SA APERTA

Car no. 04 of only 80 examples ever produced, a huge spec car with options that include; water resistant leather, full electric seats, carbon zone with LEDs, many special features, only 625m from new .....£POA



### 2004 FERRARI 360 SPIDER F1

A very late production example that was 1 owner from until 2017 & has only 2,800m from new, fresh from a major service by Graypaull Ferrari, as new throughout, must be the best example available anywhere .....£POA



### 2006 FERRARI 575 SUPERAMERICA F1

Rosso stitching throughout, Rosso instrument panel, Scuderia Ferrari shields, Rosso brake callipers, only 3,400m from new, recently serviced, as new condition throughout .....£POA



Telephone: +44 (0)1283 761119





# TOM HARTLEY JNR

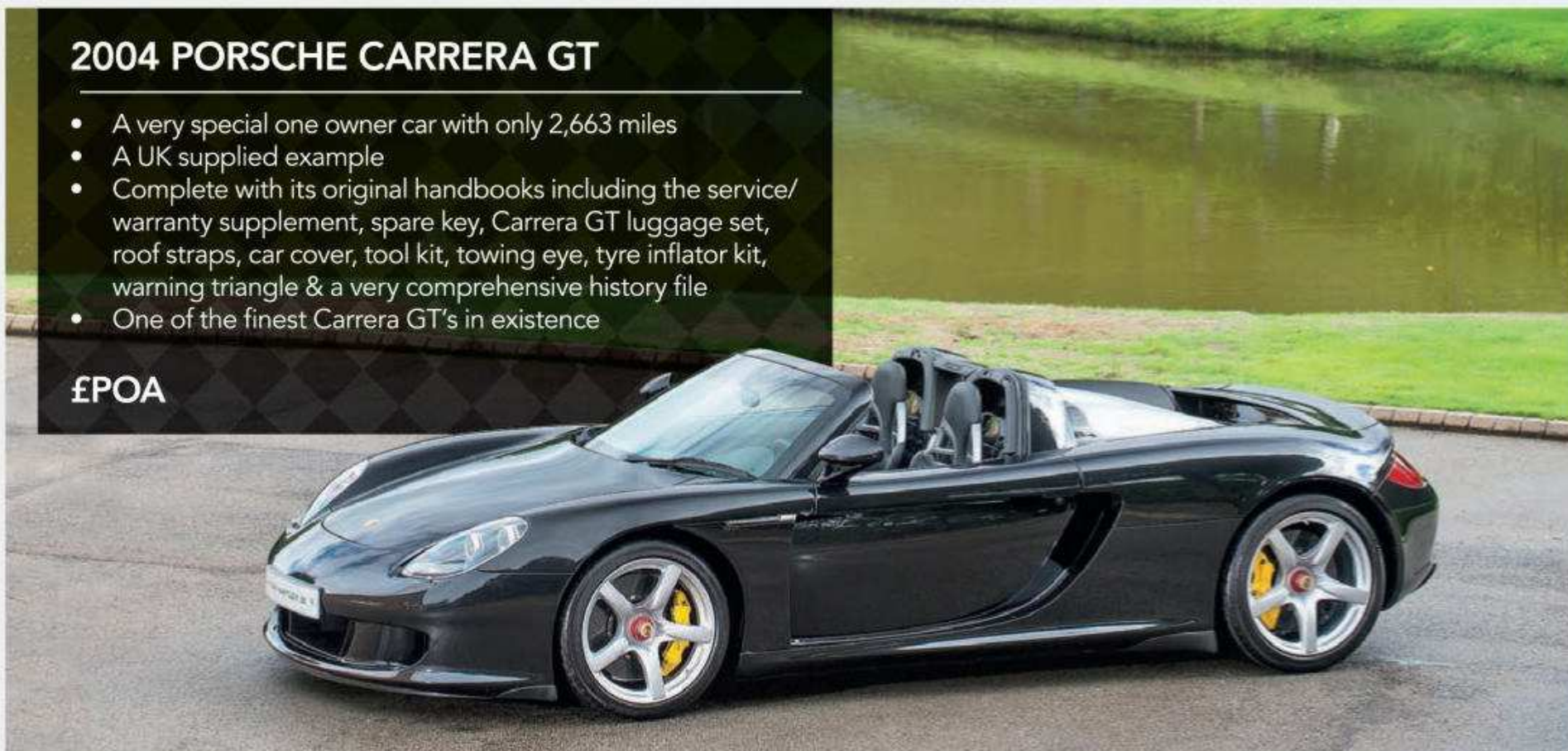
EXQUISITE CLASSIC & PERFORMANCE CARS

## A HANDPICKED SELECTION OF OUR CURRENT PORSCHE STOCK

### 2004 PORSCHE CARRERA GT

- A very special one owner car with only 2,663 miles
- A UK supplied example
- Complete with its original handbooks including the service/warranty supplement, spare key, Carrera GT luggage set, roof straps, car cover, tool kit, towing eye, tyre inflator kit, warning triangle & a very comprehensive history file
- One of the finest Carrera GT's in existence

£POA



### 2015 PORSCHE 918 SPYDER

1 of only 918 examples ever produced, Liquid Metal Chrome blue, carbon rear wing, mirrors & roof panels, carbon interior pack, Weissach magnesium wheels, 5,000m, huge spec, UK car, as new throughout.....£POA



### 2015 PORSCHE 918 SPYDER

Delivery miles from new, optional extras include stone guard film, fire extinguisher & electric seat height adjustment, complete with all its factory accessories, 1 of only 918 examples ever produced.....£POA



### 2018 PORSCHE 911 TURBO S EXCLUSIVE

Car no. 497 of only 500 examples ever produced, a very rare UK RHD supplied car, 1,282m from new, total spec including; carbon wheels & front axle lift, complete with all its factory accessories.....£POA



### 2011 PORSCHE 997 SPEEDSTER LHD

Car no. 347 of only 356 examples ever produced, only 1,100m from new, UK registered, total spec that includes; 408bhp power kit & ceramic brakes, a highly collectable modern 911.....£POA





# classic throttle shop

SYDNEY AUSTRALIA



2015 Porsche 918 Spyder - 66 kms from new, one of 918 cars worldwide



2004 Porsche Carrera GT - super rare, 773 kms from new



1993 Jaguar XJ220 - 920 miles only, one of 58 RHD cars



1960 Mercedes-Benz 190 SL - original RHD, concours restoration



1990 Porsche 964 Turbo - 3.3 litre, 1 of just 15 AUS delivered cars. low kms



2004 Porsche 996/911 GT3 RS - 1 of 140 RHD cars, only 28,000 kms, books



1987 Ferrari 328 GTS - orig. RHD, immaculate condition, books, tools



1988 Ferrari Testarossa - original RHD, great history, 16,000 miles only

[classictrottleshop.com](http://classictrottleshop.com)

Australia's Number One Classic Car Dealer

BAYS 3&4 50-64 PACIFIC HIGHWAY NORTH SYDNEY AUSTRALIA T +61.2.9922 2036 F +61.2.9922 4594





# DYLAN MILES

SPORTING AND CLASSIC AUTOMOBILES



*Specialists in the sale and acquisition of classic and modern sports cars*

DYLAN-MILES.COM • TEL: +44 (0)7522 103259 • INSTAGRAM: @DYLANMILESCARS





williamloughran

- THE LEADING SPECIALIST IN SOURCING THE RARE AND UNOBTAINABLE -



## 1999 ASTON MARTIN VANTAGE V600 LE MANS

Aston Racing Green with Saddle interior, No. 7 of 40 produced, 1999 British Motor Show car

1970 Mercedes-Benz 280SL 'Pagoda'



1983 Ferrari 512 BBi



1963 Buick Riviera



+44 (0) 1772 613 114 // [sales@williamloughran.co.uk](mailto:sales@williamloughran.co.uk) // [www.williamloughran.co.uk](http://www.williamloughran.co.uk)



T: 01908 030395  
W: [www.pearceanddale.co.uk](http://www.pearceanddale.co.uk)  
E: [info@pearceanddale.co.uk](mailto:info@pearceanddale.co.uk)

**D** | PEARCE & DALE  
AUTOMOTIVE



**BMW 1M**  
2011/61 | 9,822 MILES | £60,000



**FERRARI 328 GTB**  
1989/G | 20,997 MILES | £105,000

After over 20 years as Sales Manager and Dealer Principal within the Ferrari and Porsche brands, Pearce & Dale represents everything that Robin Simpson has learnt so far.

A petrolhead himself, Robin will only offer exceptional cars, meticulously prepared and with attention and care like no one else can deliver, from the business owner only, by appointment at our newly refurbished premises in Milton Keynes.

For 100% attention 100% of the time, Robin looks forward to hearing from old and new clients alike.



**VW GOLF GTI CLUBSPORT S**  
2016/66 | 4,492 MILES | £35,000

CARS, CARE AND A  
CUSTOMER EXPERIENCE  
LIKE NOWHERE ELSE



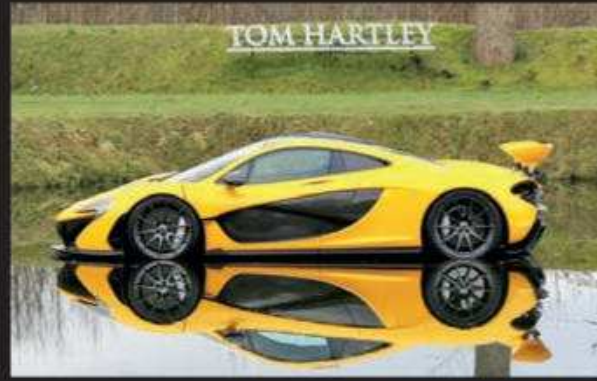
ESTABLISHED  
OVER  
**45**  
YEARS

# TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS



**15 PORSCHE 918 SPYDER WEISSACH PACKAGE**  
Colour To Sample Pearlescent White With Garnet Red Leather  
6,000m  
£1,250,000



**14 McLAREN P1**  
Volcano Yellow With Carbon Black Leather & Alcantara  
1,500m  
£1,250,000



**14 FERRARI LAFERRARI COUPÉ**  
Rosso Corsa With Nero Alcantara  
4,000m  
£POA



**66 LAMBORGHINI AVENTADOR LP 750-4 SV ROADSTER**  
Rosso Bia With Nero Cosmus & Rosso Alala Alcantara  
1,000m  
£399,950



**1966 ASTON MARTIN DB6 VANTAGE RHD**  
Midnight Blue With Beige Leather  
19,900m  
£349,950



**1984 FERRARI 512 BBI**  
Grigio Metallic With Bordeaux Red & Black Hide  
34,000m  
£274,950



**1995 FERRARI F512M RHD**  
Rosso Corsa With Crema Hide  
38,000m  
£229,950



**06 MERCEDES-BENZ SLR McLAREN COUPÉ**  
Crystal Antimony Grey With Classic 300SL Red Leather  
25,000m  
£219,950



**1988 FERRARI TESTAROSSA**  
Rosso Corsa With Nero Hide  
7,000m  
£169,950



**1991 FERRARI TESTAROSSA**  
Argento Nürburgring With Dark Blue Leather  
41,000m  
£119,950



**09 ASTON MARTIN V12 VANTAGE COUPÉ**  
Onyx Black With Obsidian Black Leather  
24,000m  
£69,950



**01 FERRARI 360 SPIDER MANUAL**  
Tour De France Blue With Crema Hide  
40,000m  
£64,950

OVER 60 SUPERCARS IN OUR INVENTORY

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: +44 (0)1283 762762

Email: [info@tomhartley.com](mailto:info@tomhartley.com)

[www.tomhartley.com](http://www.tomhartley.com)

Follow us:  @TomHartleyCars

 tomhartleycars

SHOWROOM VIEWING BY APPOINTMENT  
OPEN 7 DAYS: 9AM-8PM





**Aston Martin DBS Volante** 2010  
Carbon Black Edition  
Mileage: 29400 **£84,850**



**Aston Martin Vanquish 2+2** 2002  
Stronsay Silver with Light Grey  
Mileage: 28160 **£84,850**



**Aston Martin Rapide S** 2017  
Quantum Silver with Argento Grey Leather  
Mileage: 18000 **£84,850**



**Aston Martin DB7 GT** 2004  
Tungsten Silver with Charcoal and Claret Red  
Mileage: 21996 **£64,850**



**Ferrari 456 GT Manual** 1996  
Argento Silver with Nero Leather  
Mileage: 49900 **£49,850**



**Aston Martin DB7 Vantage** 2002  
Stronsay Silver with Grey Leather  
Mileage: 11200 **£44,850**



# Howard Wise



**V12 E Type Convertible Manual 1974**  
UK - RHD - 11,000 Miles Only £185,000



**Ford GT Full Options Car 2005**  
UK Reg - Delivery Miles Only £349,995



**280 SE 3.5 Convertible RHD 1971**  
UK Car - Exceptional Example £375,000



**Ferrari F12 TDF 2016/16 (1 of only 40)**  
UK Car - RHD - 707 Miles Only £899,995



**Porsche 911 2.2 S Coupe LHD 1970**  
Matching No's - Totally Restored £169,995



**Mercedes AMG GT S Premium 2016**  
Full Options - 2,398 Miles Only £84,995



**Mercedes 420 SL Auto 2 Owners 1987**  
All Avail. Options - 40,000 Miles £46,950



**Rolls Royce Dawn 2 Door 2016/16**  
Dawn Package UK - 4,000 Miles Only £215,595



**Jaguar 3.8 E type Roadster 1963**  
Totally Restored - Matching No's £175,000



**Porsche 991 GT3 2015**  
Full Options - LHD - 1,924 kms Only £144,950



# 1963 ASTON MARTIN DB5 CONVERTIBLE

A Superb Example Recently Restored by Aston Martin Works Offered For Sale From a Historic Private Collection



**THE CLASSIC**



**MOTOR HUB**  
SALES DEPARTMENT



# 1934 LAGONDA M45 TEAM CAR REP

No-Expense-Spared Restoration with Coachwork in the Style of the Fox and Nicholl Team Car

+44 (0)1242 384092 : GLOUCESTERSHIRE, GL7 5NX INFO@CLASSICMOTORHUB.COM : WWW.CLASSICMOTORHUB.COM



# THERE'S NO PLACE LIKE HOME



- CLASSIC -



## CLASSIC WORKS

Our new state-of-the-art, purpose-built Classic Works facility in Coventry is home to expert teams dedicated to the service and sale of classic Jaguar and Land Rover vehicles. Only once each carefully selected vehicle has completed a thorough 121-point health check do we deem it eligible to be a Works Legend.

### WORKS LEGENDS

- Original, special and collectable vehicles
- Fully prepared by our expert team
- Unlimited mileage one-year warranty

### WORKS SERVICE

- Affordable service and repairs
- Half or full-day vehicle health checks
- Global collection and delivery

### WORKS TOURS

- Exclusive Classic Works guided tours
- Access to workshop areas
- Browse our 400-car Classic Collection



#### 1967 JAGUAR E-TYPE, 4.2L RHD

This Series 1.5 E-Type is finished in Opalescent Silver Grey with Dark Red Leather and chrome wire wheels. The stunning colour combination is as per the day this E-type left the factory. Fully restored in 2012 with just 31,000 miles covered from new.

POA



#### 1993 JAGUAR XJ220, 3.5L RHD

A very rare example of only 70 right hand driving versions of this iconic supercar ever made, with just 3,600 miles recorded. Presented in Spa Silver with Grey leather, this car is in remarkable condition, and will undergo a full recommissioning service at Classic Works.

POA



#### 1990 JAGUAR XJS CONVERTIBLE, 5.3L RHD

Finished in Glacier White with Isis Blue leather, this classic remains among the world's most beautiful convertible cars 28 years after its release. Benefiting from a Jaguar V12 engine, this model has just 21,000 miles on the clock from two previous owners.

£34,950



#### 1994 JAGUAR XJS COUPÉ, 4.0L RHD

This exceptionally original and cherished example is presented in the much sought after combination of King Fisher Blue with Doeskin leather interior. An original automatic UK car, with just 33,000 miles covered from new.

£27,750



#### 1950 JAGUAR XK120, 3.4L RHD

This particularly beautiful example, with matching numbers, was fully restored in 2010 to an exceptionally high standard. There is a fully detailed file to substantiate the superb craftsmanship and also includes MOT certificates dating back to 1997. Includes bespoke matching luggage set.

SOLD



#### 2012 LAND ROVER DEFENDER XS, 2.2L RHD

Timeless in appearance, the Defender XS is finished in Indus Silver with a full Obsidian Black leather interior. A gloss Black bonnet adds to the look, with electric windows, central locking, factory immobiliser and air conditioning refreshing a car with just 600 miles on the clock.

SOLD

[www.jaguarlandroverclassic.com](http://www.jaguarlandroverclassic.com)

t) +44 (0)203 601 1255 e) [classic@jaguarlandrover.com](mailto:classic@jaguarlandrover.com)  
Classic Works, Imperial Road, Ryton-on-Dunsmore, CV8 3LF

Warranty subject to applicable terms and conditions



HÖDLMAYR  CLASSIC CAR CENTER

## THE LAST OF THEIR KIND.

ESSENCE. VALUE.  
ART OF LIFE.



BMW V8 3200 Super, “das Authenrieth Cabriolet” 1960, legendary “one off”, concour participant Pebble Beach, Villa d’Este, etc. – international top level!

BUGATTI EB 110 SUPERSPORT 1995 – the last of 32 originals, factory-side performance

ISO GRIFO Can Am 7.4 Liter 1972 – #6 of 20 | FERRARI 365 GTB 4 Daytona Plexi 1970 – #215 of 425

MASERATI A6 1500 1949, #10 of 69 | 2 x MASERATI SEBRING II 1965 + 1966

FIAT 508 S Ballila Spyder “Coppa d’Oro” 1935 | BMW “M” 635 CSi Prototype / test car 1982 – #6 of 10

MASERATI GHIBLI SPYDER 4700 1970 – #67 of 83

and more – **ask for our non-public offer program ...**

Poneggenstraße 1, 4311 Schwertberg, Austria  
Tel +43(0)7262-660-29011, [classiccarter@hoedlmayr.com](mailto:classiccarter@hoedlmayr.com)

[www.classiccarter.at](http://www.classiccarter.at)



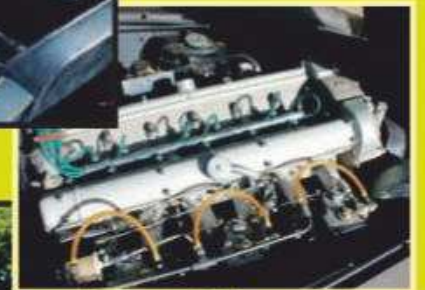
Marreyt Classics - trade +32 475 26 78 65

bernard.marreyt@skynet.be

Twin Cam - restoration +32 53 63 12 33



**Aston Martin DB6 Vantage Volante RHD - 1969**



Out of 140 DB6 Volantes, only 29 were delivered with the high-output Vantage engine. This DB6 Vantage Volante retains its original triple Weber 325bhp Vantage engine, as well as its deliciously patinated original black leather interior. Initially delivered in Olive Green, arguably the best-looking colour on a DB6 Volante, its current Oyster Shell grey paint is charmingly worn. Price: ASK



**Mercedes 190SL - 1955**

Concours restored, then driven 5000km. Very sporty and utterly reliable! Price: 140.000 Euro



**Aston Martin DB2/4 MkIII RHD - 1959**

Fully competition prepared, a real beast both on road or race track! Price: 255.000 Euro



**Jaguar E-Type 4.2 Roadster LHD - 1965**

Intelligently upgraded, truly a "driver" in the most positive sense. Price: 168.000 Euro



**Lancia Flaminia GT 2.8 3C - 1967**

Classic lines with daring modern accents, by Touring. Rare (168 ex.) 2.8 3C! Price: 128.000 Euro

[www.marreyt-classics.com](http://www.marreyt-classics.com)





*Southwood*  
CAR COMPANY



## Alfa Romeo 2000 Spider by Touring 1959



Alfa Romeo SZ 1991 - 4,700 kms with full history



Alfa Romeo Montreal RHD 1975



Alfa Romeo 1750 Spider Veloce 1969 RHD



Alfa Romeo 1750 Spider Veloce 1969 RHD



Alfa Romeo Giulietta Sprint 1955 Series 1



Alfa Romeo Giulietta Spider 750 SWB



Alfa Romeo Giulia GT Junior 1970



Alfa Romeo 1750 GTV Mk1 1969 RHD



Southwood, the specialist supplier of exceptional Alfa Romeo Motor Cars

T: 01883 344226 M: 07442 506123 E: [info@southwood.co.uk](mailto:info@southwood.co.uk) W: [southwood.co.uk](http://southwood.co.uk)

M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles



K I E N L E



## Nothing but the best.

Engine overhaul, bodywork repair or upholstery, our specialists face every job. Engine dynamometer and frame straightener ensure perfection down to the detail, because Kienle-restored vehicles are compared with the best - with Mercedes-Benz.



1000  
MIGLIA

Main Sponsor  
of the Mille Miglia

# K I E N L E

## Automobiltechnik

The World Of Classic Cars - Restoration And Trading

71254 Heimerdingen (near Stuttgart) · Max-Planck-Str. 4 · Germany  
Tel. (49) 71 52/901 63-0 · Fax (49) 71 52/901 63-115  
www.kienle.com · email: info@kienle.com

As the leading specialist for the restoration of Mercedes-Benz vehicles we have been setting quality standards for partial and complete restorations, repairs and maintenance for over three decades now. In addition, we own one of the world's largest stock of original parts and high-quality re-manufactured parts, and prepare expert appraisals for Mercedes-Benz vehicles.

*We are looking for classic Mercedes-Benz vehicles.  
Offer us your vintage car, we guarantee a  
professional brokerage service or buy directly.*

Please ask for a portrait of our company available as brochure or DVD for € 10,- each.  
Hours of business: Weekdays 8 am - 6 pm and Saturdays 9 am - 2 pm

## Visit our large showroom with over 50 classic cars for sale!

e.g. 300 SL Coupe and Roadster, 320 Cabriolet A, 300 S Cabriolet



JCT600

# TORDOFF

COLLECTION

SPORTS & CLASSIC CARS



A selection of classic, modern classic and supercars hand-picked by our specialist buying team. With JCT600's heritage and experience with specialist brands, we have strong relationships with an established network of classic car owners and enthusiasts to offer the very best example of collectors' cars nationally.



## 1983 Lamborghini Countach 5000S

1,010 Miles, Black, Manual, Petrol £450,000



### 2013 Ferrari F12 Berlinetta

23,509 Miles, Grey, Automatic, Petrol £179,990



### 2014 Ferrari F12 Berlinetta

9,564 Miles, Ferrari Rosso Corsa Red, Automatic, Petrol £199,990



### 1999 Ferrari 360M Modena 2dr

7,900 Miles, Red, Manual, Petrol £89,990



### 2014 McLaren Mp4-12c V8 Spider

3,300 Miles, White, Automatic, Petrol £119,990

CHECK OUT OUR FULL SELECTION AT:  
**JCT600.CO.UK/TORDOFFCOLLECTION**

The Tordoff Collection at Bentley Newcastle, Silverlink Park, Wallsend, Newcastle upon Tyne NE28 9ND. Tel. 0191 295 8050.

Interested in selling? Please contact **Phil Robinson** on **07858 380324** or **phil.robinson@jct600.co.uk**





**GALLERY  
AALDERING**

EXQUISITE CLASSIC  
AUTOMOBILES

- Facel Vega HK500 (1961)** | Matching numbers, one of only 490 made
- Lancia Aurelia B20 GT Series 3 (1953)** | Nardi floor shifter
- Porsche 911 2.0 S Targa (1969)** | Only 614 made, matching numbers
- Maserati Mistral 3700 (1967)** | EU-version, matching numbers & colours
- Jaguar XK150 S 3.4 FHC Overdrive (1960)** | Rare s version, matching numbers & colours
- Ferrari 365 GTB/4 Daytona (1973)** | EU car (pozzi), matching numbers and colours

**350 EXQUISITE CLASSIC AUTOMOBILES IN STOCK**

Arnhemsestraat 47 | 6971 AP Brummen | Netherlands | T. 0031 (0)575 564055 | E. info@gallery-aaldering.com

[www.gallery-aaldering.com](http://www.gallery-aaldering.com)



## For Sale from a private collection



Lamborghini Countach,  
25th Anniversary Edition

Designed by Horacio Pagani the Countach LP 11P celebrates the Silver Jubilee of the Lamborghini Marque in 1988. First registered in the UK in 1989, with only 3 owners, and 17,500 mileage.

Powered by the 5.2 litre V12 engine and driven through a manual 5 speed gearbox, 0-60mph takes 4.7 seconds with a top speed of almost 300kph.

One of only 657 cars produced, and in stunning condition, this LHD car is presented in rojo red with cream panna with filetto rossi trim. POA



Mercedes SLR McLaren

First registered in June 2006 this coupe version of the McLaren SLR benefits from black bodywork with silver details and wheels and only 16,000 miles.

Powered by the 5.4 litre supercharged V8 AMG engine with a 5 speed AMG Speedshift-R gearbox, achieving 0-60mph in 3.3 seconds. Braking is equally impressive, thanks to the vented carbon-ceramic discs with 8 piston callipers.

The car benefits from black and red leather trim with carbon fibre seats trimmed in the same red. POA



Lamborghini Diablo VT

The Diablo, the successor to the Countach, is presented in Dunkelblau Metallic with grey leather this RHD Diablo VT was first registered in London in March 1995.

Benefitting from the Diablo upgrades this car has ABS and 4-wheel drive with electronically adjustable dampers and power steering.

Having covered just 24,200 miles the car is in excellent condition throughout. POA





Available for purchase

## **BMW M12 - TOJ SC03 #004**

Possibly the best prototype 2-Litre race car in the world.

Formerly raced by Jorg Obermoser, with a number of great achievements. Meticulously restored to exceptional condition, and fully race ready.

**£300,000**

Telephone: +352 691 680 000 Email: [pitlanejm@gmail.com](mailto:pitlanejm@gmail.com)





# THIESEN

AUTOMOBILE RARITÄTEN

Hamburg · Berlin



**MB 300 SL Coupé, 1955**, restored by reputable German SL specialist, rudge wheels, matching numbers.



**Ferrari 250 GT Ellena Coupé, 1957**, LHD, certified by Ferrari Classiche, matching numbers and colours, Mille Miglia in 2007.



**Bentley 3 / 4.5 ltr. LeMans Style Open Tourer, 1924**, early chassis, Gran Premio Nuvolari in 2016, runs perfect.



**Ferrari 250 GTE 2+2 Series III Coupé, 1963**, matching numbers, Ferrari Classiche certificate, registered in Italy.



**Talbot Lago T26 Grand Sport, 1954**, 4.5 litre twin cam engine, pre-selector, sun roof, Concours, 1 of 19.



**Mercedes-Benz 300 S Convertible, 1954**, matching numbers, delivered new to Germany to famous address.



**Lagonda LG 6 Cabriolet, 1938**, 1 of only 30 built, restored to Concours condition.



**Intermeccanica Italia Spyder, 1969**, black, extensively restored and well documented.



**Aston Martin V 8 Volante, 1986**, only 17.000 mls original! The only one in Triple Black!



**Aston Martin DB 4 Series 1, 1959**, original LHD, delivered new to Germany, 4,2 ltrd. about 300 hp.

AC Ace Roadster, 1959, white with black interior, rare LHD.  
Alfa Romeo 6C 2500 SS Villa d'Este Convertible, 1949/50.  
Alfa Romeo 6C 2500 s Touring Berlinetta, 1947, RHD.  
Aston Martin DB 5 Coupé, 1964, RHD, Webasto sun roof.  
Aston Martin DB 5 Coupé, 1964, extensively restored.  
Facel Vega HK 500, 1959, grey, manual, restored!

Bentley S III Continental Flying Spur, 1963, 1 of 98.  
Lagonda LG 6 Cabriolet, 1938, Concours, a legend!  
MB 300 S Roadster, 1953, extensively restored.  
MB 300 Sc Roadster, 1957, dark blue, just 53 made.  
MB 320n Kombinations-Coupé, 1937.  
MB 540 K Spezialroadster, 1937, imperial red, restored.

MB 680 Sport Tourer, 1927, matching numbers.  
MB 770 K Convertible D, 1931, Type Großer Mercedes.  
MB 7,1 ltr. SSK, 1929, fully restored.  
Monteverdi High Speed 375 L, 1970, LHD, 2 owners.  
Porsche 911 Carrera RS 2.7, 1972.  
Talbot-Lago T26 Record Convertible, 1947, RHD.

Many more interesting cars in stock – please ask or visit our website: [www.thiesen-automobile.com](http://www.thiesen-automobile.com)

Thiesen Hamburg GmbH · Griegstraße 73 · D-22763 Hamburg-Othmarschen · fon: +49-40/45 03 43-0 · sales@thiesen-automobile.com  
Thiesen Berlin GmbH · Wiebestraße 29-38 · D-10553 Berlin · fon: +49-30/34 50 20 44 · larkamp@thiesen-berlin.com





# SPORTS CLASSICS LONDON

## PRICED TO SELL AT TODAY'S MARKET VALUES

We offer for sale these superb classics and are totally confident they represent the best examples available at their respective sale prices, anywhere in the world.  
Come and inspect the cars at our showrooms to see for yourself...



1987 PORSCHE 959 - UK TITLED. 1-252 PRODUCED  
GBP 745,000.00



2009 FERRARI 599 GTB ONLY 16,414 MILES. LHD  
GBP 90,000.00



1984 LAMBORGHINI COUNTACH S - 1 -321 PRODUCED  
GBP 345,000.00



1960 FERRARI 250 PF - SERIES 2. LHD  
GBP 450,000.00



1972 FERRARI 365GTB/4 - EX CONCOURS WINNER. RHD  
GBP 565,000.00



2001 FERRARI 550 M - ONLY 14,799 MILES. RHD  
GBP 130,000.00

### OTHER CARS SERIOUSLY FOR SALE AT TODAY'S PRICES

ASTON MARTIN DB MK3 DHC  
ASTON MARTIN DB4 SALOON'S

ASTON MARTIN DB5 CONVERTIBLE  
MERCEDES BENZ 300SL ROADSTER

MERCEDES BENZ 190 SL ROADSTER  
JAGUAR XK 150 "S" 3.8 COUPE

[WWW.SPORTSCCLASSICSLONDON.COM](http://WWW.SPORTSCCLASSICSLONDON.COM)

CONTACT JONATHAN KAISER 6 KENDRICK PLACE, REECE MEWS, LONDON SW7 3HF UNITED KINGDOM  
T: +44(0)20 7205 2777 | M: +44(0)7710020030 E: SALES@SPORTSCCLASSICSLONDON.COM



# ART & REVS

THE FINE AUTOMOBILES GALLERY



## Nissan GTR GT1

GT1 World Championship winner  
Perfect condition and lots of spares



## Aston Martin GT2

Chassis 008 Le Mans and ELMS  
2011 3 hours since pro drive rebuild, massive spares package



## Lexus

Only 1,800 km and two owners from new  
Fully serviced and immaculate



## Ferrari 250 GTO

Built by Terry Hoyle & Rod Jolley  
Never used & in "as new" condition



## Porsche 962

Chassis 162, original in every detail, engine and gearbox 2h, ready to race



## Tyrrell

Ex Jarier and Daly from the 1980-81 seasons  
Fully serviced and race ready

**Arrows A11C** : 1991 ex. Alboreto, originally fitted with Porsche V10, now on Cosworth

**Aston Martin Vantage GT8** : 250 km, black/black, full options, manual gearbox

**BMW 318 IS** : Ex. BMW factory car entered by Bigazzi, won 1994 Spa 24h

**Ferrari 360 GT** : Chassis 000M, the very first of modern Michelotto cars, extensive history

**Ferrari Testarossa** : 24,000 km, red/black, FFSH, amazing condition, fully serviced

**Jaguar E-Type 3.8** : Concourse restoration, black on red interior, full report available

**Matra MS630** : Chassis 05 the first continuation car, FIA HTP, excellent condition

**Porsche 928 S2** : 1984, 24,000 km, white/white amazing condition

**Porsche 964 RS** : 21,000 km, silver, excellent condition, fully serviced

## ART & REVS – Howald, Luxembourg

www.artandrevs.com • contact@artandrevs.com • Tel: 00352 661 700 777 • Mobile: 00352 26 48 17 41

All the listed cars are located in our Showroom and visible only by appointment

*We are always looking for similar cars do not hesitate to contact us if you wish to sell one*



# Vintage & Prestige

C L A S S I C C A R S

We're famous for selling the cars you never see



1929 Bentley 4 1/2 Litre Tourer  
£245,000.00



1924 Bentley 3/4 5 Litre Vanden Plas Style Tourer  
£385,000.00



1928 Bentley 4 1/2 Litre Tourer  
£380,000.00



1930 Bentley Speed Six  
£860,000.00



1924 Bentley 3.0 Litre Vanden Plas Tourer  
£268,000.00



2003 Bentley 6.5 Litre Supercharged Petersen Racer  
£440,000.00



1932 Bentley 8.0 Litre Tourer  
£620,000.00



1931 Bentley 8.0 Litre Tourer  
£1,150,000.00

**WE WANT YOUR W.O. BENTLEY**

Attention to detail selling the world's finest cars

[www.vandp.net](http://www.vandp.net)

01375 379719 07967 260673

Prestige House, 9 Globe Industrial Estate, Grays, Essex, RM17 6ST





**1989 GTD40** **£97,500**  
 GT Developments, the highly respected GT40 reproduction workshop, crafted this car in 1989 to a much higher standard than other reproductions, focusing heavily on authenticity.



**1964 Jaguar E-type 3.8 – CKL002** **POA**  
 "Probably the best E-type in the world" CKL are thrilled to announce CKL002, designed for the 21st century with quintessential British styling and a touch of modern technology.



**Jaguar C-type Toolroom Reproduction** **£175,000**  
 The C-type offered is nothing short of a mechanical masterpiece with attention to detail being the primary focus for the build which was completed in 2015. Extremely low mileage and ready to enjoy!



**1949 Jaguar XK120 'Alloy Prototype'** **£295,000**  
 This incredibly restored, early alloy XK120 has been finely and knowledgably finished by CKL to reach its award-winning concours standard.



**1965 Jaguar E-type 4.2 RHD** **POA**  
 This E-type has been thoughtfully restored to preserve its originality, and boasts a freshly rebuilt 4.2 engine. Finished in green with a beige leather interior.



**1952 XK120 3.8 LHD** **POA**  
 This car has a very solid competition history over the last several decades, initially in the USA and then moving on to UK. Ready to race!.

Race Preparation • Restoration • Servicing • Sales • Transport • Storage

Based in East Sussex, CKL are the leading specialists in road and racing Jaguar & Listers of the 1950s and '60s. Our purpose built facility incorporates:

- Engine Room
- Panel Shop
- Paint Shop
- 8 Lift Workshop
- Large Vehicle Storage



**+ 44 (0) 1424 870 600**

[www.ckl.co.uk](http://www.ckl.co.uk)

[ckl@ckl.co.uk](mailto:ckl@ckl.co.uk)

CKL Developments Ltd,  
 Woodcote, Marley Lane Business Park,  
 Battle, East Sussex, TN33 0RE



# SLSHOP

OWNER SERVICES | PARTS STORE | EXPERIENCE

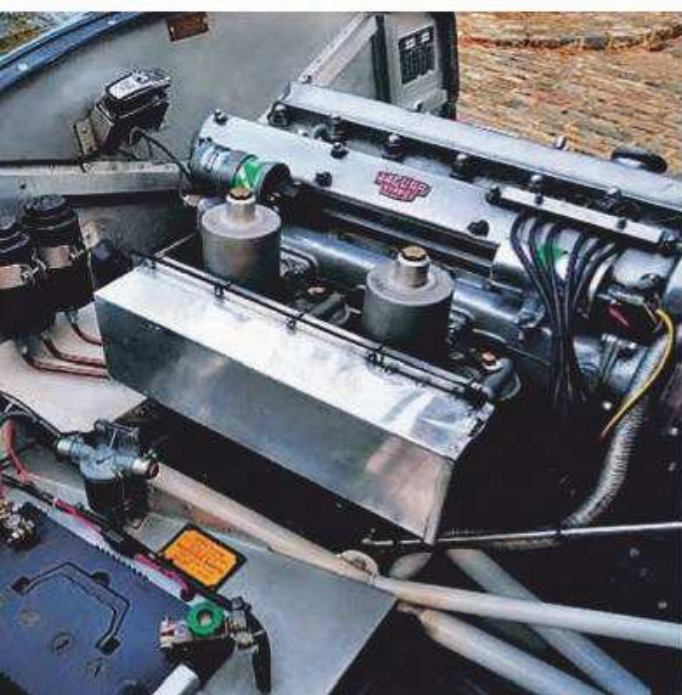




# 1968 Jaguar C-Type by Proteus

This superb Proteus C Type has an aluminium body and a Jaguar 4.2 straight six engine built by VSE, with twin sandcast carburettors and 5-speed gear box. Finished in BRG with green leather interior and correct Hardura trim and steering wheel. Stainless steel exhaust. Subject to many upgrades and extras, with a comprehensive file of all work, including invoices. Built in 2006. 11,500 miles. Immaculate condition, hard to distinguish from a genuine C-Type.

For sale by private collector.....**£99,950**



Tel. 07710 660312. Email: [lauramjones1@hotmail.com](mailto:lauramjones1@hotmail.com)  
For more photos <https://www.flickr.com/photos/163376918@N08/>





Always a Superb selection of pristine classic cars in stock.

**47 Buxton Road,  
Whaley Bridge, High Peak,  
Derbyshire SK23 7HX**

**Telephone 01663 733209 Mobile: 07767 617507**



**1965 JAGUAR E TYPE 4.2 SERIES 1 RHD/LHD**  
UK matching numbers that went to Barcelona in 1968 and was dealer converted to LHD. Signal Red with Black leather trim, uprated brakes, suspension, cobra wire wheels, stainless exhaust, stunning rust free example £79,950



**1973 ALFA ROMEO 2000 BERLINA**  
Very rare Matching numbers original car with 39000 miles only. Rust free LHD example in superb condition £21,950



**1988 MERCEDES 560 SL (LHD)**  
Signal red with beige full leather Hard and soft tops, alloys, Aircond, cruise, Plus Huge factory spec, 2 previous owners Interesting And full documented history, 124k and in superb original and Rust free Condition. £24,950



**1988 PORSCHE 930 TURBO CABRIOLET.**  
GP white with marine blue leather, piped white, And blue mohair power hood. Polished Fuchs alloys, Aircond and uprated Specification. Restored to concours standards by the late Great Bob Watson Porsche specialist. 30000 miles only, and stunning £109,950



**1970 ROLLS ROYCE MPW**  
2 door coupe RHD. In two tone silver mink with blue leather. 78000 miles only, with superb documented history. Stunning. £39,950



**1937 BUICK OPERA COUPE**  
One of 230 built and only three remaining. Straight eight engine. Subject of a 100 Point Concours Restoration. Simply the Best..., £49,950



**1964 Bentley S3.** Blue over Sage. Superb Original grey leather trim 70000 miles only. Lovely genuine example with impeccable Service history. Small cosmetic paintwork required That we are happy to do. From £39,950.



**1993 MERCEDES 300SL W129**  
Signal red with Beige leather trim. Eight hole alloys, power hood, hard top, 73000 miles with FMBSH. Stunning mint example. £14,950



**1985 Mercedes 280 SL sports Oyster with tobacco trim**  
2 owners, 65000 miles only, Superb Mercedes dealer history, Hard and soft tops, One of the finest available £34,950.



**2003 BMW M3 CSL Motorsport Manual**  
Dolphin grey with superb factory spec. 81,000 Miles with Full BMW main agent. Service History from new. All original Books, tools and documentation. £39,950



**2003 MODEL YEAR, BENTLEY ARNAGE T.** Silver storm with black quilted leather with Logos. Massive factory spec, 43000 miles only with FBSH, recently serviced, stunning mint example that cost £190k less new. All books tools and documentation, £31,950.



**1954 JAGUAR XK120 FHC LHD.**  
Ivory with tan leather, matching numbers. Superb rust free example, that drives beautifully. £79,950



**1967 AUSTIN HEALEY 3000 MK3 PHASE 2 LHD.** BRG with Black trim and Black hood. 2 owners, matching numbers and Heritage Certification. Many concours wins to it name with last owner of over 30 years. The most stunning and correct Healey we have ever seen!! £69,950



**1998 BENTLEY ARNAGE T. (4.4V8)**  
Oxford Blue with magnolia leather piped blue. Stunning and mint 41000 miles from new, all books, tools, and documented history, an original and superb example. Mind blowing Value, £24,950



**1966 FORD MUSTANG 289 V8 CONVERTIBLE** Auto power and power roof. Full matching numbers car, with correct trim and paint colour scheme. 2 owners and 53,000 miles Only from new. Restored to concours winning standard by leading Mustang specialists. Fully documented history file. This is without question the finest known to exist in the UK? £39,950



**1968 ROLLS ROYCE MPW 2 DOOR COUPE.** Midnight Blue with grey leather and light walnut wood. Superb chrome and bright work, excellent leather original paint etc. 87,000 miles with impeccable history. Known and sold by us twice in 30 years. One of the most stunning and original examples available £POA.



**1972 NSU PRINZ**  
RHD, low mileage, in time warp original unrestored. All books, tools, etc. Remarkable car is showroom condition with Full history from new. RARE £10,950



**1982 MERCEDES 280SL SPORTS W107** Milan brown with beige tex trim. Hard and soft tops, Mexican hat alloys. Two owners and 45000 miles only with Full History from new. One of the finest rust free examples available. £39,950



**1972 MERCEDES 280SE W108**  
Rare manual RHD, matching numbers and 11,000 miles only from new. Original and unrestored and totally unique!! £39,950



**2000, Ferrari 550 Maranello LHD.** Grigio with Bordeaux leather, Aircond, alloys, parcel shelf, 11000 miles only with FFSH. Stunning and Original All Books, Tools, and Documentation. £99,950.



**2000 Porsche 996 GT3 MK1.** Speed yellow with black leather Aircond, Club sport spec, RS Clutch and Flywheel Roll Cage, full harness set, Short shifter gearbox, 31000 miles only with FPSH, Stunning original example £74,950.



**2008 PORSCHE 997 CARRERA 2**  
In basalt black with black trim, alloys, air cond, sat nav, parking, plus good spec, 55000 miles with FPSH, stunning original car, £34,950



**1987 Mercedes 300SL W107.** Alpine white with full Blue leather trim, Excellent spec including, Blue Hood, white hard top, rear seats, air cond, flat face alloys 93000 Miles with impeccable full service history last owner 17 years. Stunning £34,950.



**1971 ASTON MARTIN DBS V8 AUTO.** Rare matching numbers example in Caribbean blue with original navy blue leather. Aircond, PAS, GKN Alloys. Stainless steel sports exhaust. 61000 genuine miles and recent large service by leading Aston expert. Completely rust free, and superb to drive. One of nicest and original cars remaining. £POA



**1955 CITROEN 2CV.** Original French LHD crinkle Bonnet. Very low mileage, completely rust free, Spent all its life in one area of France. Truly amazing. £14,950



**1966 JAGUAR 3.4S TYPE**  
Manual with overdrive. Oxford Blue with original grey leather, Chrome wire wheels and stainless exhaust. Stunning original matching numbers RHD low mileage, time warp, example. All books, tools, etc £36,950

**WWW.CLASSICCARSHOP.CO.UK**



250 Classic cars in our showroom

# ERclassics.com - Holland



€159,950

Mercedes-Benz 190SL 1960.  
Restored.



€129,950

Jaguar E-Type S3 1972.  
British Racing Green.



€124,950

Jaguar E-Type S2 Cabriolet 1969.  
Restored.



€99,950

Jensen Interceptor III cabriolet 1975.  
LHD.



€99,950

Excalibur Phaeton Series IV 1984.  
Driven only 11,500 km.



€99,950

Jaguar E-Type S1 FHC 1966.  
Matching numbers.



€89,950

Skoda Popular II 420 Roadster 1937.  
1 of 50.



€89,950

Porsche 356C Coupe 1964.  
European car.



€74,950

Jaguar E-Type S1.5 coupe 1968.  
2+2 Matching numbers.



€49,950

Triumph TR4 A IRS 1967.  
Restored.



€46,950

TVR 3000S cabriolet 1981.  
Restored.



€39,950

Georges Irat MDS cabriolet 1936.  
In very good condition.



€36,950

Triumph TR6 cabriolet 1969.  
In top condition.



€27,950

Jaguar XK8 cabriolet 2001.  
New engine.



€24,950

MG B cabriolet 1968.  
In very good condition.



€22,950

MG B cabriolet 1966.  
BRG, Chrome wire wheels.

## ERclassics.com

Kleiweg 1 • 5145 NA • Waalwijk • The Netherlands

Tel: +31 416 751393 • mail: info@erclassics.com

Misprints and printing errors reserved

Opening times: Monday till Saturday 09:00 - 17:00 |

And EXTRA OPEN every first and last Sunday of the month all year round: 12:00 - 16:00



# HALL & HALL



## 1957/8 Vanwall VW7 reconstruction.

Built by ourselves some 20 years ago using original parts sourced from Vandervell.  
Currently in short nose "Monaco" configuration and offered with FIA HTP.

Also the original Vanwall Leyland Tiger transporter. Restored to an amazing standard.





# HALL & HALL

**1977 Porsche 935 77/A #003**  
The 3rd Factory built customer 935.  
Wollek, Fitzpatrick etc.  
Multiple Le Mans contestant.  
Rebuilt to an exceptional standard.



**1975 de Cadenet Lola**  
**T380 LM76 DFV.**

An amazing car that took 3rd o/a at Le Mans  
in 1976. Prepared to a high standard and  
supplied with an extensive spares package.



[www.hallandhall.net](http://www.hallandhall.net)  
Email: [info@hallandhall.net](mailto:info@hallandhall.net)  
Tel: +44 (0) 1778 392562  
Rick Hall: +44 (0) 7710 971277  
Rob Hall: +44 (0) 7770 845554





D112 VEV



# BOOST BROTHERS

Everyday supercars turned competition heroes, Cosworth's homologation specials are now surefire collectibles

WORDS PAUL HARDIMAN PHOTOGRAPHY JOHN BRADSHAW/COSWORTH







**I**t was all about the numbers, wasn't it? Back in the day, Cosworth owners would show you the little dial under the dashboard from which they could easily summon "300, 400bhp" from their chipped turbo cars – just like the racing cars. Lord knows what it did to their Pinto-derived bottom ends.

Now that the best RS500s have officially passed into Blue Chip territory, those days are far behind us. 'Standard' and 'original' are the new benchmarks, not the swell of your dyno chart. And so we've put together the very first RS500 with one of the last of its Escort RS sisters to see how the 'Cossie' evolved from raw homologation special to civilised hot hatch, crossing the £100,000 mark along the way.

You'd think that, being based on the same floorpan, they'd feel quite similar, but far from it. You sit high and narrow in the Sierra, which has a rather raffish feel, full of cooling vents at the front and trailing its lip-and-strake coat-tails over a touch of negative camber at the rear. To drive, it's somehow pointy at the front and loose in the tail at the same time, with a race-car

enthusiasm to constantly stick its nose into tramlines – fortunately, its steering is pretty fast. In its stance and body language – and through the seat of your pants – come faint echoes of the Lotus Cortina racer.

The Escort is a more aloof device; better finished, more refined, more controlled, safer, with more grip. That all-wheel drive system keeps you in check, though it responds well if you upset it with a lift and bung into a corner, provided there's room to plant it immediately afterwards. It's more rounded – but, after the Sierra, just a little remote. Which is where it needed to be in order to sell cars after the job of homologation for competition had been done.

Backtrack to where it all began and, as with so many great Fords, the trail leads to Stuart Turner. Appointed head of motorsport in 1983, he realised that the Blue Oval was lagging behind. The Sierra, launched in 1982, had not been well received thanks to its unusual 'jelly-mould' styling, but it did have class-leading aerodynamics and was handily rear-wheel drive. The plan was that motorsport would give it – and Ford – a boost, and was supported by Walter

## DARAN HANEY

A serial Fast Ford collector, Daran Haney acquired Sierra RS500 chassis 001, which he co-owns with fellow fan Matt Goode, earlier this year.



"I'd bought a Series 1 RS Turbo from Belgium and sold it to Norway, where this car was for sale," says Haney. "We checked out the Sierra and were happy with it, though the car had been off the radar for 13 years and since we got it home there's been a lot of controversy over it. This is car number one of the four prototypes, and the only one built by Ford, not Tickford. It's since been authenticated by Paul Linfoot, the leading Cosworth expert. As a prototype it should really have been crushed, but they needed the numbers to make up the 500 for homologation. It's unique, because it really shouldn't be here..."



Clockwise from bottom right: red cam cover for YBB unit; cabin is more supermarket chic than track ready; story starts with this prototype; best examples are hitting six figures; plaque underlines this example's status

'The RS500 is somehow pointy at the front and loose in the tail at the same time, with a race-car enthusiasm to constantly stick its nose into tramlines'

Hayes, the vice-president of public relations at Ford, without whom the GT40 and Cosworth DFV would never have happened. Turner instigated a Cosworth twin-cam project based on Ford's own 2-litre Pinto block, the YAA, which would form the basis of what Turner needed to power a Group A winner.

A request was made for a turbocharged version, which became the YBB after Cosworth said yes, promising a motor that produced more than 200bhp – but only if Ford agreed to take at least 15,000 of them. Turner only needed 5000 for homologation into Group A, and the rest would go into the four-door, second-generation Sierra Sapphire RS Cosworth, with enough left over for the Escort RS Cosworth.

Lothar Pinske was given the job of styling the new Cosworth's bodywork, his mission to make the slippery Sierra stable at high speed. After wind-tunnel work and test runs at the Nardò circuit in Italy, a prototype was presented to the management – who were, reportedly, horrified by its looks. Pinske stuck to his guns, however: the rear wing was essential to keep the car anchored to the ground (the standard shell produced lift at the rear), the opening between the headlights was needed to feed air to the turbo's intercooler and the flared arches would accommodate 10in-wide rear wheels for racing. Under the muscular new skin, the Sierra's Type 9 five-speed transmission was swapped for the stronger Borg-Warner T5 from the Mustang.

Though dealers originally estimated that they could sell only 1500 cars, some 5545 were made between 1986 and 1992 at Ford's Genk factory in Belgium. To keep the price down, there were only three colours: black, white and Moonstone Blue; and two equipment options – with or without central locking and electric windows.

To give the race teams the best-possible weaponry, a more extreme Cossie was developed: the RS500. Converted by Tickford, all 500 were based on right-hand-drive cars, and all were white or black – bar the last 50 or so, in Moonstone Blue. The changes were mainly in the motor, both for extra power (up from 204 to 224bhp) and greater resilience at sustained high revs in competition. There was a bigger Garrett T04 turbo and intercooler, a thicker-walled block, a second set of injectors, plus an uprated fuel pump to drive them. The mountings for the semi-trailing arms were extended on the rear axle beam, though these were only used on the racers. Exterior changes were subtle, but enough: the front foglights were replaced by extra ducting to cool the front brakes, the 'whale tail' got a small lip on the trailing edge plus an extra lower spoiler on the rear deck, and there were diamond-cut cross-spoke alloys.

The RS500 was homologated in August 1987 and the cars took pole in the following six World Touring Car Championship events, winning four and securing the team prize for the Texaco-sponsored Eggenberger Motorsport outfit. The following year it began to sweep the board in domestic series, dominating the 1988 and '89 Australian Touring Car Championships – including Bathurst 1000 wins in both years, and the 1990 Australian Endurance Championship. Victories in the 1988 German DTM; 1989, '90 and '92 New Zealand Touring Car Championship; and 1988 and '89 Japanese series were also added to the trophy cabinet, while in the UK it became a British Touring Car Championship legend. Andy Rouse claimed the over-2.5-litre class in 1988 and '89, with Robb Gravett taking the overall title in 1990 before rule changes handed the advantage to the BMW M3.







**E.M.ROGERS ARE PROUD TO ANNOUNCE THE  
OPENING OF OUR BRAND NEW FULLY SECURE  
3 STOREY INDOOR VEHICLE STORAGE  
FACILITY FOR 250 VEHICLES**

Centrally located near Northampton, close to the M1, M6, A14 and A45.  
Just 1 hour from London and Birmingham!

Storage within a secure compound, with CCTV and manned guarding.

The highest quality long & short term storage for your vehicle(s) at extremely competitive rates.

Bespoke storage packages available from the very basic to fully comprehensive car care.

Discounts for long term and multiple vehicle storage.

HMRC approved for Customs storage of non-community cleared goods.



**[www.emrogerstransport.com](http://www.emrogerstransport.com)**

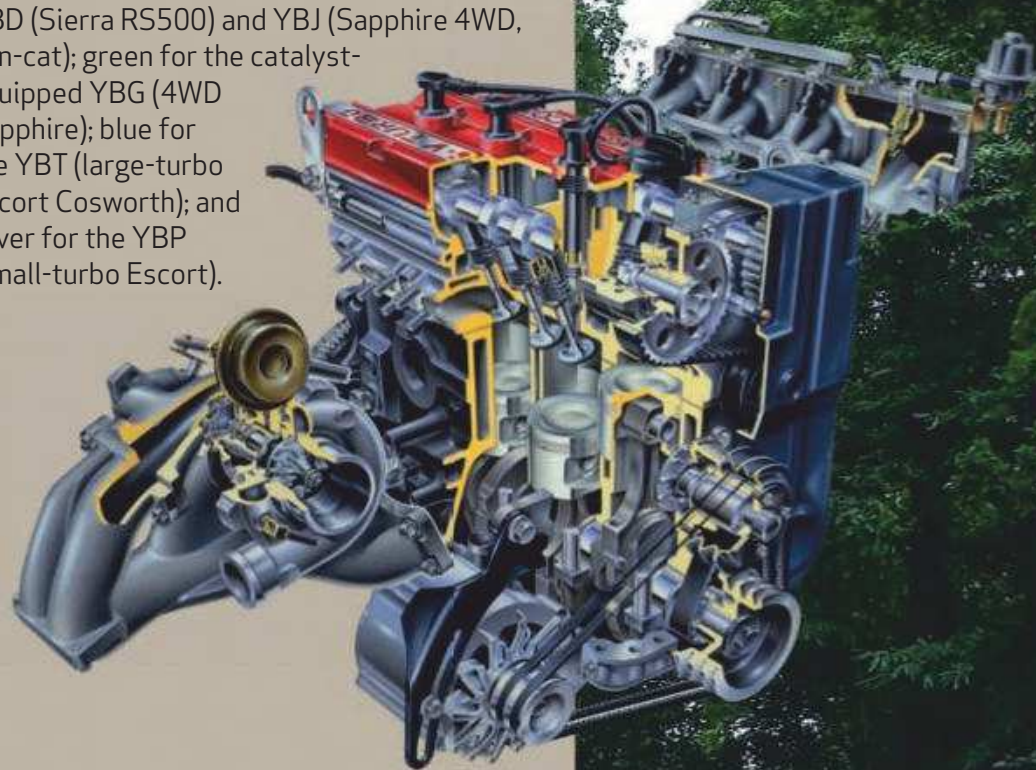
For further information or to make an appointment to visit our first class facility please call  
**01604 755511** or email **[carstore@emrogers.co.uk](mailto:carstore@emrogers.co.uk)**



## EVOLUTION OF THE MIGHTY YB

The YB engine series has its roots in the venerable Ford Pinto block – a cast-iron, sohc 1993cc ‘four’ introduced in 1970, built in Cologne and first seen in Britain in the Mk3 Cortina. It was also used in the Pinto subcompact in the US, hence its nickname (Ford’s internal designation is T88). Cosworth developed a twin-cam version, the YAA, which was adopted by Ford in its turbocharged form, the YB, with a thicker block and steel rather than cast-iron crank and rods.

Cosworth’s twin-cam, 16-valve head used hydraulic tappets, initially making 204bhp in road and 370bhp in race trims, but the RS500 allowed around 500bhp in BTCC/DTM Group A racers, with claims of more than 600bhp from Australian teams come the end of the Group A era in ‘92. You identify them by the cam-cover colour: red for the YBB (Sierra Cosworth 2WD), YBD (Sierra RS500) and YBJ (Sapphire 4WD, non-cat); green for the catalyst-equipped YBG (4WD Sapphire); blue for the YBT (large-turbo Escort Cosworth); and silver for the YBP (small-turbo Escort).



## FORD SIERRA COSWORTH RS500

**Sold/number built** 1987/500

**Engine** iron-block, alloy-head, dohc 1993cc ‘four’, with fuel injection and turbocharger

**Max power** 224bhp @ 6000rpm

**Max torque** 204lb ft @ 4500rpm

**Transmission** five-speed Borg-Warner T5 manual, driving rear wheels via LSD

**Suspension:** front MacPherson struts rear semi-trailing arms, coil springs, telescopic dampers; anti-roll bar f/r

**Steering** rack and pinion

**Brakes** discs all round

**Length** 14ft 6<sup>1</sup>/<sub>2</sub>in (4425mm)

**Width** 5ft 7<sup>7</sup>/<sub>8</sub>in (1725mm)

**Height** 4ft 6in (1375mm)

**Wheelbase** 8ft 6<sup>2</sup>/<sub>3</sub>in (2608mm)

**Weight** 2661lb (1207kg)

**0-60mph** 6.1 secs (standard RS Cosworth 6.5 secs) **Mpg** 20

**Top speed** 154mph (standard 149mph)

**Price new** £19,950

**Price now** from £75,000

## FORD ESCORT RS COSWORTH

(where different)

**Sold/number built** 1992-1996/7145

**Engine** T025 turbocharger, Ford EEC IV engine management

**Max power** 224bhp @ 6250rpm

**Max torque** 224lb ft @ 3500rpm

**Transmission** five-speed MTX75 manual, driving all four wheels 66/34 via transfer box, viscous rear LSD and centre coupling

**Steering** power-assisted rack and pinion

**Length** 13ft 9<sup>1</sup>/<sub>2</sub>in (4211mm)

**Width** 5ft 8<sup>1</sup>/<sub>2</sub>in (1738mm)

**Height** 4ft 8in (1425mm)

**Wheelbase** 8ft 4<sup>1</sup>/<sub>2</sub>in (2552mm)

**Weight** 2811lb (1275kg), Lux 2888lb (1310kg) **0-60mph** 5.7secs

**Top speed** 144mph **Mpg** 24

**Price new** £22,050 (Lux £25,590)

**Price now** from £45,000





'There's more civilised power delivery – no big jumps, just more urge from 3500rpm when the boost gauge begins to move from negative to positive'

Touring car racing job jobbed, the Escort RS came about when Ford wanted a smaller car for rallying. The Sierra had been a stopgap that never shone on the loose, though Jimmy McRae took the 1987 and '88 British Rally Championships, and Didier Auriol/Bernard Occelli won the (Tarmac) 1988 Corsica Rally outright.

By late '88, the four-door Sierra Sapphire Cosworth had replaced the three-door, and from 1990 it received four-wheel drive, using the Ferguson system with the central front drive-shaft running through the sump. It made sense, then, for Ford's Special Vehicle Operations to develop the new car around the latest floorpan. Stephen Harper styled the RS, which was in essence a silhouette with little of substance from the Escort in it. But the model's crowing glory, an evolution of the 'whale tail', was added by Frank Stephenson, the production version toned down from his original 'triplane' proposals.

Launched in 1992, initially as a run of 2500 to secure Group A homologation, the Escort used a hybrid Garrett T3/T04B turbocharger developed from that used in the RS200 rally car. Unfortunately, this gave Group B-style refinement, so from late 1994 the second-generation road car got the smaller T25, which is friendlier in everyday driving. At the same time, the famed spoiler became a delete option – though few were. During production lasting from February 1992 until January '96, 7145 were built, including the stripped-out Motorsport edition and the Monte-Carlo special sold in France and Italy.

The latter marked François Delecour's '94 win on the Monte, yet the Escort failed to achieve the longed-for World Rally title. It did land 10 Group A and WRC wins, however, along with a British Rally Championship for future team boss Malcolm Wilson in 1994.

The Sierra is a homologation special and looks it, with lots of mods and tack-ons to the standard three-door body, and any aerodynamically troublesome gaps plugged with rubber. After in-fighting at Ford it ended up with everything the racers needed, including a bigger turbo and an extra set of injectors on RS500s – everything except large-enough tyres. Drivers always complained that it was too heavy for its tyres, but width was limited because the road cars only had to accommodate 205-section rubber.

You notice the most striking change as soon as you flop down into the bucket seat. That wing and the lip below obscure most of your rearward vision; just what you needed in a screamingly obvious 150mph car that looked like a spaceship in the mid-'80s. The interior is utilitarian Sierra, with cardboard-box dash mouldings that could have come out of a 1.3L (actually XR4Ti), the gearknob shared with the P100 pick-up and the famous Raven velour seats that go baggy as soon as you look at them. There's a massive graphic equaliser and, yup, it all rattles a bit.

The Escort certainly had the benefit of more design and it looks a lot more finished, in a corporate Ford sort of way, thanks to its entirely new body designed in parallel with its mechanicals and built by Karmann. It might superficially resemble a slightly inflated front-drive Mk5, but if you want a laugh, park the two side-by-side; nothing's quite in the same place. Inside, it feels more tightly hewn, with a different dash (though not so different as to alienate Escort buyers) incorporating a dedicated pod for boost, oil-pressure and voltage gauges. The air-con is so neatly integrated it's hard to spot in this Lux-edition car with leather seats and a sunroof. The whole homogenised package is in keeping with its civilised power delivery – no big jumps, just

Clockwise from main: mint Escort's headlamps aren't stock; turbocharged 'four' has 224bhp; better-integrated dials in the later Fast Ford; much-loved, low-mileage example; the original plan was to fit a triplane spoiler







notably more urge from 3500rpm when the boost gauge begins to move from the negative side of the gauge to accentuate the positive. In contrast, the RS500 gets interested at 3000rpm, comes in with a bang at about 4000, then gets more brutal as you plant it. It's hard to believe they are the same engine, although at higher revs in both you get little nuances in harmonics that give away their Pinto origins. For someone who owns one of those, that's rather heartwarming.

The reason these, and an increasing number of Cossies, are kept so standard is inevitable: money – the market likes low-mileage originality. These cars have always been collectible, but in the past four years prices have doubled in the case of the Escort, and gone stratospheric for the best (uncrashed, no-stories) Sierras and RS500s. Silverstone Auctions consistently achieves strong prices for Fast Fords, including cracking the £100k barrier with the sale of a 10,000-mile RS500 for £114,750 in July 2017. Good RS500s regularly make £75,000, with the best Sierra Cosworths and tidy Escorts around £45k. The exceptional Escort pictured here would be more, and we had to insure RS500 001 for £125,000.

"It's partly because they are such usable classics," says classic car specialist Arwel Richards, who consigned the last Sierra RS Cosworth for Silverstone Auctions. "They're blue-collar supercars that won't give you backache like a Ferrari, and you can put the grandchildren in the back. Our buyers tend to be people in their late 40s or early 50s, who lusted after the cars as teenagers but couldn't afford to buy them, or insure them, and now they can. Of course there's that motorsport heritage of these cars, too, which keeps values higher than Escorts."

Like the BMW E30 M3 that was the Sierra RS Cosworth's racing rival in period, these cars aren't blindingly quick by today's standards, but they're more than fast, offering secure (in the case of the Escort) or entertaining (Sierra) handling within a manageable package that won't cost a bomb to maintain. And there's fervently passionate, enthusiastic support, too, in the shape of the RS Owners' Club. No wonder the Blue Oval is riding again. 

*The Sierra Cosworth RS500 pictured here is for sale; email [daranhaney@icloud.com](mailto:daranhaney@icloud.com)*

## MICHELLE YATES



This mint small-turbo 1996 Escort Lux has belonged to Michelle Yates since 2002 and it's only done 8000 miles in 16 years, mostly to shows with the RS Owners' Club.

It won a concours with the club in 2015 and the total mileage is now just over 14,000. Aside from the quad headlights (she has the originals), only the exhaust has been changed.

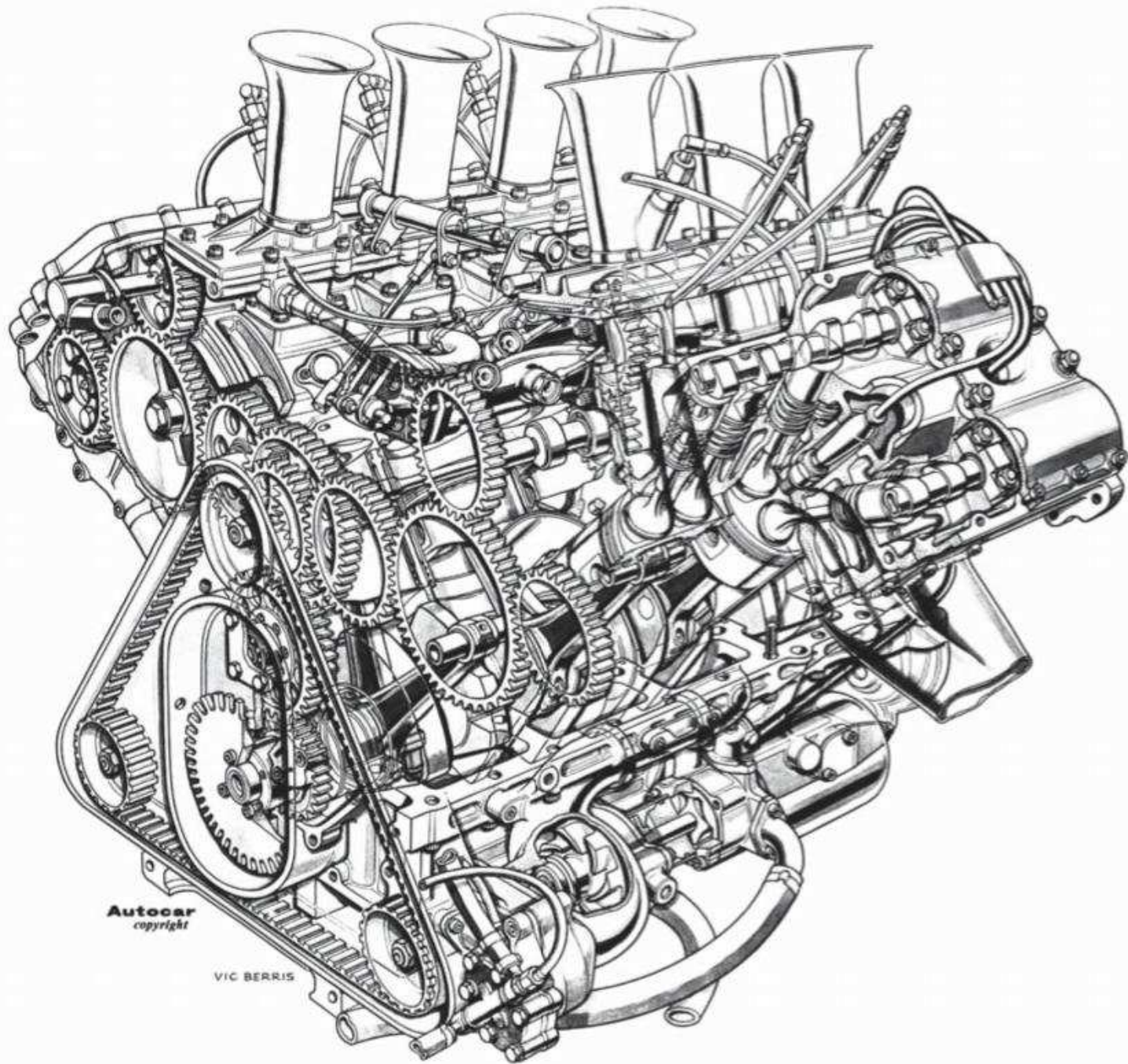
"I've been into Fords for as long as I can remember and I just wanted a Cosworth," says Yates. "I had a Mk2 Turbo before, but I saw this at [dealer] Junction 28 and I paid £22,500." Strangely for a pristine car, the gearlever gaiter is tatty, but she hasn't changed it: "That's normal. I've searched high and low, but I just can't find one." And her daily driver? "A Focus diesel – and an orange Focus ST3 for the weekends."



# COSWORTH'S GREATEST HITS...

From the showroom floor to the dizzy heights of Formula One: six decades of winners on road and track

WORDS PAUL HARDIMAN PHOTOGRAPHY COSWORTH/MOTORSPORT IMAGES/DAIMLER AG/JAMES MANN



Cosworth was founded in London 60 years ago, born of a partnership between Mike Costin and Keith Duckworth, former Lotus employees who realised that they could “make a living messing about with engines” – and that messing about quickly came to dominate Formula Three.

Supported by Ford in the 1960s and '70s, and with several subsequent owners, the company collected an exceptional 176 Formula One wins as an engine supplier, the last of them for Giancarlo Fisichella's Jordan at Brazil in 2003.

Today, it is a global consultancy with expertise in everything from powertrain development to electronics, and has collaborated on engine design with numerous firms – some of them secret. Here's our pick of the best it admits to.

## THE MIGHTY DFV

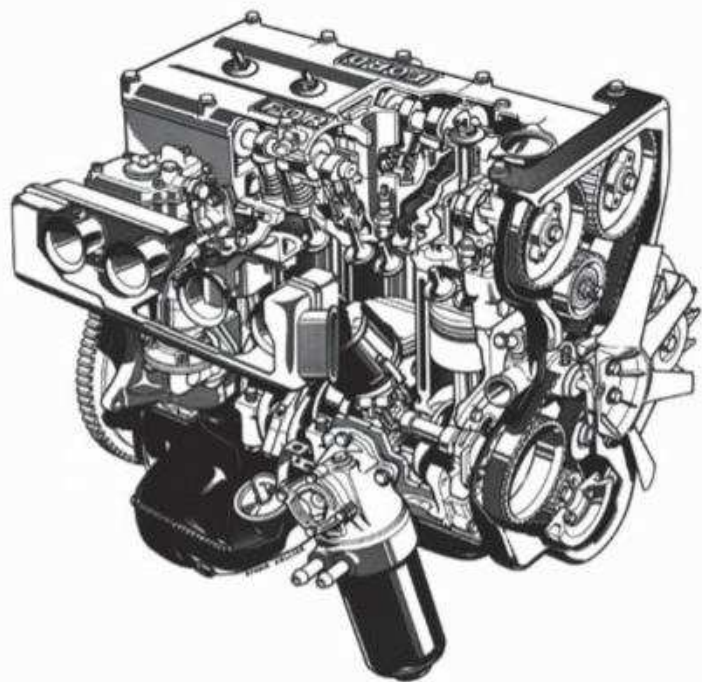
The four-cylinder FVA (four-valve Type A, with gear-driven cams) of 1966 was a practice run for the most successful F1 engine ever – the 'Double Four Valve' V8 (above), developed for Lotus using £100,000 of Ford's money. Colin Chapman's genius was to use it as a stressed member in the new 49, and it won on its debut at the 1967 Dutch GP with Jim Clark, the first of 155 F1 victories; it's still winning in historic today. In 1975, the turbocharged DFX version was launched in the US, where it won 10 Indy 500s in a row and dominated the series for a decade. In the '80s, the 3.3- and 4-litre DFL long-distance version was successfully used in endurance racing, with five Le Mans class wins.



## MAE SCREAMER

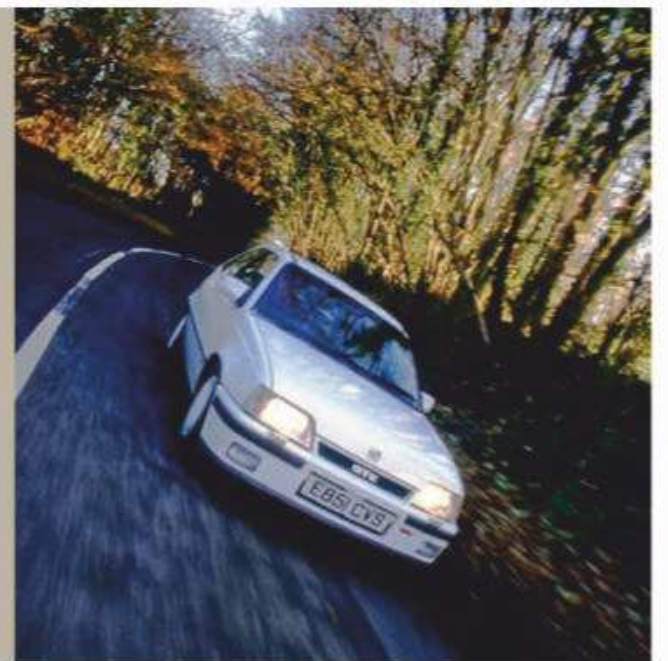
Most radical of the 997cc and 1098cc engines built or modified by Cosworth from 1959 for the 1-litre Formula Three class and Formula Junior was the 997 MAE, or Modified Anglia Engine, of 1965. This dry-sump 'four' was based on the Ford Anglia 105E unit, but with intake-port sleeves for downdraught carburetors brazed into the cast-iron cylinder head, and would make more than 100bhp.





## VAUXHALL XE<sub>20</sub>

The famous XE20 'red top' twin-cam cylinder head was designed by Cosworth to fit on to Opel's 'Family II' engine block that had appeared in 1979 as a cam-in-head design. From 1987, it made the 150bhp Astra GTE 16v (right) a class-leader in performance, and it later appeared with a turbo in both the Calibra and Vectra. As well as powering the Caterham HPC (on Webers, with c200bhp), this versatile unit has been adopted by rallyists as a popular and cheap power source for Mk2 Escorts. Technically, the 'red top' is only a true Cosworth until 1991, when the Coscast heads were replaced by GM-branded items from Kolben-Schmidt, which suffered porosity issues.



## BRILLIANT BDA

Following the Lotus Twin Cam (no relation), the 'Belt Drive A-type' (above) was another clever twin-cam permutation on Ford's tough 'Kent' bottom end, this time with four valves per cylinder, devised by Mike Hall. Both these engines are technically three-cam, because the original camshaft is left in place low down on the right of the block to drive the distributor and oil pump. Homologated at 1601cc and first fitted in the Escort to create the RS1600 of 1970, it was also seen in later BDG 1975cc alloy-block form in Mk2 Escorts, Caterhams (as the BDR) and as the short-stroke 1300 BDH. The 1599cc BDD and BDM versions were the mainstay of Formula Atlantic in the '70s. The turbocharged BDT powered the RS1700T then the Ford RS200, at 1803cc.



## MERCEDES 190E

Cosworth's WAA twin-cam, based on the Benz M102 'four', was developed to take the W201 190 into DTM racing, and to give Mercedes something to rival the BMW M3 on the road. There were three versions: the initial 2.3-16 from 1984, the 2.5 (WAB) that replaced it (to keep up with the neighbours), then the short-stroke 2.5 (WAC) in the Evo cars, at 2463cc instead of 2498cc. The 2.3 only made 185bhp in road trim, but the oversquare engine was a revver, happy to 7000rpm. Evo II 190Es took the 1991 manufacturers' DTM title, before '91 runner-up Klaus Ludwig took the driver's title in 1992.

## ...AND A COUPLE OF MISSES, TOO

### CHEVROLET COSWORTH VEGA

A John Z DeLorean initiative, the 1975-'76 Z09 Cosworth Vega's engine was another of the company's 16-valve designs, this time a detuned, wet-sump version of the all-alloy EA 2-litre that powered Chevron and Lola racing cars. Sadly, on Bendix electronic fuel injection the mid-'70s emissions regs held it back to just 110bhp at 5600rpm and, while the US press tried to be nice about the handling – 'better than the V6 and V8 derivatives' – *Road & Track* had to concede: 'Still way down the excitement ladder from what it would be with another 30 or 40bhp! Chevrolet used 3500 or so of the 5000 engines, and scrapped most of the rest.'



### COSWORTH FORMULA ONE CAR

Designed by Robin Herd, with an offset driving position to clear the transmission, this prototype racer's slab-sided looks came from the use of Mallite, a wood/aluminium composite that doesn't readily form into curves. It was to be powered by a magnesium version of the DFV, and Keith Duckworth designed its four-wheel-drive transmission, though ridding it of stability issues caused by grabby diffs took some time. A planned entry at the '69 British GP for Trevor Taylor never happened, and when Herd left to form March Engineering, the project was quietly retired.



## OPEL ASCONA 400

Cosworth devised a 16-valve head for Opel's Group 4 rally car in 1979, but the firm wanted more power and punched out the 2.0E block to 2.4 litres via an overbore and use of the crank from the cam-in-head 2.3 diesel, resulting in a claimed 340bhp. The Ascona 400 was the last rear-wheel-drive rally car to win the Drivers' World Championship, with Walter Röhrl in 1982.





# Cooper's Duesie

Just two short-chassis Duesenberg SSJs were built for Hollywood stars, and they became America's most prized sports cars

WORDS **MICK WALSH** PHOTOGRAPHY **MATHIEU HEURTAULT/RANDY EMA/LA PUBLIC LIBRARY**









**B**ack in 1985, on my first trip to America, I was determined to see two fabled machines that had captivated me since boyhood. Amazingly, both were in Los Angeles museums just 30 miles apart. These mighty mechanical marvels were the Spruce Goose, Howard Hughes' giant H-4 transport seaplane, and the ex-Gary Cooper Duesenberg SSJ, the most powerful pre-war sports car ever built. Both exceeded my high expectations.

The short-chassis 'Duesie', one of just a pair built for two of America's then-greatest movie stars, had enthralled me since discovering a photo within *Treasury of the Automobile* by Ralph Stein in the local library. The stories of its 130mph performance and spectacular 320bhp from its magnificent, green-painted straight-eight twin-cam motor with central supercharger that ran at six times engine speed were as fantastic as any Marvel comic.

Finally walking into owner Briggs Cunningham's famous museum in Costa Mesa will never be forgotten. There it stood, resplendent in its two-tone grey paint next to a Mercer and facing a brutish line of Cunningham team cars. Even without hearing the Wagnerian roar of its 6.8-litre 'eight', the SSJ took my breath away.

For an American marque, Duesenberg had enviable pedigree, winning the 1921 French Grand Prix and taking triple Indy 500 victories that decade, too. The SJ made its debut in 1928 but just 36 were built, mostly with heavy, glamorous bodywork by America's finest coach-builders. In lightened, streamlined form its performance was legendary, as confirmed by Ab Jenkins' astonishing 135mph average for 24 hours, a speed record on the Bonneville salt flats that only the Napier-Railton eclipsed.

The short-chassis SSJ was the ultimate factory hot rod, built in desperation to boost flagging sales through the expected publicity of movie-star connections. The first was loaned to Gary Cooper, a childhood hero who starred in my dad's favourite western, *High Noon*. The car's amazing story had everything. Listening to curator John Burgess' stories, it was easy to imagine the fantastic episodes of its colourful life, be it roaring across LA at night *en route* to a Hollywood party, storming around Lake Tahoe with a valiant hydroplane-racing ace at the wheel, or blasting across a dry lake with a trail of dust in its 130mph wake. This was, without a doubt, America's first supercar.

Friends have argued the Duesenberg Model J was all hyperbole with very optimistic power figures, excess weight and, by the mid-'30s, an outdated design that had little-changed since its 1928 launch. The shorter SSJ's proportions, they claimed, were unbalanced: too high, with out-of-proportion small wheels. But I adore its imposing stance with steeply raked 'screen and low, short cockpit that's almost lost behind that long, tall bonnet. Stylist Jesse Herbert Newport Jr originally planned a more streamlined body, but the second attempt was classic Duesenberg.

The two SSJs were completed in late 1935 and marque saviour Errett Lobban Cord instructed his son Charles to deliver the cars personally to Clark Gable and Cooper. Cord was then working as a salesman at the firm's main Los Angeles showroom on Wilshire Boulevard and, considering the prestige of the two movie stars taking

ownership, it's perhaps surprising that no photos survive showing the presentation of the fastest cars in America to Cooper or Gable.

Story has it that chassis 2594 (engine number J-563) was originally painted a sandy yellow. After delivery to the Paramount film set on 15 December, Cooper reportedly drove the car home to Bedford Drive, Beverly Hills, but his enthusiasm for the exotic two-seater wasn't shared by his young wife Veronica 'Rocky' Balfe, who particularly didn't like the colour. The car was sent back to the dealership with a request to repaint it 'in dark green with silver trimmings'.

Cooper's career was on a roll in 1935, with his adventure *The Lives of a Bengal Lancer* receiving six Academy Award nominations. Director Henry Hathaway rated his lead the "best actor of them all", and Frank Capra had held up filming of *Mr Deeds Goes to Town* to secure the 35-year-old star. Cooper looked the ideal Duesenberg owner and could have modelled for artist Paul Gerding's 'He Drives' advertisements.

The loan of the SSJs was limited to six months, after which both stars were offered a special deal on the cars at \$5000, a third of the usual price. Gable turned it down, but Cooper, who loved driving his SSJ, accepted. Against the already discounted price, he traded in his Model J-431 Derham Tourster, which he'd ordered directly from the stand at the 1931 Chicago show.

Both SSJs were bodied at the factory's in-house Union City Body Works in a style known as LaGrande, to underline their exclusivity. The styling was near identical but the second SSJ - J-567 - featured a 'Duesenbird' radiator mascot and a more acute sweep to the rear wing.

Nothing is recorded about Cooper's experiences with the SSJ, but both short-chassis Duesies remained in LA. During the late '30s they were spotted together on a famous car lot of dealer Bob Roberts, just a block down from Hollywood Boulevard. Roberts had no trouble selling the ex-Cooper car after the wealthy young enthusiast Reese 'Bud' Milner spotted the SSJs in the showroom. Born to a prominent LA family, Milner had returned from Stanford University to run the family oil business and had just married glamorous dancing starlet Ann Miller - the couple must have made quite an entrance arriving at LA parties in the SSJ.

Milner moved in wealthy social circles and quickly sold the Duesie to former Stanford buddy Robert Stanley Dollar Jr. The heir to a timber business, the Dollar Steamship Line, and the Wychwood estate on Lake Tahoe, Dollar's obsession from an early age was speed on water. After international racing success in America and Europe during the 1930s, he served in the Philippines during the war. Come peacetime, Dollar, aided by his loyal riding mechanic Ollie Meek, built the spectacular *Skip-A-Long of California*. Powered by a 2000hp Allison V12, it dominated the 1949 season at heady speeds before sinking on Lake Tahoe. Compared to the wild ride of his racing hydroplane, the leaf-sprung SSJ must have felt super-smooth as Dollar opened up the supercharged straight-eight on roads around scenic Tahoe.

Through the 1940s, the ex-Cooper Duesie changed hands a few times but remained on the West Coast until acquired by D Cameron Peck of Illinois, a car collector who already owned the Gable SSJ. Peck had no intention of keeping both cars and quickly sold J-563 in 1949 to his

Clockwise from top: it's believed this car started life sandy yellow; Model J radiator style, but Cooper's SSJ wasn't fitted with the mascot; white Jaeger gauges including a central chronograph; original styling sketch by Jesse Herbert Newport Jr was the second attempt

## DUESENBERG SSJ

**Sold/number built** 1935/2

**Construction** steel girder chassis with tubular crossmembers

**Engine** iron-block, dohc 6878cc 'eight', four valves per cylinder, single Schebler carburettor with centrifugal supercharger

**Max power** 320bhp @ 4200rpm

**Max torque** 425lb ft @ 2400rpm

**Transmission** Warner Hy-Flew three-speed manual, RWD

**Suspension: front** beam axle **rear** live axle; leaf springs, double-acting shock absorbers f/r

**Steering** Ross cam and lever

**Brakes** drums, with vacuum assistance

**Wheels** 7x19in wires

**Wheelbase** 10ft 5in (3175mm)

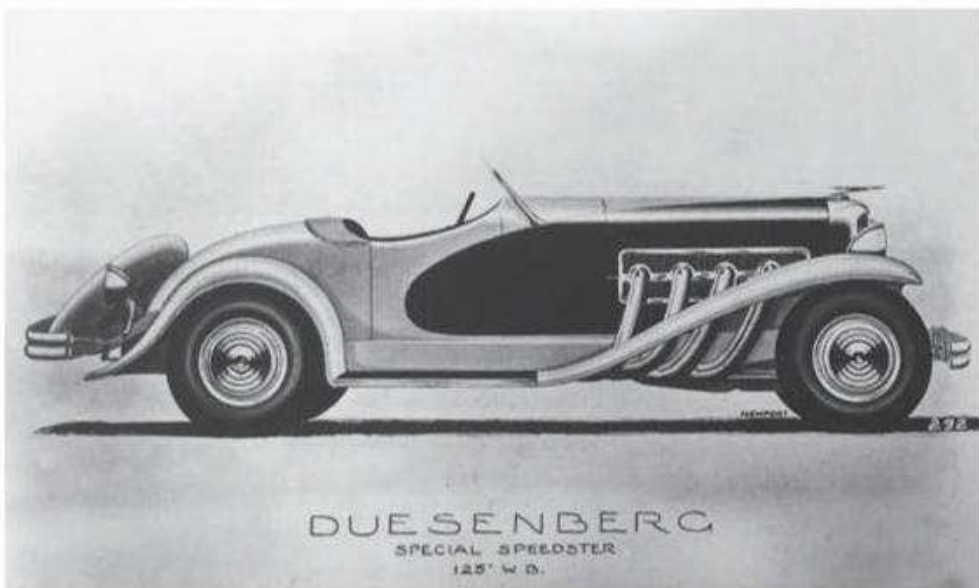
**Weight** 5000lb (2268kg)

**Top speed** 130mph

**Price new** \$15-16,000

**Price now** £16.6million











“It’s like a Duesenberg on steroids: the short chassis is perfect for that engine and it sounds great with the exhaust cutout”

Clockwise from top: two-tone grey in Cunningham’s second repaint; stunning supercharged ‘eight’ with its signature chrome flexi outside exhausts; rakishly low windscreen; a rare photograph of J-563 taken in Los Angeles during the early 1940s, when Reese Milner was its owner

friend Briggs Swift Cunningham, the dashing playboy sportsman who famously raced both cars and yachts at a premier level.

Cunningham had immaculate taste and the foresight to save many important historic cars, which he stored in stables around his huge Connecticut estate. From Grand Prix Delage to thoroughbred Alfa 8C, the focus of the growing collection was European, but the newly acquired Duesenberg fitted perfectly into the elite group.

He enjoyed driving his cars and enlisted the best specialists to restore and tune them. In spring 1949 he contacted Jim Hoe, better known as ‘The Duesenberg Man’, about his exciting new purchase, and instructed the specialist to fly out to Chicago to visit Peck and pilot the SSJ back to Connecticut; Hoe had no hesitations about driving the then 14-year-old Duesenberg on that 850-mile journey. No photographs were taken, but I love the idea of the supercharged roadster roaring along in the early summer, maybe stopping at a motel in Cuyahoga Valley National Park as he travelled east. ‘I had a wonderful time,’ recalled Hoe in the *ACD Bulletin*. ‘It was a delightful car to drive, a winner all the way, but after a complete check-over, retiming the valves and other adjustments, it went like a bomb.’

Cunningham immediately repainted J-563 in a two-tone scheme with olive over a dark blue sweep panel including the radiator shell, and smaller, more modern lights were fitted. Appropriately registered ‘DUSY’, the great car was much enjoyed by Cunningham around New England, and maybe he even took it down to the Pequot Yacht Club in Southport. It’s easy to picture the SSJ parked on the harbourside next to *Columbia*, Cunningham’s beautiful America’s Cup racing yacht.

In the early 1960s, Cunningham relocated to California where, together with curator Burgess, he founded a new automotive museum in Costa Mesa. The SSJ was repainted again in the more discreet two-tone grey scheme that it retains today. The great car certainly didn’t become a static exhibit and, as well as occasional concours appearances, Burgess recalled that Cunningham once took J-563 out to Muroc Dry Lake for a speed event. Here, running with home-built hot rods and streamliners, the American thoroughbred was timed at 126.6mph.

The SSJ remained a star exhibit in the museum until Cunningham sold the entire collection to Miles Collier in December 1986 and it crossed America again to a new facility in Naples, Florida. This car seems to attract the ideal custodians and Collier, with his refreshing philosophy on preservation and authenticity, was the perfect owner for the following three decades. As well as it being a major attraction at the new Revs Institute, Collier regularly showed the two-tone wonder at concours events including Meadow Brook Hall, where it was displayed with the Gable SSJ. Collier also loves driving his collection, and highlights included Sam Mann’s Duesenberg Tour in California, where J-563’s mighty performance was confirmed against other Model J and SJ cars. Based around the majestic central coast of California, exploring Highway One and mountain roads near San Simeon, the SSJ was in its element as Collier discovered. “We’d wait at least 30 minutes after all the other Duesenbergs had departed and then drive easily – as we thought it – to lunch, where

we’d arrive 30 minutes early,” he recalled. “The SSJ is just that much faster than other Duesenbergs. I loved driving it.”

Auction specialist David Gooding, who was on the tour riding in the ex-Gable Rollston JN Convertible, vividly remembers being overtaken by the SSJ. “Miles wasn’t driving like a lunatic, but the car just blasted by with ease,” he says. “The tour visited Hearst Castle, where Gable and Cooper may have been party guests. To see 15 Duesenbergs led by the SSJ was special.”

Some Duesenberg histories maintain that the Cooper SSJ was built first, and it was only after Gable saw a newspaper article that he expressed an interest in a similar car. The screen legend is said to have visited the factory showroom and was offered a two-month loan of a matching SSJ. The loan turned into six months, but possibly his partner Carole Lombard insisted that one Duesenberg was enough and he just kept his Rollston Convertible until the 1940s. Amazingly, no pictures have been discovered of either Cooper or Gable with SSJs.

When Collier decided to sell the SSJ to fund ‘Meaningful Ventures’, an automotive research and education programme, Gooding & Co was selected for the auction. Finally, Gooding got the chance to drive this legendary American car for a preview video. “We took it over to Ventura County for filming, where the roads are quieter. Coincidentally, Ojai is where the second owner Reese Milner lived and the roads felt really evocative. It was a strange feeling driving by the gates of Milner’s Rancho La Vista estate.”

After admiring the SSJ since childhood, including visits to the Cunningham Museum as a boy with his father, Gooding had high expectations and the car didn’t disappoint: “It’s like a Duesenberg on steroids. The shorter chassis is perfect for that engine and it sounds great, particularly when you operate the exhaust cutout. It doesn’t have the steam of the Mormon Meteor, which I’ve driven extensively, but it must have close to 300bhp. The power is very smooth right through the range, and in second the acceleration is spectacular, but even in top it just wants to go. The three-speed change is good once the ‘box is warmed up and the steering is very light. It’s much better than any vintage Bentley I’ve driven, but the brake pedal is heavier. The handling feels responsive and predictable. On the mountain roads you can really throw the car around. It was a massive box ticked to drive the SSJ, and it’s a shame Duesenberg didn’t make more.”

At Gooding & Co’s Pebble Beach auction this August, bidding rocketed way past the conservative \$10m estimate, the hammer finally coming down at \$22m (£16.6m), making it the most valuable pre-war car ever sold at auction. It will remain in California with one of the finest collections, where it’ll keep company among supercharged European exotics. “It’s now with another great enthusiast who won’t touch it cosmetically but just likes to drive his cars,” says Gooding. “I wouldn’t be surprised if we see it on the Colorado Grand next year.” Just imagine this supercharged Duesie roaring up Highway 133 amid the glorious autumn colours, with the pristine West Elk Mountains as a backdrop. 

**Thanks to** David Gooding and Mathieu Heurtault; all images copyright and courtesy of Gooding & Company: [www.goodingco.com](http://www.goodingco.com)



---

## TOP TEN

---

# SILVERSTONE MOMENTS

Counting down the circuit's most unforgettable races  
and biggest characters, to mark its 70th birthday

WORDS **JAMES PAGE** PHOTOGRAPHY **MOTORSPORT IMAGES**



### 1 Mansell's charge

We could have filled much of our *Top Ten* with Nigel Mansell's British GP heroics – in 1992, for example, he was on pole by almost two seconds – but his 1987 victory stands out. The weekend was a straight fight between Mansell and his Williams teammate Nelson Piquet, who threatened to ruin the party by claiming pole and leading for most of the race.

Neither of them had planned a tyre stop, but a severe vibration forced Mansell to dive into the pits on lap 35. He emerged nearly 30 secs behind with only 30 laps to go, and for a time failed to trim the gap; 10 laps later, he threw delicate fuel calculations to the winds, turned up the boost and went for it. Riding on a wave of home support, he slashed Piquet's lead and caught him with just over two laps to go. Into Stowe, with the Brazilian frantically scanning his mirrors, Mansell dummied left before switching to the inside. The roar of the crowd was clearly audible as he muscled past and went on to claim a memorable victory.

**Anorak fact** Despite a new, tight chicane before the final corner, Mansell crossed the line during qualifying at 189.418mph

**W**ith Brooklands and Donington Park out of action following WW2, the attention of British motor-sport fans shifted instead to the disused airfields that were then dotted around the UK. In June 1948, the Royal Automobile Club announced that it had arranged to lease one of those from the Air Ministry, and only a few months later Silverstone hosted its first Grand Prix. That inaugural event was won by the Maserati of Luigi Villorosi, and the circuit used parts of the old runways as well as the perimeter

road. For the following year, the runways were abandoned and Silverstone assumed the basic outline that it would retain until 1991.

It was a simple but fast layout, and anyone who saw Ronnie Peterson going through Woodcote, or Nigel Mansell at Stowe, is unlikely to forget the experience. No doubt countless drivers have fond memories of the old Club Circuit, too, the design of which encouraged all sorts of final-corner derring-do. Even some Silverstone test sessions are remembered decades later, such as Ayrton Senna's 1983 try-out for McLaren.

Our shortlist focuses on the major meetings, but hopefully it goes some way to honouring the circuit's long and illustrious history.







## 2 Hill pursues Clark

After 50 laps of the 1965 British GP, Jim Clark had a huge lead over Graham Hill, but then the engine in his Lotus started misfiring. Soon afterwards, Clark noticed that the oil pressure was dangerously low in corners, forcing him to coast around them. BRM urged Hill on, but he'd been suffering with a soft brake pedal so, as one reporter put it, a car that wouldn't go was being chased by one that wouldn't stop. Despite Hill's valiant efforts – and a new record on the final lap – Clark held on by 3.2 secs. **Anorak fact** Hill never did win his home Grand Prix, but his son Damon did – at Silverstone in 1994



## 3 Cleland vs the BMWs

After a rain-hit practice session, British Touring Car Championship title contenders John Cleland, Will Hoy and Tim Harvey all lined up mid-grid for the 1992 showdown, but by the closing stages of the race they were running fourth (Hoy), fifth (Harvey) and sixth (Cleland). Behind them was a charging Steve Soper – Harvey's BMW teammate – who was recovering from an early spin.

During a frenetic penultimate lap, Harvey put "a fairly aggressive manoeuvre" on Hoy, which led to them both running wide. That allowed Cleland and Soper to slip past, and shortly afterwards the latter dived inside his Scottish rival – the live television footage cut to the Vauxhall's on-board camera just as Cleland raised his middle finger at the BMW.

His mood didn't improve when Harvey also swept past and was let through by Soper into a potentially title-winning fourth place. Cleland immediately tried to barge his way back into contention – the Vauxhall tipping onto two wheels as he did so – but Soper retaliated in kind and they collided again at Luffield. Both spun into retirement, Harvey was crowned champion, and Soper wisely sat tight until a furious Cleland had stomped away.

**Anorak fact** Few people now remember the epic three-way battle for the race win. Andy Rouse pipped Jeff Allam by half a length, with David Leslie only 0.7 secs behind in third



## 4 Rindt and Stewart's dice

If ever you need confirmation of how different from today was 1960s Formula One, consider the opening day of the 1969 British GP meeting. Lotus failed to turn up for first practice, so Graham Hill occupied himself by hopping into a Brabham – its regular driver, Jacky Ickx, was running late. When Lotus did arrive, Hill learned that his 49B had been sold – he was saddled with a four-wheel-drive 63 until Jo Bonnier offered to lend the reigning World Champion his 49B.

All of the wheeling and dealing was forgotten come the race. Jackie Stewart had emerged as

F1's benchmark, and that afternoon he and Jochen Rindt were in a class of their own. Time and again they swapped positions while pulling away from the rest, and matters were settled only when Rindt was forced into the pits – the rear-wing endplate on his Lotus had worked loose and was fouling the tyre. After a further stop for fuel, he finished a dejected fourth – poor reward after such an absorbing duel.

**Anorak fact** Rindt had been delighted to secure not only pole, but also one of the £100 bonuses on offer during the final practice session



# Be part of the World's most exclusive race meeting



## JOIN THE GRRC FELLOWSHIP

Being able to buy tickets to the GRRC-only Members' Meeting is just one of the many benefits available to the Fellowship.



6-7 APRIL 2019

For more information visit [goodwood.com/77MM](http://goodwood.com/77MM)

# 77<sup>TH</sup> GOODWOOD MEMBERS' MEETING





## 5 The modern era begins

The first race to count towards the new World Championship of Drivers was held at Silverstone in May 1950, and it was a royal occasion. King George VI and his wife Queen Elizabeth were there, having taken the royal train to Brackley, where a fleet of limousines was waiting for them – they completed a ceremonial lap at the stately speed of 20mph.

There wasn't much else to be patriotic about. The new BRM V16 wasn't ready, and even if it had been it wouldn't have provided much opposition to the Alfas. The Italian team comfortably secured the first four grid spots courtesy of Giuseppe Farina, Luigi Fagioli, Juan Manuel Fangio and Reg Parnell. Come the race, Farina and Fangio eased away from the field; when the latter retired with eight laps to go, Farina was left to take victory and would go on to become the sport's inaugural World Champion.

**Anorak fact** Details of prize money were published in the programme – Farina got £500 for his efforts



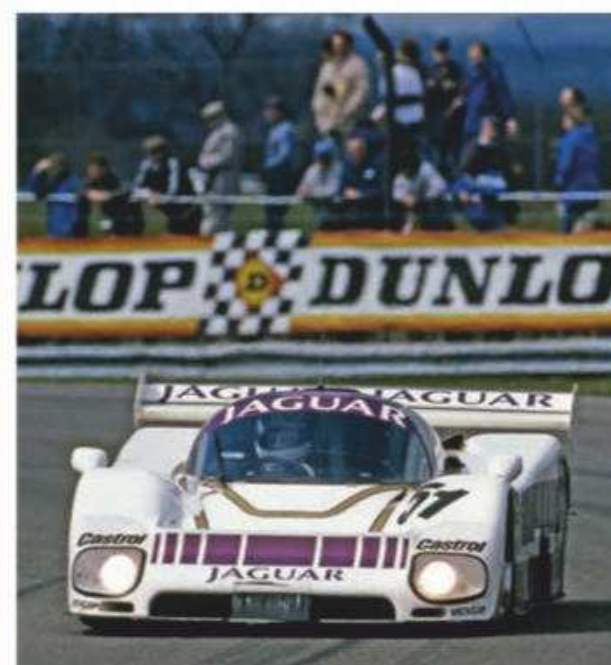
## 6 When Martin Brundle beat Ayrton Senna

The 1983 British Formula Three Championship wasn't much of a contest until Silverstone on 12 June. Entrants could choose to score points in either the British or European Championships, and such was Ayrton Senna's advantage in the former after winning the first nine races that he opted for the latter. Needing to close the gap in the domestic series, Martin Brundle initially stuck with that, but it meant running on slower British-spec tyres. After being only 12th fastest in first practice, the Englishman switched to the European competition, bolted on the faster tyres, and took pole position.

He led away, too, and for once Senna was on the back foot. When he crashed out and Brundle romped to victory, it marked a

psychological turning point. Brundle won six of the following nine races, although Senna eventually clinched the title at the final round.

**Anorak fact** The only other person to win a race in that year was Calvin Fish, after Senna crashed into Brundle at Oulton Park and eliminated them both

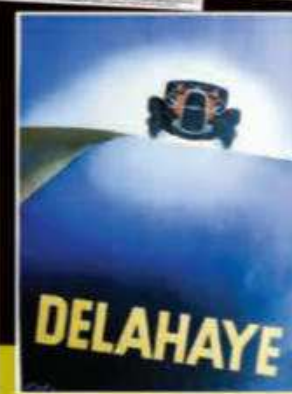


## 7 Changing of the guard

Lancia had been an occasional thorn in Porsche's side, but the German firm had nonetheless swept aside all before it in Group C. That changed when the TWR Jaguars arrived, and their first win came in the 1986 Silverstone 1000km. The XJR-6 of Derek Warwick and Eddie Cheever took victory after an entertaining battle with the Lancia of Andrea de Cesaris and Alessandro Nannini until the LC2 retired. The second-placed Porsche of Derek Bell and Hans Stuck was two laps down.

**Anorak fact** After a long delay in the pits, de Cesaris went back out and broke the lap record by a staggering two seconds with a new best of 1 min 13.95 secs

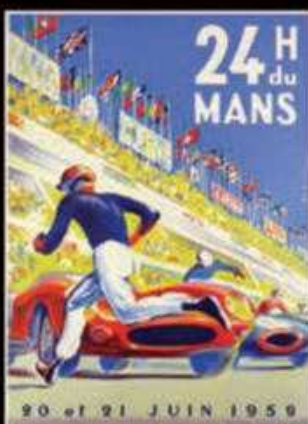
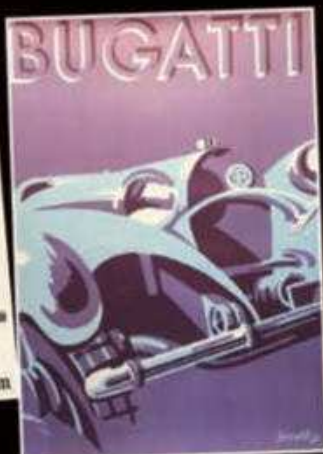
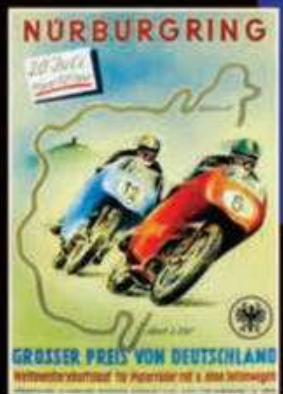




# Vintage Auto Posters.com

finest selection – guaranteed original

International Sales & Purchases ~ Since 1980



Visit us at Automobilia Monterey, LA Lit Meet, and on-line 24/7



## 8 Rosberg's record lap

Despite the chicane that had been added at Woodcote following the 1973 accident (below), average speeds had risen to the point where all eyes were on the 160mph barrier at the 1985 British Grand Prix. During Friday's first qualifying session, the Williams of Keke Rosberg got closest, the Finn claiming provisional pole at 159.668mph.

Although the track was dry on Saturday afternoon, the weather looked ominous. After everyone had taken their first runs, Rosberg was

again quickest but a fraction short of the magic number. Then there was a rain shower, and that seemed to be that, but with just over 20 minutes remaining the sun reappeared and out they went again. At the very end of the session, Rosberg flashed across the line to stop the clocks at 1 min 5.591 secs – 160.925mph.

**Anorak fact** Not only were there still damp patches at Becketts and Stowe, but Rosberg's car was also later found to have a slow puncture...



## 9 Mayhem at Woodcote

A major accident shouldn't be classified as a 'highlight', but there's no doubt that this shunt in the 1973 British Grand Prix was a significant moment in Silverstone's history. Jackie Stewart had a clear lead by the end of the first lap and could have been gone for the afternoon, had not all hell broken loose behind him. Jody Scheckter spun at Woodcote, hit the pit wall and drifted back into the middle of the track, where he

was collected by everyone else following. Andrea de Adamich suffered a broken ankle and – for cars, if not yet for motorcycles – it spelled the end for Woodcote, one of motor-racing's great corners.

**Anorak fact** Nine cars were eliminated in the shunt, including all three Surtees, leaving team owner John to mutter dark comments about "drivers trying to win the race on the first lap"



## 10 González beats Alfa

When the new Formula One regulations were introduced for 1947, Alfa Romeo immediately became the dominant force with its beautiful 158, and that success continued into the World Championship era. In 1950, six grands prix counted – as did the Indianapolis 500, but let's not get bogged down in technicalities – and Alfa Romeo won all of them. In 1951, the updated 159 picked up the baton, and not until July 1951 – after nine consecutive victories – was the Turin manufacturer beaten in a Championship Grand Prix. It happened at Silverstone, where José Froilán González took pole position for Ferrari and finished more than 50 secs clear of his countryman Juan Manuel Fangio.

**Anorak fact** Ferrari also won the next two Championship Grands Prix, in Germany and Italy, courtesy of Alberto Ascari





# “TAXI!”

Heading south of the river in an Austin FX3, the original black cab, and its successor, the FX4

WORDS **ANDREW ROBERTS** PHOTOGRAPHY **TONY BAKER**



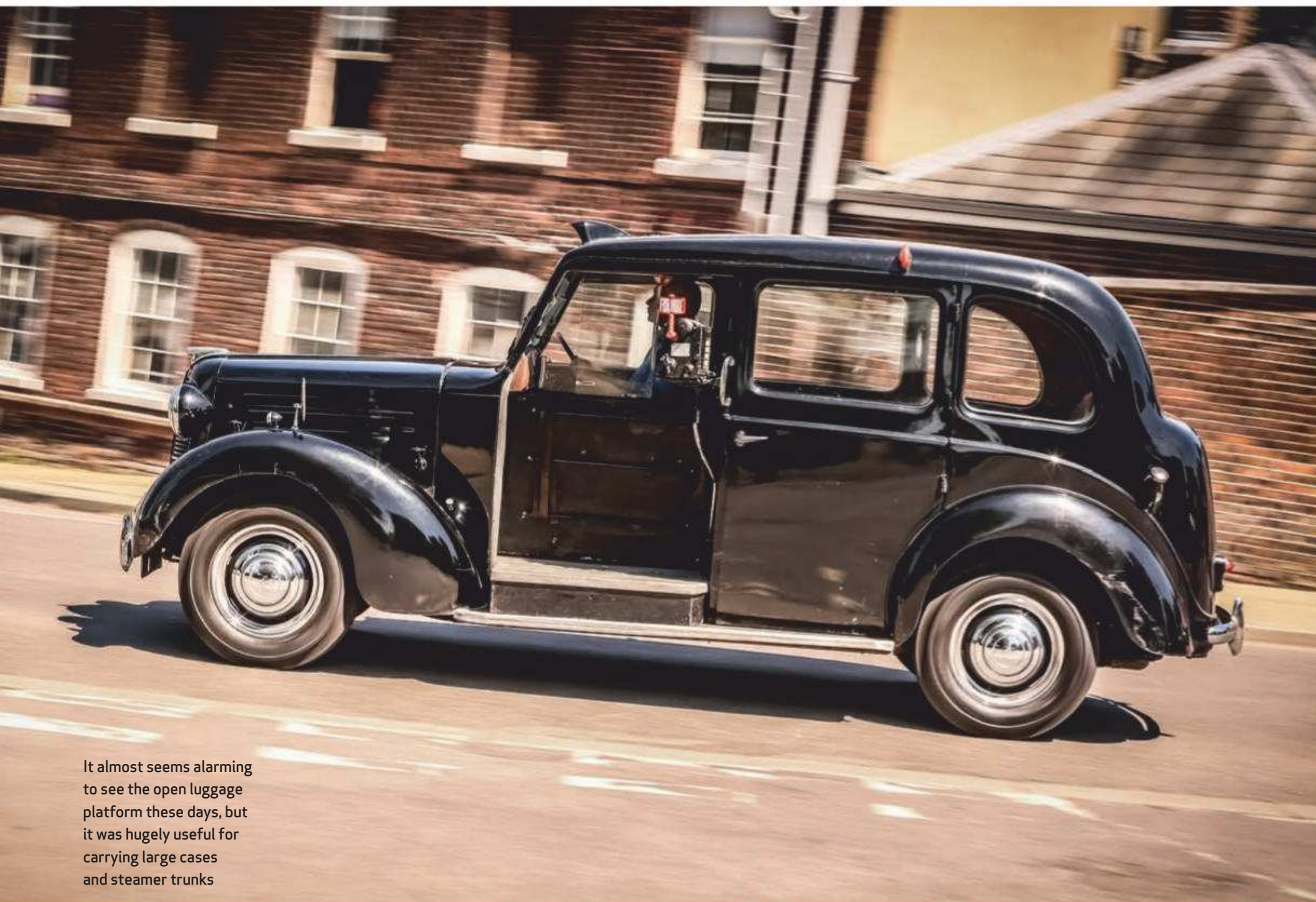




If 1948 was the year of the Jaguar XK120, the Land Rover, the Citroën 2CV and the Morris Minor, it also marked the debut of another car that merits the rare accolade of being correctly referred to as 'iconic'. It is no hyperbole to suggest that the Austin FX3 and its 1958 successor, the FX4, are vehicles that came to define the landscape of post-war London.

The FX3 was commissioned by Mann & Overton, which then held the concession for the Austin taxi chassis throughout the capital, and Longbridge gained the contract to design the new all-steel cab in 1945. The vehicle was to be constructed by Carbodies of Coventry. Naturally, it would have to be approved by the Public Carriage Office (PCO) of the Metropolitan Police as complying with the Conditions of Fitness regulations. Its *raison d'être* was to combine an all-new chassis with modern coachwork, while power was from the familiar 2199cc 'Big Four', because prototypes fitted with the 1535cc unit from the Austin Light Twelve proved incredibly slow.

"The FX3 was quite an achievement because it was built under tight economic circumstances after the Second World War," remarks Anthony Blackman, owner of our two cabs. "If you look at the grille and the bodywork, you can see the way in which Austin made use of surplus Sixteen parts. The Carriage Office ensured that there



It almost seems alarming to see the open luggage platform these days, but it was hugely useful for carrying large cases and steamer trunks



were wide-opening rear doors and that the armrests were sufficiently narrow for the width of the back seat – you can see that it's a very accomplished design." The drive to the rear axle was by an open propshaft with Hardy-Spicer universal joints, via a four-speed gearbox. A three-speed transmission would have been less suited to the demands of working in the city.

The FX3 took a bow at the Mann & Overton showroom on Wandsworth Bridge Road in June 1948. Cabbies were impressed by the sealed cabin with a partition to the left of the driver – previous Austins left the operator open to the elements. There was also the bonus of integral Jackall hydraulic jacking, while the FX3's smart appearance looked as contemporary as any new A70 Hampshire or A90 Atlantic. The dashboard featured full instrumentation, the seats were upholstered in leather and there was provision for a heater. The opening windscreen aided both demisting and the negotiation of Piccadilly Circus during a pea-souper.

In 1949, the FX3 became one of the first city cabs to be fitted with a two-way radio – this innovation was celebrated in the 1954 B-feature *Radio Cab Murder* – and in 1951 the hydro-mechanical braking was replaced by an all-hydraulic set-up. This was also the taxi that created the tradition of the 'London black cab'; that was the standard finish, and many operators were reluctant to pay extra for another colour.

Austin sold the chassis alone for conversion into ice-cream vans, hearses, shooting brakes and newspaper-delivery wagons, and also offered an FL1 Hire Car version, which lacked a division and featured a bench front seat and four doors. The latter remained a comparatively unusual sight, however, because the FL1 was subject to Purchase Tax, while this charge didn't apply to taxis from 1953 onwards.

One belated development was the introduction of the diesel-powered FX3D in 1954, a Longbridge response to the aftermarket conversions to Standard, Perkins and even Borgward units offered by several firms. Lower fuel bills more than offset the price of the engine change and the D cost just £95 more than the petrol-powered model. Its sales were further enhanced by the impact of the Suez Crisis, which prompted a temporary return to fuel rationing. The FX3D eventually outsold FX3 to the ratio of nine to one – which makes Blackman's 1956 cab a rare machine today.

As with all later models, the trafficators had been replaced by 'bunny ear' indicators above the B-pillars because the semaphore arms had proved vulnerable to damage by clumsy passengers. From a 2018 perspective, the Austin FX3 appears to be very tall and exceptionally narrow. The height of the bodywork reflects an era in which men wore hats; the bowler did not disappear from London until the mid-'70s.

## AUSTIN FX3

**Sold/number built** 1948-'58/12,435 (inc FL1)

**Construction** pressed steel chassis, steel body

**Engine** all-iron, ohv 2199cc 'four', Zenith carb

**Max power** 67bhp @ 3800rpm

**Max torque** 116lb ft @ 1700rpm

**Transmission** four-speed manual with synchromesh on the top three ratios, RWD

**Suspension: front** beam axle, hydraulic dampers, anti-roll bar **rear** live axle, semi-elliptic leaf springs

**Steering** cam and gear **Brakes** drums

**Length** 14ft 5in (4407mm) **Width** 5ft 7½in (1715mm) **Height** 5ft 11in (1804mm)

**Wheelbase** 9ft 2½in (2810mm)

**Weight** 3192lb (1448kg)

**0-60mph** n/a **Top speed** 50mph **Mpg** 18

**Price new** £910 **Price now** £12,000

'A diesel-engined FX3 appeared six years after launch, and eventually outsold the petrol version by nine to one'



Clockwise from above: Blackman's FX3 is a petrol manual from 1957; period adverts in the rear; Marconi radio innovation was the Uber of its day; 'For Hire' flag was unique to the FX3 – the driver had to open the partition to use it; the cab is snug, but separated from the open platform







60 YEARS WORLD EXPO  
CARS OF '58  
70 YEARS PORSCHE 356



ORDER  
REDUCED-PRICE  
TICKETS ONLINE!  
INTERCLASSICS.BE

# INTERCLASSICS BRUSSELS 2018

16 / 17 / 18 NOVEMBER 2018

BRUSSELS EXPO

SPONSORS

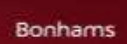


Private Banking



Specific Insurance Underwriters

PARTNERS



interclassics.be



© Lucien De Roeck 2018

## BENELUX' PREMIER CLASSIC CAR SHOWS

ASSICURO AND CHUBB PRESENT

# INTERCLASSICS MAASTRICHT '19

10 / 11 / 12 / 13 JANUARY 2019

MECC MAASTRICHT

LA GRANDEZZA  
DELLA LANCIA



ORDER REDUCED-PRICE  
TICKETS ONLINE

> INTERCLASSICSMAASTRICHT.NL

SPONSORS



Assicuro

CHUBB



GASSAN

interclassicsmaastricht.nl





But what is the Austin like on the road? “The FX3 is not especially heavy to drive, providing you keep with the original crossply tyres,” says Blackman. “It is a well-sorted design, and it attracts attention.” This is a mild understatement, because a huge number of tourists want to pose with the FX3 – an understandable response to a vehicle of such innate charisma.

The passenger compartment is akin to being ensconced in a gentleman’s club and there is the sound of that engine, as redolent of the past as the gong on a Daimler ambulance or the clank of Button ‘A’ in a public telephone box. The surroundings of our location in Chatham only intensify the illusion of being *en route* to the Port of London Authority headquarters in Charterhouse Street, although the fine weather is the antithesis of the standard image of the Austin FX3. For true authenticity, the headlamps should be battling with drizzle or thick fog somewhere near Wandsworth.

In the late 1950s, Longbridge was claiming – with justifiable pride – that: ‘You see more Austin taxis on the streets of London than any other single make of cab.’ Which was no great surprise because it had few rivals: the in-house Nuffield Oxford was a casualty of the creation of the British Motor Corporation, and while Beardmore taxis were lauded for their quality, they could not compete with the dominance of the FX3. They were still plying their trade in the West End

in 1968, by then a sight on a par with steam trains or Lyons Corner Houses as relics of the past that were still encountered during the 1960s. Nor was this the end of the narrative, because as recently as the early 1970s it was still possible to find them looking for fares in seaside resorts, by then appearing highly incongruous alongside Hillman Avengers and Ford Cortina MkIIIs, but still ready to work.

After 10 years in service, the FX3 was the archetypal ‘London Taxi’ and virtually a mobile landmark, which posed a considerable challenge in the creation of its successor. Work on the FX4 commenced in 1956, with styling the responsibility of Jake Donaldson of Carbodies and Eric Bailey at Austin. The 2.2-litre diesel engine (a petrol motor would not be offered until 1962) was mounted further forward on the box-section chassis, which meant enhanced cabin space. Meanwhile, beneath that new coachwork there was independent front suspension. The prototype was passed for approval by the PCO in July 1958 and trialled by York Way Motors Ltd, with the FX4 being the star of the Commercial Vehicle Show. Official sales began in November, although full production didn’t get under way until late 1959.

If the FX3 belongs to a world of Demob suits, police telephone boxes, gas-lit alleyways and films with Nigel Patrick as the debonair leading man, the Austin FX4 was indicative of late-1950s

## AUSTIN FX4

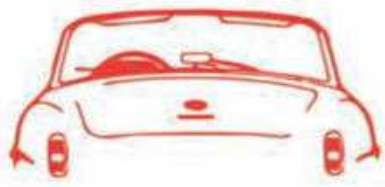
**Sold/number built** 1958-’97/43,225 (inc FL2)  
**Construction** pressed steel chassis, steel body  
**Engine** all-iron, ohv 2178cc diesel ‘four’, Zenith carb **Max power** 55bhp @ 3500rpm  
**Max torque** 89lb ft @ 2800rpm  
**Transmission** Borg-Warner three-speed auto, RWD **Suspension: front** independent, by wishbones, coil springs **rear** live axle, semi-elliptic leaf springs **Steering** cam and peg  
**Brakes** drums **Length** 14ft 11<sup>3</sup>/<sub>4</sub>in (4566mm)  
**Width** 5ft 8<sup>3</sup>/<sub>4</sub>in (1740mm) **Height** 5ft 9<sup>1</sup>/<sub>2</sub>in (1765mm) **Wheelbase** 9ft 2<sup>1</sup>/<sub>2</sub>in (2810mm)  
**Weight** 3809lb (1728kg)  
**0-60mph** n/a **Top speed** 59mph **Mpg** 25  
**Price new** n/a **Price now** £10,000

‘The FX4 was indicative of late-’50s renewal, a cab for the capital city of the Routemaster bus and Brutalist architecture’



The FX4 arrived to much acclaim in 1958, and did away with the FX3’s separate front wings and side-opening bonnet





# Palm Beach Classics

SALES | RESTORATION | PARTS



Have you been

- Naughty
- Nice



[palmbeachclassics.com](http://palmbeachclassics.com)



renewal. It was a conveyance for the capital city of the Routemaster bus and Brutalist architecture. Because the FX4 was based on the same chassis as the FX3 it had a similar wheelbase, but although it was just one inch wider and only four inches longer, the latest Austin taxi appeared a far more substantial machine.

The most remarkable aspect of the FX4 was the lack of an open luggage platform, thereby bringing an end to the tradition of the cabbie opening the side partition to pull down the 'For Hire' flag on the meter. "A three-door prototype was shown at the Commercial Vehicle Show," says Blackman, "because there was still the belief that there was a need to carry heavy suitcases and steamer trunks alongside the driver." This version never entered production, however, and the FX4 became London's first four-door taxi.

The front compartment was better suited to the cabbie's needs, with a far more comfortable seat and an improved heater and demister in contrast to the optional set up on the FX3: "It was so convoluted that you needed to be travelling at 50mph to feel the benefit!" This also meant a fixed windscreen, while one item of equipment that was originally absent was a rear-view mirror – left off to ensure additional privacy for the passengers in the back.

The last variant of FX4, the London Taxis International Fairway, was built in 1997, and at first glance Blackman's taxi appears to be all-too

familiar. Then you notice the badge on the bonnet, the 'For Hire' sign above the windscreen, the side lamps atop the wings and those distinctive indicators. Inside, the folding seats face forward, and in place of a sliding division there is a porthole for communication with the driver. WLP 316 dates from 1959 and it is believed to be the oldest FX4 in the world.

The new taxi was considerably heavier than its predecessor, and Blackman notes that it can feel a little sluggish when compared with the FX3. A lot of cabbies initially complained that they couldn't pull away from the kerb with a full load of passengers, while the Borg-Warner transmission increased fuel costs; many drivers regarded an automatic gearbox with some suspicion, too. BMC's logic was to minimise fatigue, but in practice many drivers often experienced some difficulties in getting to grips with this new system. By 1961, the FX4 was available with a manual 'box sourced from the Austin Gipsy.

The early Austin FX4 lacked soundproofing because the PCO believed it to be a potential fire hazard. The result, as eloquently demonstrated by Blackman's taxi, is an engine note amplified in a *Spinal Tap*-style 'up to 11'. The arrival of WLP 316 on location has the power to quell virtually all conversation. This issue would not be rectified until the FX4 had been in production for a decade; post-1968 models are recognised via their ADO16 Mk2 tail-lights,

more comfortable front compartment and slightly more restrained noise level.

By the end of the 1960s, almost all London taxis were Austin FX4s. The British Motor Corporation had intended it to be replaced by the ADO39, a project initially headed by Alec Issigonis and David Bache, but this was a victim of new management after the Leyland takeover. The Bailey/Donaldson design would remain in service for another 45 years, and when the last Fairway was decommissioned in 2012, two generations of Britons couldn't remember a time when it was absent from the nation's taxi ranks.

As with any great motor car, it is the smallest details of the FX3 and the FX4 that evoke the recent past. The sound of the meter flag being lowered, or the flashing 'bunny ear' as it acknowledges a cry of "Taxi!" on the mean streets of Kent. Best of all, an advertisement above the partition recommended that punters call WATERloo 7722 for a ride. By the end of our day with these black cabs, it is very hard to resist the temptation to make that call, or to imagine the fantasy journey concluding with Sid James, Sam Kydd or Fred Griffiths grumbling miserably about their 6d tip: "Are you sure you can spare that, gov'nor?"

**Thanks to** The Historic Dockyard Chatham ([www.thedockyard.co.uk](http://www.thedockyard.co.uk)); London Vintage Taxi Association ([www.lvta.co.uk](http://www.lvta.co.uk))



Clockwise from above: sturdy diesel is sluggish; Blackman believes WLP 316 is the oldest FX4 in existence; two-way radio was introduced in '49; vintage cues include the illuminated 'For Hire' sign; early meter; Spartan cabin – it took cabbies a while to get used to the auto 'box

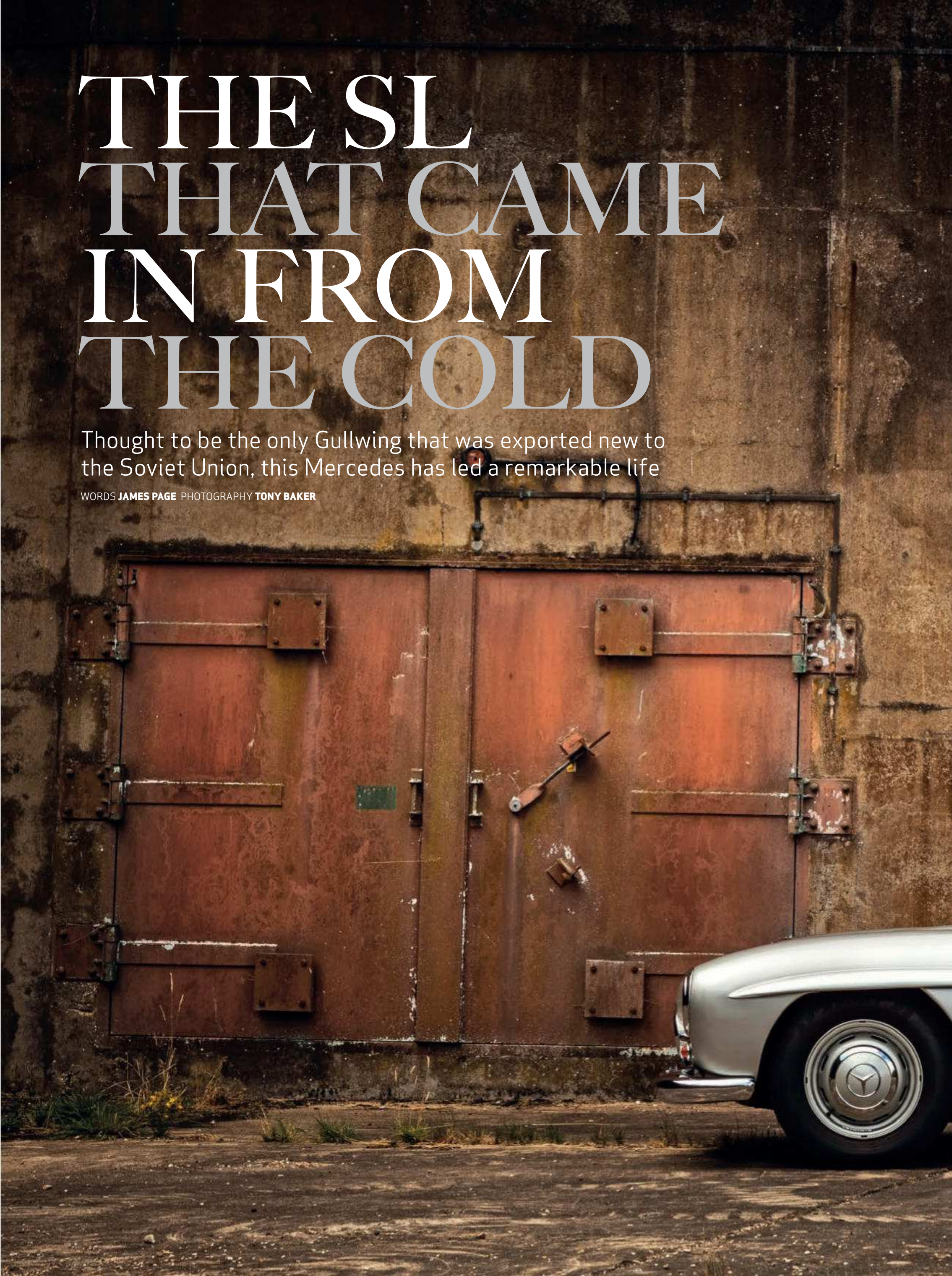




# THE SL THAT CAME IN FROM THE COLD

Thought to be the only Gullwing that was exported new to the Soviet Union, this Mercedes has led a remarkable life

WORDS **JAMES PAGE** PHOTOGRAPHY **TONY BAKER**













The history file suggests parts of the engine were swapped for those from a 300 Limousine, but it was later rebuilt. Below: Einari Koppel in *Dead Season*



Not often do you find a car that has rumours of KGB involvement, high-stakes card games, movie stardom and even a tenuous link to Vladimir Putin in its history. But this Mercedes 300SL spent the first three decades of its life in the Soviet Union – a technological wonder of the Western world that arrived behind the Iron Curtain at a time when Nikita Khrushchev was championing what he saw as the impending victory of Communism over capitalism.

Its mere presence there at the height of the Cold War is a story in itself. So is the fact that it was eventually brought back to Germany and restored, and is now kept in pristine condition by its current owner, Anatoly Evdokimov. A young Russian who speaks quickly and passionately about classic cars, Evdokimov has enthusiastically embraced the challenge of separating fact from fiction when it comes to this particular 300SL. He's also living proof of how much Russia has changed over the past few decades.

"My dad was a keen driver," he explains. "A really good one. He put me behind the wheel – of a Lada – when I was six years old. It not only gave me a proper shot of adrenalin, but it also taught me how to drive, with no power steering. This is how Russians become Russians! I was sitting on his lap, he was changing gears and I was steering. From that moment on, we would do lots of road trips. I was besotted with cars.

"I got my driving licence aged 18, but I didn't appreciate cars the way I do now. I didn't go into their history and see their significance in that way. I had a Porsche 911 turbo, which was my obsession from the age of 13. I started adding a bit of power to it, and that's when somebody said, 'You really ought to think about buying a proper car, a car that's a wonderful machine but also a good investment.' I'd never really thought about cars in that way.



"I bought a Porsche Carrera GT for crazy-stupid money, and was blown away by it. Then James [Cottingham] called me and said, 'I know you've been considering a Gullwing, but there are a few things we should really look into because there's something about the car's papers.' I thought it could be anything, but when he gave me the passport, the USSR document of ownership, that's when my eyes opened..."

Private ownership of a car during the Soviet era was a complicated business. You had to apply for a permit and the government put quotas in place. If you worked for a particular company, it might be given a certain number of cars, which in turn were allocated to lucky workers. Having gone through all of that, people tended to hang onto their prized possessions, so there wasn't even a secondhand market as such.

There were ways around it, of course, most of which centred on two considerations: money and power. But even then, we're still talking about homegrown cars here. Foreign machinery was even rarer, and exotic foreign machinery – such as a Mercedes-Benz 300SL – was practically unheard of.

"It wasn't possible at that time in the USSR," says Evdokimov. "It's so surreal. Unless you were at the very, very top of the hierarchy – Mikhail Gorbachev or whoever – or you were a Gagarin or similar, there's just no way you could have owned a car such as that. And even if you did, driving it around would not have been a good idea at all. You couldn't show off wealth in that way."

The first thing Evdokimov did was look up the name of the person on the SL's document of ownership. "Quickly it became obvious that this guy was indeed a very special gentleman," he says. "He was an aircraft engineer with multiple awards of the highest order for extraordinary achievement."

The man in question seemed to be Alexander Mikulin, who designed Russia's first liquid-cooled, piston aero engine, as well as the



# Join the Club

for *every* Mercedes-Benz

- Award winning monthly magazine
- Cars for sale every month
- Exclusive insurance policies
- Discounts from dealers on parts and labour
- Regional, national and international; driving, technical and social events
- Technical advice and helplines
- Website with Members' forums and fully searchable technical library
- Free access to the Mercedes-Benz Electronic Parts Catalogue
- Exclusive Club merchandise for you and your car
- Ferry, hotel and holiday discounts
- Good Garage Guide of Members' recommendations
- Unique archive of photos, brochures and technical literature
- Free subscription to *Mercedes-Benz Classic* magazine
- The only Club in the UK recognised by Mercedes-Benz



**The Mercedes-Benz Club**  
Founded 1952

## Join the Mercedes-Benz Club

please call 0345 6032660,  
log on to [www.mercedes-benz-club.co.uk](http://www.mercedes-benz-club.co.uk)  
or write to 30 Scotgate, Stamford. PE9 2YQ

Membership costs £38 per year  
(if you pay by direct debit)  
with a one-off £5 joining fee.





From top: current owner Evdokimov is infatuated with the SL; stylish fitted luggage strapped to rear shelf; iconic name from a legendary marque



engine for its first jet airliner, the Tupolev Tu-104: “But there was one thing that didn’t fit the story – the guy was too old. When I looked up the name, his age made the whole thing lose any sense. Then I found out that he had a son, and the son was also named Alexander. He was a skilled driver who was often called on to perform stunts in movies. It was his name that was on the document. But, even being a stuntman, having a car like this in your own name wouldn’t make much sense. It’s just a crazy story.”

It didn’t get any less crazy the more Evdokimov looked into it. The document of ownership placed the 300SL in the Soviet Union during the 1980s, but it had apparently been there for almost its entire life. The 300SL Register noted only that it was completed on 30 July 1956 – there was no information listed about its early owners or subsequent life – but it’s thought that it went straight to Russia, making it surely the only Gullwing to do so.

One theory is that the KGB arranged for it to be imported, and it ended up at a fuel research institute in Leningrad – now St Petersburg. In its history file are notes made much later suggesting that its engine was removed in order to study Mercedes’ innovative fuel-injection system, and replaced with one from a 300 Limousine. By the time it was restored in Germany in the late 1990s and early 2000s, however, the original engine was back with the car, and it seems far more likely that the research institute simply removed the injection system itself.

How long the 300SL stayed in Leningrad is unclear, but in those early years it’s thought that it was looked after by Boris Znamenski, as Evdokimov explains: “He was the guy who

‘Vladimir Putin revealed that *Dead Season*, in which this SL starred, inspired him to become an intelligence officer’



actually dealt with the import of the car. The KGB is an organisation; there still has to be somebody who deals with it. His name wouldn’t be mentioned anywhere for obvious reasons, but he seemed to have the car.”

In 1968 it turned up in *Myortvyy Sezon (Dead Season)*, a moodily shot, black-and-white Russian film starring Donatas Banionis. He plays a Soviet spy, Ladeynikov, tasked with tracking down Dr Hass, a German war criminal who’s working on a poison gas that he’d tested during WW2. Ladeynikov hooks up with Ivan Savushkin – a prisoner in the camp where Hass used to carry out his experiments – in order to stop him. It’s a typical spy thriller of the time – hepcat soundtrack, lots of smoking, laughable fight sequences – and opens with a warning from a very serious-looking old man about how evil capitalist countries such as the UK and America were working on chemical weapons.

The film uses various locations and is a car-spotter’s delight, with everything from Ford Taunus to Hudson Hornet and GAZ Chaika making an appearance. By far the best entrance is reserved for the SL, though, which comes roaring through the countryside to the accompaniment of badly dubbed engine noises, then arrives on a beach, where it performs a perfectly executed powerslide around a 1932 Lincoln.

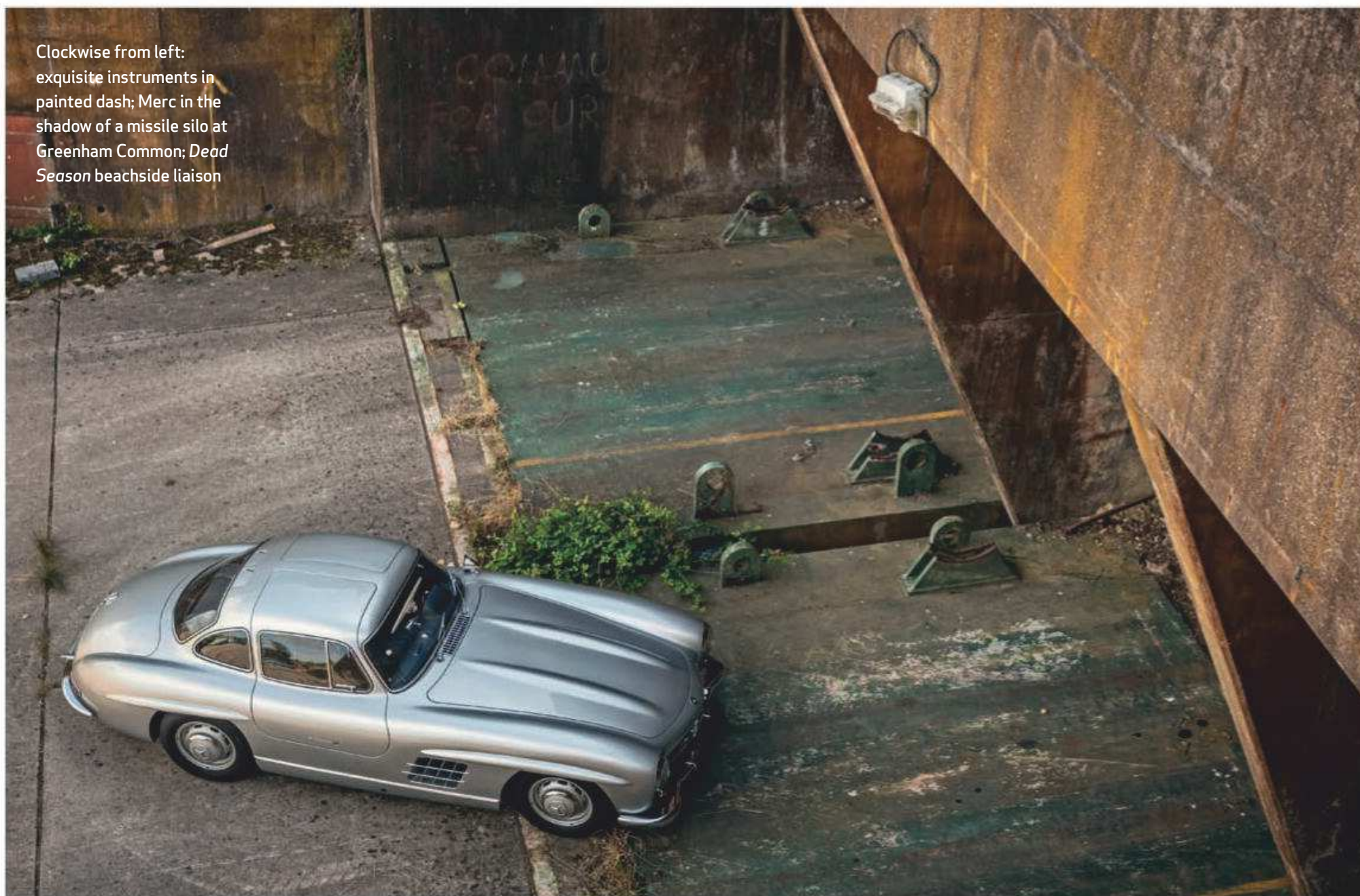
Whether doing that, gliding over cobbled back-streets or just sitting in a car park, the Mercedes is an other-worldly presence in otherwise dour surroundings. An interesting footnote to its appearance is that Banionis – who starred in a number of highbrow films during the 1960s and 1970s – met Vladimir Putin in 2004. The President apparently confirmed that Banionis’







Clockwise from left:  
exquisite instruments in  
painted dash; Merc in the  
shadow of a missile silo at  
Greenham Common; *Dead  
Season* beachside liaison



performance in *Dead Season* had inspired him to become an intelligence officer.

The fact that the SL stayed in Russia meant that its subsequent custodians must have been very well connected. At some point, it was acquired by Gennady Grushevsky, a successful powerboat racer. After Grushevsky came Mikulin – the name that appeared on the ownership document – but there are differing theories about how he came to get his hands on it. By far the most appealing is that Mikulin – who’d staked a Chevrolet Impala that was apparently registered to production company Mosfilm – won the Mercedes in a marathon game of cards that took place in the exclusive Nikolina Gora district west of Moscow. The more prosaic version is that the car spent a while off the road during the 1970s because of problems maintaining the injection system, and that Grushevsky eventually traded it for Mikulin’s Audi.

“The end of it all was that the car was shipped out of the USSR to Germany,” explains Evdokimov. “There’s a little stamp that basically says the car was sold through a commission store.”

This was during the 1990s, after the Cold War had thawed and the Communist regime had crumbled, and in fact there had been rumours that the Mercedes had perished in a fire. While those proved to be wide of the mark, it was clearly a little tired – its 2004 DEKRA report goes further and says that it was in ‘a terrible state’ when it arrived from Russia – because its file documents a thorough restoration process. The rebuild of the engine and gearbox

alone totalled DM41,897, but the DEKRA assessment went on to praise its overall condition and original specification. Shortly afterwards, it arrived in the UK, which is where Evdokimov keeps it, pointing out that, in Russia: “The season changes are not nice at all.”

Mikulin once said in an interview that he found the 300SL not to be the ideal everyday companion, and Evdokimov’s early impressions were along the same lines: “When I drove it for



the first time, my friend and I took it through London and I thought we were going to cook in there! It was so unbearably hot – I felt like one of those chickens turning in an oven. It was not a particularly warm evening, either.”

He nonetheless describes being “infatuated” with the 300SL: “Even if someone had put me in it and told me to close my eyes, I’d have known it was a Mercedes-Benz. The DNA is

100% there. It’s amazing that they’ve managed to carry that through over the years.

“My favourite detail is actually the dials. I love watches and when I look at them, the craftsmanship is on the level of Swiss watchmakers. It’s so beautifully made – it’s so fine in every way.”

The Russia of 2018 is very different from the Russia into which the SL was imported in 1956. Its freedom and wealth have led to a burgeoning classic-car scene: “First people get money and then they start spending it on all the things that are fashionable. They then start to look deeper and have the ability to appreciate other things. That’s what’s happening. The country is opening up and it’s becoming more popular.

“Cars are a very special topic because people have always appreciated the arts – architects, poets, painters. But very few were able to view a car as a work of art. That’s definitely changing. There are probably more classic cars in Russia than I or anyone else knows about.”

During the Cold War, the rhetoric was based around ‘them and us’, East vs West. As a musician who spends much of his life travelling, Evdokimov is part of a new generation of enthusiasts – the latest Russian custodian of this charismatic and quite possibly unique 300SL, but different in every other way from those who came before.

“A car breaks the ice between people,” he says. “In every man there’s a boy. We talk about cars and our differences fade. We connect.”

**Thanks to** James Cottingham at DK Engineering (01923 287687; [www.dkeng.co.uk](http://www.dkeng.co.uk)); Shane Prater





# ARESE BEHIND THE SCENES

These previously unseen photographs from the '60s shine a light on a golden era for Alfa Romeo

WORDS MICK WALSH PHOTOGRAPHY ALFA ROMEO CENTRO DOCUMENTAZIONE/QUATTORRUOTE ARCHIVE

**T**he early '60s was an important transition time for Alfa Romeo. Prior to WW2, the Milanese firm's annual production had only once topped 1000 cars, the automotive division being just one element of a broader portfolio ranging from commercials to aero engines. With the success of the Giulietta, however, output rapidly expanded and by 1960 had reached 33,606.

Production had been based at Portello for generations, but ambitious plans in the early '60s for a new range of more affordable cars required a larger factory to satisfy demand. A site was found 10 miles north in Arese, located conveniently near the *autostrada*. While much of the mechanical assembly initially remained at the old plant, the new facility was designed for mass production and the first floor opened in 1963 with the relocated Giulia Ti line. The first car completed at Arese, however, was a Sprint GT – as presented to the press on 9 September.

Engineers had planned for an annual 150,000 capacity, and the 100,000 mark was passed for the first time in 1969. Alfa management was rightfully proud of the new factory, and thankfully its development was extensively photographed. Only recently has this vivid record come to light, revealing a pre-automated time when Alfas were hand-built and finished

by a dedicated workforce. From the intense heat of the foundry, where the aluminium engines were cast, to crash-testing at Balocco, these previously unpublished images offer a fascinating window into life at 1960s Alfa Romeo.

These are not edited press shots, but an authentic view of working life. The equipment at various production stages makes an interesting study, such as the huge Eustacchio presses that stamped out panels or the early IBM computers in the test department. Likewise the people, with muscular men removing still-glowing crankshafts from the moulds or female workers fitting wiring on harness plans. Sales manager Enrico Sala and other management took regular tours around the assembly lines of the new facility.

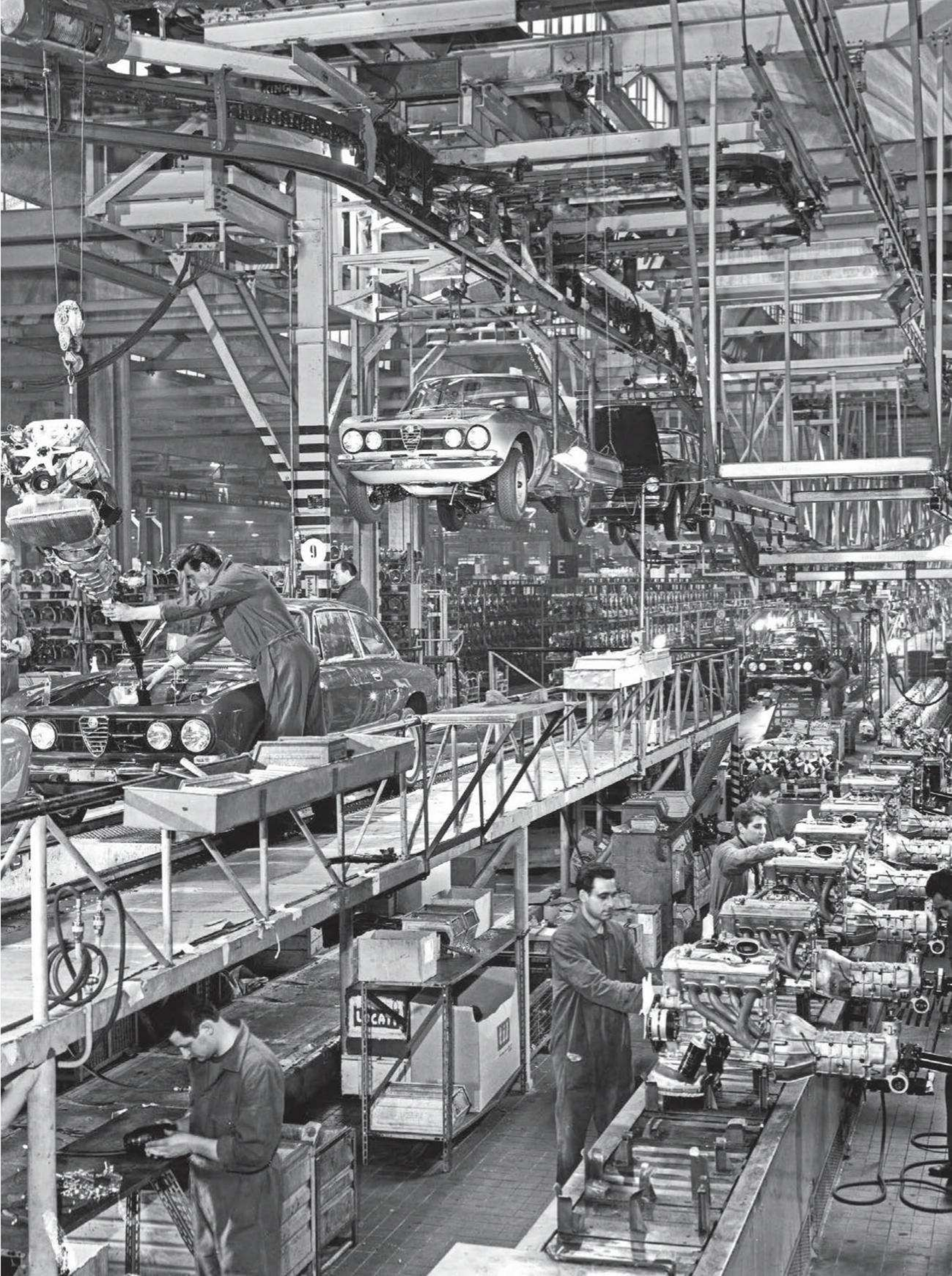
These remarkable images were discovered by German enthusiast Patrick Dasse in the factory archives. As well as press shots of various 101- and 105-series models, Dasse found thousands of negatives of the newly completed Arese plant. With the encouragement of Dr Marco Fazio, manager of the Centro Documentazione, Dasse began planning a series of ambitious books. "I've never met anyone with so much dedication and such deep love for Alfa Romeo as Dr Fazio," says Dasse. "Without him, this project would never have seen the light of day."

Thanks to publisher Dingwort Verlag: [www.dingwort-verlag.de](http://www.dingwort-verlag.de)

Above: a welder applies the finishing touches to the A-post join of a bare Giulia GT body during production at the Arese plant, while a visitor looks on. The body pressings were entirely welded together by specialist workers as the assembly moved along the line

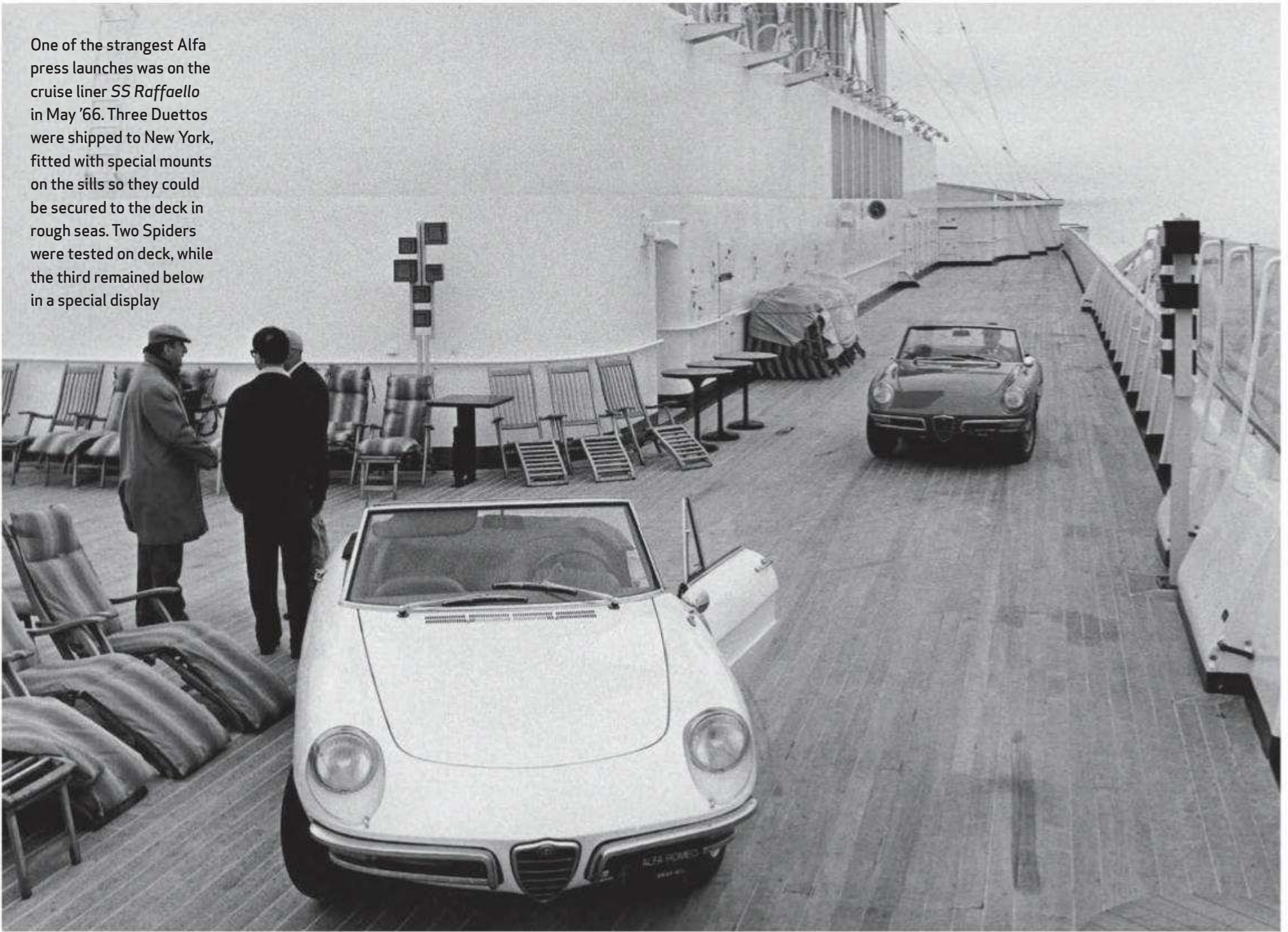
Right: not a robot in sight. A spectacular shot of final assembly in Hall 2 at Arese, with Berlinas and GTs coming through on the overhead track, ready for engines and gearboxes to be installed. After this, the final stage was the fitting of the radiator and interior before tuning and testing







One of the strangest Alfa press launches was on the cruise liner *SS Raffaello* in May '66. Three Duettoes were shipped to New York, fitted with special mounts on the sills so they could be secured to the deck in rough seas. Two Spiders were tested on deck, while the third remained below in a special display



Left: an Alfa Romeo GTC is enlisted for *Extraordinario*, a new promotional film about the Pirelli Cinturato shot at Monza in 1965. The open four-seater has its windscreen removed to avoid reflections, and is being driven by a perturbed Juan Manuel Fangio. The director, cameraman and heavy kit proved too much for the GTC's suspension

Above: once the go-ahead was given to develop the production Montreal, Alfa went to great lengths to hide the new GT during testing at Balocco and on the public roads. In spring 1968, a *Quattroruote* spy photographer caught the V8 prototype testing with an estate-style disguise – two years before the car was unveiled in Geneva



Oh, for a time machine to travel back to the 1968 Turin show! The impressive Alfa range of Spider 1300 Junior, GTA, Giulia GTs and Berlinas are shown beside the long-tail T33 sports-prototypes that finished fourth, fifth and sixth at Le Mans. The modest display featured wood parquet flooring emblazoned with the famous Alfa badge





# Be prepared!



**MICHELIN**

**PIRELLI**  
**CINTURATO™**



X

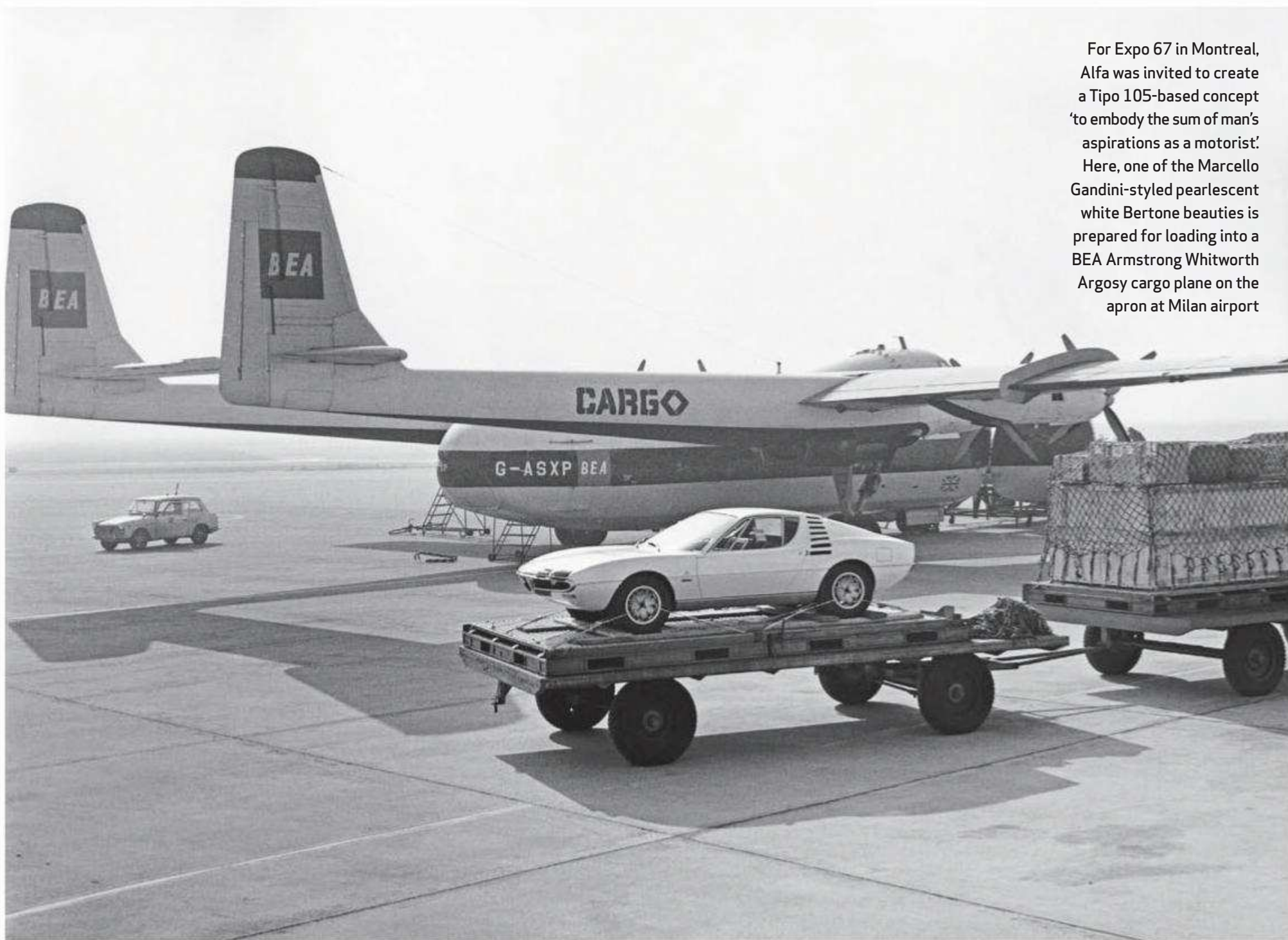
XAS

CA67

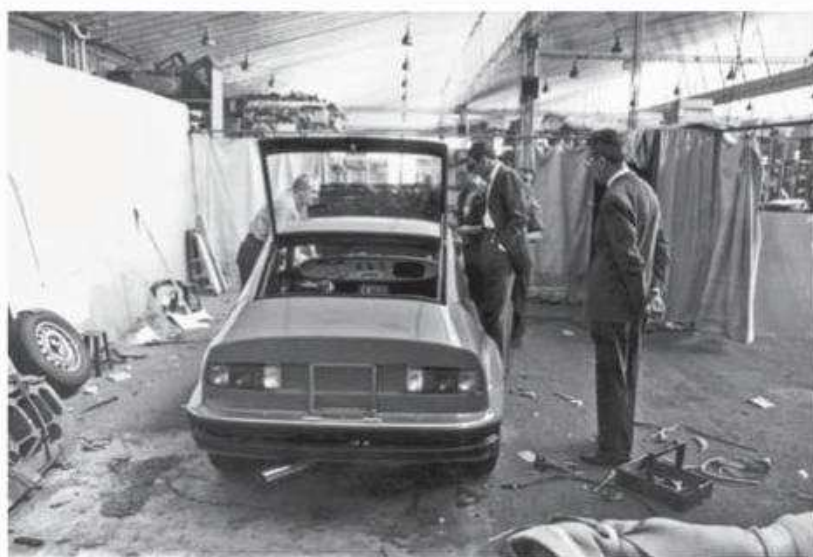
CN36



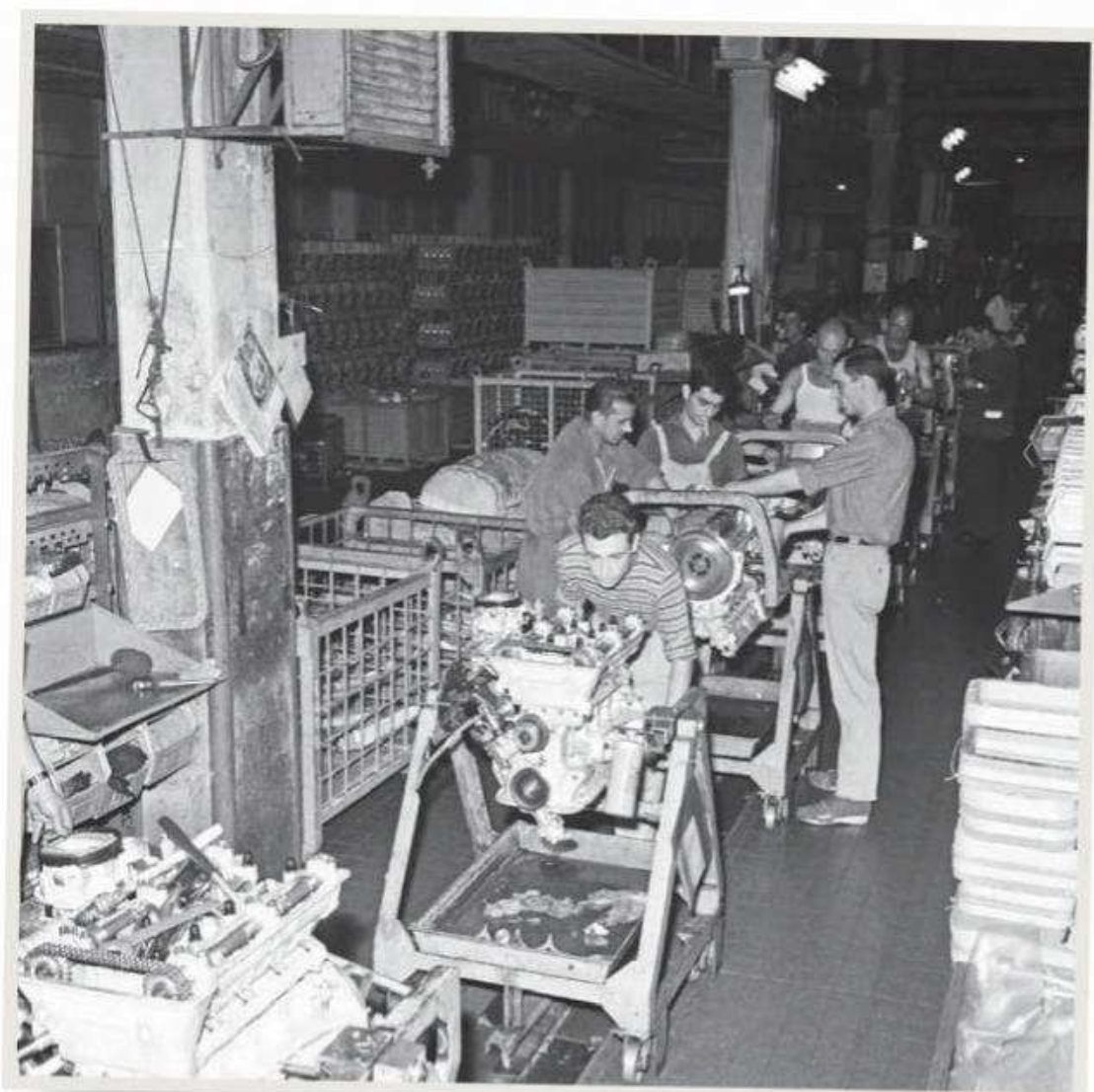




For Expo 67 in Montreal, Alfa was invited to create a Tipo 105-based concept 'to embody the sum of man's aspirations as a motorist'. Here, one of the Marcello Gandini-styled pearlescent white Bertone beauties is prepared for loading into a BEA Armstrong Whitworth Argosy cargo plane on the apron at Milan airport



Above: Alfa has a long history with Zagato, and in '69 design of a new coupé began in the Terrazzano di Rho workshops. In this photo, Elio and Gianni Zagato inspect work on the Ercole Spada-designed prototype, based on a Tipo 105 Spider platform, as it nears completion. Minor differences include the dash and wider rear arches



Right: in addition to the foundry and forge, the old Portello works featured engine assembly. After castings had been machined, they were taken to the production line. Here, in the hot summer of 1963, workers torque up the classic twin-cams before valve covers are fitted and the engines are trucked over to Arese







# ROLL OF THUNDER

Drop everything and head to Northern Ireland on a wild TVR chase? It's an offer that's too good to resist, for an epic classic road trip

WORDS **ROSS ALKUREISHI** PHOTOGRAPHY **JAMES MANN**





A flippant comment from me over a couple of beers is all it took for Paul Jackson of Bristol-based TVR specialist Amore Autos to commit my willingness to memory. Having been regaled with tales of derring-do from his business partner Mark Cosh's recent trip to Bulgaria to buy a dark-blue TVR Tuscan, when he cut a futuristic glassfibre swathe through eastern and central Europe back to their base, my reply – "If you ever do anything like that again, give me a shout" – is most definitely now in play.

"Where? When?" I ask. Then: "That soon?" A quick glance at the mounting to-do list on my office wall is followed by: "I'm in." Of course, the most difficult aspect of any road trip is getting it past my partner, who is already of the mind that "messing around with old cars" barely constitutes working. And as for two days on the road in a sports car... best not to repeat that particular opinion. God loves a trier, though, which is how I find myself the following day at Bristol Airport with a ticket for its Belfast equivalent, and still absolutely no idea as to the identity of our target vehicle – well, aside from one rather big three-lettered clue.

Jackson arrives, proffers a handshake and, reading my mind, states: "350i and Chimaera." Excellent: an old-school V8 'wedge', plus an even more powerful, curvaceous V8 from the newer wave. "Private sale," he continues. Great, what could possibly go wrong?



From top: Blackpool duo at the dramatic Titanic Belfast building; vendor Hawthorne with Jackson in the shadow of the Harland & Wolfe Samson and Goliath cranes; Cerbera chases its ancestor – both wear non-standard alloys







‘The chassis reverberates underneath as a second V8 explosion shatters the morning air, before settling to a deep rumble’

Several “we’re here” and “where?” calls later, the penny drops: we’re at different airports. It’s *Keystone Cops* time, but I booked my flight first – and who knew Belfast had two?

The portents of doom begin to shift upon seeing the TVRs. Fully prepared and ready for the off are two notable milestones of the Peter Wheeler years: a Nightfire Red V8 wedge, in all its short-tailed, pointy-snouted glory, and the second offering of that bold new ’90s era, the Chimaera, here in Cherry Red, its glassfibre moulded sensuously rather than aligned with a set-square. After quick inspections of each, both look to be in fine fettle; the 350i’s colour wins, but I know which I prefer the looks of and unceremoniously grab the Chimaera keys.

The cabin is all leather, brushed aluminium and thick red carpeting, but fire it up and any illusion that this is a luxury car disappears. The chassis reverberates underneath as a second V8 explosion shatters the morning air from the 350i, before it, too, settles into a deep, low rumble. With a quick wave we’re off, destination Rosslare on Ireland’s south coast – route to be decided. Although we’re a wee bit behind schedule, our only real time constraint is making tomorrow morning’s ferry for Pembroke.

As we roar onto the A12, the Chimaera is already impressing with the glorious noise from its aftermarket sports exhaust – it sounds mighty good: one part cannon, one part *Snap, Crackle and Pop*. A worry when picking up an unknown classic can be the vagaries enacted upon it by previous owners – it’s amazing how positive or negative an effect these can have, even with a car so simple in formula as the Chimaera. As we hit the city centre, roofs down, for a whistle-stop sightseeing tour, there’s huge pleasure to be had from blipping the accelerator at traffic lights. It’s reassuring to see the ‘professional’ in the lane beside me doing exactly the same, as we communicate via our 16 cylinders.

We take in the awe-inspiring Samson and Goliath cranes, and of course Eric Kuhne’s phenomenal, sharp-edged Titanic Belfast building – all from our driving seats. “Did the same lad design your car?” I shout, ignoring my companion’s scoff as we downchange and power out of town: time to get some miles under our wheels. At Lisburn we take the A1 south, flashing past Hillsborough Castle.

Already it’s clear that the Chimaera is the consummate open GT. The 4-litre V8 is so flexible, pulling from low down in the rev range, yet with instant power always on tap – overtaking is a pleasurable cinch: you see your space, bang, and you’re inhabiting it. The steering is nicely weighted, while the small, short-travel gearlever shifts with a pleasingly mechanical precision and the stiff throttle constantly reminds you of the sheer clout available beneath your right foot. Best of all is the cabin, which lifted the quality of the marque’s interiors to new heights.



From top: Chimaera interior marked a big step forward in quality – knob between the seats opens the doors; 400 has Rover V8 in 3950cc, 240bhp form; TVR duo feels wide on narrow lanes at the foot of the Wicklow mountains



Plenty, if Cosh’s trip is an indicator. Apparently the Tuscan performed with aplomb, but an insurance mix-up led to the driver being stopped 30 minutes in and bundled into a police van. “We were given incorrect advice not to register the car on the Motor Insurance Database,” says Jackson. “It was within minutes of being impounded, but they couldn’t work out how to get in. During the delay, Mark called me and I was able to get it on the MID immediately. With a bit of persuasion, he was on his way.”

As we descend into the Northern Irish capital, we’re welcomed by a dark, imposing sky. Vendor Ian Hawthorne calls to arrange our pick-up point, but when we arrive there are no cars.



# TOUR AUTO

**2019**

## Optic 2000



DESIGN DES ATELIERS  
LORENZO FERRUCIONE

**29 APRIL - 4 MAY**  
**WWW.TOURAUTO.COM**

France, its scenic roads, architectural treasures and famous gastronomy.  
A legendary rally with its timed stages on closed roads & circuits:  
sports, discovery and conviviality.

2019 pays tribute to the disappeared British makes: Fairthorpe, Frazer-Nash, Healey...



‘Throw in some vivid red leather and a centre console that looks like an afterthought, and it all gets a touch confused’

Just south of Newry, we pass effortlessly into the Republic of Ireland – something that would have been impossible during the 350i’s production life and even at the start of the Chimaera’s. The clouds, which had started breaking some 15 miles north, are now much more sparse and warm sunshine floods the land. As Jackson and I spar with each other, giving rapid bursts of acceleration before tucking in and allowing the other to barrel through, I’m aware of two things: just how good the 350i sounds, and a slight but distinct warming to its origami looks.

In no time we’re on the M50 circumventing Dublin, amid heavy traffic that materialised seemingly out of nowhere. However, all’s not well with the Chimaera – ah, the dreaded TVR reliability demons, but it feels more like a tyre issue. I gesticulate to Jackson and we pull over to confirm a flat tyre. The spacesaver spare is fitted quickly, redundant wheel lumped into the passenger seat – where else? – and after locating the nearest tyre shop, it’s soon having a new one fitted while we grab some lunch.

After I’ve eulogised about the Chimaera driving experience, Jackson offers his perspective. “They’re our bread-and-butter,” he explains. “The model accounts for more than half of all TVR production. Year-on-year they’ve gone up 10% in value, for the past four or five, yet you can still get a decent runner from £10,000. Below that you’re looking at a project, and chassis outriggers, interior trim, paint or engine work can each cost around £2k. There’s also choice in terms of engine size: most are 4-litres, but the ‘big daddy’ – a late Mk3 5-litre – will cost £25k or more. Get a good example of any and the running costs are reasonable – as with the 350i, you can usually budget less than £1000 a year.”

We swap cars and head south off the main thoroughfare on to the R115. As we climb into the Wicklow Mountains National Park, it’s time also for a change of environment to find out how good the TVRs are on the tight and twisties. The first thoughts on the wedge are that the cabin is certainly of its era – lost somewhere between the walnut dash and piped-leather seats of the previous generation, and the move upmarket of the next. Throw in some vivid red leather, and a centre console that looks like afterthought, and it all gets a touch confused.

The chassis feels more crude than that of the later car, and crashes a little over imperfections in the road, sending a judder through the thick glassfibre body. However, it’s a long way from the shake, rattle and roll of earlier TVRs, and the suspension remains compliant on all but the worst surfaces. That’s a good thing, because matters are beginning to get decidedly choppy, and as we hit a healthy-sized bump I’m glad I’m in this car and not the lower Chimaera. Many sporty V8s would flounder on roads such as these, but enter a tight corner in the 350i and the steering loads up, feeding a flow of



Above: wedge at rest on Rosslare beach – bright-red additions lift the angular interior, but the glovebox lid was originally veneered. Right: the Buick-derived, all-aluminium Rover V8 makes 197bhp in 3.5-litre form for the 350i



information to your fingertips. Don’t get on the throttle too early, but once the wheels are straight, power on with a blare from the big-bore exhausts. There’s a lot of fun to be had here.

As the mountains echo to the crackling exertions of twin TVRs, my confidence builds. With 197bhp and 220lb ft torque, however, I’m occasionally reminded to take care by a rear-end twitch. It’s amazing to think that the company stumbled on its strident V8 formula by default, choosing to replace Ford V6 with Rover V8 to remove the American link for the political minefield of the wealthy Gulf States.

With evening threatening, we join the M11 at Junction 20 and from there it’s foot to the floor

until we hit Rosslare at dusk. The cars are quickly deposited at the hotel and I’m persuaded to have a pint of Guinness. I wouldn’t normally touch it back in the UK, but this is delicious – suggesting that they’re keeping the good stuff for themselves. A quick bite to eat and it’s off to bed, eardrums throbbing, to sleep the sleep of the contented petrolhead.

Having failed to discuss the 350i’s merits the night before – blame the black stuff, the *craic* and fatigue – we do so on the top deck of the ferry. It’s a glorious day, and bodes well for Wales. “The 350i is the car that got me in to TVRs,” explains Jackson. “And today it still gives you the best bang for your buck. The pre-cat sound is



glorious, but the styling is completely Marmite – loved and hated in equal measure. I think of them as in-between cars – they’re undervalued and playing catch-up, both dynamically and in terms of looks. You do get the full TVR experience, though, and if you’re easy on the throttle it’ll return 30mpg – plus they are fantastic value: £4500-8000 for a decent runner, and £10-12k for the best, although we sold a 420SEAC for three times that amount recently. It’s also easier to see the rot on a wedge, because the body doesn’t hide the chassis outriggers like the Chimaera.”

That’s got me thinking, so at Pembroke I keep the keys to the 350i for the journey to Pendine Sands, where we stop for an ice cream and, with the museum closed, visualise the ghost of Parry Thomas and ‘Babs’ tearing along the sand. I get it now, the 350i. It’s the founding father of the modern breed, even the looks are growing on me – and, for a Scot, the price helps, too...

Clockwise, from right: rumbling on to the ferry at Rosslare harbour; Jackson changes Chimaera wheel on the M50 outside Dublin; driving into the low sun across the Irish border; parked among the palm trees at Rosslare beach



‘There’s prodigious grip – just don’t put the power down too soon, or you’ll be pointing back the way you came’







I'd still have the Chimaera 400, though. Compared to the mechanically identical Griffith, it's still affordable. And there's time for one final blast in the glorious Brecon Beacons; we roar up through Carmarthen to Llandovery, then dive headlong into our playground. Jackson and Cosh regularly guide TVR Car Club driving tours here, so I'm in safe hands. Hot on the 350i's heels, the Chimaera is proving just as adept, but it strikes me that both cars are endowed with a slight 'sledgehammer trying to crack a shelled peanut' approach to cornering.

The steering is sharp and, while it lacks a hot hatch's poise in bends, it's taut and planted at speed, with prodigious grip from its wide rear tyres – just don't put the throttle down too soon, or you'll be pointing back the way you came. That, of course, is the very essence of TVR: a frisson of danger, created by a complete lack of safety aids and a barrel-load of power.

Crossing the Severn Bridge heralds the beginning of the end of our journey, and in 15 minutes we're back at Amore Autos' workshop, where we're greeted by Cosh. "Pretty epic," says the man who knows a thing or two about marathon drives. Having completed nearly 600 miles in a day and a half, through four countries – and with the roof down – that's exactly how these two windswept and sun-kissed heroes feel.

Our two TVRs have performed without fault, and there's no doubt that either offers a first-class entry into Peter Wheeler's world of big, brutal V8s, with both being perfect fare for either a lengthy road trip or a B-road blast. This duo is a vital reminder of the Blackpool firm's transition from the world of the traditional to that of the modern classic.

**Thanks to** Paul Jackson and Mark Cosh at Amore Autos: [www.amoreautos.co.uk](http://www.amoreautos.co.uk)



### TVR 350i

**Sold/number built** 1983-'90/c950

**Construction** tubular steel chassis, glassfibre body

**Engine** all-alloy, ohv 3528cc V8, Lucas electronic fuel injection

**Max power** 197bhp @ 5280rpm

**Max torque** 220lb ft @ 3500rpm

**Transmission** five-speed manual, RWD

**Suspension** independent, at **front** by double wishbones, anti-roll bar **rear** semi-trailing links, transverse links; coil springs, telescopic dampers f/r **Steering** rack and pinion

**Brakes** discs, with servo

**Length** 13ft 2in (4013mm)

**Width** 5ft 8in (1727mm)

**Height** 3ft 11½in (1206mm)

**Wheelbase** 7ft 10in (2387mm)

**Weight** 2213lb (1004kg)

**0-60mph** 6.5 secs **Top speed** 134mph **Mpg** 20

**Price new** £16,320 **Price now** from £5000

### TVR CHIMAERA 400

**Sold/number built** 1992-2003/c6000 (all)

**Construction** tubular steel chassis, glassfibre body

**Engine** all-alloy, ohv 3950cc V8, Lucas 14CUX electronic fuel injection

**Max power** 240bhp @ 5250rpm

**Max torque** 270lb ft @ 4000rpm

**Transmission** five-speed manual, RWD

**Suspension** independent, by double wishbones, coil springs, telescopic dampers, anti-roll bar

**Steering** power-assisted rack and pinion

**Brakes** discs, with servo

**Length** 13ft 3in (4015mm)

**Width** 6ft 1in (1865mm)

**Height** 4ft (1215mm)

**Wheelbase** 7ft 6in (2282mm)

**Weight** 2337lb (1060kg)

**0-60mph** 5.1 secs **Top speed** 152mph **Mpg** 24

**Price new** £27,850 **Price now** from £8000



“Obviously the Formula One dream didn’t quite happen, but I was bloody quick in single-seaters when given decent equipment”

After more than five decades going wheel-to-wheel with – and commentating on – motorsport’s greats, David Hobbs is never short of a story to tell

WORDS RICHARD HESELTINE PHOTOGRAPHY TONY BAKER/AUTHOR/MOTORSPORT IMAGES









**T**he anecdotes tumble thick and fast. David Hobbs is on a roll, laughter bouncing off the timber-panelled walls of the Segrave Room at Brooklands as each yarn unspools. As a racing driver, the Wisconsin-domiciled Briton competed in everything from Formula One to Can-Am, via endurance racing and even NASCAR. He did so over 32 seasons before parlaying his experience into a secondary career as a commentator. Listen to him discuss his time as a wheelman, however, and it soon becomes clear that it wasn't all japes and giggles. Success was earned, and often the hard way, as is made abundantly clear in his new autobiography, *Hobbo: Motor Racer, Motor Mouth*.

It all began with a visit to Mallory Park in the late '50s. "I had considered racing motorcycles; I had a 500cc Triumph Speed Twin, and hardly ever fell off, which I thought was a good sign," he deadpans. "I remember watching Tony Lanfranchi racing his Elva and it dawned on me that cars might be a better option. Naturally, I decided to race my mum's seven-year-old Morris Oxford. It was her daily driver and had a sidevalve 'four' plus a Mecha-Matic transmission devised by my dad." Hobbs Snr was an accomplished engineer, whose clutchless 'box was evaluated by several mainstream car manufacturers: "He'd done some prototype work

Clockwise from top left: Le Mans debut alongside Gardner in Elite; seventh in the McLaren M23 at the 1974 Austrian Grand Prix; leading the 1968 Guards Trophy Motor Show 200 at Brands Hatch; 1969 Sebring 12 Hours with Mike Hailwood in GT40

my debut at Snetterton in April 1959; the engine gave up at peak revs on the Norwich Straight."

A year later, the then 20-year-old graduated to his father's Mecha-Matic XK140, and inverted it first time out at Oulton Park: "I phoned dad and told him what happened. He said: 'I know, I saw it on television. You broke it, you fix it.' By then I was a Jaguar apprentice, because it had taken over Daimler, and I managed to purloin a few bits: bigger SUs, disc brakes and so on. I then started to win races. That attracted the attention of 'Lofty' England, who was a legend at Jaguar. Lofty put in a good word, which led to me driving E-types and Mk2s for Peter Berry.

"Around that time, Ford was proposing to make dad's gearbox an option on various models, so I persuaded him that we should promote the transmission by racing it seriously. We bought a Lotus Elite and then set about converting it. I won 14 races from 18 starts in 1961, and also

for BMC, and in his factory was a B-series engine, also attached to a Mecha-Matic. This was levered into the Oxford along with a pair of SU carbs that I bought for a quid from Daimler, for whom I was serving an apprenticeship. I made

had my first-ever international foray in that car, competing in the Nürburgring 1000km race alongside Bill Pinckney. We were supposed to be in the 1300cc sports-car class but Les Leston protested the gearbox because it was non-standard. My having beaten him at Brands Hatch a week earlier might have had something to do with it. We were moved into the 1600cc class and shouldn't have had a chance against the quad-cam Porsches, but we won. The prize money was four times better in that class, too!"

A year later, Hobbs made his Le Mans debut aboard a different Lotus: "Team Elite offered me the drive for 1962 alongside Frank Gardner. We finished eighth, won our class and also claimed the Index of Thermal Efficiency. I did the 24 Hours 20 times, and that was perhaps the best race of them all and on many levels. That same year, I went back to the 'Ring with my Elite, and took along as my co-driver a fellow Jaguar apprentice: Richard Attwood. We led our class until the engine overheated. In return, 'Atty' let me drive his Cooper Formula Junior at Oulton Park. It was my first start in a single-seater."

Hobbs won by 13 secs: "On the strength of that, I was offered a Midlands Racing Partnership Formula Junior drive for 1963. My teammates, all in Lolas, were Attwood and Bill Bradley. At Silverstone, I had a cracking race with Denny Hulme in the works Brabham. We swapped the lead repeatedly, only for my





Hobbs' Lola-BMW T100 crossed the line 10th in the '67 German Grand Prix at the Nürburgring, and third in the F2 class

gearlever to snap off. Denny just pipped me. At Le Mans, Richard and I shared the Lola Mk6. [Marque founder] Eric Broadley drove it from Bromley to the circuit on trade plates. The race ended in the barrier at the Esses after the Colotti 'box jammed, but the important thing was that I was being offered drives at a serious level."

Outings in Formula Two led to a Formula One seat with Tim Parnell's equipe for the '65 French Grand Prix at Clermont-Ferrand: "He had a BRM V8-engined Lotus 25, the deal being that I would tow the car there behind my Ford Cortina GT. I didn't make it to France, though, because a five-ton laundry van pulled out in front of me near Aylesbury and I hit it with enough force to knock it over. I spent the next three weeks in hospital. Once I got out, I drove a Lola T70 for David Fletcher and won the Guards Trophy at Mallory Park among other races, but I still wanted to do single-seaters. I drove an F2 Lola T61 at Barcelona in April '66, then Parnell offered me a ride in the non-points Syracuse GP. I finished third behind the works Ferraris of John Surtees and Lorenzo Bandini. At the end of the race, Tim said, 'Bloody 'ell Dave, I thought you'd 'ave done better than that...'

"Bernard White, Lord Hanson's brother, then asked me to drive his GT40 in the Springbok Series alongside Mike Hailwood. He was great fun and loved the ladies. Mike never seemed to eat breakfast and dinner with the same one. I also

"Mike Hailwood was great fun and loved the ladies – he never ate breakfast and dinner with the same one"



drove Bernard's 2-litre BRM in the British GP at Silverstone, and finished eighth. After that, he sent it to Mosport for the Canadian GP. I finished ninth. I then landed a dream drive with the Gulf/Wyer team for '68. I would drive a GT40 alongside Paul Hawkins, while Jacky Ickx and Brian Redman would share the sister car."

The dream soon soured, however: "I didn't get on with the team manager, David Yorke. He was in love with Jacky, and the little Belgian had him wrapped around his finger. I enjoyed the GT40, though. At Daytona, Paul and I were challenging for the lead at half-distance, but then a bit of wire wore a hole in the bag tank. At Sebring, we were leading until 'Hawkeye' had a coming together with Liane Engeman's AMC Javelin. We then won the Monza 1000km race, which included some of the old banking. Later on that year, Paul and I were a lap ahead of Ickx, who was sharing his car with countryman Lucien Bianchi, but then Yorke put out the 'EZ' sign; I was obliged to relinquish the position. It made no difference to *anything* which of our cars won, so I was not happy. The Gulf boys weren't, either. We bumped into them at the airport a day later and they handed us \$1000 each – by means of an apology, I suppose. It was more than the team had paid Paul and me to do the race."

For '69, Hailwood replaced Hawkins and the great mates were serious contenders for honours at Le Mans: "Ickx and his then co-driver Jackie



Headline sponsor



FOR THE

# Car Clubs

SPECIALIST CAR INSURANCE WITH YOU IN MIND



**LANCASTER**  
INSURANCE

01480 400 811

Agreed Value Available ✓ UK Based Call Centre  
Multi-Vehicle Policies Available ✓ Choice of Repairer

 /lancasterins [www.lancasterinsurance.co.uk](http://www.lancasterinsurance.co.uk)  @lancaster\_ins

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.  
Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority.

LIS/H/CS/FP/10/2018





Oliver lost time following the first-lap accident that claimed John Woolfe, but we were well clear. What did for us was the brake pedal going straight to the floor during my second stint. I was doing 200mph down to Mulsanne Corner and had to take to the escape road. I limped to the pits and Yorke batted away what I said and told the mechs to change the pads. I knew it wasn't the pads, but they changed them anyway and off I went. At the end of the pitlane, I gave the middle pedal a prod and almost ran over a marshal. I did a full lap with no brakes and pitted again. They then discovered that a wheel weight had been fitted on the inside of a rim rather than the outside and it had snagged a caliper pipe. By the time they had replaced it and bled the system, we'd lost a chunk of time. We ended up third."

In the '70s, Hobbs carved out a niche racing in the USA: "John Surtees built an F5000 car in which I won the 1969 Dublin GP. He then sent it to North America and I won a ton of races; I lost the Formula A title by one point despite having missed the first five rounds. That was a major turning point in my career. I was third in the points a year later, despite having started my season in July. That led to me driving for Roger Penske in sports cars and selected IndyCar races for '71, and also for Carl Hogan in F5000. I won the championship with Carl, and shared Roger's Sonoco-sponsored Ferrari 512M with Mark Donohue in the USA and at Le Mans. Mark was

Clockwise from top left: second at Watkins Glen in McLaren M20 in '73 was a highlight; Peterson/Hobbs BMW retired from the '78 Daytona 24 Hours; third in 1983's Spa 1000km in a Porsche 956; Hobbs' Mondello Park win on his F5000 debut in 1969

distance, when I heard an almighty clatter from the back of the car as I exited Turn 4. I was just ahead of Rick Muther in the Sugar Ripe Prune Special. Rick spun to avoid hitting me, smacked the wall and ricocheted back on to the track and took me out. That was my first Indy 500. I did it four times, with a best finish of fifth in 1974."

While Hobbs continued to make fleeting appearances in Europe that decade, most memorably in the Broadspeed Jaguar XJ12C, the USA remained his happy hunting ground: "For me, the most enjoyable period was the three seasons I spent driving the McLaren-run BMW 320is in IMSA [1977-'79]. They produced around 680bhp and had incredible turbo lag. I did most of the races solo, but drove with Ronnie Peterson in long-distance events." Scroll forward to '83 and Hobbs won the Trans-Am series aboard the John Dick-fielded, Budweiser-liveried Camaro, while also racing for John Fitzpatrick in

a chippy bugger, but he worked like a dog. We led so many races in that car in '71, but just couldn't win any. Driving at Indy was incredible, too. I was in Mark's Lola-Ford from the year before and everything was going well until half-

assorted Porsches that were famously sponsored by future jailbird Jerry Dominelli (aka J David). Our hero rounded out his driving career at Dijon in 1990, where he shared a Joest 962C with Jonathan Palmer: "I had done little racing that year and wasn't fit enough. We finished eighth and I knew it was time to stop."

Asked to name his favourite race, the answer comes as a surprise: "I cannot pick one, but if you will allow me two... The Formula Junior race at Silverstone in '63 when I battled with Denny Hulme was fantastic, because way behind us was the cream of up-and-coming talent. Obviously, the F1 dream didn't quite happen. I did all of seven World Championship Grands Prix spanning eight years, but that race showed that I was bloody quick in single-seaters when given decent equipment. My other favourite race was another I didn't win. I drove a works Lola T310 in Can-Am in 1972, and it was the worst car I ever sat in. A year later, I raced Roy Woods' McLaren M20, which was one of the best. It was no match for the Porsches, but at Watkins Glen I finished second to Donohue's mega-horsepower 917-30 and ahead of all the other Porsches. I derived a lot of satisfaction from that." Pause. "There were lots of races I should have won. My career has been full of 'what ifs' and 'maybes', but on balance I did all right."

Thanks to [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)



# OLDS FAITHFUL

You never forget your first love – and Gary Lord won't, because he still owns the Oldsmobile 442 he bought at 15

WORDS **GREG MACLEMAN** PHOTOGRAPHY **WILL WILLIAMS**









“Dad downshifted and jumped on the gas before shouting ‘Oh, sh\*t!’ – he immediately thought he’d given me a loaded gun”



**W**e all remember ‘the one that got away’. The single car from our past that slipped through our fingers as the bills began to mount, enthusiasm for effecting endless repairs waned, and real life temporarily took precedence over a love of old cars. But not so Gary Lord. Against the odds, this Californian managed to hold on to his first car – a 1966 Oldsmobile 442 – before eventually committing to a restoration so meticulous that it would send a concours judge weak at the knees.

Oldsmobile had form when it came to the muscle-car revolution, having become an early pioneer of the segment by dropping its first post-war V8 – the Rocket – into the mid-sized 88 in 1949 to create the legendary, NASCAR-storming ‘Rocket 88’. Yet it was its GM stablemate, Pontiac, that built on the theme in the 1960s.

Prompted by a management decree to withdraw from competitive motorsport in 1963, the firm switched its emphasis to street performance and shoehorned the Catalina and Bonneville’s thumping 389cu in V8 into the forthcoming second-series Tempest to create the GTO.

The new car proved to be an overnight success, and was enough to stir its in-house rival into action. Fearing that it could be left behind, Oldsmobile responded by repeating the trick with its cooking-model Cutlass. A team led by John Beltz, Dale Smith and Bob Dorshimer mated this everyday workhorse with the firm’s top-spec 310bhp, 330cu in (5408cc) engine. “It’s as if they stuck a powerful engine in your grandmother’s grocery-getter,” smiles Lord.

The company’s flagship V8 was fitted with the latest performance enhancements, usually the preserve of police interceptors, including trick air filters, high-quality conrods and main bearings, joined by a beefy four-barrel carburettor,

four-speed manual gearbox and fruity twin-pipe exhausts – giving rise to the ‘4-4-2’ moniker.

For all its efforts, Olds was late to the party, and while the finished product impressed well enough, marketing and advertising fell short of expectations. Punters either didn’t know what it was, or didn’t know that it existed, and only around 3000 were sold in the first year.

Things improved in ’65, thanks in no small part to another engine swap, with the 330cu in V8 making way for a monster 400cu in (6555cc) unit that put out 345bhp and 440lb ft, giving the 442 the performance to match its rivals; 0-60mph took just 5.5 secs, with the quarter-mile covered in 15 secs flat. Changes were made beneath the skin, too, with bigger tyres, firmer springs plus front and rear anti-roll bars contributing to a leap forward in handling ability, and a subsequent marked improvement on the sales-room floor. By the end of the year, Oldsmobile had shifted more than 25,000 units. “One thing





Clockwise from above: rare tri-carb manifold boosts power by 10bhp; proud 21-year-old Lord with dad and the Olds; the 442's handling was hailed in period, but today seems slightly less sporting – early personalised plate was a 16th-birthday present from his parents

that Oldsmobile did a bit differently to the other GMA-body cars is to put a sway bar on the rear end to give it a little more rigidity,” says Lord. “That was its edge over the GTO.”

Ultimately, it was a later generation of Olds that first caught this enthusiast's eye. “Back when I was 15 or so, I saw an amazing car in a used car lot, which I later found out was a 1970 442,” says Lord, who was drawn by the car's curvaceous styling – an echo of the designs emerging from the *carrozzerie* of Europe – with its streamlined rear profile, steeply raked screen and sloping boot. But his path to Oldsmobile ownership took a fateful turn early in his search.

“I said to my dad, ‘I wanna get a 442!’ So we looked in the local newspaper listings and found one for sale – I didn't know the years,” explains Lord. “When we went out to look at it, we realised that it was totally different, being a much older version of the 442. But I fell in love with it and bought it then and there for \$750.”

The car that won Lord's heart was a 1966 convertible, which differed from previous generations with its all-new bodywork that did away with the staid, slab-sided and square design of old in favour of ‘Coke bottle’ styling. Flared arches and broad hips gave a more sporting appearance, while the engine was up to 350bhp – enough to cover 0–60mph in just 7.1 secs.

“Being 15, I couldn't drive when we went to pick it up,” says Lord, standing beside his pride and joy. “But my dad was with me and we took it out on a straight expressway outside of San Jose. He downshifted and jumped on the gas before shouting ‘Oh, sh\*t!’ – he immediately thought he'd given me a loaded gun.” Gary's mother wasn't too pleased at the prospect, either, assuming that, because it was a convertible, he would roll it. “But trust me, there's no way you're flipping one of these things,” smiles Lord.

“The day I turned 16, I got my driving licence and went straight home to tell my mom, ‘I'm

taking the car.’ She said, ‘I don't think Dad got your insurance...’ and I replied, ‘No, but I did!’ Given his chequered past – he was already driving way before he had a licence, and he wrecked his father's car – my dad assumed that I would do all of the stupid things he did.”

In the early years, and with a limited budget, Lord tried to keep the car on the road with varying degrees of success: “It was in rough shape when I bought it – it had been used well and it was constantly breaking down. I was calling Bob's Tow Truck company once a month to get it towed – we were on first-name terms.”

“These things weren't built for longevity, and by the time I got it in '76 the car was 10 years old,” says Lord. “For the next couple of years I worked in a gas station, and I'd save up for parts. One of the first things I bought was a set of tyres – the old ones were bald, so it would just spin out in the rain. I did a lot of drag racing, too: those were fun but dangerous days.”





Clockwise, from above: reconditioned seats and door cards were stitched by hand; Lord enjoys a familiar view on local roads around Monterey – the four-speed manual suits the V8's torque; Gary and wife Tami on their wedding day with the Olds, then sporting a white vinyl top



For the following decade Lord used the 442 as his main car, driving it to and from work every day. During that time, he and his father decided to carry out an amateur restoration, with the main objective being to keep the car in road-worthy condition while improving its tatty appearance. “We disassembled all of the trim in order to do the bodywork, then had a friend of the family paint it,” says Lord. “I fitted a new roof and re-covered the two front seats – it looked pretty darned respectable!”

With life moving on, and his interests leading to other cars, Lord parked the Olds at his parents' house, where it remained in storage before getting a run out on his wedding day: “We ended up moving to New Hampshire for three years, so trucked it out with us and stuck it in the garage, then trucked it back. It ran the whole time – it was always driveable. There were a few times early in our marriage when we were short on funds – such as one year when we

needed a washer and dryer – and I said I'd sell the car, but my wife said, ‘No, we're not doing that.’ So we hung on to it for all those years.”

By 2000, the 442 was once again beginning to show its age, and Lord decided the time had come to embark on a full restoration. “I wanted it as if I had bought it new,” he says, “as if I had gone down to the dealership and specified it myself.” The man chosen for the job was Jeff Lilly, a muscle-car specialist from San Antonio who had just completed a nut-and-bolt rebuild of a '67 442. “Having finished virtually the same car, he knew exactly where all the right fasteners were and where to find them, and the correct colour of paint for the engine and all of the chassis components,” explains Lord. But the project hit a snag early on when a fire ripped through the paintshop at Lilly's Texas ranch, thankfully leaving Lord's car unharmed but damaging a number of other customers' cars. “He wanted to make every one of the 20-or-so

damaged cars right, so he said it would be at least two years before making a start on my car,” says Lord. “He ended up having it for eight.”

The majority of 1966 442s left the factory fitted with Rochester Quadrajet carburettors, but Lord's dream specification included an option introduced that year – the first tri-carb manifold Oldsmobile had offered since the 1950s, designated L69. Thanks to the trio of two-barrel carburettors, coupled with a return to the factory 10.5:1 compression ratio, power was bumped up to 360bhp. “Unfortunately, that means you have to run it on 100-octane fuel, which is \$10 per gallon here!” laughs Lord. Few convertibles benefited from this increased performance, and even fewer featured a four-speed manual 'box and Posi-traction 4.11 diff, making this car something of a rarity.

After being advised by Lilly that a black paint finish would better show off the lines of the Olds, friends and family were consulted and





“The only non-factory items on the car are the door mirrors, which I just couldn’t find – everything else is original from 1966”

the decision was taken to keep the 442 in its original shade of white – although the white vinyl roof was thrown out in favour of black cloth. “At a concours event, that would be the differentiator between me and the guy next to me,” explains Lord. “But I didn’t restore it for a concours show. That wasn’t my objective. I wanted to take a different approach with it – to use as many new-old-stock components as I could find. I didn’t want there to be any reproduction parts on the car, so the only non-factory items are the

door mirrors, which I simply couldn’t find. Everything else is original from 1966.”

Compared to restoring a Pontiac GTO, where nearly everything is available, sourcing parts for the less-common Oldsmobile proved an adventure in itself, and Lord committed countless hours to online research and long-distance phone calls. “I found a guy in New Jersey who had a warehouse full of 1966 and ’67 parts,” he explains, eyes brightening at the memory. “The bumpers are new-old-stock – they had never been on a car and were still in their original boxes. The Rallye wheels were unused originals, too, while the dashboard pads were perfect – they didn’t need anything doing to them. The dash inserts are also new-old-stock because trying to restore a dash like that, with all of the different finishes, is virtually impossible. Everything else was refurbished.”

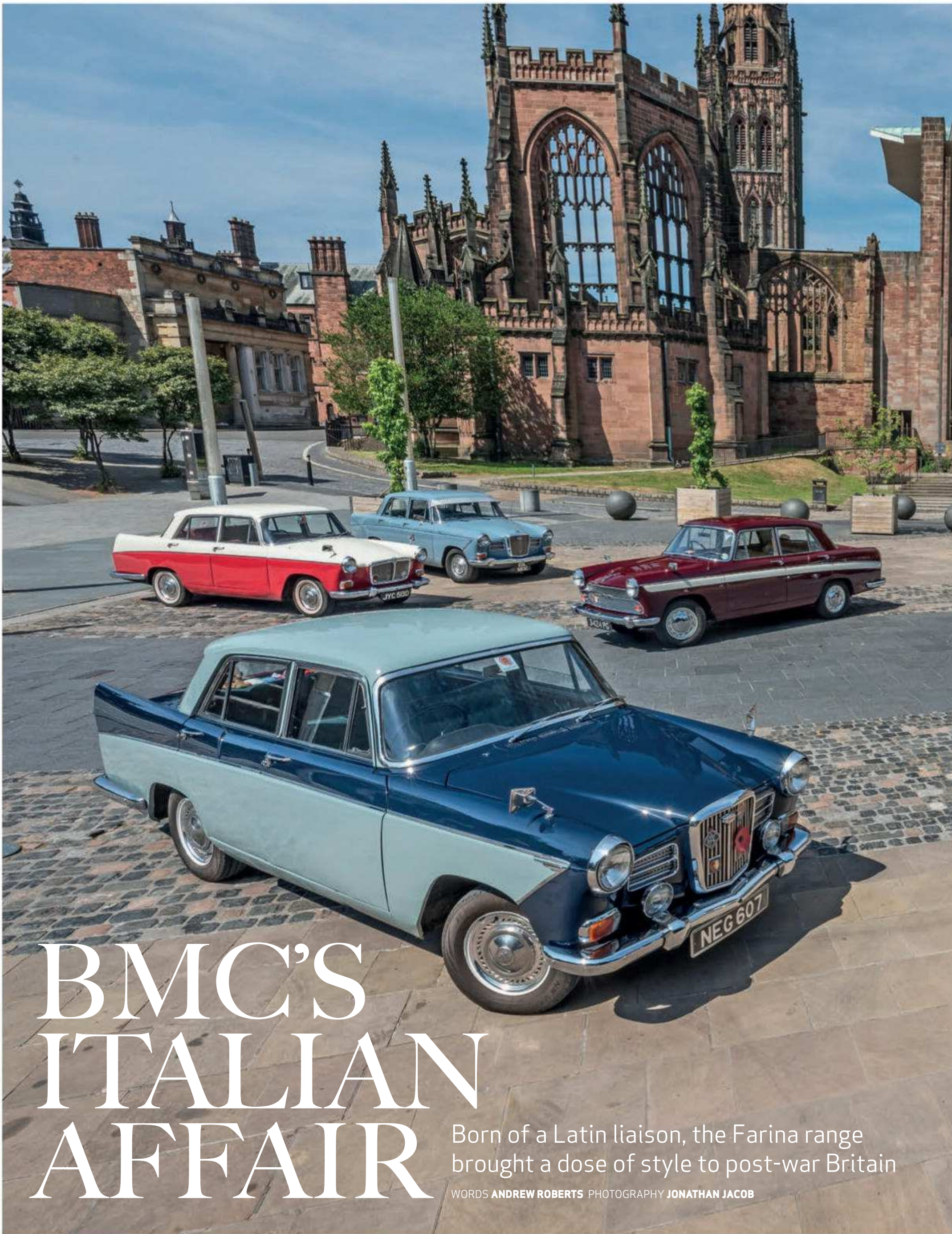
Following the restoration, Lord exhibited the car extensively, but this summer marked the first

time it had been shown in eight years as it took to Carmel’s Ocean Avenue during Monterey Car Week. It’s now set for an easy retirement, being driven on high days and holidays.

“By old-car standards it’s pretty comfortable,” says Lord. “It’s a big car, but in its day these things were pretty hot – there wasn’t much in the high-school parking lot that could beat it. By today’s standards, though, it’s a boat! It just cruises along and it’s got stock exhausts, so it isn’t too loud or obnoxious. As for cornering... well, let’s just say that these things were meant to go in a straight line. Quickly, yes, but they were meant to go straight.”

With another show season now under its belt, Lord only has one more ambition for the car. “My eldest son just proposed and they’re going to get married down here in the Carmel Valley,” he says with a smile. “I’m hoping he’ll want to use this for his wedding, the same way his mom and I did. That’s what I really want.”





# BMC'S ITALIAN AFFAIR

Born of a Latin liaison, the Farina range brought a dose of style to post-war Britain

WORDS ANDREW ROBERTS PHOTOGRAPHY JONATHAN JACOB









Wolseley was first Farina to take a bow. Below left: befinned shape hid B-series motor and traditional dash. Below: Spartan interior for the entry-level Austin

Sixty years ago, the British Motor Corporation launched its second collaboration with Battista ‘Pinin’ Farina, an all-new range that appeared to symbolise post-war renewal as clearly as tower blocks emerging from bomb sites.

The seven cars gathered in front of Coventry Cathedral describe the history of a badge-engineered classic that today is often taken for granted, but one that, in its own modest way, had originally caused quite a stir.

## Wolseley 15/60

When BMC presented the 15/60 in December 1958, it ran the risk of causing apoplexy among many of its customers. The outgoing, Gerald Palmer-styled 15/50 was one of the most attractive saloons of its generation, and the famous marque was, to paraphrase Viv Stanshall’s *Sir Henry at Rawlinson End*: ‘English as tuppence, changing yet changeless as canal-water, nestling in green nowhere’ – indeed, it’s easy to imagine Stanshall as a Wolseley owner. Furthermore, those tail-fins might have deterred customers who had no desire to be regarded as a skiffle-band leader by association.

Yet to experience this 1961 example owned by Tony Spearman is to appreciate how the timber- and hide-trimmed cabin was more than sufficient to quell any doubts over the 15/60’s identity; this was indeed a true Wolseley. Spearman regards his 15/60 as “comfortable and very stylish” – and this was the very formula that appealed to Wolseley drivers who wished to experience this brave new Italian-styled world without compromising their social status. The

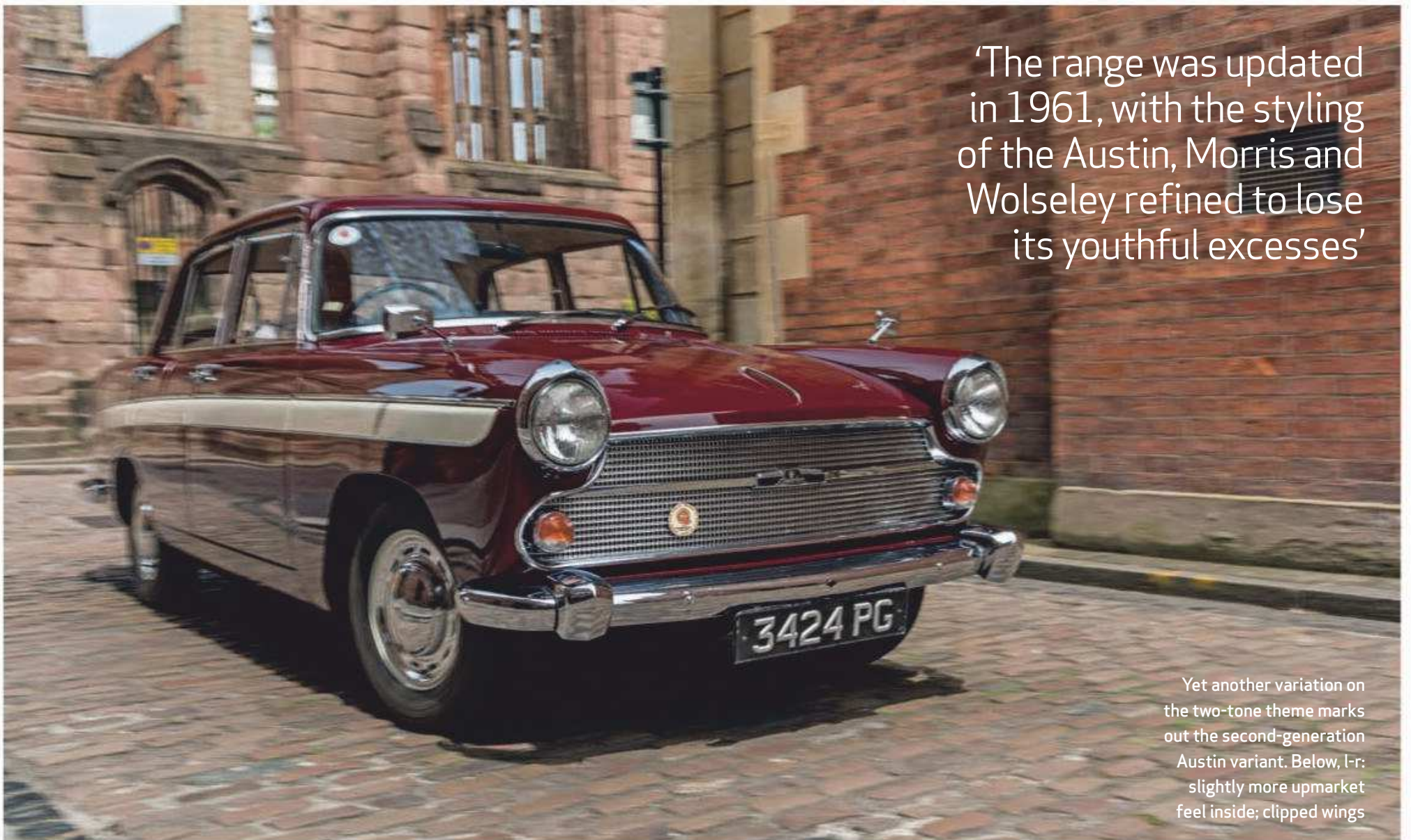


engineering was utterly straightforward, from the B-series motor to the cam-and-peg steering, but this made for easy maintenance and there was at least a floor-mounted gearlever. Only the Austin and the Morris were available with an optional steering-column change.

The Wolseley’s looks contrived to embody a spirit of urgency; 1958 also marked the opening of Britain’s first motorway, and the advent of the Subscriber Trunk Dialling. The 15/60 never claimed to be a ball of fire, but it successfully blended tradition with modernity.







'The range was updated in 1961, with the styling of the Austin, Morris and Wolseley refined to lose its youthful excesses'

Yet another variation on the two-tone theme marks out the second-generation Austin variant. Below, l-r: slightly more upmarket feel inside; clipped wings

## Austin A55 Cambridge MkII

By April 1959, the Farina range was established with the Austin as the starting point of the five-car line-up. The Morris Oxford Series V was slightly more expensive, the 15/60 was for the progressively minded bank manager, while the twin-carb MG Magnette MkIII and Riley 4/68 featured slightly less exuberant fins.

Although it was not the first BMC product to make use of its various marque identities, the Farina established the template for an elaborate hierarchy of badges. The thinking at Longbridge was that an Austin customer would display such brand loyalty that they wouldn't dream of buying an Oxford from the local Morris dealer.

The A55 Cambridge MkI was an agreeable-looking machine, but the MkII was far more flamboyant without falling into the social abyss of being considered 'spivvy'. When the Austin-badged Farina was launched, many buyers considered it to be less transatlantic in appeal than the Ford Consul, the Hillman Minx and the Vauxhall Victor F-type. A potential Austin customer might have also considered an Ensign, but although the Standard made its debut just 18 months before the Cambridge, it still conveyed a sense of ration-book utilitarianism.

Roy Presdee's splendid 1961 MkII looks radiant in its Tartan Red over Farina Grey. It is a vivid reminder of the impact made by the A55 MkII nearly six decades ago, offering quasi-municipal values in a smart new suit – which is just what buyers at the time demanded.

## Austin A60 Cambridge

In October 1961, the Farina range was updated. The wheelbase was elongated, the track slightly widened, the B-series engine enlarged (from 1489 to 1622cc) and, on the Austin, Morris and Wolseley variants, the styling refined to lose its youthful excesses. The A60 succeeded the A55, with cars such as Ivan Mole's 1963 Cambridge widely regarded as the bedrock of the range.

By the mid-'60s, however, the A60 not only stood apart from BMC's front-drive products, but also faced intense competition from Dagenham as Austin drivers transferred their allegiance to Ford within months of the Consul Cortina taking a bow in 1962. BMC's plan to replace the Farina with a front-drive design eventually led to the 1964 Austin 1800 'Landcrab', and the Cambridge soldiered on virtually unaltered until the radically different Maxi arrived in '69.

The soundness of the concept is illustrated by the fact that A60s still operated as rural taxis in the early '80s; this was a car of integrity, one that would get you to your Swanage holiday guest-house in good time – and the minimum of fuss.



### SPECIFICATIONS (ALL MODELS)

**Construction** steel unitary

**Engine** all-iron, ohv 1489cc/1622cc 'four' (2433cc 'six' for Wolseley 24/80), fed by single/twin SU carburetors

**Max power** 52bhp @ 4350rpm to 85bhp @ 4400rpm

**Max torque** 82lb ft @ 2100rpm to 123lb ft @ 1650rpm

**Transmission** four-speed manual (three-speed automatic for Wolseley 24/80), RWD

**Suspension: front** independent, by wishbones, coil springs **rear** live axle, semi-elliptic leaf springs (anti-roll bars f/r from A60)

**Steering** cam and lever **Brakes** drums

**Length** 14ft 6½in-14ft 10½in (4432-4534mm) **Width** 5ft 3½in (1613mm)

**Height** 4ft 11in-4ft 11¾in (1499-1518mm)

**Wheelbase** 8ft 3¼in-8ft 4¼in (2521-2549mm)

**Weight** 2465-2935lb (1118-1330kg)

**0-60mph** 25-18.2 secs

**Top speed** 76-87mph **Mpg** 28-19

**Price new** £837 18s 9d (MO Traveller) to £1225 (Wolseley 24/60)

**Price now** £5-15,000





# WIN



A 1:8 MODEL  
OF JAGUAR  
E-TYPE COUPE  
**WORTH £8,735**

Book tickets  
before 26  
October to  
enter\*\*

## THE UK'S **BIGGEST & BEST** CLASSIC MOTOR SHOW

NEC BIRMINGHAM

9-11 NOVEMBER 2018



**TICKETS NOW ON SALE!**  
**BOOK YOURS TODAY - QUOTE CMS18CSC2**

NECCCLASSICMOTORSHOW.COM

CALL 0871 230 1088\*

### **WORLD'S BIGGEST GATHERING OF CLASSIC VEHICLE CLUBS**

Over 3,000 stunning classic cars | Celebrity guests | Discovery Live Stage  
The UK's biggest indoor autojumble & trader village | Classic cars for sale | Meguiar's Club Showcase  
Silverstone Auctions | Lancaster Insurance Pride of Ownership | Dream Rides | Restoration Theatre  
Arrive & Drive a classic car experience with HERO | **Free** entrance to the Classic Motorbike Show

Headline Sponsor



Official Partners



\*Calls cost 13ppm plus standard network charges. Ticket prices include a free show guide. Advance tickets are available until midnight Thursday 8 November 2018. After that date, tickets will only be available at the show. All bookings are subject to a single transaction fee of £1.95. Please be aware the above code does not equate to a discounted rate and is solely for marketing purposes. All information correct at time of publishing. \*\*Book your ticket(s) before Friday 26 October 2018 at midnight and you will be automatically entered in to our free prize draw to win a Jaguar E-type model worth £8,735. Full T&Cs online: [www.necclassicmotorshow.com/tickets](http://www.necclassicmotorshow.com/tickets)





Rakish Oxford is roomy and practical. Below: mint Poulter car conceals some useful tweaks. Bottom right: sporty twin-carb MG has a ZB-style horn ring

## Morris Oxford Series VI Traveller

Countryman (Austin) and Traveller (Morris) versions of the Farina were launched in 1960, and got the same facelift as the saloons a year later. Chris Poulter's Oxford Series VI dates from 1966, and it's easy to understand why they had a devoted following throughout the '60s. In comparison, the Vauxhall Victor FC or Hillman Super Minx estates lacked the *BBC Home Service* ethos that the Farina station wagon embodied. The Traveller was capacious, well-planned – one nice touch was that the rear seat could be arranged in a sleeping position – and the integrated styling gave real showroom appeal.

Furthermore, Poulter's Oxford demonstrates the Farina's capacity for development: this practical Q-car has an MGB cylinder head, along with an MG overdrive and front disc brakes. The result is a car that was recently driven around mountain roads in Snowdonia – "Where other tourists feared to tread," smiles Poulter.

The Morris looks smart, but few Traveller owners were interested in glamour. They would not have cared less about 'London: The Swinging City' as *Time* magazine famously called it. That land was the province of beatniks and demented followers of fashion, and thus distanced by any decent Traveller driver.

When the square-jawed Marina replaced the Oxford in 1971, it marked the end of an era. Just as decimal coinage overtook £sd, a 'proper' Morris with a starting handle and a fascia resembling a 1940s radiogram was succeeded by a car whose spiritual home was the concrete shopping precinct. What price progress?



## MG Midget MkIV

Replacing the Midget ZB, one of the finest sports saloons of the '50s, presented a major challenge. The MkIII that arrived in February '59 had pleasing lines, twin SU carbs and the classic half-octagon speedometer, but was not greeted with universal praise from the flat-hat brigade.

Two years later, the MG was modified into the MkIV, gaining the 1.6-litre engine, then in May 1968 it became the first Farina to cease production. Jeremy and Judith Carrington's '66 Midget is not only one of the rarest post-war cars to wear the octagon, but also a reminder of how the MkIV was somewhat misjudged. This stylish Farina is not so much an heir to the ZB as a charming touring car in its own right.

The MG's closest rival, the Vauxhall VX4/90, was for sales managers with Bob Monkhouse smiles and a table at the Berni Inn, while the average Midget driver might have collected horse brasses when taking time out from the chartered accountancy practice in rural Dorset.





# TIM LAYZELL

'Power Rangers' Limited to 250 signed and numbered prints - £245 + P&P



[www.timlayzell.com](http://www.timlayzell.com)

+44 (0) 1275 235603 Original Paintings & Limited Edition Prints Commissions Welcome





Porter Riley dates from '68, a year before build ended. Right: rev counter in walnut dash. Below right: 24/80 is unique in the UK; 'Blue Streak' straight-six



## Riley 4/72

The Riley was the Farina flagship and, although it cost more than a near-identical Magnette, the owner gained a tachometer and the prestige of driving a car that was 'as old as the industry, as modern as the hour'. The 4/68 arrived in 1959, replaced by the larger-engined 4/72 in late '61.

Early Farinas were seen as faintly raffish, but by the late '60s they were comfortably conservative – more formal than the Riley's key rival, the Humber Sceptre with its rockabilly looks. Inside, the 4/72 is redolent of a suburban villa, but owner Trevor Porter points out that it is a lively drive: "It keeps up with traffic, so you don't have to worry about delaying other cars." He also notes that the top shade of its duotone paint, Arianca Beige, was unique to the Riley – another touch of distinction in a car that offers circumstance without self-conscious pomp.

## FRENCH FARINA: THE PEUGEOT 404

BMC's Farina range was built across the globe, from Australia to Argentina, but was never a true 'World Car' in the manner of the Peugeot 404. The French car was a near contemporary and of a comparable size, and also had a body styled by Farina. But when the 404's 15-year production run ended in 1975, it had achieved more than 1.8m sales in France alone, yet competition and BMC's focus on the 1800 limited the British model to as few as 30,000 per annum in the mid-'60s.

Peugeot had a far simpler line-up, a less chaotic industrial base and greater quality control, while badge-engineering was commonly a substitute for true development on the other side of the Channel. The 404 was available with fuel injection and in chic Coupé and Convertible forms, plus the eight-seater Familiale sold across Africa and South America. Had BMC possessed a sense of focus, the Farina family might have been similarly expanded – but 'might have been' is all too often associated with the BMC/BL saga.



## Wolseley 24/80

'Light sixes' dominated Antipodean new car sales in the early '60s, so BMC-Australia created the Austin Freeway and Wolseley 24/80 as replacements for its 1½-litre models. There was only a limited budget for body mods, but a slightly longer wheelbase made for greater passenger comfort. The B-series engine was extensively modified and given an extra two cylinders to create the 2.4-litre Blue Streak 'six'.

The Freeway and 24/80 were unveiled in early 1962, the Austin as an entry-level car for the fleet/taxi buyer, the Wolseley to tempt local motorists away from Holdens, Ford Falcons and Chrysler Valiants, plus imports such as the Nissan Cedric. The duo was facelifted in 1964, a year before production ended. Robert Hogg acquired this rare example three years ago: "It was imported into the UK in 2002, and has been back on the road for the past two years."

The standard 'box was a column-mounted three-speed manual, but Hogg's Wolseley has the optional Borg-Warner auto: "The engine is high-revving, but it is a beautifully smooth unit and the 24/80 makes a great touring car."

The Wolseley outsold the Austin, and was warmly regarded by the local motoring press. As the advertisements of the period extolled: "Space, comfort, elegance, power, safety. What more do you need in a motor car?"

**Thanks to** Coventry University ([coventry.ac.uk](http://coventry.ac.uk)); MG Car Club ([mgcc.co.uk](http://mgcc.co.uk)); Cambridge-Oxford Owners' Club ([www.co-oc.org](http://www.co-oc.org)); Wolseley Register ([www.wolseleyregister.co.uk](http://www.wolseleyregister.co.uk))





**Clarke**

**MIG WELDERS**

Quality machines from Britain's leading supplier. See online for included accessories



135TE

GAS, TIPS, SHROUDS & WIRE IN STOCK

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£189.98	£227.98
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£289.00	£346.80
175TECM Turbo	30-170	£449.00	£538.80
205TE Turbo	30-185	£489.00	£586.80

FROM ONLY **£189.98** EXC.VAT  
**£227.98** INC.VAT

**WHERE QUALITY COSTS LESS**

**65 SUPERSTORES NATIONWIDE**

airmaster 8/250

**TURBO AIR COMPRESSORS**

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



FROM ONLY **£89.98** EXC.VAT  
**£107.98** INC.VAT

\*V Twin Pump

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/250	2HP	7.5	24ltr	£89.98	£107.98
7/250	2HP	7	24ltr	£94.99	£113.99
11/250	2.5HP	9.5	24ltr	£109.98	£131.98
8/510	2HP	7.5	50ltr	£119.98	£143.98
11/510	2.5HP	9.5	50ltr	£139.98	£167.98
16/510*	3HP	14.5	50ltr	£209.00	£250.80
16/1010*	3HP	14.5	100ltr	£259.98	£311.98

**Clarke NO GAS/GAS MIG WELDERS**

Professional type torch with on/off control. Turbo fan cooled. Easy conversion to gas with optional accessories

FROM ONLY **£119.98** EXC.VAT  
**£143.98** INC.VAT

\*no gas only

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£119.98	£143.98
MIG 145	35/135	£169.98	£203.98
MIG 196	40/180	£219.98	£263.98

**Clarke NO GAS/GAS MIG WELDERS**

Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY **£199.98** EXC.VAT  
**£239.98** INC.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
105EN	30-100	£199.98	£239.98
151EN	30-150	£219.98	£263.98
130EN	30-130	£234.99	£281.99
160EN	30-150	£274.99	£329.99

**Clarke ARC WELDERS**

For home user, automotive and industrial applications.

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£57.99	£69.59
EA165	65-160	£69.98	£83.98
115N	30-110	£69.98	£83.98
EA200	60-200	£96.99	£116.39
160N	40-150	£74.99	£89.99
190N	50-185	£99.98	£119.98
235TEN#	40-210	£159.98	£191.98

**Clarke ARC / TIG INVERTER WELDERS**

Efficient inverter technology. Variable output current

MODEL	MIN/MAX OUTPUT CURRENT	ELECTRODE DIA. (MM)	EXC.VAT	INC.VAT
AT133	10A-130A	2.5/3.2	£129.98	£155.98
AT135	10A-130A	2.5/3.2	£169.98	£203.98
AT162	10A-160A	2.5/3.2/4.0	£149.98	£179.98
AT165	10A-160A	2.5/3.2/4.0	£199.98	£239.98

**Clarke DIAGNOSTICS**

FROM ONLY **£37.99** EXC.VAT  
**£45.99** INC.VAT

E.O.B.D. FAULT CODE READER

MODEL	EXC.VAT	INC.VAT
E.O.B.D. Fault Code Reader	£37.99	£45.99
Engine E.O.B.D./O.B.D.2 Fault code reader	£49.98	£59.98
Engine Diagnostic & E.O.B.D./O.B.D.2 Fault Code Reader	£99.98	£119.98

**Clarke GRINDERS & STANDS**

Stands come complete with bolt mountings and feet anchor holes

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£32.99	£39.59
CBG6RZ	PRO	150mm	£42.99	£51.59
CBG6RSC	HD	150mm	£54.99	£65.99
CBG6S#	PRO	150mm	£54.99	£65.99
CBG6RWC	HD	150mm	£59.98	£71.98
CBG8W* (wet)	HD	150/200mm	£56.99	£68.39

MODEL	POWER	TORQUE	EXC.VAT	INC.VAT
CEW1000	1/2" 1000W	450Nm	£59.98	£71.98
CEW1100	3/4" 1100W	710Nm	£89.98	£107.98

**Clarke ALUMINIUM RACING JACKS**

Quick lift. Non-marking nylon wheels. Rubber contact pad - helps protect vehicle undersides

MODEL	LIFTING CAP.	EXC.VAT	INC.VAT
CTJ1250AB	1.25T	£94.99	£113.99
CTJ1800A	1.8T	£159.98	£191.98
CTJ2500QLG*	2.5T	£149.98	£179.98

MODEL	DESC.	EXC.VAT	INC.VAT
CTJ1250AB	1.25T	£94.99	£113.99
CTJ1800A	1.8T	£159.98	£191.98
CTJ2500QLG*	2.5T	£149.98	£179.98

**Clarke ARC ACTIVATED HEADSHIELDS**

Activates instantly when Arc is struck. Protects to EN379. Suitable for arc, MIG, TIG & gas welding

FROM ONLY **£37.99** EXC.VAT  
**£45.99** INC.VAT

MODEL	MAX CHARGE/BOOST	EXC.VAT	INC.VAT
BC130C	15/120	£64.99	£77.99
BC190	38/180	£94.99	£113.99
BC210C	25/200	£109.00	£130.80
BC410E	35/400	£129.98	£155.98
WBC180	35/180	£139.98	£167.98
BC205N	30/200	£179.98	£215.98
WBC240	45/240	£159.98	£191.98
BC520N	50/100	£179.98	£215.98
WBC400	60/350	£199.00	£238.80

**Clarke SOCKET SETS**

Top quality chrome vanadium steel. 18 Sockets 8-32mm. Reversible ratchet. Comfort grip handle

MODEL	EXC.VAT	INC.VAT
PRO360	£26.99	£32.39

**Clarke 1/2" TORQUE WRENCH - CHT141**

5" Extension bar. 1/2" - 3/8" adaptor. 28-210 Nm

MODEL	EXC.VAT	INC.VAT
CHT141	£23.99	£28.79

**Clarke TAP & DIE SETS**

High quality tungsten steel. Supplied in metal storage case (except 16pce)

TYPE	EXC.VAT	INC.VAT
CHT203 16pce Metric	£15.99	£19.19
CHT302 24pce UNC/UNF/NPT	£19.98	£23.98
CHT303 28pce Metric	£23.99	£28.79
CHT304 33pce Metric/UNF/BSP	£32.99	£39.59
CHT774 37pce Metric	£38.99	£46.79
CHT527 32pce Metric	£46.99	£56.39
CHT776 76pce Metric	£64.99	£77.99

**Clarke CORDED IMPACT WRENCHES**

Ideal for garage mechanics. 710 Nm

MODEL	POWER	TORQUE	EXC.VAT	INC.VAT
CEW1000	1/2" 1000W	450Nm	£59.98	£71.98
CEW1100	3/4" 1100W	710Nm	£89.98	£107.98

**Clarke 18V 1/2" BRUSHLESS IMPACT WRENCHES**

3 forward and reverse gears. Powered by Li-Ion

MODEL	DESC.	EXC.VAT	INC.VAT
CIR18LIC	2x 2.0Ah Li-Ion	£114.99	£137.99
CIR18LI	2x 4.0Ah Li-Ion	£179.98	£215.98

**Clarke HIGH FREQUENCY BATTERY CHARGERS**

Energy efficient inverter, protects battery from high current damage. Microprocessor provides appropriate charging rate. Variable current output for quick, medium or trickle charge

MODEL	MAX CHARGE	EXC.VAT	INC.VAT
HFBC12	6 Amps 100Ah	£44.99	£53.99
HFBC12/24	20 Amps 200Ah	£79.98	£95.98

**Clarke BATTERY CHARGERS/ENGINE STARTERS**

Ammeter. Multi-position charge regulator. Overload protection on charging cycle

MODEL	MAX CHARGE/BOOST	EXC.VAT	INC.VAT
BC130C	15/120	£64.99	£77.99
BC190	38/180	£94.99	£113.99
BC210C	25/200	£109.00	£130.80
BC410E	35/400	£129.98	£155.98
WBC180	35/180	£139.98	£167.98
BC205N	30/200	£179.98	£215.98
WBC240	45/240	£159.98	£191.98
BC520N	50/100	£179.98	£215.98
WBC400	60/350	£199.00	£238.80

**Clarke BLAST CABINETS**

Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium. Min. air flow 10cfm. Bench & floor standing models

MODEL	DESC.	TYPE	EXC.VAT	INC.VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30	Large Cabinet	Floor	£279.00	£334.80

**Clarke PRESSURISED SANDBLASTERS**

Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

MODEL	TANK	FLOW RATE	EXC.VAT	INC.VAT
CPSB100B	NEW 32 litre	6-25 cfm	£139.99	£167.99
CPSB200B	NEW 63 litre	6-25 cfm	£169.99	£203.99

**Clarke PRO 7" SANDER/POLISHER**

Includes hook & loop backing pad and hook & loop wool polishing bonnet. 1200W motor

MODEL	EXC.VAT	INC.VAT
CP185	£69.99	£83.99

**Clarke CRANES**

Folding and fixed frames available. Robust, rugged construction. Overload safety valve

MODEL	DESC.	EXC.VAT	INC.VAT
CFC100	1 ton fold	£164.99	£197.99
CFC1000B*	1 ton fold	£139.98	£167.98
CFC2000B	2 ton fold	£199.00	£238.80
CFC1000LR	1 ton fold long reach	£219.00	£262.80

**Clarke HEAVY DUTY LONG REACH JACKS**

FROM ONLY **£179.98** EXC.VAT  
**£215.98** INC.VAT

MODEL	TONNES	EXC.VAT	INC.VAT
CTJ2GLS	2	£179.98	£215.98
CTJ3GLS	3	£249.00	£298.80
CTJ5GLS	5	£349.00	£418.80
CTJ10GLS*10	10	£449.00	£538.80

**Clarke AC80 12V BATTERY CHARGERS**

For lead acid batteries

Automatic charger - maintains optimal charging condition

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
LA4	4	£17.99	£21.59
LA6	6	£19.98	£23.98
AC80*	8	£33.99	£40.79

**Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS**

Keep batteries in top condition over a long period

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
CB03-12	3	6Ah-40Ah 12V lead acid	£24.99	£29.99
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

**Clarke HYDRAULIC BOTTLE JACKS**

Telescopic Range

MODEL	JACK HEIGHT CAP. (mm)	EXC.VAT	INC.VAT
CBJ2B	2 148-276	£8.99	£10.79
CBJ3B	3 180-350	£13.99	£16.79
CBJ5B	5 185-355	£15.99	£19.19
CTBJ5*	5 220-495	£54.99	£65.99
CBJ8B	8 190-365	£18.99	£22.79
CBJ10B	10 195-375	£23.99	£28.79
CTBJ10*	10 210-525	£69.98	£83.98
CBJ12B	12 200-380	£25	



# BUY NOW SPREAD THE COST

- Over 12, 24 or 36 months
- Purchases over £300
- 12.9% APR, 10% Deposit\*

## EASY TO USE WEBSITE

NOW OVER **21,000** PRODUCTS ONLINE!

For hard-to-find, specialist items visit the **Xtra** section on [machinemart.co.uk](http://machinemart.co.uk)

# FREE 508 PAGE CATALOGUE

Over **450** PRICE CUTS & NEW PRODUCTS



## GET YOUR FREE COPY NOW!

- IN-STORE
- ONLINE
- PHONE

0844 880 1265

### Clarke JUMP STARTS

Provides essential home, garage and roadside assistance • Integral work light • 910 / JS1100C include air compressor • Long life battery

FROM ONLY **£59.98** EX.VAT  
**£71.98** INC.VAT

**EXTRA LONG 1m LEADS**

MODEL	STARTING BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400	900	£59.98	£71.98
JS1100	500	1100	£64.99	£77.99
910	400	900	£69.98	£83.98
JS1100C	500	1100	£76.99	£92.39
4000	700	1500	£124.99	£149.99
JS12/24	1000	2000	£149.98	£179.98
JS12/24Li	NEW	600	£179.98	£215.98

### Clarke MICRO JUMP STARTS

Ideal for starting cars, charging phones, etc.

FROM ONLY **£49.98** EX.VAT  
**£59.98** INC.VAT

JSM200

MODEL	START BOOST	PEAK BOOST	EXC. VAT	INC. VAT
JSM200	200A	400A	£49.98	£59.98
JSM300	300A	500A	£64.99	£77.99
JSM350	350A	500A	£84.99	£101.99

### Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

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

HEATERS IN STOCK FROM ONLY £226.80

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
Little Devil II	10	£79.98	£95.98
Devil 700	15	£99.98	£119.98
Devil 900	24.9	£139.98	£167.98
Devil 1600	36.6	£169.98	£203.98

### Clarke DIESEL/PARAFFIN HEATERS

Ideal for fast efficient heating

FROM ONLY **£189.00** EX.VAT  
**£226.80** INC.VAT

Extra-long run fuel tanks - up to 53 litres

Variable heat output with thermostat control

MODEL	MAX OUTPUT	EXC. VAT	INC. VAT
XR60	14.7KW	£189.00	£226.80
XR80	20.5KW	£239.00	£286.80
XR110	29.3KW	£299.00	£346.80
XR160	46.9KW	£349.00	£418.80
XR210	61.5KW	£399.00	£478.80

### Clarke TOOL CHESTS & CABINETS

PRO TOOL CHESTS & CABINETS

FROM ONLY **£67.98** EX.VAT  
**£81.58** INC.VAT

EXTRA WIDE 56" CHESTS/CABINETS IN STOCK

The ultimate in tool storage

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
1 CBB209B	9 Dr Chest	£119.98	£143.98
CBB210B	10 Dr Chest	£129.98	£155.98
CBB203B	3 Dr step up	£67.98	£81.58
CBB215B	5 Dr Cabinet	£199.98	£239.98
2 CBB217B	7 Dr Cabinet	£239.98	£287.98
CBB213B	3 Dr Cabinet	£189.98	£227.98

### Clarke GARAGES/WORKSHOPS

NEW RANGE FROM ONLY **£229.00** EX.VAT  
**£274.80** INC.VAT

IDEAL ALL-WEATHER PROTECTION

BRIGHT WHITE INTERIOR LENGTH UP TO 24'

ZIP CLOSE DOOR

FROM ONLY **£59.98** EX.VAT  
**£71.98** INC.VAT

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CG81015	4.5 x 3 x 2.4M	£229.00	£274.80
CG81020	6.1 x 3 x 2.4M	£289.00	£346.80
CG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CG81220	6.1 x 3.7 x 2.5M	£339.00	£406.80
CG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80

### Clarke PETROL GENERATORS

Honda engine models available

FROM ONLY **£99.98** EX.VAT  
**£119.98** INC.VAT

PG3800

MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7	-	£99.98	£119.98
G1200	1.1	-	£159.98	£191.98
PG2500	2.2	6.5	£179.98	£215.98
PG3800	3	7	£239.98	£287.98
PG3800DV	3	7	£269.00	£322.80
PG6500DVES	5.5	13	£499.00	£598.80

### Clarke INVERTER GENERATORS

NEW RANGE

Produces pure sine wave & stable power, essential for computers & sensitive equipment

Low noise • Fuel Efficient Eco Throttle • 12V battery charging facility • Up to 7 hours run time on 3/4 load • 4 stroke engine

FROM ONLY **£179.98** EX.VAT  
**£215.98** INC.VAT

MODEL	MAX OUTPUT	KG	EXC. VAT	INC. VAT
IG950B	800W	9.3	£179.98	£215.98
IG1200B	1100W	12.4	£249.98	£299.98
IG3500F	3400W	35	£329.00	£394.80
IG2000B	1800W	19.4	£349.98	£419.98
IG2200	2200W	26.6	£389.00	£466.80

### Clarke AXLE STANDS

Ratchet action for quick height adjustment

Sold in pairs

#per single stand

Aluminium

FROM ONLY **£12.99** EX.VAT  
**£15.59** INC.VAT

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC. VAT	INC. VAT
CAX2TF	2	235-360mm	£12.99	£15.59
CAX3TP	3	325-490mm	£21.99	£26.39
CAX-3TBC	3	300-430mm	£23.99	£28.79
CAX6TP	6	333-500mm	£28.99	£34.79
CAX-6TBC	6	400-615mm	£34.99	£41.99
CAX3TA*	3	295-395mm	£49.98	£59.98
CAX10TP#	10	450-750mm	£86.99	£104.39

### Clarke CAR CREEPERS

Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY **£22.99** EX.VAT  
**£27.59** INC.VAT

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CMC36	Car creeper	£22.99	£27.59
CMC40	With tool storage	£36.99	£44.39
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

### Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

FROM ONLY **£44.99** EX.VAT  
**£53.99** INC.VAT

3" CASTORS PER PAIR

Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

### Clarke DRILL PRESSES

Range of precision bench & floor presses for enthusiast, engineering & industrial applications

FROM ONLY **£66.99** EX.VAT  
**£80.39** INC.VAT

B = Bench mounted  
F = Floor standing

MODEL	MOTOR (V)	SPEEDS	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£66.99	£80.39	
CDP102B	350 / 5	£79.98	£95.98	
CDP152B	450 / 12	£149.98	£179.98	
CDP202B	450 / 16	£189.00	£226.80	
CDP452B	550 / 16	£229.00	£274.80	
CDP10B	370 / 12	£198.99	£238.79	
CDP352F	550 / 16	£229.00	£274.80	
CDP502F	1100 / 12	£499.00	£598.80	

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
1 CBB209B	9 Dr Chest	£119.98	£143.98
CBB210B	10 Dr Chest	£129.98	£155.98
CBB203B	3 Dr step up	£67.98	£81.58
CBB215B	5 Dr Cabinet	£199.98	£239.98
2 CBB217B	7 Dr Cabinet	£239.98	£287.98
CBB213B	3 Dr Cabinet	£189.98	£227.98

### Clarke JETSTAR PRESSURE WASHERS

Makes easy work for washing vehicles, patios, stonework, etc. • JET7500, 8500 & 9500 include hose reel

FROM ONLY **£59.98** EX.VAT  
**£71.98** INC.VAT

210 Bar 3045 psi

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JS1850	1400W	1523psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet 7500	1600W	2030psi	£124.99	£149.99
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

### Clarke PARTS WASHERS

PARTS WASHER FLUID FROM £5.99 INC.VAT

FROM ONLY **£39.98** EX.VAT  
**£47.98** INC.VAT

MODEL	TANK CAP.	TYPE	EXC. VAT	INC. VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

### Clarke CAR RAMPS

Lift cars safely and quickly

Tough angled steel construction

FROM ONLY **£27.99** EX.VAT  
**£33.59** INC.VAT

PER PAIR

MODEL	CAPACITY	EXC. VAT	INC. VAT
CR2	2000kg	£27.99	£33.59
CRW25	2500kg	£36.99	£44.39

### Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

Available with/without 7 pce pin, bracket & pressing plate kit

Adjustable polycarbonate safety screen # Economy model

FROM ONLY **£139.98** EX.VAT  
**£167.98** INC.VAT

MODEL	EXC. VAT	INC. VAT
4 tonne bench#	£139.98	£167.98
10 tonne bench*	£198.00	£237.60
12 tonne floor#	£259.00	£310.80
20 tonne floor	£349.00	£418.80
30 tonne floor†	£698.00	£837.60
50 tonne floor‡	£1379.00	£1654.80

### MECHANICS' TOOL CHEST & CABINETS

REAR LOCKING SECURITY BARS

FROM ONLY **£64.99** EX.VAT  
**£77.99** INC.VAT

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CTC600B	6 Dr Chest	£64.99	£77.99
CTC900B	9 Dr Chest	£74.99	£89.99
CTC800B	8 Dr Combination Chest/Cabinet	£109.98	£131.98
CTC500B	5 Dr Cabinet	£109.98	£131.98
CTC700B	7 Dr Cabinet	£119.98	£143.98
CTC1300B	13 Dr Combination Chest/Cabinet	£149.98	£179.98

### Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195

FROM ONLY **£219.00** EX.VAT  
**£262.80** INC.VAT

CAN DRAW OWN WATER

Honda & Diesel engine models in stock

MODEL	BAR/PSI	HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£219.00	£262.80
Tiger2600	170/2465	4	£289.00	£346.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195	186/2698	6.5	£439.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

### Clarke ENGINE STANDS

Rotates through 360° Fully tested to proof load

FROM ONLY **£44.99** EX.VAT  
**£53.99** INC.VAT

CES680F

MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£44.99	£53.99
CES450	450kg	£64.99	£77.99
CES560	560kg	£74.99	£89.99
CES680F	680kg	£99.98	£119.98

### Clarke BODY REPAIR KITS

FROM ONLY **£89.98** EX.VAT  
**£107.98** INC.VAT

CS10BRK

Fast snap connector attachments for quick & easy assembly

Hydraulic pump, ram & hose with various tubes, pieces & connectors • Includes metal case

Fast action pump

MODEL	CAPACITY	EXC. VAT	INC. VAT
CS4BRK†	4 tonne	£84.99	£101.99
CS10BRK	10 tonne	£149.98	£179.98
CS10SBRK#	10 tonne	£144.99	£173.99

† was £107.98 inc.VAT # was £185.99 inc.VAT

### Clarke ANGLE GRINDERS

FROM ONLY **£24.99** EX.VAT  
**£29.99** INC.VAT

CAG800B

MODEL	DISC (MM)	MOTOREXC. VAT	INC. VAT
CAG800B	115	800W	£24.99
CON1150	115	1150W	£27.99
CON115	115	1010W	£36.99
CAG2350C	230	2350W	£52.99

**VISIT YOUR LOCAL SUPERSTORE** OPEN MON-FRI 8.30-6.00, SAT 8.30-5.30, SUN 10.00-4.00

BARNSELY Pontefract Rd, Barnsley, S71 1EZ 01226 732297

B'HAM GREAT BARR 4 Birmingham Rd. 0121 358 7977

B'HAM HAY MILLS 1152 Coventry Rd, Hay Mills 0121 7713433

BLACKPOOL 380-382 Talbot Road 01253 205 170

BOLTON 1 Thynne St. BL3 6BD 01204 365799

BRADFORD 105-107 Manningham Lane. BD1 3BN 01274 390962

BRIGHTON 123 Lewes Rd, BN2 3QB 01273 915999

BRISTOL 1-3 Church Rd, Lawrence Hill. BS5 9JJ 0117 935 1060

BURTON UPON TRENT 12a Lichfield St. DE14 3QZ 01283 564 708

CAMBRIDGE 181-183 Histon Road, Cambridge. CB4 3HL 01223 322675

CARDIFF 44-46 City Rd. CF24 3DN 029 2046 5424

CARLISLE 85 London Rd. CA1 2LG 01228 591666

CHELTHAM 84 Fairview Road. GL52 2EH 01242 514 402

CHESTER 43-45 St. James Street. CH1 3EY 01244 311258

COLCHESTER 4 North Station Rd. CO1 1RE 01206 762831

COVENTRY Bishop St. CV1 1HT 024 7622 4227

CROYDON 423-427 Brighton Rd, Sth Croydon 020 8763 0640

DARLINGTON 214 Northgate. DL1 1RB 01325 380 841

DEAL (KENT) 182-186 High St. CT14 6BQ 01304 373 434

DERBY Derwent St. DE1 2ED 01332 290 931

DONCASTER Wheatley Hall Road 01302 245 999

DUNDEE 24-26 Trades Lane. DD1 3ET 01382 225 140

EDINBURGH 163-171 Piersfield Terrace 0131 659 5919

EXETER 16 Trusham Rd. EX2 8QG 01392 256 744

GATESHEAD 50 Lobley Hill Rd. NE8 4YJ 0191 493 2520

GLASGOW 280 Gt Western Rd. G4 9EJ 0141 332 9231

GLOUCESTER 221A Barton St. GL1 4HY 01452 417 948

GRIMSBY ELLIS WAY, DN32 9BD 01472 354435

HULL 8-10 Holderness Rd. HU9 1EG 01482 223161

ILFORD 746-748 Eastern Ave. IG2 7HU 0208 518 4286

IPSWICH Unit 1 Ipswich Trade Centre, Commercial Road 01473 221253

LEEDS 227-229 Kirkstall Rd. LS4 2AS 0113 231 0400

LEICESTER 69 Melton Rd. LE4 6PN 0116 261 0688

LINCOLN Unit 5, The Pelham Centre, LN5 8HG 01522 543 036

LIVERPOOL 80-88 London Rd. L3 5NF 0151 709 4484

LONDON CATFORD 289/291 Southend Lane SE6 3RS 0208 695 5684

LONDON 6 Kendal Parade, Edmonton N18 020 8803 0861

LONDON 503-507 Lea Bridge Rd. Leyton, E10 020 8558 8284

LUTON Unit 1, 326 Dunstable Rd. Luton LU4 8JS 01582 728 063

MAIDSTONE 57 Upper Stone St. ME15 6HE 01622 769 572

MANCHESTER ALTRINCHAM 71 Manchester Rd. Altrincham 0161 9412 666

MANCHESTER CENTRAL 209 Bury New Road M8 8DU 0161 241 1851

MANCHESTER OPENSRAW Unit 5, Tower Mill, Ashton Old Rd 0161 223 8376

MANSFIELD 169 Chesterfield Rd. South 01623 622160





Big saloon poses by the canal, minutes before Bruges was closed to traffic. Above right: by Nieuwe Papegaai mill on the city ramparts

# TRIUMPH IS BATTERED AND BRUGED



## TRIUMPH 2500TC

RUN BY Greg MacLeman  
OWNED SINCE June 2017  
PREVIOUS REPORT August

For the second time as a classic car owner my blood ran cold; climbing out of the Triumph, ready to tuck it away in the garage, I noticed the offside rear wheel's alarming camber – a problem that had been cured just hours before with the installation of the new rear end.

I jacked it up and was stunned to see that the new studs had all but completely pulled out of the old aluminium trailing arm, with nothing but the hub nut separating me from disaster during the 70mph blat back from Thatcham. The car was totally undriveable and I'd had such a scare that I parked it and left it for two weeks.

Time, however, wasn't on my side, and I needed to get the car fit for a long-weekend getaway to Bruges. Attempts to fix it in-situ were foiled by the ageing locking wheel nuts – the one on the damaged rear wheel refused to budge. Unable to limp to a garage, I called the AA, who gamely tried (and failed) to free the wheel, in the process destroying the nut and knacker the alloy.

Will de la Rivière at Beech Hill Garage came to the rescue and I had the car transported to Reading for fettling. Classic Driving Development – supplier of the brilliant CV driveshafts – managed to send a replacement hub stud overnight, and it took John Alexander at Beech Hill just minutes to drill it out. The situation was worse than I thought: with so little metal surrounding the stud holes, a new trailing arm was needed. My wife, Laura, saved the day this time, driving from London to Wins International in East Grinstead to collect the part, bring it to the garage and shuttle me home. Incredibly, we're still married.



Clockwise, from left: on the ramps at Beech Hill Garage; both the nut and stud were destroyed; original trailing arm was too thin to helicoil



By the following day the car was back together and running well, and the chaps at Beech Hill even had time to mend the exhaust – it turns out it was another knock-on effect from the incorrect gearbox being fitted, which sits lower than a J-type. The trip home was mercifully uneventful, and smoother than ever. All that was left was to get it home and prepare for our dash to the Dover-Dunkirk ferry.







The trip perhaps sounded more of an adventure on paper than it was in reality, given that the drive from Croydon to Dover was longer than that from Dunkirk to Bruges, but once on the other side we ditched the motorway in search of scenery. The area is quite industrial and, with the exception of Veurne, the best architecture came when we arrived in Bruges.

Anyone who's tried to find the Zand car park will no doubt be familiar with the accidental detour we took through the heart of the city, where the car got loads of attention from tourists. Hopelessly lost, I eventually saw a policeman and turned down a road to ask for directions, which proved a mistake: the officious toad stung us with a €58 on-the-spot shakedown, nearly reducing Laura to tears.

Discretion being the better part of valour, we decided to leave the car in the underground car park for the rest of our stay, but couldn't

**'Hopelessly lost, I saw a policeman and turned to ask for help – the officious toad stung us with a €58 fine'**

resist an early morning sprint through the centre on our final day (which turned out to be 'No Car Sunday' – you couldn't make it up).

The run to the ferry was easy, and I was chuffed to meet a group of Triumph owners waiting in the queue – even more so when I realised that the starter was playing up and we needed a bump-start.

Later, Dunkirk 'Little Ship' enthusiasts Justin and Pete threw their weight behind us at the Dover end, and we had lots to chat about: it turns out readying a boat to cross the Channel is one of the few endeavours more time-consuming than preparing a Triumph!

**THANKS TO**

- Beech Hill Garage: [www.beechhillgarage.com](http://www.beechhillgarage.com)
- Classic Driving Development: [classicdrivingdevelopment.co.uk](http://classicdrivingdevelopment.co.uk)



**LAND-ROVER SERIES II**

**RUN BY** Martin Port  
**OWNED SINCE** September 2016  
**PREVIOUS REPORT** November

So far, life post-head-gasket failure has been okay. An irritating whistle that appeared at low revs and idling made itself known – loud enough for Mrs P to come out of the house and ask what on earth the noise was – but that seems to have subsided. Safe in the knowledge that it is probably down to a break in the carburettor spacer gasket, allowing air to be sucked in, I have new ones now on standby, ready to fit when I get a moment – although it's not so bad as to affect the running.

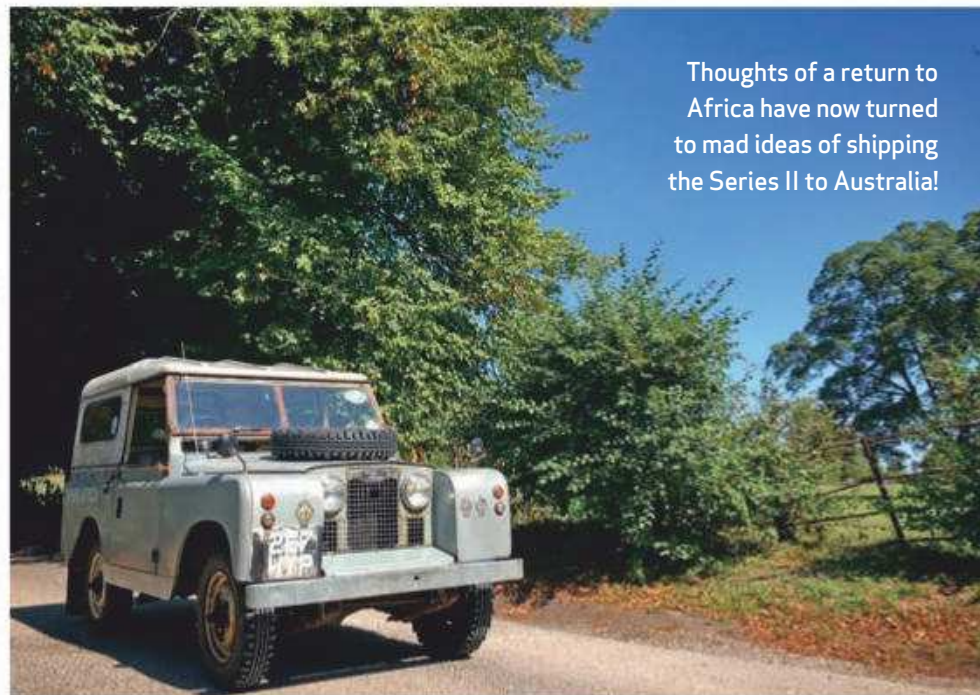
The 'endless' summer had to end at some point, of course, but the Series II and I made the most of it with door-tops removed and plenty of trips around the Berkshire countryside. Conveniently, just as the break in the weather was about to appear, I locked up the 88in and disappeared off to Western Australia for a couple of weeks to do some photographic work. Regrettably, it was the other side of the country to where Philip Kohler (first owner of 267 HYP) grew up in Wallaroo, but it was nice to pay a visit to his homeland.

I soon discovered that although Land-Rover exported all over the world, Australia in particular has its fair share of Solihull-built off-roaders, the vehicles having been used in all walks of life – from agriculture to mining. As such, it's not particularly difficult to stumble across a well-used or ripe-for-restoration Series One or II. Indeed, it took us literally hours to find a stunning 'trayback' parked at the back of a winery. Unfortunately it wasn't for sale, but it will one day make excellent transport around the vineyard that is now its home.

Despite leaving Australia in his late teens, Philip Kohler was proud enough of his roots to paint the outline of his country – and of a kangaroo – on the doors of the Series II as he travelled around Africa. Those are now rather faded, and unfortunately the large 'Australia' plate on the tailgate was lost before I bought the Land-Rover. If anyone knows if this was a period item available to buy as opposed to something he had made, please let me know.

My visit to his homeland did help me to resolve one missing item – the stone-guard fashioned from woven mesh that remained fitted until his return to the UK in 1963.

Thanks to the efforts of our host, Andrew Rogers, I now have a section of suitable mesh on order that is about a quarter of the price of anything I have been able to source locally. Unfortunately they don't ship to the UK, though, so I guess I'll have to go and collect!



Thoughts of a return to Africa have now turned to mad ideas of shipping the Series II to Australia!



Wonderful 'trayback' found north of Perth



Australia sign on tailgate remains missing

**AND IN OTHER NEWS...**

**MG MAGNETTE ZB**

After far too long in silence, there are finally rumblings of activity at the bottom of the garden, as the brambles that surround the MG's

garage are cut down and the doors opened, following an exciting offer of help from a surprising source. More details very soon – I don't want to tempt fate! **AC**



**TRIUMPH TR4**

Following the Donington wheel-loss drama, the next outing for 'Chuck' was the Silverstone Classic where it failed to cover itself in glory yet again.

All weekend it struggled to pull above 4000rpm, and I had a frustrating time racing an Alfa for last place before handing over to co-owner James Mitchell. He managed just over a lap before retiring with a stuck throttle. **JB**



**RANGE ROVER**

The Range Rover has gone to W123 World for a detailing session, mainly focused on the engine bay and involving repainting and replating the brackets and ancillary parts.

Next up, repainting the wheels and getting some period-correct tyres, if funds allow. **MB**



**VW BEETLE**

The Beetle has been crying out for attention, but at last we now have a plan in place to sort and repaint the rusty doors.

And now that the old heat exchangers have decided to stick in the 'melting foot' position, it's time to source new ones before spring! **MP**







Clockwise from main: Mustang looked the part on the Le Mans roads; frequent fluid top-ups were needed; capacious boot swallowed all bags



'We were happy to make it trouble-free, and still had time for an evening *digestif* as we enjoyed the sunset'



## FORD MUSTANG

**RUN BY** Lizzie Pope

**OWNED SINCE** October 2017

**PREVIOUS REPORT** October '18

My '65 Mustang might not need an MoT certificate these days, but it's never a bad idea to let a fresh set of eyes give your classic the once-over, especially before a road trip. I couldn't think why it should be anything other than a formality, but I'll admit to some relief when the ticket was issued – it was reassuring, too, ahead of the longest drive since taking ownership. The diff oil was topped up and a few checks made, then we were ready.

A few days later, the car demonstrated its practicality; the boot easily swallowed luggage for two, plus the essential toolkit, and after giving our neighbours a silly o'clock eight-cylinder alarm call (sorry about that!), we were on the M3, heading to Portsmouth to catch our ferry to France.

It might have been an early crossing, but it was 25°C and swiftly rising when we reached Caen, and as those in the moderns around us turned up the air-con and

programmed the sat-nav, we wound down the windows, unfolded the maps and hit the road.

We'd decided to not be over ambitious, but the Loire Valley is still a good few hours from the ferry. It was an easy drive, the car in its element, cruising along *auto-routes*. Happy to make it there trouble-free, we had time for an evening *digestif* as we enjoyed the dramatic sunset.

The next day, although the Mustang started first turn, the gearbox wasn't keen to shift. You may recall that in my previous report I said it was oversight and not a leak? I take it back. We'd packed some fluid, so topped it up and found a motor factor to replenish supplies, and all was well.

Indeed, fluid checking and topping up aside, the Mustang was

a joy. All right, so there was that afternoon when I turned the key and nothing – or should I say *rien* – happened. Some underbonnet fiddling revealed that the earth had come loose from the battery; all was fine once it had been reattached.

The holiday was also the first time I'd driven the Ford in the wet, which was less of a worry than what we found after our usually garaged car had been left outside overnight in heavy rain. I was concerned that the windows weren't sealing too well, but the seats were dry the next morning... unlike the footwells. With the water tipped out and the mats replaced, it was time to head out for the day, but I wasn't a fan of cold rainwater dripping on my bare, sandal-clad feet as I drove.

The holiday was superb and, as a bonus, some other guests at our

farmhouse accommodation had made the trip from Holland in a tidy-looking Citroën DS; what a pretty pair they made.

On the journey home, it would have been rude to not take time to swing by Le Mans and drive the Mulsanne Straight, and at a nearby supermarket it was fun to have a Pontiac Firebird park alongside us.

Nine days, 808 miles and rather a lot of transmission fluid later, we were home, all smiles. I've fallen even more in love with this car now – and the many grins and thumbs-up we got every day in France didn't hurt!

A couple more items have been added to the to-do list – find where the transmission fluid is leaking and get the gearbox shifting properly and the car idling happily – but it was a brilliant trip.



The DS wasn't the only classic Pope encountered on French tour. Right: no sat-nav for classic trip







**OFFICIAL**  
 DISTRIBUTOR FOR  
 HILL ENGINEERING  
**LARGEST**  
 INDEPENDENT  
 SUPPLIER OF PARTS  
 FOR FERRARI CARS

**UNRIVALLED**  
 ENGINEERING AND  
 TECHNICAL EXPERTISE  
**CONTINUOUS**  
 REMANUFACTURING  
 OF OBSOLETE AND  
 UNAVAILABLE PARTS

**FAST EXPRESS**  
 WORLDWIDE  
 SHIPPING DAILY  
**BIG ENOUGH**  
 TO COPE, SMALL  
 ENOUGH TO CARE



FERRARI PARTS SPECIALIST

**SUPERFORMANCE**



**SUPERFORMANCE.CO.UK 01992 445 300**

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK





The secret of a rapid take-off is to have some wheelspin, but not too much



## HWM-CHEVROLET

**RUN BY** Simon Taylor  
**OWNED SINCE** August 2000  
**PREVIOUS REPORT** Dec 2016

The C&SC Show in association with Flywheel at Bicester was glorious. I can say this without bias because the inspired idea was nothing to do with me, nor was all the effort that went into it. I just turned up with thousands of other people to revel in that wonderful mix of classic cars and planes in action.

Except: on the way to Bicester my beloved Stovebolt – always the soul of reliability whatever I throw at it, hillclimbs, motorways, traffic jams, B-road blasts – suddenly died on me. We were bumper-to-bumper on Friday evening's choked M40 when the engine stopped.

Onto the hard shoulder. Bonnet off, poke around vaguely. Fuel pump pumping, so must be electrics. I hate electrics. I waggled every wire I could find and eventually it started, but because it might stop again I potted along the hard shoulder to Exit 9. We got to Bicester with no further trouble.

On Saturday the Stovebolt ran brilliantly around Bicester's twisty, bumpy little course, lots of rubber smoke off the line, lots of right boot

to kick the tail out and conquer the understeer, lots of fun. But come Sunday morning in the hotel car park it wouldn't start. Eventually it coughed into life and I got to the paddock. Bicester, of course, is home to a cornucopia of classic car businesses, and I reckoned somebody must be able to sort me out. I chose a well-known one, but it'd better be nameless, because they're a good bunch and everyone drops the ball sometimes.

The lad there changed the coil, but no better, so I left the HWM (thumbed a hilarious lift back to London with Jules Balme in 'Wooly Bully') and he promised to give the electrics a total going-over. He quickly found it was down to a loose wire at the master switch – which of course I could have found if I hadn't been so gormless – but while he was about it he changed the distributor (although it was working fine), plus plugs and plug leads. He also took it upon himself to alter the throttle linkage to my three downdraught carbs.

As soon as I drove away after collecting it I realised my poor old friend was desperately unhappy. It wouldn't tick over, the acceleration was blunted, and it was running hot. The Stovebolt never runs hot.

Clearly the timing was way off. Also the throttle linkage was horrible, not smoothly progressive as before. I struggled back to London in a rage. Next day, faithful Colin Mullan reset the timing and sorted the throttle linkage, and my friend was back to its usual raucous self.



Stovebolt looks best on the road sans roll-bar. Flat 'at is a necessary piece of equipment

When I phoned the head chap at the Bicester shop he was mortified and at once waived the bill (which included labour at £72 an hour). But I thought it fair to pay for the distributor, coil and plug leads.

Since then I've done two great charity events – Kop Hill Climb, which I enjoy every year, and a new one for me, Firle. This used to be a proper hillclimb, steeply rising to the top of the cliffs over the Sussex coast, until it was stopped after a bad accident in 1967. Now Rob Bryant and his team run an untimed revival, which has an authentic '50s atmosphere and attracts an eclectic mix of cars, from VSCC specials to a Morris Traveller with a Chevy V8 and immense supercharger. It was called Minor Alterations, and was driven to the event.

The hill is steep and narrow, with a challenging long left-hander just before the finish line. The Stovebolt lapped it up, after which we drove home (Sunday night jams on the M23) coolly and happily. Life is back to how it should be.

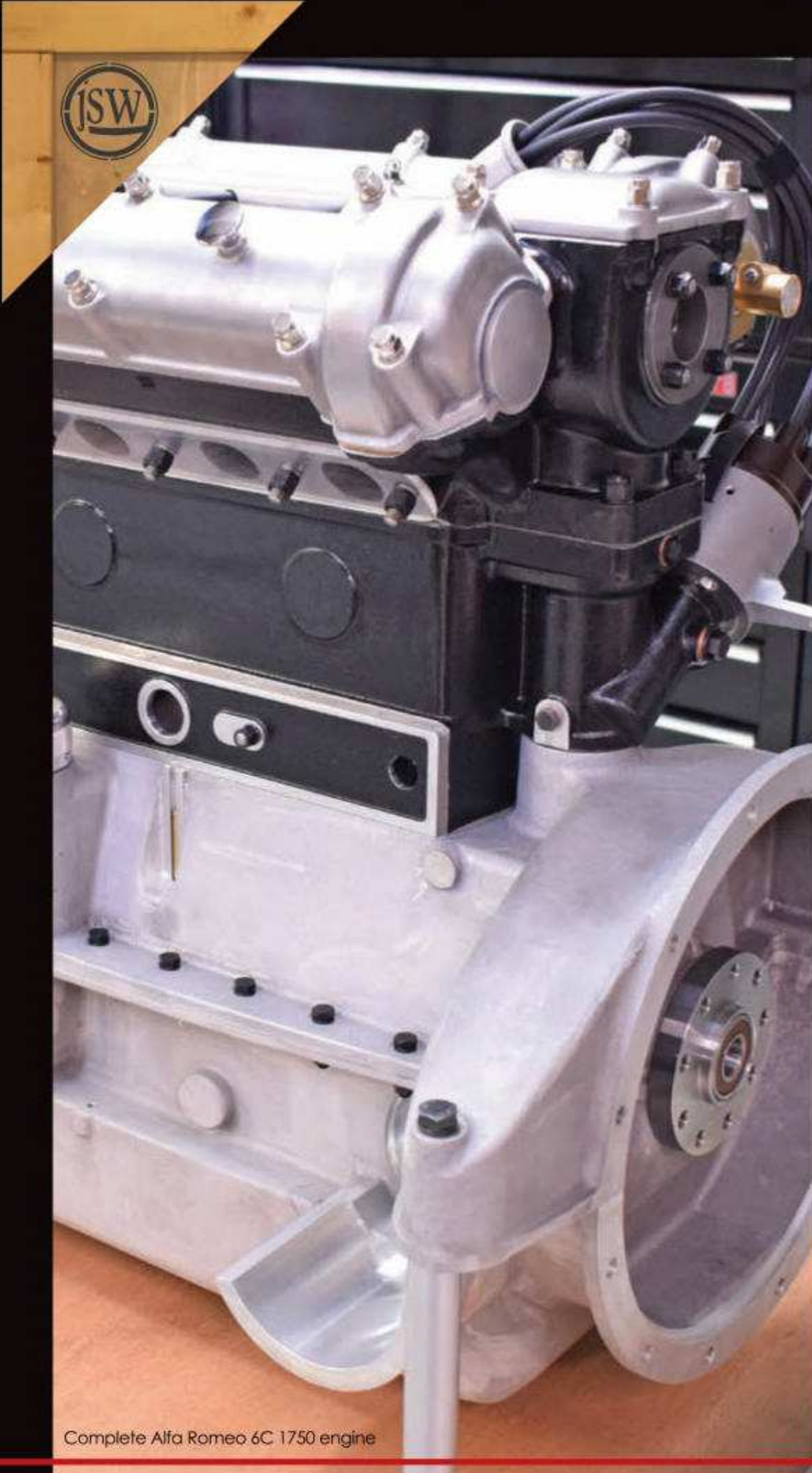


Minor Traveller with, um, four more pots



Kop Hill: McLaren Senna drew more crowds





Complete Alfa Romeo 6C 1750 engine



From an unobtainable fastening to a complete new engine TripleM can and do, make it all. From one offs to batch production runs we have the skill and technology to design, manufacture and re-engineer any component for vintage and historic cars. Visit our website for our current stock list or speak to our sales team or about your requirements.



- Engines, Cylinder Heads & Gearboxes
- Suspension & Brake Components
- Ancillaries: Oil Pumps, Magnetos etc
- Foundry & Pattern Shop Association
- Re-manufacturing & Re-engineering
- Reverse Engineering
- Batch Production



## NEW ENGINES

6C 1750, 6C 2300 & 8C 2900

Please contact us for details

[triplembyjswl.com](http://triplembyjswl.com)



Telephone - +44 (0)2392 254488 Email - [info@jswl.co.uk](mailto:info@jswl.co.uk)  
 Pipers Wood Industrial Park, Waterlooville, Hampshire. PO7 7XU United Kindom

Follow our work...  @triplembyjswl

TripleM is a part of the JSW Group





The Lea-Francis at rest in Normandy next to an amazing line of windmills during the Fougères Rally, organised by Anglophile Patrick Rollet



## LEA-FRANCIS 14HP SPORTS

RUN BY Mick Walsh  
OWNED SINCE 1963  
PREVIOUS REPORT Nov 2017



British classics tackle the Fougères Rally



Charles and Liz Teal pose with their Austin

Now that the engine is back to full health and run in, the LeaF has had an active summer with club events, runs to VSCC Silverstone and the Revival, and a trip to France.

Although JEL doesn't officially need an MoT, we still like to take it for a test because it's a reassuring way to get a good check-over underneath. Our trusted tester in Barnes always calls the car "the not-a-Morgan" and failed to pass it after spotting a broken shock-absorber arm. Thankfully, specialist Barrie Price had one in stock, so co-owner John Blundell drove out the next day to collect the £102 spare, and called in at David Simpson's workshop on the way back to fit it.

The damper had broken off completely but, such is the lively ride of the LeaF, we hadn't noticed the difference on the road. The tester was amazed when the car was presented again the following day, with the new part fitted.

Because John planned to take his Lea-Francis 'woodie' to Le Mans, the Sports was enlisted for the

Fougères Rally in Normandy from 23-29 May. The 180-car entry always features a strong group from across the Channel, and Bristol was this year's nominated marque, with 30 entered. To keep JEL company, Ian Dilmot-Smith came from Kent in his 2½-litre Sports.

Always keen to make the most of a rally trip, John works in other local diversions. Taking the Caen

crossing, he called in at Bayeux to see the famous tapestry and the D-Day museum. The rally is a relaxed run on deserted minor French roads, with regular stops at local *châteaux*. The finish at Fougères is in the grounds of the castle before a parade through the town. It's a very social event with some fun enthusiasts, including Mark Elder from The Motor Shed

at Bicester Heritage with his Alvis 12/50, while Sandy Doggart's Aston DB2/4 was a favourite car. The LeaF ran faultlessly on the French trip and seemed to enjoy the smooth back-roads.

A more demanding navigational event was the Lea-Francis Owners' Club's annual scatter rally based at Aynho Wharf near Banbury, and 10 LeaFs turned out for the challenge of plotting a route visiting 10 local churches for clues to questions devised by Colin and Sarah Poyter. With John's brother-in-law Charles Teal on the maps, the task proved harder than expected, but after a frantic 70mph blast back to the Holt Hotel, we ended up winning a box of chocolates.

The longest trip of the summer was a first visit to the Beamish Run in June. Held since 1971, the event is open to pre-1956 cars and motorcycles, with 150 entries enjoying a 150-mile route through County Durham and Cumbria. Highlights included impressive runs up Askrigg Bank and Tan Hill, and, despite the grey weather, hundreds turned out to cheer the rally on. After a wet final day, the LeaF dropped onto three cylinders on the dark run to the hotel. Thankfully, however, the following morning it was back onto all four for the 270-mile trek home.

Our early start convoying down to the Goodwood Revival on the Friday with 'Julio Balme' and his rumbling Lincoln was blessed with sunshine, but we were surprised by how few classics we saw *en route*.

The climax of the summer was the LFOC's Autumn Tour of Wiltshire. Among the 20 cars were four other 14hp Sports, headed by organiser Nigel Fowler's car, which he recently bought from Germany and restored. With fine weather and a lovely group of cars, the event was the perfect end to a great season in which JEL has covered 2500 miles with total maintenance costs of just £217. Classic motoring doesn't get better value than that.



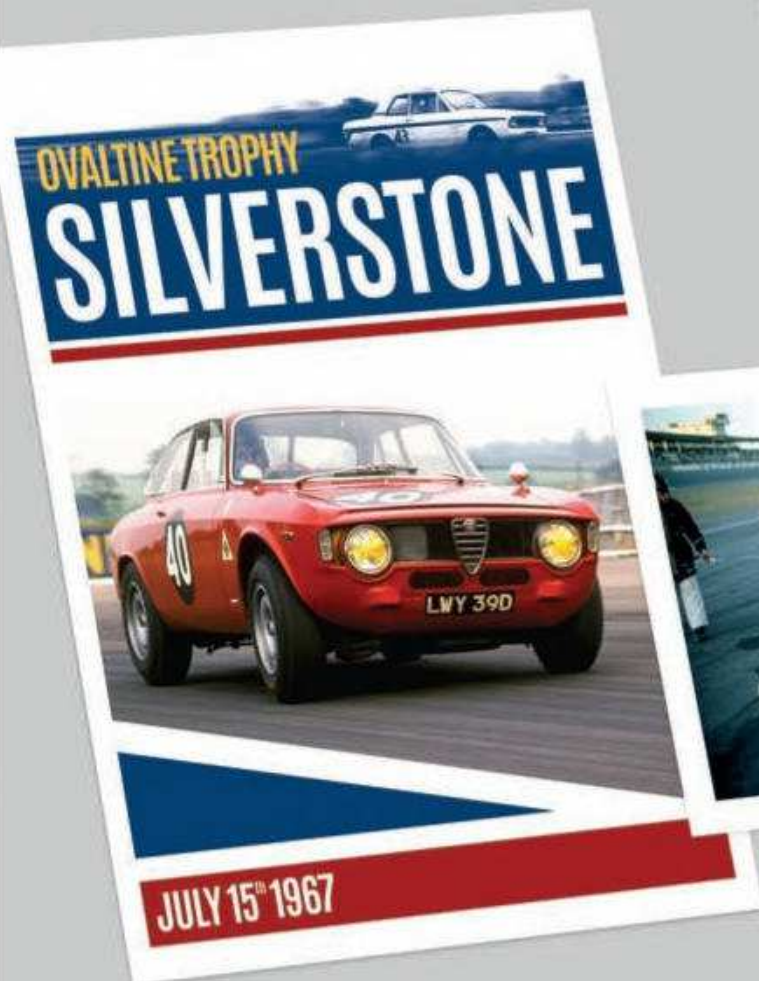
Dwarfed by Balme's Lincoln after fun run to Goodwood Revival. Right: broken shock-absorber arm was soon fixed





# ROTA PRESS

Motoring history with a unique slant



Archive photographic prints from £15

Prints from £20 / Posters from £40

Rota Press is an independent publisher of high-quality books, prints and posters. We strive to offer original - and evocative - designs based on images sourced from our expansive archive. Our tastes are eclectic, spanning everything from motor sport to legendary show cars via all things in-between.

Secure ordering and international shipping:

[www.rotapress.co.uk](http://www.rotapress.co.uk)

*Guy Allen*

New limited edition prints from the collection of automotive illustrator Guy Allen



Giulia Super



Col de Turini



Gmünd Coupe

Available as limited editions of 200, signed and numbered. (420 x 594 mm).  
Prints are priced at £65. Tracked international shipping. Order on-line from:

[www.guyallen.co.uk](http://www.guyallen.co.uk)



# We know tyres!

Vintage Tyres sells road, race, rally, off-road and original-equipment tyres for cars and bikes from the 1890s to the 1990s.

Whether you need a radial, crossply or beaded edge we can help.

Not sure what you need? Just ask one of our experts. We've been in business since 1962 - we know tyres!

01590 612261  
sales@vintagetyres.com  
vintagetyres.com

1890s

**VINTAGE TYRES**

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

## DON'T LOSE YOUR COOL



THE ULTIMATE ELECTRIC COOLING FAN CONVERSION

*Retrofit*  
BY REVOTEC

**Revotec**

Wallingford Oxfordshire. T: 0044 (0)1491 824424 E: sales@revotec.com W: www.revotec.com





Prior drove the Austin Seven to school before graduating to 'Elsie' the 100E for uni and beyond

## ONE CAREFUL OWNER, FOR 40 YEARS



### FORD ANGLIA 100E

**OWNED BY** Stephen Prior  
**FROM** Midhurst, West Sussex  
**FIRST CLASSIC** Austin Seven Ruby (AOV 816, where are you?)  
**DREAM CLASSIC** Mercedes-Benz 540K Cabriolet B  
**BEST TRIP** London to Zürich in my 1931 Lagonda

Whenever I see a car advertised for sale as having the 'same owner for 40 years' I wonder how such feats of longevity could come about. Imagine, then, the shock when I realised one day that I had owned 'Elsie' (LCJ 286), my beloved Ford Anglia 100E, for four decades.

In 1977, I regularly drove myself to school in my father's 1929 Austin Seven Top Hat saloon, then my daily driver, and it continued to be so for my gap-year job in '78. A few months in, a loud bang from the back axle signalled a broken crown-wheel. This was the last straw for my father so the Top Hat was sold (I bought it back five years ago). So

I started borrowing moderns to get to work, but I really needed a car of my own – something to take to university later in the year. I had seen Elsie the year before, when it was advertised in the local paper – even then a car from 1954 stood out in the small ads. In the end it was my friend Nick who bought it, but his lack of funds meant the Ford was soon back on the market; £220 and a bottle of Guinness changed hands and it was mine.

Elsie is a rare survivor of the very early 100Es, chassis number 1830, first registered on 19 February – I have only ever come across one earlier example. These models have some distinctive features, such as a removable T-key for opening the boot, minimal rear lights and much smaller brakes. It was in very good condition, other than a fairly typical Ford nasty of the period:

rot around the top of the front shock absorbers, soon fixed by a trip to the welder. One morning in September 1978 I set off for Nottingham University, but 12 miles from home there was another loud bang as I lost the last 18 inches of the exhaust pipe. A brief stop was made to fix some stout twine around the remains of the exhaust system, a repair that lasted for my first year at university.

As one of the few student-owned cars, Elsie was soon pressed into service on 'Rag Raids', touring the Midlands loaded to the gunwales with Rag magazines to be sold for charity. This was also the time of my one claim to sporting fame as a member of the British under-21 shooting team, and on many weekends I made the five-hour trip each way from Nottingham to Bisley, home of British shooting.

On my last trip to Bisley in summer 1979, the main oil seal on the crankshaft gave out, leading to me topping up with oil more often than petrol. Lack of funds meant that Elsie was then laid up for the rest of my university career.

Graduation marked the start of many years working overseas, but Elsie soon became my brother's first marital car. I returned to the UK in the 1990s, when Elsie was once again used as my daily driver, although when I got a company car it got less use. She still comes out often for jobs such as commuting and the school run, but also recently the 300-mile round trip to my father's funeral – he'd told me not to buy the car: "It'll never last!"

In recent years, the engine has been rebuilt and she's had a respray and new headlining. So we're ready for our next 40 years together.



Proud owner Prior with his beloved 100E



Respray done, Elsie is fit for 40 more years

### WIN! A BESPOKE GUY ALLEN PRINT

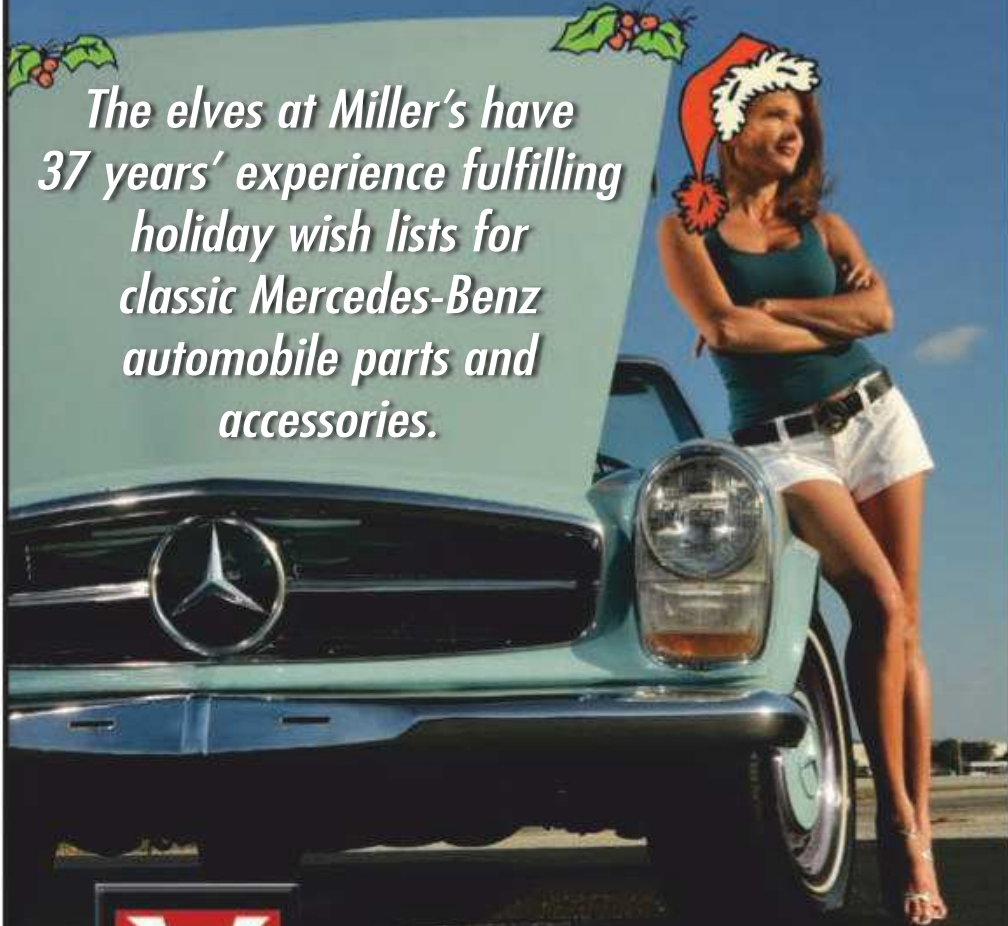
Send hi-res photos (300dpi) and 700 words to [martin.port@haymarket.com](mailto:martin.port@haymarket.com) or to the p12 address. For Guy Allen gen see: [www.guyallen.co.uk](http://www.guyallen.co.uk)





# Make it Merry, Make it Millers!

*The elves at Miller's have  
37 years' experience fulfilling  
holiday wish lists for  
classic Mercedes-Benz  
automobile parts and  
accessories.*



[csc.millermbz.com](http://csc.millermbz.com)

Shop online  
1-800-338-7787 USA  
International customers reach us at  
+1-714-557-0115 or [sales@millermbz.com](mailto:sales@millermbz.com)

*Fine art sculpture* by *RobinBARK*  
*Inspired by the Spirit of Motoring*



Prices £225 to £2200

PORSCHE - BENTLEY - HEALEY - COBRA - JAGUAR - ASTON - DUCATI  
Meticulously hand-finished in polished aluminium, Nickel or Platinum  
Signed Limited Editions - Presented in a bespoke wooden gift box

[www.robinbark-motorart.com](http://www.robinbark-motorart.com) - [robinbark@yahoo.co.uk](mailto:robinbark@yahoo.co.uk) - +44(0)7767824633

## Connecting people & property, perfectly.



### Sutton Coldfield, B74



- Gated woodland setting
- Private grounds
- Games room
- Annexe

*A grand family residence set in grounds of approximately 0.9 acres on an exclusive residential estate with its own car showroom with parking for in excess of 25 cars and vehicular lift.*

Guide price £2,950,000  
Freehold

0121 233 6400  
[jamie.carter@knightfrank.com](mailto:jamie.carter@knightfrank.com)





Originally red, Hussey's Aurelia was repainted Aqua Verde. Below: Uncle Fred's warehouse coat still comes in handy today

# ANTHONY HUSSEY

A rally enthusiast whose love for cars grew from working with his uncle at Connolly

WORDS GILES CHAPMAN PHOTOGRAPHY WILL WILLIAMS

**F**red Connolly was a hands-on boss. The second generation of the leather-working dynasty – and the driving force behind Connolly's association with every desirable car – Fred liked staying close to his product.

“Every couple of months, even in his 70s, he'd disappear into the warehouse and ‘sort some leather’ to keep his hand in,” says his nephew Anthony Hussey. “He'd take his warehouse coat from the peg in his office and put it on over his suit. “They were the kind of brown cotton coats everyone wore. The company bought them in bulk. When the original Connolly closed down in 2002, I grabbed it before it was chucked out. Now it hangs on a hook in my own garage.”

Hussey regularly dons the well-worn garment whenever he has odd jobs to do, even if the task involves being flat on his back below his Lancia Aurelia B24 Spider. “I had it on this morning, in fact,” he chuckles. “The Lancia has recently had a new petrol pump fitted, and I was underneath the car to check it. I don't mind if Uncle Fred's coat gets grubby. That's what it's for, and it has been washed several times.”

Connolly Brothers began as a cobbler in London's Euston Road in 1878. John and Samuel Connolly's little business was soon repairing belts, horse reins and harnesses, all of which they eventually manufactured. This led

## ALSO IN MY GARAGE



on to coach hoods and seats, and then car seats for coachbuilders. Thanks to Samuel's son, Fred, the business boomed along with the motor industry in Britain and the USA.

Hussey joined the family firm as, he says: “Basically a rep, selling leather to car manufacturers. Mind you, that did include Ferrari. When Enzo Ferrari went into road cars, he wanted the same smell that you got in a Rolls-Royce or a Jaguar. I suppose it helped that our Italian agent had been at school with him.”

Despite the worldwide reputation of the Connolly name, the original business closed

in 2002. Hussey retired, but it was by no means the end of things. The Connolly brand was acquired by fashion house Joseph, and survives today in the hands of Isabel Ettegui, (widow of founder Joseph Ettegui), who has opened a swish new shop in the heart of Mayfair.

“The things in the Connolly shop today are utterly beautiful, and there's also a corner for my cousin Jonathan, who sells our leather, including the traditional Connolly Vaumol. Ferrari got wind of that; we weren't keen to supply the main production again, but we do Ferrari's retrims and rebuilds.”

Restoration is something Hussey faced when he crashed his Aurelia on the Le Jog rally a few years ago: “I knew the car could be fixed, even though there was rather a lot of damage. At the same time, I fancied a change of colour from its original red to this light Aqua Verde.”

Hussey has tackled dozens of classic rallies among the 200,000 miles he's racked up in the Lancia, on top of whatever the original Italian owner, racing driver Pietro Ferraro, put on up to the point where the engine was changed.

“It's a bloody beautiful drive,” he enthuses. “I bought it on the advice of [motoring journalist] ‘Steady’ Barker, who told me to get this instead of a Jaguar XK140 or an AC Ace Bristol because it was so much better balanced... and so it gets you anywhere much faster!”



# Christmas Gift Guide

## Automodello™ 1:12 scale 1967 Eagle Gurney- Weslake V12

with removable engine panels. Certificate of Authenticity hand-signed by Dan Gurney, licensed by All American Racers and limited to 150 hand-built models. Pure Edition is 150 with no decals. Includes display case. \$1,499.95 PreOrder. This was the only time an F1 driver won in a car of his own construction.



## Automodello™ ONE24™ 1:24 scale 1963 Ford Mustang II Concept

with removable hardtop and licensed by Ford. White is limited to 299 at \$249.95 while Tribute Red is just 50 at \$349.95.

*Automodello*  
DREAMS ENGAGED™

Available exclusively from [Automodello.com](http://Automodello.com) or **877.343.2276**, free worldwide shipping CSC18X

## Engine coffee tables from £400



[enginetables.co.uk](http://enginetables.co.uk)

## Make it a Christmas to remember



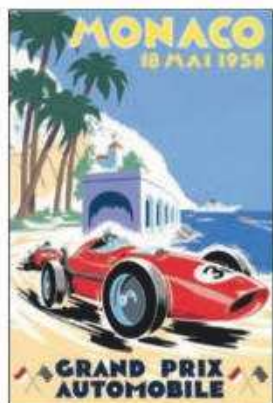
At Me and My Car we like the unusual. The inspired. The unforgettable gift. Even better, some sparkling new ideas have arrived just in time for Christmas. All your motoring gifts in one place.

## Go on, treat someone.

Playforever  
Velocita £25



Free UK delivery before 1 December quote code CS18



## Original limited-edition Art Deco posters

Over 100 designs  
at £395 each



Motoring Socks: £9



Oil Can Mugs: £10

Tel: **+44 (0)20 7730 0547**  
Email: [georgina@pullmaneditions.com](mailto:georgina@pullmaneditions.com)  
Website: [www.pullmaneditions.com](http://www.pullmaneditions.com)



[www.meandmycar.co.uk](http://www.meandmycar.co.uk) order line **01865 883061**





## The go-to gift for car lovers

Luxury scarves featuring popular European marques:  
Alfa Romeo, Bugatti, Delahaye, Ferrari, Jaguar,  
Porsche and more.

Order online at  
[carscarves.com](http://carscarves.com)

[nk@CarScarves.com](mailto:nk@CarScarves.com)



## Greycar Christmas Crackers!



### PERIOD MOTOR CLOTHING

Greycar, the home of period motoring clothing, are giving 10% off all orders this Christmas\*.

Call us on **+44(0)1420 520452**  
or order online at [greycar.com](http://greycar.com)

No limit on the number of orders placed.

\*Quote coupon code XMAS 10

Offer ends 31.12.18

*Quality products of an all British firm*



## Union Jack Car Cover

Show your pride in your Jaguar or other British automobile with our new redesigned Union Jack indoor car cover!

Made from a soft, non-abrasive cotton material, our cover is sure to be a great addition to your Jaguar! Comes in small, medium, and large to fit most jaguar and British cars.

We also have other Union Jack items for the car enthusiast.

Welsh Enterprises  
ph: **1-800-875-5247**  
ph: **740-282-8649**  
fax: **740-282-1913**

**WELSH**  
ENTERPRISES, INC.

For more information visit  
[www.welshent.com/Search.aspx?k=Union+jack](http://www.welshent.com/Search.aspx?k=Union+jack)







## THE SPECIALIST

# CREATIVE THINKING

Coachbuilder Daniel Longford loves to mix traditional with modern techniques in his Hampshire workshop

WORDS PAUL HARDIMAN PHOTOGRAPHY WILL WILLIAMS

**F**or a youngish bloke – although he’s been in the business for 20 years – Daniel Longford Clazey has an impressive car CV behind him. He’s made bodies for Alfa 8Cs and one of Jim Stokes’ new Alfa 158s, and he’s designed and built a series of one-offs, the latest of which is the elegant Lagonda Rapier shown here: “The owner had some idea of the cars he likes, such as the Peter Wenman Zagato-styled Rapier and the Type 54 Bugatti Bachelia,” says Longford. “I used a coachbuilder’s drawing, lowered the radiator and drew out the new design to scale – it’s a useful way of checking wheel travel. I then scaled it up from there.”

It sounds so easy, but Longford has worked with and learned from the best: “I spent 10 years at an Aston Martin specialist, but moved down here to the New Forest to gain more experience on a broader range of cars.” He’d started amassing tools before his move, and there’s an impressive collection of three wheeling machines as well as the usual rollers and folders, plus a full set of 40 profiles, or sweeps, hanging from the wall in the light and airy workshop: “Each one is curved  $\frac{1}{8}$ in more than the last, which you use to make sure the curves are the same on both sides. Do it once, and do it right.

“I use two wheeling machines together because it’s quicker – one usually has a flatter wheel for the main body of the panel and the other has a higher crown for the curved areas. I’ve converted the smaller wheel to run a kart tyre and had lower wheels made to my specification. I can vary the pressure and therefore the contact area on the panel, so I can move a radius such as in the running boards on the current job.”

The middle machine was made in the ’20s by

Ranalah, and the next job in is a Rapier with a Ranalah body: “It’s great to be using a wheel from the same company that made the coachwork, and it may have made the actual body.”

There’s a bandsaw, too, to cut templates and ash frames: “On the woodwork, I’ve had a lot of help from my friend in the north-east, Geoff Henderson, a retired coachbuilder. He was good enough to give me his drawings for the Abbott-bodied Rapiers, among others.”

Steel frames are an option, too. “That’s the Italian style, and it takes up less space,” says Longford. He’s not averse to incorporating modern materials to do a better job: “I like to produce an original car, but one that is discreetly improved with modern technologies – with the owner’s consent – such as bonding as well as wrapping aluminium skins, to give a stronger frame that’s sealed from the wet, and using modern compounds to stop galvanic corrosion.”

Longford considers his chassis jig to be crucial – his own Alvis 12/70 is currently sitting on it, waiting for a rebuild: “It’s really important. It’s fairly normal to find some accident damage on an 80- or 90-year-old car, and it is essential to have a solid, straight base to work from. Fortunately a ladder chassis doesn’t require a huge amount of energy to straighten, but the jig also has a hydraulic ram and pulling arm if needed.

It then becomes the datum for the frame build, and provides a level base to measure from and give an accurate body.

“The Rapier had been damaged and then badly repaired – which was picked up and straightened when it was on the jig.”

Each body takes up to a year: “The next job will take me until March, and the Rapier owner has just bought a Hispano-Suiza V8 aircraft engine, so he wants me to find a chassis.” Which means the Alvis isn’t getting a look-in for now.

### The knowledge

**Name** Longford Coachworks  
**Address** Unit 15 Hamilton Way, New Milton, Hants BH25 6TQ  
**Staff** One  
**Specialism** Coachbuilding and restoration of classic and vintage cars, from replacing a missing panel to a full rebuild  
**Price** £44 per hour  
**Tel** 01425 614624  
**Email** daniel@longfordcoachworks.co.uk  
**Web** longfordcoachworks.co.uk

Clockwise from main: Longford is currently creating a bespoke Lagonda Rapier; one of his three wheeling machines; working on a new timber frame; taking measurements from a scale drawing







**RPM**  
FOUNDATION  
RESTORATION. PRESERVATION. MENTORSHIP.

**SUPPORT A NEW GENERATION OF CRAFTSMEN & ARTISANS!  
THE FUTURE OF RESTORATION IS IN YOUR HANDS.**

Ensure critical skills essential to  
restoring and preserving collector vehicles are not lost.

**PRESERVE THE PAST. BUILD THE FUTURE.  
DONATE TODAY.**

[www.rpm.foundation](http://www.rpm.foundation) | 855.537.4579

AMERICA'S AUTOMOTIVE *Trust*  
The RPM Foundation is an entity of America's Automotive Trust.





This Le Mans Green 1972 RS1600 established a new auction record for the model, selling for £70,875

## THE BLUE OVAL HITS NEW HEIGHTS

A brace of hot Fords set new records at Silverstone Auctions' 29 September sale at Dallas Burston Polo Club, Warwickshire. First was a one-owner 1990 Sierra Sapphire RS Cosworth 4x4 showing just 13,310 miles and offered with a comprehensive history file including every tax disc and MoT test certificate. It's believed to be one of the first six supplied to the UK and made £52,750, more than £20k above its upper estimate. For fans of '70s performance cars, a 1972 Escort RS1600 also established a new benchmark. In period-correct Le Mans Green, this superbly restored saloon raised £70,875.

Another car with its roots in competition was a 1984 Renault 5 Turbo 2. The unrestored 16,898-mile car changed hands for a strong £86,625, while a 1982 Audi quattro, understood to be a right-hand-drive prototype that had spent 20 years in storage, sold for £49,500. Also believed to be a factory development car was a 1966 MGC GT. Built some eight months before production officially began, the MG had lost its original engine and auto 'box, but retained a number of unique features including a horizontally slatted grille. In the correct Riviera Silver Blue but beginning to show its age, it made £20,475.

Silverstone's annual Porsche sale at the same location the previous day had some similarly enticing lots. A 1998 911 (993) turbo S was one of only 26 UK right-hookers and eye-catching in rare Pastel Yellow, helping it to achieve an impressive £185,625. A 1978 928 that was remarkably unmolested – down to its period-correct single door mirror – looked like a lot of car for £14k. Elsewhere, a beautifully restored 1958 308 'Super' N tractor was the antidote to modern Porsches with its air-cooled 2466cc three-cylinder diesel. It sold for just under £20k, helping the auction house hit £3.2m over the two sales.



Pastel Yellow is an unusual shade for a 911 turbo S, and helped this 1998 one-of-26 car to £185,625 at the single-marque sale



## Porsche pitstop in Oxfordshire

Independent marque specialist Autofarm ([www.autofarm.co.uk](http://www.autofarm.co.uk)) will be among the first tenants at a new Porsche-focused business park opening in 2019. Situated just south of Bicester in rural Oxfordshire, Boxengasse (German for pitlane) will provide 25,000sq ft of bespoke premises for services and hospitality in a 100-acre outdoor event space surrounded by lakes and woodland. For Autofarm customers, the additional space will mean improved facilities for the firm's engine and gearbox department, while the company has also revealed plans to create a dedicated alignment and track-day set-up facility. Find out more at [www.boxengasse.com](http://www.boxengasse.com)





The Belgian auction's top lot, this DB4 achieved €1,212,250, a new sale best for the model



Record for 250GT PF Coupé is now €989k



Rare convertible DS commanded €425,500

## GT icons set sale records at Zoute

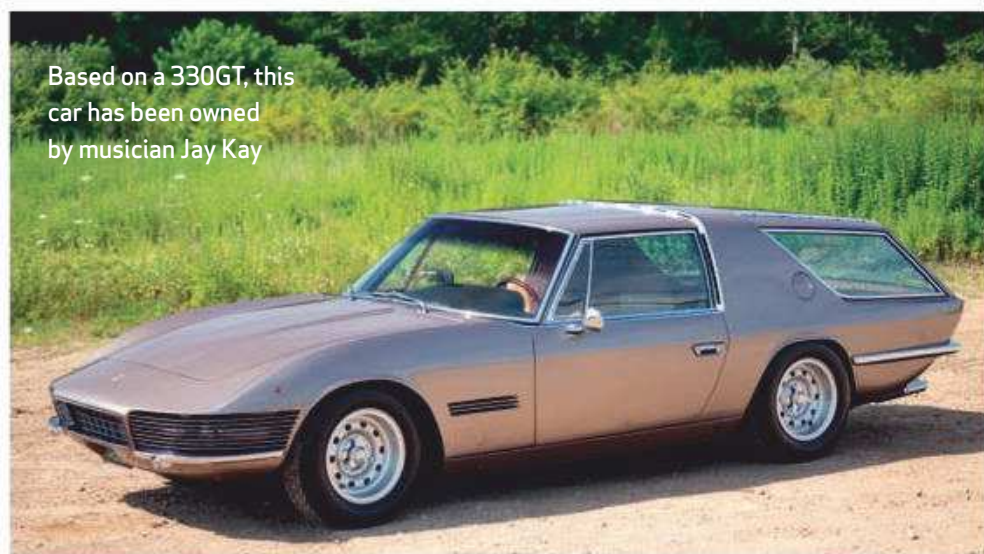
Bonhams achieved a total of €8.25m at its sixth annual Zoute sale in Belgium on 5 October, with the highest price going to a 1962 Aston Martin DB4. Presented in concours condition following a five-year rebuild, the matching-numbers Series V Vantage was one of only 17 left-hand-drive cars produced with faired-in headlights, and had spent most of its life in California. It sold to a European bidder in the room for €1,212,250, establishing a new auction record for the model. Offering similarly timeless elegance and pace, a superb 1960 Ferrari 250GT Series II also set a new benchmark, the Pininfarina Coupé soaring past its

pre-sale estimate of €600-800,000 to change hands for €989,000.

For fans of more avant-garde classics, few can upstage droptop versions of the iconic Citroën DS, and one such car clearly inspired bidders. One of only four produced to fuel-injected DS23 spec, the 1973 Décapotable sold for a vast €425,500. Another '70s open-top lot to do well, meanwhile, was a Rolls-Royce Silver Shadow that originally belonged to former world heavyweight boxing champion Muhammad Ali. With a €40-60k pre-sale estimate, the left-hand-drive 1970 HJ Mulliner Park Ward drophead went to a new home for a massive €132,250.

Other British models to capture bidders' interest included a 1936 Bentley 4¼-litre cabriolet by Jean Antem of Courbevoie; ordered new by André Embiricos, the curvaceous Derby Bentley made €408,250. Among the more sporting machines were a 1958 AC Ace – an original left-hand-drive example with the AC engine – that was sold to a bidder in the room for €322,000, and a 1956 Austin-Healey 100M that made €184,000.

Less sporty, perhaps, but still coming with impeccable competition history, was a 1954 Fiat 1100 TV. A Mille Miglia participant in both 1954 and 1955, the restored saloon sold for €150,650.



Based on a 330GT, this car has been owned by musician Jay Kay

## Final Vignale Ferrari in LA sale

If you're a fan of futuristic coachwork, this Ferrari 330 consigned to RM Sotheby's 8 December sale at the Petersen Museum in LA could be for you. Built in 1967 and based on a two-year-old US-market car, it was the brainchild of Luigi 'Coco' Chinetti. The Italian coach-builder's final creation on a Ferrari chassis (Vignale was killed in a road

traffic accident in November '69), 7963GT took pride of place on the *carrozzeria's* stand at the Turin Salon in 1968, featured in *C&SC* in December 2001, and in more recent times was owned by Jay Kay of Jamiroquai fame. If you want to stand out from the crowd, this Ferrari is being offered without reserve; see [www.rmsothebys.com](http://www.rmsothebys.com)

## ALFA GURU RETIRES

After more than 50 years in the motor trade, Mike Spenceley of MGS Coachworks has announced his retirement and has put his business up for sale. Based in Purley, Surrey, and established in 1990, the firm specialises in the restoration of Alfa Romeo 750-, 101- and 105-series bodywork, but has rebuilt cars ranging from Ferraris to Rolls-Royces. It also offers a brokerage service for customers looking to buy or sell classics. For further details, see [www.mgcoachworks.com](http://www.mgcoachworks.com)



# Auction diary

## NOVEMBER

**2 Bonhams** London to Brighton Veterans 020 7468 5801; [www.bonhams.com](http://www.bonhams.com)

**3 ACA** King's Lynn 01553 771881; [angliacarauctions.co.uk](http://angliacarauctions.co.uk)

**4 Charterhouse** Footman James Restoration Show, Somerset 01935 812277; [charterhouse-auction.com](http://charterhouse-auction.com)



This Ligier JS2 is in Artcurial's Paris auction with a €70-90,000 estimate

**4 Artcurial** Paris, France 0033 1 42 99 20 20; [www.artcurial.com](http://www.artcurial.com)

**10-11 Silverstone Auctions** Classic Motor Show, Birmingham 01926 691141; [silverstoneauctions.com](http://silverstoneauctions.com)

**15-17 Leake** Dallas, Texas, USA 001 918 254 7077; [leakecar.com](http://leakecar.com)

**15-17 Mecum** Las Vegas, Nevada, USA 001 262 275 5050; [mecum.com](http://mecum.com)

**16-18 McCormick's** CA, USA 001 730 320 3290; [classic-carauktion.com](http://classic-carauktion.com)

**24 Historics** Brooklands, Surrey 01753 639170; [www.historics.co.uk](http://www.historics.co.uk)

**28 Brightwells** Herefordshire 01568 611122; [brightwells.com](http://brightwells.com)

**28 H&H** Buxton, Derbyshire 01925 210035; [www.handh.co.uk](http://www.handh.co.uk)

**29 DVCA** Dorchester, Dorset 01963 363353; [www.dvca.co.uk](http://www.dvca.co.uk)

## DECEMBER

**1 CCA** Warwickshire 01926 640888; [classiccarauctions.co.uk](http://classiccarauctions.co.uk)

**1 Bonhams** London 020 7468 5801; [www.bonhams.com](http://www.bonhams.com)

**4 Coys** London 020 8614 7888; [www.coys.co.uk](http://www.coys.co.uk)

**5 Bonhams** London 020 7468 5801; [www.bonhams.com](http://www.bonhams.com)

**6-8 Mecum** Kansas City, MO, USA 001 262 275 5050; [www.mecum.com](http://www.mecum.com)



# STOP THE ROT!

Most classic cars are being stored in conditions unsuitable for their preservation

## END CORROSION NOW!

DEHUM UNITS CREATE THE PERFECT STORAGE ENVIRONMENT AND BRING A HALT TO CORROSION!

Corrosion is a result of high levels of airborne moisture. The UK is one of the worlds most humid countries. Removing moisture from the air is the only effective way to protect your car.



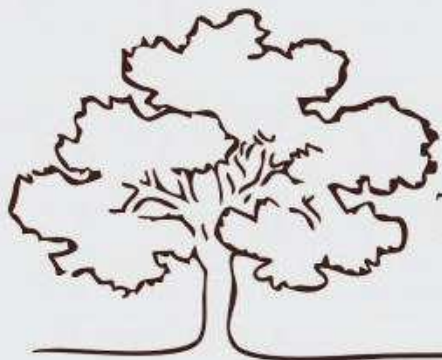
We have spent the last 22 years understanding humidity and how it affects our clients. If you are serious about preserving your classic car or collection then contact



**01926 882624 or email [sales@dehum.com](mailto:sales@dehum.com)** to discuss your domestic or car-storage needs.

*Purchase & installation starts at less than you think.*

Visit our website at [www.dehum.com/applications/classic-car-humidity-control/](http://www.dehum.com/applications/classic-car-humidity-control/) for more information



TRADITIONAL OAK  
AND TIMBER CO.

*Quality oak products and supply by demand*



*Traditional Oak And Timber Company are a family business, so happy to support the Motor Racing Legends Family Spirit Trophy*



**FAMILY SPIRIT TROPHY**



**[www.tradoak.com](http://www.tradoak.com)**

**01825 723648**

**ONE OF THE UK'S LARGEST STOCKISTS OF RECLAIMED AND AIR DRIED OAK BEAMS**





# Buckley's market matters

Several people asked me about the Fiat 130 Coupé in Historics' sale that was allegedly one of my old cars. I didn't recognise the number or the silver paint, but it must have been the low-mileage car I bought from its first lady owner 20 years ago – complete with protective plastic still on the door cards.

The history on that car was epic: bought new from Tony Brooks Fiat (she chopped in a Flavia Coupé), it came with a selection of '70s sunglasses in the glovebox, the correct self-tuning radio/cassette player and perfect velour trim – now the 130 Holy Grail. Yet somehow it never ran wonderfully, despite being treated to new cams at one stage. Racing an XR2 down the M1 didn't do the head gaskets much good, and it eventually went to a pal with a matching 130 saloon.

I sold my SL320 into the trade and I'm now running the Mercedes 300TE and P38 Range Rover as daily transport, while steeling myself not to go over to Yattendon Garage in Berkshire where there's a Jaguar MkX that needs rescuing.

I was also offered a Lancia Beta Spider the other day, a project car

that had been off the road for 30 years but was dry-stored and solid. It might appear in the shed at some point, but it reminded me of the one that turned up at Ashton Technical College in the early 1980s. I was doing a Motor Vehicle Engineering City & Guilds, and as part of the practical coursework we had a miserable selection of wrecks to work on that would now be semi-desirable, including a Triumph 2.5PI and a Ford Executive. The tutors included a Mr Smith, who sported a bald head and a Pilgrim Fathers type beard and, though a man of few words, was not short on wit.

"Why have you given me an 'E', sir?" asked one lad. "Cos there's no effin' Fs," came the response.

One day, a ripple of excitement ran through our workshop when a local lady donated a beige Lancia Beta Spider. It can't have been much more than five years old and was pretty tidy – so good, in fact, that our other tutor, who was younger and looked a bit like Noel Edmonds, immediately commandeered it for himself, to replace his rusty yellow GT6. To be honest, I'd have done the same.



Left: he's had so many of them that Buckley can't even remember if this is his old car! Below: MkX seeks a saviour, but could that be our man?



## AUCTION RESULTS September's top 50 sales



One-owner Enzo with fewer than 6100km from new was the month's top seller, at £1.97m



Top-priced pre-war machine: £631k SS100



Gorgeous 250 PF Coupé, Historics, £426k

PRICE	CAR	SALE
£1,973,750	2003 Ferrari Enzo lhd	RM Sotheby's, London, UK
£1,359,000	1964 Shelby Cobra 289 Competition lhd	Bonhams, Goodwood Revival, UK
£1,355,200	2015 Porsche 918 Spyder lhd	Barrett Jackson, Las Vegas, USA
£1,191,000	1990 Jaguar XJR-11 Group C racer	Bonhams, Goodwood Revival, UK
£1,017,500	1953 Ferrari 212 Europa lhd	RM Sotheby's, London, UK
£933,125	1993 Porsche 911 Carrera RS 3.8	RM Sotheby's, London, UK
£930,000	1964 Ferrari 250GT Lusso lhd	Bonhams, Goodwood Revival, UK
£800,000	1955 Rolls-Royce Phantom IV Hooper landaulette	Bonhams, Goodwood Revival, UK
£754,200	1957 Mercedes-Benz 300SL Roadster	Bonhams, Goodwood Revival, UK
£631,000	1937 Jaguar SS100 3½-litre	Bonhams, Goodwood Revival, UK
£563,500	1960 Aston Martin DB4 (to GT spec)	Bonhams, Goodwood Revival, UK
£540,000	1924 Bugatti Type 30 racer	Bonhams, Goodwood Revival, UK
£522,500	1931 Cadillac V16 sport phaeton	RM Sotheby's, London, UK
£511,750	1968/'69 Ford P68 'F3L' Group 6 racer	Bonhams, Goodwood Revival, UK
£500,000	1971 Iso Grifo S2 7.0 lhd	RM Sotheby's, London, UK
£442,750	1972 Ferrari Dino 246GT	Bonhams, Goodwood Revival, UK
£425,600	1958 Ferrari 250GT Pinin Farina Coupé Series I	Historics, Brooklands, UK
£402,500	1956 Fiat-Bartoletti 642 race transporter	Bonhams, Goodwood Revival, UK
£381,875	1993 Porsche 911 turbo Cabriolet	RM Sotheby's, London, UK
£345,000	1933 Rolls-Royce 40/50 Phantom II Barker Continental	Bonhams, Goodwood Revival, UK
£345,000	1948 Aston Martin 2-litre dhc	Bonhams, Goodwood Revival, UK
£345,000	1989 Aston Martin V8 Vantage X-Pack	Bonhams, Goodwood Revival, UK
£332,750	2016 Porsche 911R	RM Sotheby's, London, UK
£320,000	1957 Porsche 356A 1600 Reutter Speedster lhd	RM Sotheby's, London, UK
£275,000	1969 Lynx-Jaguar XKSS 4.2 lhd	Bonhams, Goodwood Revival, UK
£272,550	1955 Aston Martin DB2/4 3.0 Mulliner dhc	Bonhams, Goodwood Revival, UK
£271,040	2018 McLaren 720S	Barrett Jackson, Las Vegas, USA
£264,500	1934 Aston Martin 1½-litre Mk2 short-chassis	Bonhams, Goodwood Revival, UK
£264,500	1961 Jaguar E-type S1 3.8 JDC Lightweight replica	Bonhams, Goodwood Revival, UK
£255,300	1995 Rolls-Royce Corniche IV auto	Bonhams, Goodwood Revival, UK
£250,000	1957 Bentley S1 Continental Mulliner fastback auto	Bonhams, Goodwood Revival, UK
£250,000	1964 Lang-Cooper 2 Ford 289 Group 7 racer	Bonhams, Goodwood Revival, UK
£250,000	1979 Ferrari 512BB lhd	RM Sotheby's, London, UK
£247,250	1973 Ferrari Dino 246GT	Bonhams, Goodwood Revival, UK
£235,700	1962 Jaguar E-type S1 3.8 Lynx low-drag	Bonhams, Goodwood Revival, UK
£218,500	1935 AC 2-litre 16/20 competition	Bonhams, Beaulieu, UK
£218,500	1970 Maserati Ghibli SS 4.9 lhd	RM Sotheby's, London, UK
£216,200	1961 Bentley S2 Continental HJ Mulliner auto	Bonhams, Goodwood Revival, UK
£212,750	1903 Panhard et Levassor 7hp A rear-entry	Bonhams, Beaulieu, UK
£209,000	1971 Maserati Ghibli SS 4.9 lhd	Bonhams, Goodwood Revival, UK
£207,000	1967 Aston Martin DB6	RM Sotheby's, London, UK
£201,200	2009 Lamborghini Murciélago LP670-4	Bonhams, Goodwood Revival, UK
£200,000	1924 Bentley 3 Litre Speed Model Vanden Plas tourer	Bonhams, Goodwood Revival, UK
£195,500	1974 Jaguar E-type S3 Commemorative roadster	Bonhams, Goodwood Revival, UK
£191,250	2018 Porsche 911 GT3 Touring	Silverstone Auctions, Porsche Sale, UK
£189,750	1924 Bentley 3 Litre tourer	Bonhams, Goodwood Revival, UK
£189,750	2002 Rolls-Royce Corniche Final Series auto	Bonhams, Goodwood Revival, UK
£185,625	1998 Porsche 911 turbo S	Silverstone Auctions, Porsche Sale, UK
£184,000	1972 Ferrari 365GTC/4	Bonhams, Goodwood Revival, UK
£184,000	1961 Jaguar E-type S1 3.8 RSP Lightweight replica	RM Sotheby's, London, UK

Prices include buyer's premium. Exchange rate used to establish Sterling equivalent: \$1 = 75p. For full sale results, see [www.classicandsportscar.com](http://www.classicandsportscar.com)





# Authentic Classics

Over 20 years of quality service  
in classic Mercedes-Benz parts

TEL. 800-607-1982 • INTL. +1-917-830-5735 • FAX. 866-441-2158  
WE SHIP WORLDWIDE DAILY

## EXCEPTIONAL PARTS FOR EXTRAORDINARY AUTOMOBILES!

"Every item  
on our website  
is IN STOCK"



WE STOCK A HUGE SELECTION OF ITEMS FOR YOUR MERCEDES CLASSIC

Specializing in 1950s - 1970s Mercedes Benz including:  
190SL, 230SL-250SL-280SL Pagoda, 300SL Gullwing  
& Roadster, Adenauer models and many more.

[WWW.AUTHENTICCLASSICS.COM](http://WWW.AUTHENTICCLASSICS.COM)

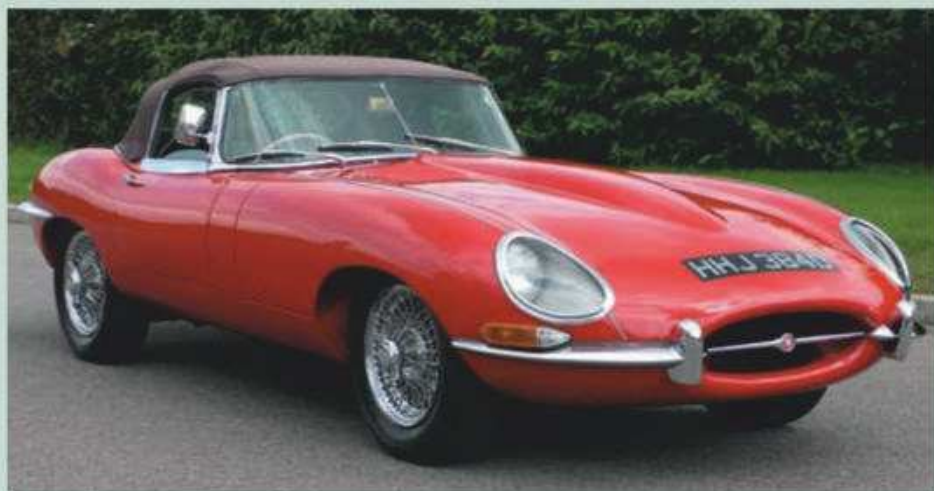
### Dorset Vintage & Classic Auctions

## Next Auction 29 November 2018

Athelhampton House  
Near Dorchester, Dorset, DT2 7LG  
Sale starts at Midday

Catalogue price £14 – admits two (by post £16)

Vintage & Classic Cars, Motorcycles,  
Historic Commercials, Automobilia & Memorabilia



1966 Jaguar E-Type Series I 4.2 Roadster £95000 – 110000



For further information  
contact Brian R. Chant:  
Station Road, Stalbridge,  
Dorset, DT10 2RH

T: 01963 363353 F: 01963 363626  
E: [info@dvca.co.uk](mailto:info@dvca.co.uk) W: [www.dvca.co.uk](http://www.dvca.co.uk)



To be offered at Las Vegas  
1930 CORD L-29 CABRIOLET • ACD Certified

## MECUM AUCTIONS

### UPCOMING AUCTIONS

# LAS VEGAS

NOV 15-17  
1,000 VEHICLES

# KANSAS CITY

DEC 6-8  
700 VEHICLES

THE WORLD'S LARGEST COLLECTOR CAR AUCTION

# KISSIMMEE

JAN 3-13  
3,500 VEHICLES

# LOS ANGELES

FEB 15-16  
600 VEHICLES

# KANSAS CITY

MAR 15-16  
600 VEHICLES



THE EXPERIENCE BEGINS AT [MECUM.COM](http://MECUM.COM)

For Complete Auction Consignment or Bidding Information go to [Mecum.com](http://Mecum.com) or call +1-262-275-5050

NV License DLR000045204 • MO License A1014 • FL License AB1919, VU1021119/1 • IL License 0200047150 • CA License 01410



Give a gift subscription  
this Christmas

# SAVE UP TO 42%

TREAT A FRIEND, RELATIVE OR EVEN YOURSELF



SAVING 34%

12 ISSUES  
FOR JUST  
£29.99



SAVING 42%

12 ISSUES  
FOR JUST  
£39.99



SAVING 42%

13 ISSUES  
FOR JUST  
£44.99

Visit [themagazineshop.com/xpa18](http://themagazineshop.com/xpa18)  
or call 03448 488 807 and quote XPA18



## REASONS TO SUBSCRIBE

- ✓ Exclusive Christmas offers
- ✓ Free gift card for you to send to your friend or relative
- ✓ Give the gift that lasts all year
- ✓ Spread the cost of Christmas when you pay by Direct Debit
- ✓ Access to exclusive subscriber-only offers and discounts
- ✓ More offers available at [themagazineshop.com](http://themagazineshop.com)

## ORDER ONLINE TO INCLUDE DIGITAL

Add digital access to this gift subscription from just 42p!



## ORDER FORM

(For print only subscriptions)

If you choose for your subscription to start after Christmas, fill in the form below and return it to us by 10th December 2018 to ensure a prompt start.

### RETURN ADDRESS:

Haymarket Automotive, FREEPOST RTUC-XCCH-THJS,  
3 Queensbridge, Northampton NN4 7BF

### 1 WHICH MAGAZINE(S)?

Magazine title/s \_\_\_\_\_  
\_\_\_\_\_

### 2 WHO IS IT FOR?

#### YOUR DETAILS (BLOCK CAPITALS PLEASE - MUST BE COMPLETED)

This subscription is: A GIFT  OR FOR ME   
Start my subscription: IMMEDIATELY  OR AFTER CHRISTMAS   
Title \_\_\_\_\_ Name \_\_\_\_\_ Surname \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_ Postcode \_\_\_\_\_  
Email \_\_\_\_\_  
Telephone \_\_\_\_\_  
I wish to pay for a total of \_\_\_\_\_ subscriptions.

#### GIFT SUBSCRIPTION DETAILS (BLOCK CAPITALS PLEASE)

Start gift subscription: IMMEDIATELY  OR AFTER CHRISTMAS   
Title \_\_\_\_\_ Name \_\_\_\_\_ Surname \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_ Postcode \_\_\_\_\_  
Email \_\_\_\_\_  
Telephone \_\_\_\_\_

### 3 PAYMENT DETAILS

I enclose a cheque made payable to **Haymarket Media Group** for £ \_\_\_\_\_  
Please debit my: **Mastercard** or **VISA** for the amount £ \_\_\_\_\_  
Card No. \_\_\_\_\_  
Valid from \_\_\_\_/\_\_\_\_/\_\_\_\_ Expiry date \_\_\_\_/\_\_\_\_/\_\_\_\_  
Signature \_\_\_\_\_ Date \_\_\_\_\_

**Terms & conditions:** This is a UK only offer – for overseas offers please visit [www.themagazineshop.com](http://www.themagazineshop.com) or call +44 (0) 1604 251 465. For all gift orders received by 10th December 2018, we will post a special gift card for you to send on to the recipient letting them know about their gift subscription. Subscription orders received after 10th December will still receive a gift card but we cannot guarantee that it will arrive before Christmas. A bundle subscription is set-up for an individual user only and components are not transferable. Details on how to access digital editions will be sent via email. Final closing date for orders is 31st January 2019. All savings are based on the UK cover price and are correct as of 1st September 2018. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances.

Haymarket Media Group takes your privacy seriously. The brand/s you are subscribing to would like to stay in touch by email, phone and post to let you know about our latest products, promotions and other services. We believe we can demonstrate a legitimate interest in using your details for marketing purposes, but you always have a choice. If you do NOT wish to receive such communications, please OPT OUT by ticking the relevant boxes below  
by email  by phone  by post

We will use your details to ensure you receive messages that are relevant to you. You can stop receiving these messages from us at any time in the future via the unsubscribe link on any email received, or by contacting us directly by emailing: [circulation@haymarket.com](mailto:circulation@haymarket.com) or by calling: 0208 267 5000. Please see our Full Privacy Notice: [www.haymarket.com/privacy](http://www.haymarket.com/privacy).

Promo code: XPA18



# MASERATI QUATTROPORTE

The fifth-generation Trident four-door flagship is a tech-laden *tour de force*, so buy carefully

WORDS MALCOLM MCKAY PHOTOGRAPHY WILL WILLIAMS



Outstandingly elegant Pininfarina styling with numerous classy touches make the Quattroporte V stand out from its rivals. The styling makes it look smaller than it is, and on the road it shrinks around you, feeling poised and purposeful with 395-435bhp available to hurl its two-ton hulk along, accompanied by a great V8 growl.

With a wide choice of supersaloons from the early 2000s now dropping into the £10-20k bracket, it's interesting that the Quattroporte has a strong following among classic car owners, significantly boosting Maserati Club UK membership. It's a car that evokes passion and heritage, and is a driver's car first and foremost.

It's immensely – scarily – complex and you don't want to own one once they start going wrong, unless you're extremely handy and happy to fit secondhand parts. Significant electrical glitches affected even *Autocar's* road-test car, so low mileage is no guarantee of reliability.

Two transmissions were offered and are the most important choice when selecting which model to buy. At first there was only the six-speed automated-manual DuoSelect transaxle,

which some people love, especially in paddle-select manual operation, but which is considered awkward and jerky compared to other modern transmissions when used in its fully automatic mode. It was joined at the start of 2007 by a six-speed ZF auto that was mounted to the back of the engine; while some criticised this for less-ideal weight distribution, in fact it only changed it from 47:53 to 49:51 (front/rear).

Rear seats are adjustable for height and rake, while some models have seats with cooling and massage functions. There's plenty of space inside, though the boot is small. Carrozzeria Touring built four stunning five-door Bellagio Estates in 2008-'09, but you won't find one – the only known sale was in 2013 for €117,600.

Criticisms when new centred on the car being too focused a drive for everyday use; that perhaps explains why so many today have very low mileages, because most were bought as second cars for weekend outings rather than everyday use. If you find one of those that was also garaged (and you keep it so), you've a good chance of many years of enjoyable – and relatively trouble-free – Maserati charm. Don't forget that in the UK, cars registered before 23 March 2006 will cost £305 a year to tax; later ones £535 a year.

## Trouble spots

**SUBFRAMES** Front and rear subframes can rot through, even on late cars

**BODY** The aluminium bonnet and bootlid skins suffer electrolytic corrosion

**TRANSMISSION** Choose carefully, because the DuoSelect transaxle doesn't suit all

**CLUTCH** On DuoSelect-equipped cars, the clutch can have a short lifespan

**BRAKES & TYRES** These get heavy use and wear rapidly

**ENGINE** Cam variators can wear and rattle

**AIR CONDITIONING** A noisy compressor can be expensive to replace

**ELECTRONICS** These are hugely complex – so there's a lot to go wrong





Post-'08 facelift cars such as our featured example boast a more aggressive face. Right: stylish interior is lavishly appointed



The Quattroporte arguably got the balance right between pace, sporting drive and luxury, although it's geared towards enthusiastic drivers who will be happy to make a few sacrifices such as its prodigious thirst and a somewhat harsh ride – especially in GT S form, which also had a great growling exhaust bypass valve



Look for a recent 800A+ **battery** and ensure the many electrical functions work, including sat-nav, tyre-pressure and parking sensors, door mirrors etc

Check the **brake discs** for wear – they don't last long. Skyhook **dampers** are fitted to most except Sport and GT S: beware, new dampers are c£2k a pair



There's little to choose between the 4.2- and 4.7-litre **engines**; both are superb. All have red cam covers except 4.2 ZF-gearbox cars, which had blue. DuoSelect cars had dry-sump engines, ZF cars had a wet sump. Listen for rattly timing variators (on start-up and overrun), and look for oil and water leaks

Here is ZF's auto **gearbox** with the paddleshift option. Early cars had the DuoSelect transaxle, an automated manual – only for enthusiasts

Check seats' **electric functions**, plus all tech options. Rear shelf leather can shrink in the sun. Check footwells for water ingress (via door membranes)



Some may find the ride too uncompromising on S or GT S models, but expect easy performance. Beware that the powerful brakes wear out quickly



## On the road

Every Maserati Quattroporte V should deliver effortless performance, good feel and great handling: anything less needs attention which will inevitably be expensive. The ride can feel a bit harsh, but there should be no knocks or clonks. Skyhook electronic adaptive dampers with switchable Normal/Sport modes reduce the harshness in the Normal setting without ever becoming wallowy; the S and GT S used fixed-rate shock absorbers and stiffer springs, contributing to an even more fierce ride.

Engine issues are rare; rattly timing variators are most common, costing c£1800 per side to replace. A rattle lower down in the engine bay, which goes away if you push 'ECO' on the dash, is a worn air-con compressor, well over £1000 to change. Budget c£850 per year for regular servicing, but keep plenty in hand for the unexpected: new Maserati parts are very costly.

ZF transmissions are durable but the Duo-Select can eat clutches if driven badly (Maserati diagnostics can give a wear indication) and if it's slow or noisy changing, it may need new hydraulic selectors – each costs around £2000-2500.

Brakes are strong and effective but wear fast; ABS sensors corrode and are costly to replace. On ZF-gearbox cars, the electronic handbrake sticks if used infrequently and you have to rock it back and forth, switch off and reboot until it frees (or spend £1000+ on new cables and shoes). Quality tyres can be very expensive and last 8-15,000 miles, so check for wear and brand.

## Owning one



**Nick Waddington** has a passion for Italian cars: "I love Italian design and have had classic Maseratis since 1992. I bought this 4.7 facelift five years ago. I didn't want a GT S – the ride is too harsh. I feel a sense of occasion every time

I drive it – the finish is so lovely, it just feels right. It's for high days and holidays – it's not a car for Waitrose runs. It's lovely for long distances, very comfy with an abundance of power: you can relax whatever the traffic, knowing that if there is a gap, you can go. I like the style of driving: lots of torque, not like a Ferrari where you're forever trying to keep it on cam. My only complaints are that the boot is a bit limited for four on a long trip, and the sat-nav is clunky. I keep it in a dehumidified garage and take it out every two to three weeks to keep it all working properly."

"I feel a sense of occasion every time I drive it – the finish is so lovely, it just feels right – and it's ideal for long distances"

## Alternatives



**DAIMLER SUPER EIGHT** 2002-'09, 2762 built  
Classic XJ looks in an alloy body with adaptive air suspension and a supercharged 4.2 V8: it did 0-60mph in 5.3 secs. Check for rusty subframes and aluminium corrosion. **Price now** £10-20k



**BENTLEY FLYING SPUR** 2005-'12, c4500 built  
With a 6-litre, 552bhp twin-turbo W12 and adaptive air suspension, this is a highly competent driving machine, if scarily expensive to run. **Price now** £17-50k



# MCGRATH MASERATI

SERVICE, RESTORATION & PARTS



**MODERN SERVICE  
TRADITIONAL CRAFT**

MCGRATHMASERATI.CO.UK



CLASSIC CAR RALLIES MADE FOR YOU

## OUR 2018-2021 RALLY CALENDAR

Follow [bespokerallies](#)



### 2018

**The Grand Prix of South America** Oct 18 to Nov 17

### 2019

**Pyrenees 1000** May 8 to 12  
**Madagascar** Jun 14 to Jul 8  
**Slartibartfast** Aug 17 to Sept 2  
**Highland 1000** Oct 2 to 6  
**Royal Rajasthan** Nov 4 to 25

### 2020

**Sri Lanka** Jan 17 to Feb 8  
**Tiger Tasmania** Mar 2 to 29  
**The Imperial** Jun 14 to Jul 13

### 2021

**Cuba Classic** Jan 18 to Feb 4  
**Wild Borneo** May 5 to 26  
**Great Amazon** Sept 23 to Oct 19

For more information and to book one of our worldwide classic rallies  
visit [www.bespokerallies.com](http://www.bespokerallies.com)

**Address:** Bespoke Rallies LLP, No 4 Telford Court,  
Littlemead, Cranleigh, Surrey GU6 8ND, UK  
**Tel:** + 44 (0)1483 271 699 **Email:** [info@bespokerallies.com](mailto:info@bespokerallies.com)





## The knowledge

### TIMELINE

**2003** Pininfarina-styled QP V unveiled  
**2004** On sale with 4.2-litre V8 and DuoSelect  
**2005 Sept** Executive GT (inc 19in wheels, folding tables, massaging seats) and Sport GT (inc quicker gearshift, firmer dampers, sports exhaust, 20in alloys, red-accented Tridents)  
**2007** ZF full-auto 'box option added. **Sept** Sport GT S added (inc Brembo brakes, 20in alloys)  
**2008 Apr** Facelifted styling, better nav/audio, DuoSelect and Skyhook suspension dropped; Sport GT becomes Quattroporte S (4.7, 424bhp, 174mph, 0-60mph 5.3 secs); Sport GT S gets 434bhp 4.7 and electronic exhaust bypass  
**2009 Mar** Centurion Edition 4.2/4.7 for holders of black AmEx cards  
**2010 Apr** GT S Awards Edition (126 built), black or gold, dark chrome trim, satin grey wheels  
**2012** Production ends

### FACTFILE

**Sold/number built** 2004-'12/25,256  
**Construction** steel monocoque, with some aluminium panels  
**Engine** all-alloy, dohc-per-bank, 32-valve 4244/4691cc V8, Bosch Motronic fuel injection  
**Max power** 395bhp-434bhp @ 7000rpm  
**Max torque** 333lb ft @ 4500rpm to 361lb ft @ 4750rpm  
**Transmission** six-speed rear-mounted DuoSelect automated manual or front-mounted ZF auto, driving rear wheels  
**Suspension** double wishbones, coil springs, telescopic dampers, anti-roll bar  
**Steering** speed-sensitive rack and pinion  
**Brakes** servo-assisted ventilated discs with ABS (front 330-360mm, rear 316-360mm)  
**Length** 16ft 7in-16ft 8<sup>3</sup>/<sub>4</sub>in (5052-5097mm)  
**Width** 6ft 2<sup>1</sup>/<sub>2</sub>in-6ft 2<sup>3</sup>/<sub>4</sub>in (1895-1885mm)  
**Height** 4ft 8<sup>2</sup>/<sub>3</sub>in-4ft 8in (1438-1423mm)  
**Wheelbase** 10ft 2<sup>1</sup>/<sub>2</sub>in (3064mm)  
**Weight** 4255-4387lb (1930-1990kg)  
**0-60mph** 5.5-5.1secs **Top speed** 165-177mph  
**Mpg** 10-24 **Price new** £77,000-85,900 (2007)

### CLUBS

**Maserati Club UK**  
 01494 717701; www.maseraticlub.co.uk

### SPECIALISTS

**McGrath Maserati** 01438 832161  
**Emblem Sports Cars** 01202 722247  
**Migliore Cars** 01527 576355  
**Giallo** 01732 364444  
**Highline Autos** 01992 535513  
**The Maserati Shed** 01329 834016  
**SuperCarClinic** 01204 329240  
**Backdraft Motorsport** 01908 648081  
**SB Race Engineering** 020 3940 7515

### WHAT TO PAY

	4.2/4.7/GT S
Late/low miles	£20k/25k/27,500
Average	£15k/£21k/£23k
Early/high miles	£9500/£18k/18k

## OUR VERDICT

The Maserati Quattroporte V is one of the most competent and charismatic sports saloons of the new millennium. Just remember that this car is a highly complex and delicate piece of Italian engineering and be prepared to treat it as such – and you'll be punished if previous owners have not looked after it. Do due diligence, and buy the best you can: most examples are low-mileage, so don't pay a big premium for it.

### FOR

Great styling, super power and lots of kit make this a very appealing four-door with a strong club following and support from specialists

### AGAINST

There's a huge amount to go wrong so services can get very costly; the ride is too harsh for some and boot space is inadequate for four people



## One you can buy

**Year** 2007 **Recorded mileage** 91,178  
**Asking price** £12,995 **Vendor** Inglebys, Middlesex; tel: 020 8954 4552; www.inglebysgroup.co.uk  
**For** ZF auto, tidy, well kept and a good price  
**Against** Shame about the careless jacking.

This pre-facelift car is a very late 'crossover' model that has the ZF auto; it wasn't registered until mid-2008. It was last sold in 2017 with a new service at 90,095 miles, for £18,000.

It is very well preserved, with a full service history and showing no warning lights.

The body has had no obvious paint and is unscuffed, with only a few small stone-chips and one tiny ding, plus a little lacquer flaking off the rear bumper. The tyres are well-treaded, 2015-dated Pirelli P Zeros; the front alloys are lightly kerbed. The exhaust looks good. There's a little underside surface rust in areas and, sadly, the right sill has been jacked in three places, but it doesn't show unless you climb underneath.

The cabin looks good and is wearing well, and all the electrics work. The leak-free motor is tidy; the fluids are less than 1100 miles old, clean and to level. The alternator belt looks new.

It starts easily and drives well, tracking straight and with smooth brakes. The temperature sits in the middle of the gauge. It makes all the right noises, with no creaks from the suspension, and the gearbox is responsive.

Sold with manuals, sat-nav package, two keys and an MoT (with no advisories) until July.



Tyres have a good amount of tread; the body presents well



Cabin electrics work, including rear window blind and seats



FSH with eight stamps, including one from Monaco in 2014



# CARNOISSEUR

ESTABLISHED 1979

DRIVING SHOES FOR RACE AND ROAD

Use Voucher Code **WINTER18** for **15% OFF** your order

Free pair of Heel Tread socks with every order! **HEEL TREAD**



Campione  
Brown Leather | £395



Campione  
Brown Suede | £395



Mille  
Brown Leather | £335



Officina  
Brown Leather | £295



Competizione FIA Black  
Suede and Leather | £195



James Hunt Special Edition  
Black Leather | £319



Circuit Le Mans 24hr  
Cement Leather | £149



Ligne Le Mans 24hr  
Cognac Leather | £369



Saint Honoré Le Mans 24hr  
White Leather | £189



1923 Retro Le Mans 24hr  
Brown Leather | £209



Pistone  
Charcoal Leather | £145



Superstrada  
Camel Leather | £169



Prototipo  
Charcoal Suede | £119



Prototipo  
Navy Suede | £119



Prototipo GT Black & White  
Leather | £129



Prototipo GT Black & Red  
Leather | £129



Spyder  
Grey Suede | £109



Spyder  
Red Suede | £109



Spyder Black  
& Red Suede | £109



Spyder Black  
& Yellow Suede | £109

[www.carnoisseau.com/piloti](http://www.carnoisseau.com/piloti)



- Call +44 (0)1582 787377 (Mon-Fri 9am to 5pm)
- Sizes from UK 6.5 (EU40) to UK 13.5 (EU49)
- Free & Fast UK delivery and returns
- Worldwide shipping available

**PILOTI**

*Martin Robey*  
GROUP

## JAGUAR E-TYPE BONNETS

FOR

### SERIES I TO III

# IN STOCK - ORDER NOW



DESCRIPTION	PART NUMBER	PRICE (EX. VAT)
SERIES 1	BD36166	£ 6,883.09
SERIES 1.5*	MRE95C	£7,861.23
SERIES 2	BD36788	£ 6,883.09
SERIES 3	BD36747	£ 6,816.59
* SPECIAL ORDER CONVERSION		

[www.martinrobey.com](http://www.martinrobey.com) | [info@martinrobey.co.uk](mailto:info@martinrobey.co.uk) | +44(0) 2476 386 903

All prices exclude vat. All prices subject to change without prior notice.





**AUTOMOBILIA - LADENBURG AUCTIONS**  
**16./17. NOVEMBER 2018**



**CONSIGNMENTS ARE WELCOME!**

**Order Catalogset now!**

**Automobilia - Ladenburg - Tel.0049 (0)6203 957777**

**www.automobilia-ladenburg.de - info@automobilia-ladenburg.de**

**TURRINO WHEELS LTD**



EAGLE LOW DRAG GT  
TURRINO PEG DRIVE WHEELS

Bespoke alloy rim wire wheels - Made in England

All types of wire wheels made & restored - Contact us to discuss your requirements

info@turrimowheels.com

www.turrimowheels.com

+44 (0) 1780 470460

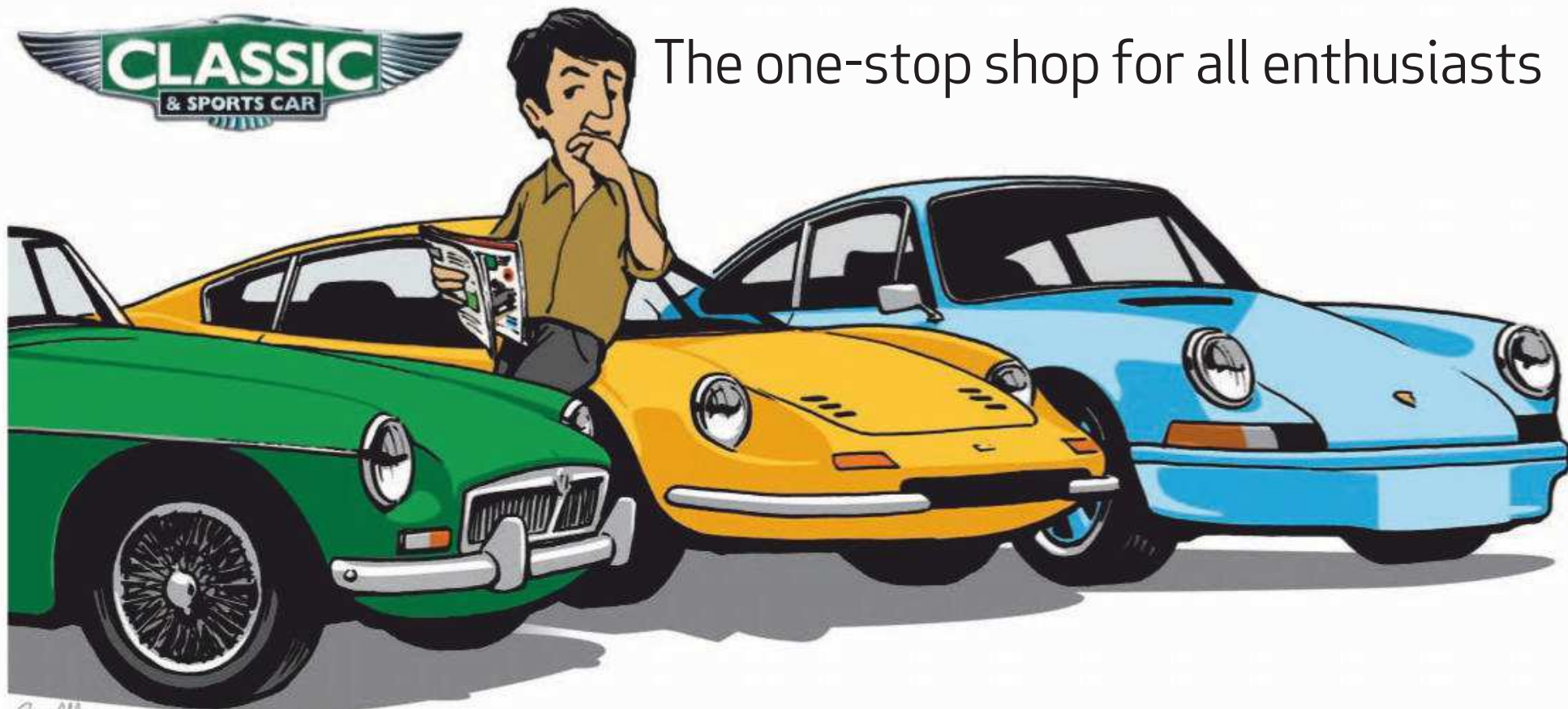


THE WORLD'S GREATEST CLASSIC MARKET STARTS HERE

# DEALER SHOWCASE



The one-stop shop for all enthusiasts



Guy Allen

## MEET & GREET

### Anthony Godin

Godin Sporting Cars & Motorcycles: 01622 814140; [www.anthonygodin.co.uk](http://www.anthonygodin.co.uk)



**What's your specialism?** We have traded in classic cars and 'bikes for more than 30 years, with franchises for new Mash, SWM and Brough Superior motorcycles.

**Why did you choose that?** It gives us more opportunities and flexibility. Many car collectors are buying exotic 'bikes because their values haven't peaked yet.

**What is the future for the classic market generally?** I think it's good, especially because classic events have become more like cultural and lifestyle shows.

**What's your dream classic?** I'm still very fond of pre-war vehicles – something that sounds like thunder, smells of Castrol R and fuel, and is a challenge to drive.

## CASE HISTORIES Cars for sale we've tested this month



1991 AC Cobra MkIV p219



1998 Lotus Elise 1.8i p226



1934 Wolseley Nine p240

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

## PICK OF THE CLASSIFIEDS Great classics you can buy

### 1970 JAGUAR E-TYPE S2 £36,500

Automatic 2+2 in Old English White with original red leather interior and chrome wire wheels. Converted to RHD in early '90s. Drives superbly,



large history file, maintained by a specialist. Private sale – call 07919 397548 or 02392 464952.

### ROLLS-ROYCE SHADOW II £32,500

This 1980 Silver Shadow II is immaculate throughout, with 41,000 miles, a fully documented service and maintenance history, and a fresh MoT.



Ready for touring in style and comfort. Call 01403 871252 or email [randcbrailley@gmail.com](mailto:randcbrailley@gmail.com)

## IN THE WORKSHOP Essential products & services guide

### NEW FOR DECEMBER

**Porsche Inspections Ltd** is a pre-purchase inspection specialist. Anthony Shearer will come and inspect any Porsche for you before you buy. To find out more, call 01908 460 580 or 07939 103532, or email [info@porscheinspections.com](mailto:info@porscheinspections.com)



### SERVICE OF THE MONTH

Preserve your classic car and protect it from rust, mould and corrosion with **Dantherm** dehumidifiers. To find out more, meet the team at the NEC Classic Motor Show (hall 1, stand 1-266). Alternatively, call 01621 856611 or email [sales.uk@dantherm.com](mailto:sales.uk@dantherm.com)

DANTHERM GROUP

TO ADVERTISE, CALL 020 8267 5277 OR EMAIL [ADS.C&SC@HAYMARKET.COM](mailto:ADS.C&SC@HAYMARKET.COM)





REDLINE ENGINEERING UK



**JAGUAR E TYPE SERIES 1 FHC**  
3.8 ltr Flat Floor Red / Tan interior RHD UK spec • £115,000



**AC COBRA LIGHTWEIGHT 1991** • Grey / Black interior, 8,100 miles, comprehensive history file, 2 owners • £175,000



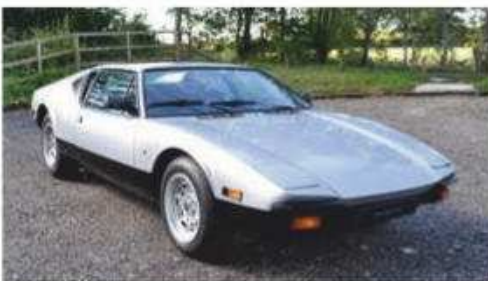
**MERCEDES 280SL PAGODA 1969**  
Wonderfully restored, RHD, Silver / Black interior, call for details.



**AC SUPERBLOWER COBRA 2000** • 1 of only 24 examples ever produced, Guards Red/Grey interior, 6148 miles, 2 owners • £125,000

Web: [www.redlinepe.co.uk](http://www.redlinepe.co.uk) Tel: 01932 875435 Email: [info@redlinepe.co.uk](mailto:info@redlinepe.co.uk)  
WE WANT TO BUY YOUR MODERN OR CLASSIC CAR, BEST PRICES PAID FOR CORRECT EXAMPLES  
SALES | RESTORATION | MECHANICAL REPAIRS | SERVICING

JUSTIN BANKS



1974 De Tomaso Pantera LHD, £64,995



1997 Ferrari 550 Maranello RHD, £59,995



1965 Austin-Healey 3000 Mk.III LHD, £52,995



1971 Rolls-Royce Corniche FHC RHD, £29,995



1963 Alfa Romeo Giulietta Sprint LHD, £24,995



2000 Aston Martin DB7 V12 Vantage RHD, £19,995



1959 Austin Seven Mini RHD, £19,995



1972 Triumph TR6 RHD, £14,995



1979 Mercedes-Benz 350SL RHD, £13,995



1964 Alfa Romeo Giulietta Sprint LHD, £9,995



1980 Mercedes-Benz 450 SEL RHD, £9,995



1965 Renault 10 RHD, £5,995

We actively purchase cars, bikes, boats and watches - Viewing by appointment only  
Tunbridge Wells, Kent - 01892 536 813 - 07794 576 886 - [justin@justinbanks.com](mailto:justin@justinbanks.com)  
[www.justinbanks.com](http://www.justinbanks.com)







**1995 Hong Kong Motor Show Porsche 993RS**  
One of only 44 RHD 993RS. Clubsport and Bilstein damper kit.

Harrowby Court, Harrowby Street, London, W1H 5FA  
Tel: +44 (0)20 7823 2599 info@taylorandcrawley.com www.taylorandcrawley.com

## BILL SHEPHERD MUSTANG



### FEATURING

Top, 1964/2014 SHELBY 50TH ANNIVERSARY COBRA. True "continuation car" built to original homologated specs, chassis nr CSX7963. Current MSA HTP, all the right bits and on the pace.

Far Left, 1968 NEW CLASSIC. Our unique re-engineered interpretation of the infamous 'Bullitt' Mustang with all modern refinements including 5.0 Coyote V8 and independant suspension.

Bottom, 427 COBRA. Chassis #CSX 3315, correct S/C specs, Peter Knight 427, current HTP, Show condition ready for road or race.



# Le Riche Automobile

SALES | RESTORATION | SERVICING & MAINTENANCE | STORAGE | HIRE | LOGISTICS

Established 1990

## 1960 ASTON MARTIN DB4 SERIES 2

Finished in Snow Shadow Silver with Burgundy leather. Borrani rims and upgraded to Vantage Specification. Comprehensive and interesting history file. RHD, 4 speed manual. Stunning car.



£499,950

## 1966 ALFA ROMEO GIULIA SPRINT GT

Endurance rally car rebuilt and uprated with all the right bits. 1962cc. Original RHD step nose.



£44,950

## FERRARI 246 DINO

Genuine 13,000 mile Jersey car. Same owner over 40 years. Black leather interior. Recent service and brake overhaul.



£POA

## CITROEN GS BIOTOR

1974. Rotary engine GS. Excellent condition. Rare.



£29,950

## 1965 FIAT 2300 COUPE ABARTH

Supplied new by Fiat France. In 1988 Patrick Mersch bought the car to compete in European endurance and FIA historic series. Prepared by a Ferrari specialist utilising Abarth competition components. Inexpensive GT competition car.



£34,950

## 2003 NOBLE

M12 GTO 3 to R spec. 45,000 miles. V6 Ford turbo charged power unit with 6 speed manual. 170 mph and 0-60 in 3.8 seconds. Just serviced, new tyres VGC.



£43,950

## PEUGEOT 205 GTI 1.6. 1990

57,000 miles, silver paint with red & black interior. Consistent service & maintenance records. 2 owners. Excellent condition throughout.



£12,950

## 1972 JAGUAR E TYPE SERIES RDSTR

LHD V12 roadster showing 34000 miles. Worked through in our workshops. Primrose yellow with black leather, CWW, with matching hardtop, new tyres just fitted. Very good condition throughout.



£89,950

## 71 FIAT 850 SPORT

903cc 4 Cyl. Same owner almost 40 years. Extensive & professional restoration undertaken plus commissioning recent works. 9



£12

## 1968 MGC ROADSTER

Excellent restored condition with little use since the restoration. Black leather, white piping. Very good sorted car, original colours.



£34,950

## AUSTIN HEALEY 100/4

1953. 27,000 miles. Very original car. Recently commissioned.



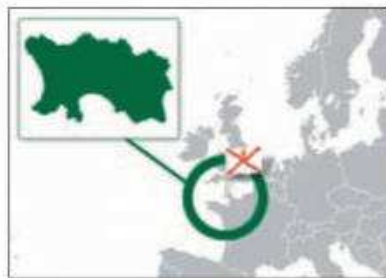
£59,950

## ROLLS-ROYCE 20/25

7 seater six light saloon by Mulliner. In excellent restored condition. Grey Bedford cord with a blue leather driver compartment.



£34,950



### Le Riche Automobile Restorers (CI) Ltd.

Unit 10, Springside,  
Trinity, Jersey JE3 5DG,  
Great Britain

Telephone: + 44 (0) 1534 864073

email: [enquiries@leriche.com](mailto:enquiries@leriche.com)



  
**Le Riche**  
AUTOMOBILE RESTORERS

OFFSHORE BASED WITH OFFSHORE BENEFITS

[LeRiche.com](http://LeRiche.com) | [JerseyCamperHire.com](http://JerseyCamperHire.com) | [JerseyClassicHire.com](http://JerseyClassicHire.com)



## BRIAN CLASSIC & CO.

SPECIALISTS IN FINE CARS



### 1947 HRG 1100.

Extensive competition history from new. Fabulous history file including original sales paperwork, period racing photo's and trophies.



### 1950 Frazer Nash Le Mans Replica.

Chassis no. 421/100/112. The 1950 Turin Motor Show car. Fascinating documented history. Raced successfully by its last two owners.



### 1925 Vauxhall 30/98 Wensum. OE207.

The ex. Meeson/Munday Brooklands Gold Star winner. Meticulously rebuilt to concours standards by well-known specialists. Stupendous performance with looks to match.



### 1964 Porsche 356SC Coupe.

Matching numbers and finished in its original colour of Dolphin Grey with blue cord trim. The ultimate pushrod-engined 356.



### 1957 Bentley S1 Cont. Park Ward Coupe.

Design no. 701. Delivered new to a member of the DuPont family. RHD. Factory sunroof.



### 1955 Porsche 356 Pre-A Speedster.

A most charming, early Speedster. One of the last Pre-A examples. Previous owner for 40 years.

**Tel: +44 (0) 1565 830423**

**www.brianclassiccars.com**

### 1988 PORSCHE 911 3.2 CARRERA CLUB SPORT

One of the 53 official C16 UK examples, this Club Sport has enjoyed a cosseted life. Complete with a comprehensive history from new, including original dealer paperwork and owners book pack



### 1970 ASTON MARTIN DB6 MKII VANTAGE

One of only 34 original Right Hand Drive examples built, this matching numbers Vantage has a known history from new and a recent engine rebuild by marque specialists



PENDINE



*Historic Cars for Road & Track*

+44 (0) 1869 357126 www.pendine.com cars@pendine.com

Located at





# AMERICAN CLASSICS



**Autosport Groups**  
Classics - Exotics - Hi-line

**WHEN ONLY THE  
BEST WILL DO!**

**Extended  
Warranties  
available**  
(on most cars)

**OVER 46 YEARS  
EXPERIENCE!**

**WORLD WIDE SHIPPING!**

**TRADES ACCEPTED!**



**1949 Bentley MK VI Sports Saloon: 2-tone Black/Silver w/ Black leather. \$57,900**



**1964 Chevrolet Corvair 2-Door Convertible: Burgundy with black. \$12,900**



**1957 Austin FX3 TAXI CAB: One-of-a-kind rhd with 4-sp on floor. \$34,900**



**1964 Volkswagen Beetle: California black plate, body-off resto, Green/Gray. \$22,900**



**1969 Jaguar E-Type: Red w/Tan, excellent condition. \$119,900**



**1978 Lincoln Mark V: Numbered car. Only 8 in the world, very rare. Only 19k miles. \$21,900**



**1970 Jaguar E-Type: White w/ Red interior and like-new black top. \$129,900**



**1974 Rolls-Royce Silver Shadow: 2-tone Brown/Tan with Tan interior. \$13,900**



**1986 Chevrolet Corvette Hatchback: Gold/Tan, beautiful, 58k miles, Great price! \$10,400**



**1976 Rolls-Royce Silver Shadow: 2-tone Yellow/Brown w/ Brown, 65k miles. \$29,900**



**1980 Mercedes-Benz 450 SLC: Gorgeous Tan with Tan leather. Exceptional. \$12,900**



**1992 Jaguar XJS Coupe: Oyster w/Tan, beautiful example, 51k miles, \$13,900**

**561-676-1912 or 954-401-4535**

**www.autosportgroup.com**

**DELRAY BEACH, FLORIDA, USA**



**1959 Vauxhall Victor F type**



One owner to 2008, beautifully restored throughout.....  
..... £17,995

**1990 Porsche 944 Turbo**



Black leather, 250 BHP, 73,000 miles with history, air con .....  
..... £24,995

**1970 NSU Prinz 4L**



600cc, twin cylinder engine, restored .....  
..... £8,995

**1962 MGA roadster Mk11**



1950cc engine, 5 speed gearbox, PAS .....  
..... £27,995

**1965 Sunbeam Tiger Mk1**



52,000 miles, 3 owners, early car .....  
..... £69,995

**1964 Rover 3.0 litre Mk11 Coupe**



Black with red interior, manual gearbox, power steering, four owners.....  
..... £13,495

**01622 851841**

**www.percivalmotorcompany.co.uk**

Percival Motor Company. The Old Forge, Pye Corner, Ulcombe, Maidstone, Kent ME17 1EH

Classic  
Center Köln

Taubengasse 21, 50676 Köln,  
T. 0049 221 588 30 02-0  
E. info@classiccenter-koeln.de

**Mercedes-Benz 230 SL Pagoda**



This gorgeous Pagoda has been completely restored, screw-by-screw, to better-than-new condition. The vehicle has been thoroughly mechanically refurbished, with special attention paid to the engine.

**Mileage:** 10 km

**Colour:** grey, **Interior:** leather grey

**EUR 119.900, VAT not specified**

**Mercedes-Benz 300 S Convertible A 188**



This Mercedes 300 S Convertible is a rarity because it was built only 203 times. A beautiful collector's item that has Matching Numbers.

**First Registration:** 07/1953

**Mileage:** 22.350 km

**Colour:** white, **Interior:** leather blue

**EUR 549.300, VAT not specified**

More information, photos and videos about the vehicles on our website [classiccenter-koeln.de](http://classiccenter-koeln.de)

Case histories

We test the classics that you can buy



**AC COBRA MkIV LIGHTWEIGHT**

**Year of manufacture** 1991 **Recorded mileage** 8886

**Asking price** £175,000 **Vendor** Redline, Surrey; tel: 01932 875435;  
[www.redlineclassiccars.co.uk](http://www.redlineclassiccars.co.uk)

**WHEN IT WAS NEW**

**Price** £115,000 **Max power** 350bhp **Max torque** 360lb ft  
**0-60mph** 5.2 secs **Top speed** 134mph **Mpg** 22.1

One of the first 26 (of 73) Lightweight MkIVs built by Autokraft between 1990 and '92, this car spent its early life in Japan, returning in 2009. Thunder Road and Redline have looked after it since, with Redline adding the older-style dash (which liberates more room inside). Other than that, it remains very original, still with its factory Rolls-Royce Graphite Grey paint, which looks good but closer up has cracking on the bonnet and rear deck, plus a chunk missing from the rear corner of the bonnet aperture. The wheels are lightly blemished in a couple of places, shod with Avon ZZs with lots of tread (and a matching, unused, 2008-dated spare). In the boot there's a full set of weather equipment, as-new and still with the car's serial number crayoned into the bag. Underneath, it's all clean and unscuffed, the original exhaust system still managing to look almost new, plus there are Redline's own anti-roll bars with poly mounts.

Inside, the seat leather is just starting to patinate gently, the carpets aren't worn and there are harnesses, Perspex sunvisors, glass wind wings and a chrome driver's-side roll bar. The heater controls are hidden away under the dash.

The motor is tidy and leak-free, and was dyno tested by Thunder Road in 2009 at 288bhp at the wheels, corrected to 356bhp at the flywheel at 5300rpm (regular MkIVs were 250-320bhp, on fuel injection). It's just been serviced, so the fluids are clean, and it starts easily with only a couple of spits through the air filter. On the road it's well-behaved, easy to operate and tractable, though of course plant it on a straight and it'll try to pull your ears off. The chassis is comfortable and clonk-free, and the brakes are smooth and pull up straight. The synchros all work well in the Borg-Warner T5 'box, but you still blip it because the noise is so sublime – though heel-and-toeing is hard even for a 5ft 8in driver because the long clutch forces you to sit quite close, when the steering-wheel rim gets in the way of your right thigh. Oil pressure is 55-60psi at 3000rpm and above, with temperature steady at just under 80°C. It will be sold with a good history file, including lots of bills for fettling, plus a new MoT.



**SUMMARY**

**EXTERIOR**

Looks good, but the original paint is cracking

**INTERIOR**

Maturing nicely

**MECHANICALS**

In rude health

**VALUE** ★★★★★★☆☆

**For** Rare; low mileage

**Against** Paint (though we liked the slightly worn look)

**SHOULD I BUY IT?**

Acquiring its own classic status and appreciating. Cheap for a Lightweight because of the paint, but it has charm – and of course it can be very fast





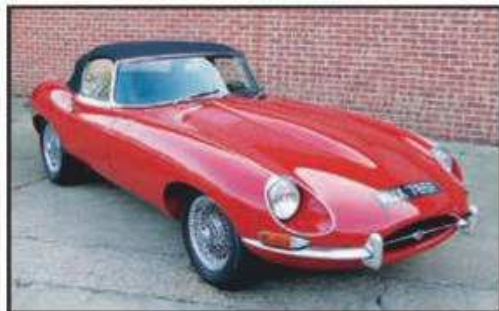


**GODIN** SPORTING CARS & MOTORCYCLES LTD

**Brough Superior**  
'Authorised Dealer'



1956 Jaguar MK1 Man/OD 4.2 litre 'Fast Road Spec' £39,995.



1968 Jaguar E type S1 Roadster. LHD restored matching number example. £94,995.



1972 Jaguar / L&R Roadsters D Type. £44,995.



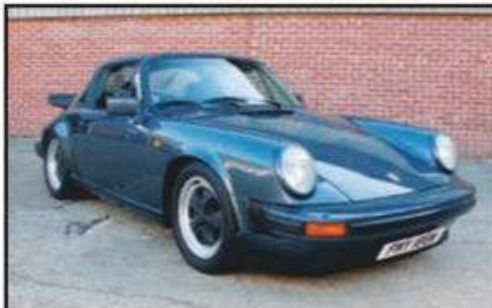
1986 Ferrari 328 GTS. £87,495.



1966 Lotus Cortina MK1 Race/Rally £29,995.



2018 Jaguar / Realm C Type £59,995.



1981 Porsche 911 3.0 SC Targa £35,995.



New Brough Superior Motorcycles - Bikes available now, please call for details.

### Consignment Sales Undertaken

We have a proven sales success with all the above cars with a straightforward transparent approach to selling your car.

For a personal service contact our showroom,

**[www.anthonygodin.co.uk](http://www.anthonygodin.co.uk)**

Tel. 01622 814140 / 07769 970559

Mereworth, Kent. UK.



**I.S. POLSON**  
TALBOT SPECIALIST



VINTAGE & PVT RESTORATION AND SALES

WE SPECIALISE IN ROESCH TALBOTS



Photography by Gerard Brown

Wilfried Schaefer and Sandra Hubner competing in the 4th ERA Alpine Trial in their original Alpine Trial Team Talbot BGH 23.

They finished second overall in this difficult 3 day event.

Richard Dresner and Colin Mackenzie finished second in class 3 in another Talbot 105.

Please see our website for similar cars for sale.

Tel: +44 (0) 1440 820371

[www.ispolson.com](http://www.ispolson.com)

[i.s.polson@btconnect.com](mailto:i.s.polson@btconnect.com)



**PORSCHE 356A T1 COUPE 1956****Chassis Number 56212**

Matching numbers with Porsche Certificate of Authenticity

Presented in stunning condition this early 'T1' model for sale from a private collection is finished in its original colour combination of Lago Green with light tan upholstery.

Fitted with factory optional Rudge 'knock on' wheels, front fog lamps and original Blaupunkt Frankfurt radio with orange tipped aerial.

**Price on Application  
Call for further details****0208 203 0373****07973 550490****1965 DB5**, genuine 33k miles from new, superb condition with comprehensive history**2005 Vanquish S 2+2**, Onyx Black, immaculate condition with full service history**1997 ASTON MARTIN VANTAGE 'V550'**

Finished in special colour McLaren Carbon (Gunmetal) with Claret Hide, a very rare 90's supercar, from a long term keeper in exceptional condition and excellent history

**Desmond  
J. Smail****Workshop**36 East Street, Olney,  
Bucks MK46 4AP

T +44 (0)1234 713 083

E service@djsmail.co.uk

**Showroom**13-19 High Street South,  
Olney, Bucks MK46 4AA

T +44 (0)1234 240 636

E sales@djsmail.co.uk

View all of our cars online

[djsmail.co.uk](http://djsmail.co.uk)



# Paul Matty Sports Cars

Please try us for an immediate, courteous quote – Nationwide collection service.

TELEPHONE 01527 835656

LOTUS CARS URGENTLY REQUIRED!



LOTUS EXIGE COUPE 2001

Having covered only 7,400 miles from new, this totally original car is absolutely stunning! Most of these Exige's have been used for track events but this beautiful, unmolested totally original specimen is a much sought after car and a joy for the serious car collector. It has 4 Lotus services and has had a recent replacement genuine Lotus exhaust and 4 brand new tyres. We will include a new Mot and service in the price. £57,500



LOTUS EXIGE 'S' PREMIUM ROADSTER 2105

Only 4,500 Miles from New. A stunning example! With a very desirable private plate included with the sale! Arctic Silver. Quilted Venom red leather. Factory fitted optional extras - Premium pack (trim) Convenience pack. Metallic paint. Rear parking sensors. Heated seats. Air conditioning. Silver brake callipers. Automatic/Paddle shift. Must be seen to appreciate! Will include an MOT & a service in the price. £39,750



CATERHAM 7 2001 1600

Vauxhall Engine. Has cycle wings, A stainless steel exhaust, full weather gear, 5 Speed, live axle, individual seats, heated screen, chrome headlamps & Mini type wheels. It's only covered 18,000 Miles from new & is a very reliable fun car! Will include a new Mot & service in the price. £12,750



LOTUS ELISE 111R

Touring Pack 2006, Only 39,000 miles in titanium grey with black leather. Full Service History with 10 service stamps in the book, Previously supplied by ourselves. This car is a very pleasant example & very worthy of an inspection. Comes with 3 month's part's & labour warranty, A new Mot & Service £21,950



LOTUS 135R

Ok collectors, look at me! I am one of the only 126 - 135R's built by Lotus Motorsport and just 50 were in Mirage Silver Mica - I am the very last! Purchased by Paul Matty Sports Cars from my first owner having covered just 2,000 miles. I was cosited in a carpeted garage from new. I was then sold to a lady in Scotland where I was transported to another house to slumber. I have now covered just 2,500 miles. I scrub up to look like new! Please someone buy me! I will not disappoint! £26,950



LOTUS ELISE SPORT 135R 2003

These very rare examples were assembled by Lotus Sport's & Performance. This is number 67. It has the very attractive Mica Blue paintwork with contrasting Blue/Black Alcantara trim. The spec includes:- Black O/Z wheels and of course the 135BHP upgraded factory engine. Good mileage for the age having done 54,000 with service history, this car is surely a good investment for the future. Comes with a new MOT & service. £17,995



LOTUS ELISE S1

1998. Beautiful original car, in stunning Nautilus Blue with contrasting Cream leather interior. Only 32,400 miles on the clock. Excellent condition with comprehensive service history. Cambelt & water pump changed 23/03/2016 at 31,113 miles. There's also lots of bills for work/previous MOT's in the file. We will include a service/MOT in the price. Comes with 3 month's part & labour warranty. £16,250



LOTUS ELISE S1

2000, In Azure Blue with full Black leather and a Blue hood. Very nice on the miles, having done just 59,000 from new. It has the later wheels. Comes with service history. We will include a new MOT & service in the price. Comes with 3 month's part & labour warranty. £15,995

Please call Paul or Kate in sales on 01527 835 656, or email sales@paulmattysportscars.co.uk for more info.

Wanted urgently, all Lotus cars, any age or condition, nationwide collection. For all your Lotus Classic parts, Please try us first!

**The UK's largest Lotus parts stockist. Please call us for all your part requirements.**

Bromsgrove, B60 1DE. Email: enquiries@paulmattysportscars.co.uk • www.paulmattysportscars.co.uk



**HYPERMOTIVE**   
BUY • SELL • MOT • SERVICE • REPAIR

1958 JAGUAR XK 150 S 3.8 ROADSTER  
£149,995

01202 531 077 | 07980 700727  
80-82 Alma Road, Bournemouth, Dorset  
BH9 1AN



# PAUL BENTLEY LIMITED



SALES, BROKERAGE & ACQUISITION OF CLASSIC & PERFORMANCE CARS



**2013 Ferrari 599 Alonso 60 F1 Edition.** A UK, 1 of 9 RHD supplied examples, delivered new on the 2<sup>nd</sup> January 2013 via JCT 600 Limited Leeds. Specified in the 150° Italia style of Rosso and Bianco with a tricolore spoiler complemented by a Nero alcantara interior with carbon fibre racing seats. Fitted with ceramic braking system, Giallo calipers and front & rear parking sensors. With a documented 2,333 miles from new, freshly serviced and complete with all factory supplied books, tools & charger. **£484,850**



**2015 Ferrari 458 Speciale Aperta.** A UK, 1 of 49 RHD supplied examples, #205524, delivered new on the 2<sup>nd</sup> April 2015 via H.R Owen London. Specified in a Giallo Modena exterior, Blu NART Racing Stripe complemented by a Nero alcantara interior with 3d fabric and Giallo stitching, Nero alcantara headlining & Carbon Fibre racing seats. With complete documented history from new, this freshly serviced, immaculate example of the limited production 458 Speciale Aperta is available for immediate inspection. **£584,850**



**1988 Aston Martin V8 Vantage Volante 'X-Pack'.** RHD, UK Supplied example, chassis #15660 is 1 of 166 Vantage Volante X-Pack built. Finished with a Tungsten grey exterior and a Parchment interior with a black hood. Complete with an extensive restoration and service history file. A detailed service has just been completed with Aston Engineering Derby. **£314,850**



**2004 Ferrari 360 Challenge Stradale.** A UK, RHD supplied example, chassis #135781, delivered on the 8<sup>th</sup> January 2004 via Graypaul, Nottingham, specified in a Rosso Scuderia exterior, complemented by a Nero leather interior, Rosso Stitching and fitted carpets in Gomma Nera, Carbon Fibre Racing Seats, 4 Point Harnesses and an Audio System with 6 CD Changer. With complete documented service history from new, an immaculate example of the very collectible, limited production, 360 Challenge Stradale. **£198,850**

T: +44(0) 1625 360 736

[www.paulbentleylimited.com](http://www.paulbentleylimited.com)

[paul@paulbentleylimited.com](mailto:paul@paulbentleylimited.com)

## Mario Bernardi Klassische Automobile GmbH

### Cars in stock



**Lamborghini Miura P400**

Alfa Romeo 2600 Spider	1962
Ferrari 212 Export Vignale Berlinetta	1951
Ferrari 250 GT Boano	1956
Ferrari 250 GT Pininfarina Coupé	1960
Ferrari 250 GT Cabriolet Serie II	1961
Ferrari 250 GT/L Lusso	1963
Ferrari 330 GT America	1963
Ferrari 275 GTB/2 Longnose	1965
Ferrari 275 GTS	1966
Ferrari 275 GTB/4	1967
Ferrari 330 GTC rosso	1967
Ferrari 330 GTC grigio metallizzato	1968
Ferrari 365 GTS/4 Daytona Spyder	1971
Ferrari 365 GTB/4 Daytona celeste	1972
Ferrari 365 GTC/4	1972
Ferrari 456 GT	1995
Ferrari 430 GT3	2007
Ferrari 458 Speciale giallo modena	2013
Lamborghini Miura P 400	1968
Mercedes 300 SL Roadster	1960

Sales, Service & Restoration

34346 Hann. Münden • Welfenstr. 1 • Germany

+49 172 691 3028

[www.mariobernardi.de](http://www.mariobernardi.de)





**BENTLEY 4.5 LITRE BLOWER BY PETERSEN, 1928,** Green/Green, #14 built by Bob Petersen. **\$P.O.A.**



**ASTON MARTIN DB5 COUPE, 1965,** Sage Green/Tan, Orig. LHD, Factory AC, 5-speed. **\$P.O.A.**



**JAGUAR XK-120 ROADSTER, 1950,** Black/Tan, Silver/Red, Superb restoration/ownership history, California car from new, Ready for concours, touring/vintage rallies. **\$195,000.00**



**PORSCHE 356A 1600 CONVERTIBLE D, 1959,** Triple Black, Pebble Beach quality restoration, 4-speed, Matching #'s, C of A, Exceptional. **\$P.O.A.**



**PORSCHE 911 STR 002 BY MAGNUS WALKER, 1972,** Custom "Urban Outlaw" Build by Magnus Walker, Road & Track cover car, For complete history/accolades, see [www.autosportdesigns.com](http://www.autosportdesigns.com) **\$P.O.A.**



**ASTON MARTIN LAGONDA SERIES 3 SEDAN, 1986,** Dark Grey/Grey, 1-owner/27,000 miles, One of the best in the world, Recently serviced, Superb in every way. **\$132,500.**



**ASTON MARTIN DB 2/4 DROPHEAD COUPE BY GRABER, 1954,** Grey/Blue/Blue top, 1 of 3 coach-built by Graber. **\$P.O.A.**



**FERRARI 330 GTC, 1967,** Pino Verde/Tan, Long term ownership, Superb in every way, Recently serviced, Documented by Massini **\$P.O.A.**

**Sales, Service & Restoration of Vintage, Classic & Exotic Automobiles**  
**Up-to-date Inventory and Information at [www.AutosportDesigns.com](http://www.AutosportDesigns.com)**



Please contact us at:  
 Tel: +1-631-425-1555 e-mail: [racer355@aol.com](mailto:racer355@aol.com)  
 203 West Hills Road, Huntington Station, New York 11746 USA

## Lisbon Classics

### AUTHENTIC CLASSIC CARS



1958 - Mercedes 190 SL, high quality restoration in every detail. Matching numbers. Price - 180000 Euros



1970 - Porsche 911 2.2 Turblook, original electric sunroof. Matching numbers. Price - 70000 Euros



1972 - NSU TT, prepared for racing, two engines, one with fuel injection (120 hp). Price - 36000 Euros



1972 - Porsche 911 S 2.4 (oil trap), impeccable. Original electric sunroof. Matching numbers. Price - P.O.R.



1973 - Porsche 914 - 2.0, detailed high quality restoration. Still with the original books. Price - 42000 Euros



1976 - Porsche 911 Carrera 3.0 Targa, Porsche Certificate of Authenticity. Matching numbers. Price - 95000 Euros



1981 - Mercedes-Benz 500 SE, 110000 k, fantastic throughout condition. Electric sunroof, A/C, all the original books. Price - 22000 Euros



1987 - BMW M3 (E30), high quality documented restoration. Original electric sunroof. Price - 68000 Euros



1991 - BMW Z1 with the very rare Wiesmann hardtop. 35000 km, all the original books and manuals. Fantastic throughout condition. Price - 65000 Euros



1994 - Audi RS2, belts, tensioners and water pump replaced. All the factory extras. Price - 39000 Euros



1995 - Ferrari F355 Spyder, manual 6-speed gearbox. All belts, tensioners, filters and tubes replaced. Price - 90000 Euros



1996 - Bentley Continental R Coupe, 65000 km, impeccable with all the original books. Alpine stereo, Price - 79000 Euros

[www.lisbonclassics.com](http://www.lisbonclassics.com) 00351964014758 Portugal [pl@lisbonclassics.com](mailto:pl@lisbonclassics.com)





**2001 Aston Martin DB7 Vantage Volante**  
Finished in silver Blue metallic with Black trim and Black hood. 52,000 miles with full service history. **£39,950**



**1998 Aston Martin V600 Vantage**  
Finished in Royal Blue metallic with Parchment piped Blue trim, Blue carpets. 28,000 miles with full Aston Martin service history with new clutch & new gauges. **£POA**



**2011 Aston Martin DBS Volante**  
Finished in Hammerhead Silver with Lords Red (Burgundy) trim, 28000 miles and full service history. DBS emblems in the seat backs, grey carpet and black mohair hood. **£110,000**



**1978 Aston Martin V8 Volante**  
Original works demo car registered AML 1. Manual gearbox car with huge history file going back to the '80s. In its original spec of Orchard Green with Beige trim. **£POA**



**1958 MGA in Old English White with Burgundy**  
Rebuilt and restored by Oselli to a huge specification including 1950cc stage 2 engine, five speed gearbox, disc brakes, negative earth with alternator charging and electronic ignition. Chrome wire wheels, restoration history file and just 17,000 miles since nut and bolt restoration finished. **£POA**



**1957 MGA**  
Finished in Orient Red with Biscuit trim and Beige hood. Engine rebuilt to unleaded spec, new painted wire wheels and tyres etc. Car is currently left hand drive but can easily be swapped over. **£34,000**

Check out our web site for all Aston Martin and other cars for sale

visit our web site for more information

[www.oselli.com](http://www.oselli.com)

visit our web site for more information



DRIVE LIKE A CHAMPION

Syosset, New York | **516-682-8000**

[ChampionMotorsInternational.com](http://ChampionMotorsInternational.com) | [info@championmotorsinternational.com](mailto:info@championmotorsinternational.com)



1987 1/2 Bentley **Continental**



1927 Rolls-Royce **Phantom I**



1949 Rolls-Royce **Silver Wraith**



2001 Lamborghini **Diablo 6.0**



1960 Rolls-Royce **Silver Cloud II**



1982 Rolls-Royce **Corniche**



1963 Jaguar **Mark 2**



2001 BMW **Z8**



1967 Jaguar **E Type Roadster**



1967 Jaguar **XK-E**



1964 Jaguar **E Type**



1969 Jaguar **XKE Type E**

CLASSIC PERFECTION | In World Class Motorcars

We encourage you to see the full array of photos and descriptions of all these exceptional automobiles as well as our entire inventory on our website at:

[ChampionMotorsInternational.com](http://ChampionMotorsInternational.com)



# Case histories

We test the classics that you can buy



## LOTUS ELISE 1.8i

**Year of manufacture** 1998 **Recorded mileage** 32,405

**Asking price** £16,250 **Vendor** Paul Matty Sports Cars, Bromsgrove;  
tel: 01527 835656; www.paulmattysportscars.co.uk

### WHEN IT WAS NEW

**Price** £18,990 **Max power** 118bhp **Max torque** 122lb ft  
**0-60mph** 5.8 secs **Top speed** 126mph **Mpg** 39

This well kept S1 Elise, with leather trim, driving lights and metallic paint, has had four former owners, the last since 2010, and judging by the date codes he fitted a new set of tyres as soon as he got it, less than 5000 miles ago. There's a comprehensive service history, showing that it's had several cambelt changes and various new balljoints and track-rod ends – always a good sign with an Elise. There are eight stamps in the service book to 31,113 miles in March 2016, along with supporting bills, and it will be serviced again at sale.

The unusual Nautilus Blue paintwork shows only a few tiny, touched-in stone-chips on the nose. The rear wheels have a couple of kerbing marks on the rims, and the fronts have some scratches on the spokes; they're shod with well-treaded Avons all round. A can of Tyreweld remains in the front compartment, with nearby pipework still showing its original zinc plating. Underneath, the floorpan is not scuffed or grazed.

Inside, the seat leather is only lightly worn on the driver's side, hardly at all on the passenger side. The aluminium sills are barely scratched and the often-damaged side trims are unworn. As usual, the silver paint on the steering wheel spokes is wearing slightly, but the rim isn't worn shiny and the dashboard plastics are perfect, as is the fabric top.

The K-series motor is very clean, with coolant like new and oil to the right level, though these will be renewed. It last had a cambelt and water pump at the previous service, two years and 1300 miles ago.

The engine starts instantly and behaves just as it should – revvy and willing, with a gearchange that's slightly more precise than in the MGF it came from. The chassis is free from any squeaks, creaks or rattles, with a typically firm ride and smooth, quiet brakes that are running iron discs instead of the aluminium metal-matrix items of the earliest cars, which are no longer available. The temperature settles at 84°C. The Lotus will be sold with a new MoT, spare keys, and three months' parts and labour warranty.



### SUMMARY

#### EXTERIOR

Nice paint; a few marks on the wheels

#### INTERIOR

Almost pristine

#### MECHANICALS

Low mileage; drives well

**VALUE** ★★★★★☆☆☆

**For** Hard-to-find pampered example; unlikely to have been on track days

**Against** Slight wheel scuffing

#### SHOULD I BUY IT?

This is the nicest of the three S1 Elises that Matty has for sale, but you'd only save £250 by going to a leggier example on later wheels



## Gavin McGuire's Fine Automobiles

Telephone/Fax 0044 (0) 1892 770310

Mobile Phone 0044 (0) 7770 316482

E-Mail gavinmcguirecars@gmail.com

Web site www.gavinmcguire.co.uk

Junction 6 on the M25 Motorway

Just 70 minutes from Dover

20 minutes from Gatwick



1901 Georges Richard 8hp twin £155,000



1903 Knox 8 hp 2/4 seater £72,500



1904 Humberette 6.5 hp £55,000



1904 Pope Tribune 6 hp £67,500



1913 Singer 10 Sports £22,000



1920 Humber 15.9 hp £36,500



1922 Austin 7 Sports £19,750



1928 Riley 9 Drop head coupe £85,000



1934 Austin 12/4 Ascot saloon £13,250



1935 Lagonda M35 R £127,500

All of my cars are on  
[www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)



# Marcel Roks Consultants



Allard J2, ex Frank Curtis. 1951.



Maserati Bora 4.9, 1977.



Fiat 124 Abarth Rally Replica, '75.



Riley Sprite Prototype, ex works.

Alfa Romeo Giulietta Spider Veloce, 1958.  
AC Bristol Roadster, 1958.  
Bitter SC, 1984.  
Chevron B16 BMW S2, 2004.  
Diva GT 1300 C, road-registered. FIA.  
Diva GT 1300 Le Mans, alloy bodied.  
Ferrari 246 GTS, 1973.  
Fiat 130 4-door Limousine.  
Ford A-Roadster Hi-Boy, 1930.  
Grac MT-14B, 1972. Alfa 2.0 engine. FIA.  
Lancia Stratos, 1975.  
Lancia Delta EVO-2.

Lotus FJ 20/22.  
Maserati 3.7 Mistral Coupe. Restored.  
Mercedes 300 SEL 6.3, 1969.  
Mini Cooper S, 1971. FIA G2 racing-car.  
MG Magnette ZB racer, 1958.  
Morris Mini Moke, 1968.  
Moretti barchetta, 1955.  
Mustang GT Fast-back 2+2, 1965.  
Peugeot 402 Eclipse, 1937.  
Porsche 356 Pre-A Coupe.  
Porsche 911T, 1968.  
Porsche 911 2.4S Targa, 1972

Steenweg op Turnhout 84 - 2330 Merksplas - Belgium.

Tel. +32.14.478.900

Mobile. +32.476.886.518

Website: [www.mroks.com](http://www.mroks.com)

E-mail: [classics@mroks.com](mailto:classics@mroks.com)

## CLEEVEWOOD GARAGE

Sport & Classic Car Specialist

Tel: 0117 956 7144 [www.allsportscars.co.uk](http://www.allsportscars.co.uk)



1973 BMW 2002. Manual RHD. 5 Speed with extensive history, all old MOT's. £22,000



1982 DAIMLER 4.2 XJ6 SERIES III. Auto. RHD. 37,000 miles. F.S.H. unmarked example. Always garaged from new! £14,995



1968 Ford Mustang Fastback 351 V8. 6500cc. Manual. Black. LHD. 5 speed manual, 4 wheel disc, power steering rack. Alloy Heads, Black - Awesome car! £49,995



1973 Jaguar E-Type V12 Roadster. 5.3 litre. Manual. 76,000 miles. RHD. UK Car. Full service history, extensive restoration carried out by well known specialist. £99,999



1969 LOTUS ELAN +2. Manual. 1600cc. 69,000 miles. Fully rebuilt including chassis & engine. Many new parts incl interior, dash, alloy radiators etc etc. Superb Car! £29,995



1989 Mercedes Benz 560 SEC. 5600cc. RHD. 58,000 miles. Just arrived...awaiting prep. Stunning! £25,995



1964 ROVER P4 110. Manual. 66,000 miles. RHD. O/D. Totally original. Would be very hard to find one in this good a condition, TAX & MOT exempt. £10,995 (Choice of 2)



1972 Triumph Stag. Auto. RHD. Large history file, restored 15 years ago, nice driving, solid car that can be used as is car or taken to next level! £8,750



1972 Rover P5 Coupe. 3500cc. Manual. 83,000 miles. RHD. Superb Condition, new tyres & steering box just fitted, TAX & MOT Exempt. £19,995 (Choice of 2)



1983 Talbot Sunbeam Lotus. Manual. 54,000 miles Skip Brown Conversion. Full history, supra gear box & quick shift fitted along with rear discs 215 BHP 5 Speed. £24,995 (Choice of 2)



1972 Triumph Tr6 150 Bhp. Manual. 70,000 miles. RHD Man/O, engine gearbox & axle have been over hauled in last 20,000 miles, re-paint and carpet set, full documented history, Full and half Tonneau TAX & MOT Exempt. £26,995



1967 Jaguar E Type Series 1. Opalescent green metallic. Fully restored, a very nice car. RHD. 4.2 Litre. Manual. £140,000

Cars wanted similar to above. Please call with whatever available!

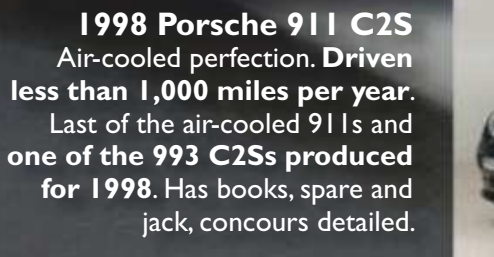
Investment Quality Automobiles • Restoration & Vintage Racing Service • Motorsports Museum

# canepa



1972 Ferrari 246 GTS

One owner car for 35+ years. The only Dino to ever have fuel injection. Driven by Paul Newman and Elliot Robinson. Has tool roll, jack and spare. Restored in 2006.



1998 Porsche 911 C2S

Air-cooled perfection. Driven less than 1,000 miles per year. Last of the air-cooled 911s and one of the 993 C2Ss produced for 1998. Has books, spare and jack, concours detailed.



1961 Porsche 356B Super 90

Fully restored outlaw built for driving pleasure with all the GT options. Purpose built engine rebuilt to 1.9 liters producing 125 horsepower. Best in Class and Best in Show winner.



1973 Porsche Carrera RS

Early second series RS with a Monte Carlo and Tour Auto racing pedigree. Documented racing and ownership history. Includes large collection of period racing photographs.



1958 Porsche Speedster

A concours Super90 Speedster. The recipient of a show winning, full mechanical and cosmetic restoration. Matching engine, transmission and body panels. Includes COA.



1964 Shelby Cobra 289

CSX 2518 is an authentic rack & pinion street cobra. Fully restored, in menacing black over black. The 289 is finished off with its FIA alloy wheels. Tuned, serviced, and show ready.



1957 Porsche 356A

A stunning early 356 that was subjected to a full nut and bolt restoration. Multiple award-winning car. Matching numbers. Includes restoration receipts and photos.



canepa.com

00+1.831.430.9940

Want to learn more?

To see more information on our inventory above and all of our other inventory for sale, visit us at [canepa.com](http://canepa.com)



## The Original CLASSIC AUTOMOBILES

Classic Automobiles Worldwide Ltd.

Armoury Way, Wandsworth, London SW18 1EZ. Telephone: 020 8871 1357 Fax: 020 8871 1979  
www.classic-car-london.com e-mail: sales@classic-car-london.com

1949 Rolls Royce Silver Wraith Convertible by Hooper. 1 of just 2 built, WDC31 was ordered new by Mr R.C.G Slazenger Esq of Slazenger Sporting Equipment fame.



1965 Bentley S3 Continental by Mulliner Park Ward, BC34XE was subject to a fully documented £200,000 restoration. Concours winner at Essen 2014.

1955 Jaguar XK140 DHC, beautifully restored matching numbers example, with documented history and restoration, Chassis 807115 features all the desirable upgrades.



1965 Jensen CV8 Convertible, the only one manufactured by Jensen Motors. Once completed, this unique car was sold to Lord Carrington. Amazing History.

**THE LARGEST CLASSIC CAR SHOWROOM IN LONDON STOCK URGENTLY REQUIRED**  
We can arrange worldwide shipping and classic car finance, Classic Car storage available.

**0208 871 1357**

## Thinking of selling your Classic Car?

H&H Classics are Europe's largest dedicated auction house of Classic Cars & Motorcycles.

We realise the auction process isn't for everyone, and to those clients we offer our Private Sales service, complete with dedicated showroom.

- **Competitive rates** from one of the industry's most trusted service providers.
- **25 years of continuous trading history**, we take pride in our integrity and heritage.
- **Database of over 50,000** classic car and motorcycle collectors and enthusiasts.

☎ +44 (0)1428 607899

✉ private.sales@handh.co.uk

[www.HandH.co.uk](http://www.HandH.co.uk)

25  
Years



Visit our **Private Sales Showroom**  
La Source, Churt Road, Hindhead, Surrey GU26 6NL



The XK Workshop  
33 South Lane,  
Clanfield,  
Hants  
PO8 0RB

# TWYFORD MOORS

**Jaguar**  
XK Specialist  
023 9257 0900  
www.jagxk.com  
twyfordmoors@jagxk.com



**Jaguar XK140 OTS 1956**  
£125,000



**Jaguar XK140 DHC RHD 1956**  
£129,750



**Jaguar XK140 DHC RHD 1956**  
£99,750



**Jaguar XK150 DHC RHD 1958**  
£99,750



Please get in touch to discuss  
our full restorations



**Jaguar E-Type 4.2 RHD 1966**  
£99,750



*Viper GTS C40 winning World championship  
FIA GT 2001. Winning 24 of Spa 2001 with  
Bouchut & Belloc. Ready to go.*



## MÉCANIQUES MODERNES & CLASSIQUES

MICHEL MHITARIAN



*Porsche 930 Turbo 1986. Black with black leather.  
Only 2 owners with 41,000 kms. Fully restored by  
Porsche Centre.*



*Ferrari BB 512 Carbs 1980. Red with black leather coming  
out from a Complete restoration. 54,000 kms original  
mileage with a fresh engine done. Absolutely new car.*



*Ferrari 355 Challenge. #104487 Ex Charly White Winning car  
in Ferrari UK Challenge. 18,000 kms. Complete restoration  
done By Toni Autos in Maranello. Ready to race or to enjoy.*



*Ferrari 275 GTS #8015 1965. Matching Pino verde  
red interior.*



*Ferrari F40 1991. 11,000kms.  
All service done.  
Classiche Ferrari Available.*



*Ferrari 550 Barchetta 2001. Edition number 253/448.  
Yellow with Black leather. 3 owners. Fully documented.  
Hard Top. 36,000 kms. €310,000*

136, Boulevard Suchet - 75016 Paris - m.mhitarian@mmc-paris.fr  
Tel: +33 (0)1 46 47 29 29 - Fax +33 (0)1 46 47 29 28  
Chelsea Cloisters Garage Office - Sloane Avenue - London SW3 3DL  
M: +44(0)7 484 907 054 - T: +44(0) 20 7589 9686

[www.mmc-paris.com](http://www.mmc-paris.com)



# AFFORDABLE PRESTIGE CARS



**Jaguar XK8 4.0 Convertible Left Hand Drive**  
**Californian Import**  
 100,000 miles  
 £12,950



**2004 Jaguar XK8 4.2 Convertible**  
 53,000 miles  
 £15,950



**2005 Jaguar XKR-S Final Edition Convertible**  
 121,000 miles  
 £16,950



**2002 Jaguar XKR 4.0 Coupe**  
 109,000 miles  
 £8,950



**2000 Jaguar XK8 4.0 Coupe**  
 77,000 miles  
 £6,950



**2002 Jaguar XK8 4.0 Coupe**  
 82,000 miles  
 £7,950



**2004 Jaguar XJ6 3.0 4dr**  
 86,000 miles  
 £4,950



**2009 Jaguar X-Type 2.0 Diesel S**  
 102,000 miles  
 £2,950

For any more questions or to arrange a test drive please call anytime on 07482 267439 or 01749 871155  
 We are located just 4 miles from Wells, Somerset and we can collect you from our local train stations or from Bristol airport.

Please visit our website at [www.affordprestigecars.co.uk](http://www.affordprestigecars.co.uk)

## Find Drive & Enjoy

the classic of your dreams at European Collectibles.

From concours winning showcars to daily drivers, we have the perfect classic for you.



1956 Porsche 356A Carrera 1500 GS  
 Coupe: Silver/Black.



1958 Porsche 356A Speedster:  
 Meissen Blue/Red.



1957 Porsche 356A Speedster 1500  
 GS/GT Carrera: Silver/Black.



1960 Porsche Roadster:  
 Fjord Green/Tan (two available).



1968 Porsche 912 Coupe:  
 Slate Grey/Black.



1974 Porsche 911 Carrera Targa:  
 Blk/Blk. (74 Carrera Coupe available)

**BUY, SELL, CONSIGN, RESTORE**

**PORSCHE • JAGUAR • FERRARI • MERCEDES • ASTON MARTIN**  
**OVER 60 VEHICLES IN STOCK • CURRENT INVENTORY ONLINE**

Call or stop by in Southern California: 1665 Babcock Street, Costa Mesa, CA 92627  
 Tel: 949-650-4718 • [info@europeancollectibles.com](mailto:info@europeancollectibles.com) • [www.europeancollectibles.com](http://www.europeancollectibles.com)

*We have been producing Concours show winners for over 30 years.*

**EUROPEAN COLLECTIBLES**



Established 1986

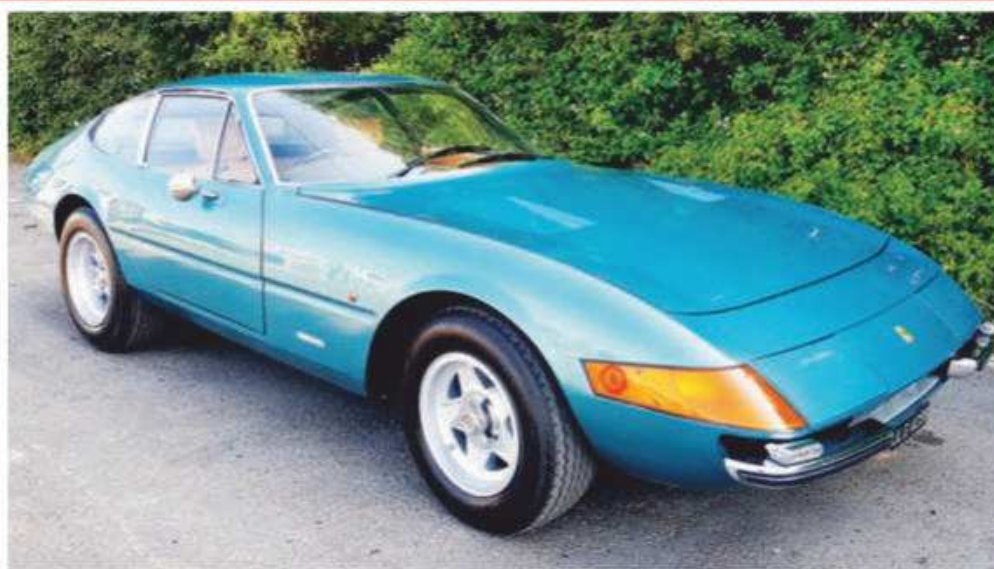


# Michael Wise Cars



**Jaguar E Type 1961 S1  
3.8 Litre Roadster**

The 'Holy Grail' of E Types! Chassis number 875279 (so the 279th car built). With external bonnet catches, welded bonnet louvre panels and 'flat floor' pans. Two owners from new (last owner had the car for more than 40 years!). Totally ground up restored over a four year period using all original parts where possible. Matching numbers and original colour (as verified by Jaguar Heritage Certificate). Simply stunning! **POA**



**1972 Ferrari Daytona 365  
GTB/4 RHD Coupe**

Beautiful example (with Classiche). Blue chiaro with light tan/black leather interior. 73,000 miles with a wonderful history and recent engine rebuild by renown specialist Bob Houghton. Ferrari Classiche just completed and awaiting file from the factory. **POA**

Tel: 07836 622 234 • Email: [info@michaelwisecars.co.uk](mailto:info@michaelwisecars.co.uk) • Web: [www.michaelwisecars.co.uk](http://www.michaelwisecars.co.uk)



**1963 CHEVROLET CORVETTE SPLIT**



**1975 FERRARI 365 GT4 2+2**



**1967 LOLA T70 MK3**



**1966 PORSCHE 906**



**1963 SHELBY COBRA 289**



**1988 SPICE SE88C**



**Gaël REGENT +33626486171**

**Guillaume LE METAYER +33662119473**

**[cars@historiccars.fr](mailto:cars@historiccars.fr) / [www.historiccars.fr](http://www.historiccars.fr) / Paris showroom by appointment**



# WinSpeed of Guildford

CLASSIC JAGUAR  
SALES & ENGINEERING



**1952 JAGUAR XK120 Roadster**  
Left Hand Drive. 5-Speed Gearbox.  
Front Discs. WinSpeed Engine Et  
Maintenance History. Drives superbly  
and Brisk! Perfect for Touring. An  
excellent example.  
£85,000.00



**SOLD**

**1964 JAGUAR E-Type Series 1 3.8 Roadster**  
Cream with Blue trim. Matching numbers, UK, Right  
Hand Drive. 5-Speed box. A scintillating example  
developed and maintained by WinSpeed.  
Work and amongst the best available. Sensible  
upgrades and very well proven. A rare opportunity  
to acquire an extremely genuine 3.8 Litre E-Type in  
which we have every confidence. £165,000.00



**1973 Jaguar E-Type Series 3 V12  
Manual Roadster**  
Solent Blue/ Blue trim. Ex US  
example converted in 1980.  
Excellent structure and panel fi  
t. Good history fi le. Ready to use  
and enjoy. Call for more details.  
£75,000.00



**1973 JAGUAR V12 Coupe Automatic.**  
Signal Red with Black trim. Chrome wire  
wheels. A fully restored and immaculate  
example. Driving beautifully. A top car. Call  
for further details. £85,000.00



**1995 JAGUAR 4.0 Celebration  
Coupe**  
Carnival Red with original Cream  
trim. A striking example of this  
emerging and affordable Classic  
Jaguar icon offering style and  
sophistication.  
£14,995.00



**1977 JAGUAR XJ12 5.3 Coupe**  
Fast becoming recognised as one the rarest and  
most collectible models from the Jaguar stable, the  
elegant XJ12 5.3 Coupe, with its distinctive Pillarless  
2-door styling, holds a unique position in Jaguar  
history. Highly Collectible and undergoing sensitive  
recommissioning. Enquiries welcome.

## WINSPEED MOTORSPORT LTD

148 Broad Street, Wood Street Village, Guildford, Surrey GU3 3BJ  
enquiries@winspeedmotorsport.com - www.winspeedmotorsport.com  
01483 537 706 - 07831 164 460



## Claus Mirbach - die Oldtimeragentur - in Hamburg

Claus Mirbach e.K.

office and exhibition:

Überseering 34,D- 22297 Hamburg / City Nord

only by appointment

honestly, quality automobiles with extensive service for  
over 60 years:

expert opinion, insurance, financing and leasing,  
transport/ export, workshop review  
and comprehensive knowledge



**Horch 830 BL**

4 seater Cabriolet, built 1937, completely restored.  
Concours condition.



**Mercedes 190 SL**, 1 owner since 1956, very nice  
condition, new inside. Hardtop + Softtop, 3rd seat,  
delivery papers, 169.000,-€



**Mercedes 170 V Roadster, 1938**  
Completely restored running very well, original colour  
composition, original brochure.



**MG TC, 1948 rhd** only 4 owners (2 CH + 2 Germa-  
ny) original 78.000 km, authentic, good running car  
26.500,- €

[www.clausmirbach.de](http://www.clausmirbach.de)

Tel 0049-40-63305050

post@clausmirbach.de







Bentley S1 | Year: 1956 | Price: USD 135,000



Maserati Shamal | Year: 1994 | Price: USD 76,000



Mercedes Benz 190 | Year: 1960 | Price: USD 50,000

FERRARI 512TR 1993 | MG B 1963 | STUDEBAKER PRESIDENT 1943  
PLYMOUTH BELVEDERE 1959 | PONTIAC CATALINA 1964  
DATSUN 240Z 1970 | TRIUMPH TR4A 1966  
BMW M6 1988 | CITROEN TRACTION AVANT 1950  
MERCEDES BENZ 220SE 1961 | PORSCHE 993 TURBO 1997  
FORD MODEL T 1923 | AUSTIN HEALEY 3000 MK II 1962  
TOYOTA CORONA 1969 | MINERVA 1952

Website: [www.nostalgiaclassiccars.ae](http://www.nostalgiaclassiccars.ae)

Email: [info@nostalgiaclassiccars.ae](mailto:info@nostalgiaclassiccars.ae)

Tel: +971 4 321 1757 | Mob: +971 50 969 0162

[f](#) @nostalgiaclassiccars [t](#) @UAEClassicCars [i](#) @nostalgiaclassiccars



## MERCEDES-BENZ 280S

Year of manufacture 1969 Recorded mileage 30,176

Asking price £16,995 Vendor The SL Shop, Stratford-upon-Avon;  
tel: 01789 337070; [www.theslshop.com](http://www.theslshop.com)

### WHEN IT WAS NEW

Price £3116 Max power 138bhp Max torque 165lb ft  
0-60mph 9.8 secs Top speed 110mph Mpg 23

This interestingly specified W108 Mercedes was built in South Africa by Car Distributors of East London, and came to the UK in 2005. A large bracket under the front, plus an electrical socket on the left inner wing, suggests that it spent some of its time being towed.

The body is straight and rot-free, and the doors close with the proper Benz 'thunk'. It's been painted at some stage, but the only blemishes are some tiny bubbles under the bottom edges of the rear wings. The boot floor is excellent and the fuel tank has a shield, matching the sump-guard up front. All of the chrome trim is sound, and the radiator shell and bumper plating is good. At some stage the original steels have been replaced by 'Mexican-hat' alloy wheels, shod with 2009-dated Nankang tyres with plenty of tread but slightly cracking sidewalls. The exhaust is in good shape, dating from 2007 when the car was showing around 24,000 miles.

Inside, the red leather is creasing but not quite splitting on the front seats – a feed would help – but the rear is better. There's a small amount of damage to the back of the driver's seat, but the carpets and headlining are good, as is the timber, with the varnish to the dash-top finisher just starting to craze.

The motor is tidy and leak-free, with distributor cap, condenser and plugs dating from a £1200 service in 2016 by SS Motors that included rebuilding the carbs, master cylinder and servo. The coolant is topped-up and greenish, the oil dark and between the marks; there's a gloopy deposit on the fanbelt and pulleys.

It starts easily and drives sweetly, stepping off well thanks to lowish gearing. The ride is taut and the brakes sharp. There's a hint of vibration – probably wheels, possibly propshaft – and a tiny exhaust blow. The column gearchange is easy, though non-powered steering comes as an initial surprise. Oil pressure is the usual full-deflection 45psi at all times, with temperature at 175°F.

It is sold with original handbook and service book (three stamps, the last dated 23/6/69 at 5953 miles, at Oos Transvaal Garage) and a new MoT.



## SUMMARY

### EXTERIOR

Straight, rot-free body;  
decent chrome

### INTERIOR

Good apart from slight damage to  
the rear of the driver's seat

### MECHANICALS

In fine fettle; drives well

VALUE ★★★★★★☆☆

For Solid; fairly quick

Against Heavy steering at  
parking speeds

### SHOULD I BUY IT?

One of the cheapest ways into a  
solid W108 saloon, and would  
make a great rally car



## WE LOVE INTERESTING CARS AND OFFER THE FOLLOWING FROM AMONG OUR CURRENT SELECTION OF MORE THAN 70 GREAT EXAMPLES



**1953 JAGUAR XK-120 CONVERTIBLE (DHC).** Spectacular body-off-chassis restoration, 1-owner car, Pastel Green w/ Suede Green leather & chrome 16" wire wheels. Amazing condition thruout incl: polished burl walnut interior woodwork. 59,302 miles. \$110,000.



**1984 RR CORNICHE CONV.** Magnificent, just traded in on pre-war RR by local owner. Georgian Silver w/ sumptuous black leather piped in grey, virtually perfect black top & top boot. All original tools, manuals and provenance. 29,522 documented miles. \$72,000.



**1962 CORVETTE "FUELIE" ROADSTER.** An original and correct Southern California factory fuel-injected car. Flawless body, excellent factory hard top, convertible top and interior. Full history. Drives unbelievably well. 61,078 miles \$117,500.



**1960 BENTLEY JAMES YOUNG CONTINENTAL S-II SALOON.** Rare (one of 36), sold new to Sir Egbert Cadbury of Chocolate fame. Beautiful Garnet body with as-new natural tan Connolly hides. 41,437 miles. \$185,000.



**1961 MGA "1600" ROADSTER.** The more powerful "1600" is quite rare; one local owner for last 22 years. Beautiful black body, top, tonneau cover & side curtains w/ dk red lthr & chrome wire wheels. \$26,000.



**1963 MB 220SE CABRIOLET.** California 1-owner car before fully restored & brought here by its 2nd owner in '71. Unusually optioned w/ 4 bucket seats & factory "Kuhlmeister" a/c. Magnificent thruout, Original manuals, tools, etc. 70,348 mi. \$125,000.



**1948 JAGUAR MK IV.** 3.5 litre, 3-position drophead coupe. 1 original owner for 40 years with all records. Fewer than 20,000 total miles and documented full restoration with detailed provenance and Heritage Trust Certificate. 19,612 actual miles. \$175,000.



**1949 CADILLAC "SEDANETTE".** A true "Gentleman's Hot Rod". Beautiful full restoration with period-correct performance modifications. Flawless paint, chrome, interior and details. Perfect for any historic event or show. Magnificent! \$85,000.

### THOROUGHbred MOTORCARS

70+ GREAT CARS CURRENTLY IN OUR GLADSTONE SHOWROOM.

217 MAIN ST. • GLADSTONE, NEW JERSEY 07934 • FAX: 908-781-2599  
SALES: 908-234-2055 • SERVICE: 908-234-1755 • STORAGE: 908-234-2595  
WWW.STABLELTD.COM



### Ferrari 250 GT/L Lusso 1964

Matching numbers, low mileage, interesting history including California and Switzerland, long-term ownerships in significant collections, Marcel Massini documented.



One of the most beautiful Ferraris ever built, designed by Pininfarina, constructed by Scaglietti, Lussos were destined to be owned by serious enthusiasts such as Steve McQueen and Eric Clapton. Similar 3-litre Colombo V12 Tipo 168 engine, 2400mm wheelbase and chassis as incorporated in the legendary 250 SWB and GTO for excellent performance and handling, together with luxury.

Extensive mechanical overhaul just completed by Ferrari specialists including engine, suspension, steering, brakes, electrics, fuel system, cooling system. Carburettors rebuilt, new clutch, flywheel, tyres and exhaust system.

History file including old California title copy, current UK V5 registration document and MoT certificate, invoices. Originally Oro Chiaro (Italver 19410M), a rare Ferrari colour of light gold metallic, with black leather, changed to red with tan around 1988.

Excellent condition throughout, believed to have covered only 25,500kms from new, and one of only 350 built of the final model in the 250GT series.

For sale direct from private owner in UK • Tel: +44 (0) 7730 911308 • E: veloce400@aol.com





Twentelaan 25  
7609RE Almelo, The Netherlands  
Tel: +31 546563347  
INFO@AUTOSCHIPPER.COM



We are specialized in Classics, Sportscars and exclusive cars and our company has been established since 1971. On our site WWW.AUTOSCHIPPER.COM you will find a nice diversity of about 80 cars in our collection. Transport Worldwide is possible.

**WWW.AUTOSCHIPPER.COM**



**Ford Mustang 289**  
V8 Fastback 2+2 1967 €48.950



**Mercedes 250SL W113**  
Pagode Moosgrün 1968 €69.500



**Aston Martin DB7 Vantage**  
V12 Manual Shift 2002 €49.500



**Chevrolet 2 Door Independence**  
6 Cylinder 1931 €19.950



**Dodge Royal Lancer Hemi**  
Red Ram V8 Hardtop Coupé 1955  
€21.500



**Porsche 911 Carrera Targa 3.2L**  
G50 1989 Last Model Year!!  
€56.500



**Porsche 356B 1600S**  
Coupé Matching! €71.500



**Volkswagen Beetle 1303 Cabrio**  
1.6L inj. Triple Black 1979 Last Model  
Year!! €19.250



**Toyota Land Cruiser FJ40**  
4X4 4.2L 1985 €35.500



**Chevrolet Corvette C2 Stingray**  
Convertible Matching / Second  
owner 1966 €67.500



**Chevrolet Corvette C3**  
T Roof 1979 €15.950



**Ford Thunderbird**  
Convertible 1957 €42.500

# ROBERT HUGHES AUTOMOBILES



**2008 JAGUAR XF 3.0 LUXURY**  
Desirable petrol model 20,000  
miles-FSH .....£11,995



**1980 MG MIDGET** One owner  
last 31 years-14,000 miles.  
Concours .....£10,750



**1971 AF SPIDER** Very rare-  
ex-press/prototype. 7,000 miles-  
lovely .....£26,500



**1978 DAIMLER SOVEREIGN**  
4.2 Rare manual o/d. Genuine  
12,000 miles .....£21,500



**2006 JAGUAR XK 4.2** One lady  
owner, 17,000 miles with full  
Jaguar s/h .....£21,500



**1972 BRISTOL 411** Superb  
Bristol history-ex BOC Concours  
1/0 25 yrs.....£67,500



**2004 JAGUAR SOVEREIGN**  
4.2 Very high spec. 2/owners-just  
18,000 miles .....£16,500



**1951 BENTLEY MK 6** Later  
4.5. Stunning- 62,000 miles with  
Superb history .....£49,995

- 1990 Daimler Double Six HE C&S feature car- 36,000 miles- FSH.....£16,500
- 2000 Jaguar XJ8 4.0 Executive Two owners, 24,000 miles- FJSH .....£11,500
- 2005 Jaguar XJ 3.0 V6 LHD Ex- Swiss/French- UK since 2012. 70,000 miles .....£11,500
- 2004 Jaguar X Type 2.5 SE Estate One owner, 29,000 miles AWD .....£7,995
- 2004 Jaguar S Type 2.5 SE Full main dealer history, 46,000 miles .....£6,995
- 2002 Daimler Super V8 LWB-Full history- very rare 'all black' .....£6,750
- 2004 Jaguar X Type 2.5 Sport Estate AWD One owner, 40,000 miles .....£6,500
- 2000 Mercedes Benz E240 One lady owner, 34,000 miles FMBSH .....£4,995

See our 14 car stand at NEC Classic Motor Show 9-11 Nov

Tel: (07836) 237047

www.roberthughes.co.uk

E-mail:enquiries@roberthughes.co.uk



VSOC



WWW.VSOC.NL

VSOC

**Aston Martin DB4 Series V original Vantage**

A superb matching nr. Car with a continuous history and beautifully restored.

**Euro 850.000****Alfa Romeo Giulia Sprint 1600 GT 1964**

Matching nr. Very nice body, nice history file.

**Euro 48.500****Invicta S type Low Chassis Cabriolet**

by Salmson very original car with continuous history and well known, great condition.

**Euro 925.000****Triumph TR 2 1954 Longdoor**

frame up restored, ideal and fast car for tours and rallies. FIVA pass matching nr.

**Euro 65.000**

VSOC works as a consultant for acquisition and sales on behalf of discerning enthusiasts since 1992. Call us to discuss your wishes!

**More interesting cars we have available:**

Alfa Romeo 6C 2500 SS Cabriolet 1948  
Alfa Romeo 1900 CSS 1955  
Alfa Giulia 1600 Sprint 1962  
Alfa 2000 GTV 1973  
Alfa Romeo Montreal V8 1972  
Austin Healey 3000 Mk 3 1964  
BMW M635 Csi 1986 143'km  
BMW Z8 2001 65'km

BMW Z1 1991  
Ferrari 250 GT Lusso 1964  
Ferrari 308 GTS 1979  
Ferrari 400 GT 1978  
Ferrari GTC4 Lusso Settanta 2018  
Maserati Sebring Series I  
Maserati Quattroporte 4700 1965  
Maserati Mexico 4700

Mercedes 380 SL 1985 19'mls/32'km  
Mille Miglia cars; several available ASK  
Porsche 356 A Convertible D 1959  
Porsche 356 B S90 Cabriolet 1961  
Porsche 993 Carrera S 1998 21.000 mls!  
Sunbeam Alpine 1961

VSOC

**Contact: Alex von Mózer**

VSOC Mme Curiestraat 8 Sassenheim The Netherlands, [www.vsoc.nl](http://www.vsoc.nl)  
Phone +31 252 218 980 Fax +31 252 218 981 e-mail: [info@vsoc.nl](mailto:info@vsoc.nl)

VSOC



[info@svs-ltd.com](mailto:info@svs-ltd.com)  
[www.svs-ltd.com](http://www.svs-ltd.com)

SPECIALIZED VEHICLES SOLUTIONS

☎ 0161 789 0504  
☎ 07958 329443



**Ferrari 250 Pontoon Testarossa Recreation. RHD.** As new, out of the box. Based on a UK RHD Ferrari donor car with all Ferrari mechanics and running gear, with all alloy bodywork. Absolutely breathtaking and attractively priced. **Telephone for price and details.**

**2002 Ferrari 456 M GT. Manual. RHD.** Supplied new by Maranello to Eric Clapton. Mint condition. **£99,950**

**1964 Jaguar E-Type 3.8 FHC. RHD.** UK car. Multi concours winner inc Benson & Hedges & JDC best in class. **£149,950**

**1976 Ferrari 365 GT4 2+2 Manual. LHD.** Totally restored 2013/14 to concours by Automobile Tricolore. **£99,950**

**1964 Fiat O.S.C.A 1600S Spyder. LHD.** UK Reg. Restored. Very stylish and very rare. **£40,950**

**1966 Alfa Romeo Duetto Spider Boat Tail series 1 LHD.** Magnificent condition. **£35,950**

**1964 Alfa Romeo 2600 Spider. LHD.** UK Reg. Probably the finest available worldwide. **£149,950**

**1981 Rolls Corniche Convertible 5000 series RHD.** 22,000 miles only. Caribbean blue, beige hide. Mint condition. **£74,950**

**1988 Rolls Royce Silver Spirit. RHD.** Only 20,700 miles. Graphite, Mushroom hide. Mint condition. **£21,950**

**1966 Fiat Abarth 1000 OTS LHD.** UK Reg. Set up for rally/fast road. Magnificent. **£21,950**

**1930 Standard Swallow Big 9 2 door sports saloon RHD.** Very rare. Barn find for restoration. **£8,950**

**URGENTLY REQUIRED - CARS SIMILAR TO ABOVE - IMMEDIATE DECISION AND PAYMENT**



See us at the NEC Classic Motor Show 9th - 11th November

# R.I. JOHNSON

Tel: 01676 541137

Mobile: 07831 715400

Email: chapelendcars@yahoo.com

For our full range of cars please visit our website: [www.rjohnson.co.uk](http://www.rjohnson.co.uk)



**Triumph TR6 1972 LHD.**  
Just arrived from the USA. Just out of long term storage. Immaculate condition, never rusty!  
**£15,950**



**MG TF 1250 1954**  
From California. Lovely usable car. More details on request.  
**£24,950**



**Jaguar XK120 DHC 1954**  
LHD. Arriving shortly for restoration. Body & chassis mainly very solid.  
**POA**



**Singer Roadster LHD.**  
Just arrived from USA. Sound original little car.  
**£7,950**



**1934 Morgan 3-Wheeler.**  
Good original car. Needing some restoration. Matchless "V" Twin engine. Just returned from a spell in the USA. Interesting history. **£24,950**



**1951 AC 2.0 litre.**  
Amazing original time warp condition. Unrestored. 46,000 miles.  
**£19,950**



**1952 Ford Truck. Flat Head V8**  
Arriving soon. Very original & Solid. Will upload more details on arrival.  
**£POA**



**Jaguar E-Type V12 Coupe 1972**  
Restoration nearing completion. LHD import.  
**POA**



**Jaguar E-Type S 1.5 Roadster 1968**  
Just Arriving from the USA. One owner & unused since the early 70s. 25000 miles recorded. Rust free & 99% complete. Perfect for a nut & bolt quality restoration  
**£49,500**



**1960 Jaguar Mk11 3.8**  
Man/Drive LHD. Just arrived from the USA. Good Bodywork but needs work on the floor pans. Engine turns. Good restoration project. **£7,950**

# ROSIER Classic Sterne



## MB 300 SL Roadster W198 II

1963 | anthracite gray/ leather black | fully restored | orig. disk brakes & aluminium engine  
price € 1.690.000,-\*



## MB 300 SL Gullwing W198 I

1955 | silver 180/ fabric checkered blue fully restored car | highest quality | rudge | price € 1.490.000,-\*



## MB 300 SL Roadster W198 II

1958 | red 576/ leather beige | collector car | impressive history | top condition | price € 1.190.000,-\*



## MB 300 SL Gullwing W198 I

1955 | silver 180/ fabric checkered blue | fully restored car | orig. rudge | matching numbers | concave star | price € 1.490.000,-\*



## MB 300 SL Roadster W198 II

1960 | green/ leather beige | alu. engine & special conv. disk brakes | price € 995.000,-\*



## MB 300 SL Roadster W198 II

1960 | red 534/ leather beige | fantastic conditions | original car | price € 1.290.000,-\*



## MB 300 SL Roadster W198 II

1960 | graphite gray 190/ leather red orig. 25.200 miles | matching numbers | untouched collector car | € 1.690.000,-\*



## MB 300 SL Roadster W198 II

1962 | white / leather red | orig. aluminium engine & disc brakes | only 210 units | collector car | price € 1.550.000,-\*

Based in Northern Germany, Active Worldwide. Since 1927

[www.classic-sterne.de](http://www.classic-sterne.de)



Mercedes-Benz

The best or nothing.

ROSIER Classic Sterne GmbH

Authorised Mercedes-Benz ClassicPartner

Authorised Mercedes-Benz car service

\*VAT not identifiable

Bremer Heerstraße 267

D-26135 Oldenburg

+49 441 209780-10

info@classic-sterne.de

# northshoresportscars.com

847.247.0447 Lake Bluff, IL Norbert M. Bries, President



1966 Innocenti Coupe Green/Black Only  
487 Blt/Restored/Fogs/Stunning.....\$39k



1964 Jaguar XKE Coupe Red/Tan/3.8/  
Moss Tran/Chrome Wires/Restored ...\$69k



1962 Jaguar MK2 Blk/Tan/3.8/4Spd/  
Chrome Wires/Restored/Non-Match..\$49k.



1974 Lotus Europa TC Red/Black/5 Spd/  
Restored/Big Valve/Cosmics .....\$23k

Opel GT Red/Blk/1 of a Kind/5 Spd  
Gretag/2Ltr/HREWheels/Spectacular\$24k

1988 Porsche CarreraTarga Red/Tan/3  
owner Calif/58k Mi/Polished Fuchs.....\$59k

1968 TriumphTR250 Red/Black/ Chrome  
Wires/ 49k Miles/Restored .....\$35k

1959 Mercedes 190SL White/Red/  
Restored/32k Mi/Webers/Rear Seat .\$115k

1960 Morgan Plus 4 Burg/Taupe/4 Seat/  
Chrome Wires/Fogs/Magnificent.....\$44k

1993 Morgan Plus 8 Grn/Tan/24k Mi/One  
Owner/ Rack/Fogs/Tonneau .....\$67k

2005 Morgan Aero 8 Blk & Silv/Red/8k  
Mi/Fitted Boot/V8/6 Spd/AC..... \$\$\$

2018 Morgan 3Wheeler Grn/Tan/New/39  
Mi/ChromePkg/Many Options .....\$56k

2019Morgan 3 Wheeler/2.0 S&S VTwin  
/5Spd/30/30 Warranty ..... Taking Orders



Authorized Agent  
Serving Enthusiasts  
for Over 28 Years



# EDWARD HALL

CLASSIC MERCEDES-BENZ SALES & SERVICE

+44 (0) 1844 339 666

+44 (0) 7815 870 911

Bucks/Oxon

WWW.EDWARD-HALL.CO.UK



**1990 560 SEC - £27,950**  
 - Astral Silver / Grey leather  
 - FSH, Books + Manuals  
 - 1st + 2nd at 17/18 M-B Club SEC day  
 - UK supplied, RHD



**1998 Mercedes-Benz SL320**  
 Black with Helios leather. Panoramic roof. Only 44k miles with FSH. A beautiful late SL. £18,950



**1996 Mercedes-Benz SL500**  
 Brilliant Silver with navy leather. One lady owner since a year old. 113k miles with FMBSH. £12,950



**1991 Mercedes-Benz 230E**  
 Willow Green with green leather. Manual. One owner, 48k miles & FSH. Very original. £7,250

## Goodwood, LeMans Classic and Preservation Class Eligible



**Works 1964 Austin Healey Sebring Sprite**  
 A Survivor - 900 Miles from New

RAPLEY

CLASSIC  
CARS

USA: +1 203-470-5298  
 RapleyClassicCars.com  
 Daniel@RapleyClassicCars.com





# BERRYBROOK

SOUTH WEST MAIN DEALER

NEW AND PRE-LOVED CARS · HIRE · SERVICING · REPAIRS · UPGRADES · FULL RESTORATION

Why dream it...Live it!

(2008) AERO 8  
BMW 4.8L V8  
Glasurit Blue,  
Magnolia Leather  
£72,995

(UNREG) PLUS 4  
Ford 2.0 GDI  
Sports Green,  
Black Leather  
£49,995

(2003) RUNABOUT  
Ford 1.8 Zetec  
Bulldog Blue,  
Black Leather  
£24,995

(1987) 4/4  
Ford 1.6 CVH  
Green,  
Black Leather  
£18,995

(UNREG) THREE WHEELER  
S & S 2.0L V-Twin  
Pastel Green,  
Charcoal Leather  
£43,595

(2000) PLUS 8  
Rover 3.9L V8  
Silver,  
Blue Leather  
£38,495

(2016) PLUS 4  
Ford 2.0  
Royal Ivory  
£41,495

GREAT FINANCE DEALS AVAILABLE ON ALL MORGANS  
Call for details t&c's apply

WANT TO SELL YOUR MORGAN?  
Call us now



Dawlish Road . Exminster . Exeter . Devon EX6 8DN  
morgan@berrybrook.co.uk

01392 833301

[www.berrybrook.co.uk](http://www.berrybrook.co.uk)



1961 PRE-PRODUCTION  
JAGUAR E-TYPE COUPE  
6162RW

One of only three pre-production Jaguar E-Types built and used by the factory as a press car, for high-speed testing and a test development vehicle. Many features tested first in this very special Jaguar, were later used in production. Other features were never used in production but are still installed in the car. Comprehensive nut-and-bolt restoration by marque specialist JD Classics and in perfect Concours winning condition.

A once-in-a-lifetime chance to own such an important milestone in Jaguar history.

ALSO AVAILABLE: A VERY EARLY 1961 OUTSIDE BONNET LATCH LHD E-TYPE ROADSTER.



We put you in the Driver's Seat... [www.HamannClassicCars.com](http://www.HamannClassicCars.com)

T: 1-203-813-8300 • M: 1-203-918-8300 • Connecticut, USA • [thomas@HamannClassicCars.com](mailto:thomas@HamannClassicCars.com)



# Case histories

We test the classics that you can buy



## WOLSELEY NINE

**Year of manufacture** 1934 **Recorded mileage** 7111

**Asking price** £10,995 **Vendor** Robin Lawton, Hampshire; tel: 07710 364945/07979 244195; www.robinlawton.com

### WHEN IT WAS NEW

**Price** £179 **Max power** 30bhp **Max torque** n/a  
**0-50mph** 27 secs **Top speed** 59mph **Mpg** 29

This delightful little saloon was restored by its current owner and put back on the road in 1996; he's only selling because he's restoring another car.

It's holding up well, with a very good standard of finish for a vintage or PVT car. The body is straight, and there's just one small paint run on the left side of the scuttle. The vinyl roof is in good shape and the sliding sunroof still works. All the chromework is smart, the doorhandles being original. The trafficators still work, and there's a removable warning sign on the back saying: 'No flashing indicators.' The tyres are well-worn Commanders, unused on the spare, behind which you'll find the jack and tools still in place.

Inside, it's nicely appointed, with a surprising amount of room in the back, and even the delightful fabric inserts are wearing well. The whole job looks as if it was done fairly recently, but is actually more than 20 years old. The leather to the front seats is just wearing in, the door trims and headlining are very good, and the roller blind on the back window still operates from its crank handle. The only real signs of wear are the heavily used pedal rubbers, plus some of the timber could do with refinishing, but that's an easy job to do at home.

The small overhead-cam motor is tidy, with new spark-plugs. The coolant is to a good level, the oil cleanish and near maximum. It starts easily and is sweet to drive, with good brakes for a 1930s car. It pulls well and offers more torque than you'd expect from just 1018cc. The back-to-front gearshift pattern is easy to adapt to, though the first-to-second change needs learning; 1935 cars had preselectors. Oil pressure on the move is 60psi, and the temperature gauge on the radiator cap reads normal. Even the grille badge still illuminates, 1934 being the first year that this feature appeared.

The Wolseley will be sold with a cancelled green logbook, plus handbook, wiring diagrams and a comprehensive file detailing the restoration and mileage since, all presented in a British Airways Engineering folder – which may be a clue to the quality of the restoration.



### SUMMARY

#### EXTERIOR

Very straight and a good finish

#### INTERIOR

Nicely trimmed and wearing well

#### MECHANICALS

All rebuilt; mileage may be since restoration

**VALUE** ★★★★★★☆☆

**For** Characterful, a bit different and goes well

**Against** You may want to add discreet modern rear lights for safety

#### SHOULD I BUY IT?

A saloon with good brakes and a touch of luxury for the price of an average Austin Seven. We can't see a downside

## 1957 JAGUAR MK1 TOTALLY ORIGINAL



This right-hand drive Jaguar Mk1 saloon was sold new in the UK to a member of the Diplomatic Service, and accompanied him to Mauritius. When The Diplomat and the car returned to this country in January 1960 the Jaguar was registered '2894 CR', its current number. '2894 CR' is finished in its factory colour scheme of black and retains its original and beautifully patinated red leather interior. Arguably one of the most original Jaguar Mk1s surviving, the car is very well presented and comes with its near full history, original bill of sale, its original buff logbook, service records/MOTs, invoices, Swansea V5C document and MOT to March 2012.

**£POA (Private sale)**

**Contact details:** 01508 520845 or 07724422478

**Email:** t.worthingtonchapman@btinternet.com



## Porsche 917 for sale



Superb recreation of the car. Immaculate condition.

Hard to distinguish from a genuine Porsche 917.

Body moulds taken from a real 917. Superb tig welded chassis.

Monocogue cockpit. Bolt in cockpit roll bar.

Hydraulic lift front suspension. Spare windscreen.

All new road tyres. Willwood brakes. 6 pot front and 4 pot rear.

Set of unused historic Avon race tyres.

Engine: Porsche 964. 313 kilowatts. Gearbox Porsche 930.

Comes on its own Raceking hydraulic trailer which loads at 4 degrees.

**Price: £175,000**

**Contact:** douglasb@westnet.com.au  
**for full details and photographs**





1930 AC Magna Six Boat Tailed Sports, stunning throughout. POA



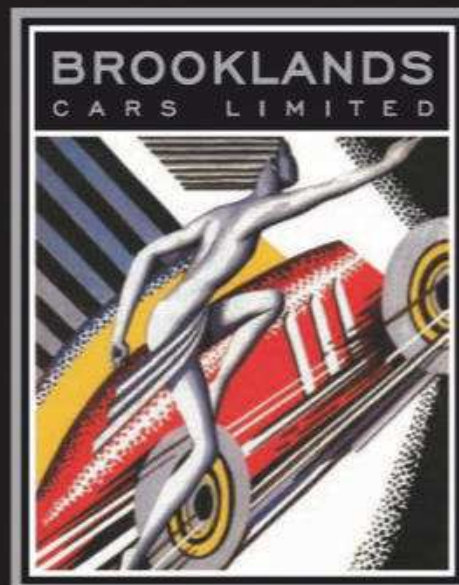
1953 AC Buckland Sports Tourer with period race history. POA



1969 Morris Minor Traveller, 1275.cc, five speed gearbox POA



1986 AC MKIV Cobra LHD to Lightweight Specification. POA



Located at Brooklands Motor Circuit, we have a dedicated team to help you with all your Historic and Classic motoring needs, whether a simple service, a full restoration, valuations or selling on consignment.

Here are just a few of the motorcars we currently have for sale. Visit our website for further details.

Please contact [charlie@brooklandscarsltd.com](mailto:charlie@brooklandscarsltd.com) for further details, viewing by prior appointment.

International Brokers of Historic & Classic Motorcars  
 Brooklands Motor Circuit, Surrey, England.  
 T +44 (0)1932 828545  
 M +44 (0)7860 912217  
[www.brooklandscarsltd.com](http://www.brooklandscarsltd.com)



# SUFFOLK SPORTSCARS



Our next aluminium works-build Suffolk C-type Jaguar is available to be completed to your specification in the next 6 months. Contact us to discuss commissioning your very own C-type. Now available with Fuel Injection!

[sales@suffolksportscars.com](mailto:sales@suffolksportscars.com)  
 +44 (0) 7967 339424  
[www.suffolksportscars.com](http://www.suffolksportscars.com)



Suffolk SS100 Jaguar 4.2 litre for sale  
 OnLY 7,500 miles from new

Suffolk SS100 Jaguar 4.2 litre for sale  
 Indigo blue with low mileage

See us at the NEC Classic Motor Show 9th to 11th November





# Mike Abbas



TELEPHONE 01257 470034 FAX 01257 470036  
 MOBILE 07944 890271  
 e-mail [abbasjav@hotmail.com](mailto:abbasjav@hotmail.com)  
[www.mikeabbasclassiccars.co.uk](http://www.mikeabbasclassiccars.co.uk)



1964 FACTORY BUILT AC COBRA MK IV LEFT HAND DRIVE. MR. STEVE HITCHENS COMMISSIONED THIS CONTINUATION CAR FROM AUTOKRAFT (BRIAN ANGLISS) - AC CAR FACTORY. MR. STEVE HITCHENS COMMISSIONED 2 UNITS TO BE MANUFACTURED FOR HIMSELF WITH THE CORRECT RARE 7 LITRE SIDE OILER 427 ENGINE AND TOP LOADER GEARBOX FITTED AT THE AC FACTORY. SEMI LIGHTWEIGHT SPECIFICATION BUT FITTED WITH THE COMPETITION BONNET AIR INTAKE. APPROXIMATELY 10 IN TOTAL WERE MANUFACTURED BY THE AC FACTORY WITH THE 7 LITRE ENGINE. THERE IS A COMPREHENSIVE HISTORY FILE THAT COMES WITH THE CAR AND A VAST AMOUNT OF EXPENDITURE ON THE CAR ITSELF WITH JD CLASSICS AND CLASSIC MOTOR COMPANY (CMC) WHO CARRIED OUT A FULL ENGINE REBUILD WITH LESS THAN 1000 MILES SINCE AT OVER SIXTY THOUSAND POUNDS. THERE ARE VARIOUS INVOICES/RECEIPTS DOCUMENTING ALL EXPENDITURE. CORRECTLY REGISTERED AS A 1964 AC FOR EASY WORLDWIDE REGISTRATION! NOTE THIS IS ONE OF MY OWN PRIVATE CARS AND IT TOOK ME MANY YEARS TO FIND THIS GENUINE ALUMINIUM AC FACTORY BUILT COBRA.



JZR BEETLEBACK FITTED WITH A HONDA CX650 ENGINE- BEAUTIFUL BRITISH RACING GREEN PAINT WITH NEW BLACK INTERIOR WIRE WHEELS / NEW BRAKE DISCS / BRAKE CALIPERS. CORRECTLY REGISTERED FOR WORLDWIDE EXPORT!

1957 MORGAN +4 HISTORIC IMPORTANT CAR WITH PERIOD RACING HISTORY FROM THE 1960S - ORIGINAL RIGHT HAND DRIVE / THE ENGINE WAS REBUILT PROFESSIONALLY WITH LITTLE MILEAGE SINCE



1964 LOTUS ELAN SERIES 2 DROPHEAD LEFT HAND DRIVE - COMES WITH A RARE FACTORY HARDTOP / GOOD SOLID USEABLE EXAMPLE AT A SENSIBLE PRICE. SAME FAMILY OWNER SINCE 1967!! 31,000 MILES FROM NEW!!



1959 ORIGINAL JAGUAR XK150 S ROADSTER - FULL GROUND UP - NUT AND BOLT RESTORATION BY LEADING PROFESSIONAL JAGUAR SPECIALISTS TO FULL CONCOURS SHOW WINNING CONDITION - ONE OF THE FINEST WE HAVE EVER SEEN! THIS CAR IS MATCHING NUMBERS / THIS CAR HAS BEEN PROFESSIONALLY CONVERTED FROM LHD TO RHD



1960 AC ACE ( 1 OF THE ORIGINAL 21 AC FACTORY CARS FITTED WITH THE ULTRA RARE LIGHTWEIGHT MOSS GEARBOX) - ORIGINAL RIGHT HAND DRIVE / MATCHING NUMBERS / THE ORIGINAL ENGINE HAS BEEN FULLY PROFESSIONALLY REBUILT INCLUDING LINERS, PISTONS, BEARINGS, ETC. INTERIOR IN VERY GOOD CONDITION FULL WEATHER EQUIPMENT. COMES WITH THE OLD GREEN LOG BOOK AND OF COURSE THE CURRENT UK ROAD REGISTRATION CERTIFICATE. THIS AC ACE HAS COMPETED IN VARIOUS HISTORICAL EVENTS.

1967 MASERATI MISTRAL - RARE ORIGINAL RIGHT HAND DRIVE EXAMPLE / RARE ORIGINAL ALUMINIUM BODIED EXAMPLE. PLEASE CONTACT FOR FULL DETAILS - £110,000 ONO



1965 TVR GRIFFITH 400 (EX WILLIE GREEN) - ONE OF THE ORIGINAL 20 ULTRA RARE RIGHT HAND DRIVE TVR GRIFFITH EXAMPLES MANUFACTURED / FULL CURRENT F.I.A. PAPERS / FRESHLY REBUILT V8 ENGINE TO THE LATEST HIGHEST SPECIFICATION BY PETER KNIGHT / FEATURED IN OCTANE MAGAZINE NOVEMBER 2013. ELIGIBLE FOR WORLDWIDE HISTORIC EVENTS INCLUDING GOODWOOD! - £98,500



1934 MORGAN 3 WHEELER - FULLY PROFESSIONALLY REBUILT TO THE HIGHEST LEVEL INCLUDING BODY / THE ENGINE HAS BEEN FULLY PROFESSIONALLY REBUILT INCLUDING MERLIN PISTONS/CAMS ETC ETC. 3 SPEED GEARBOX WITH REVERSE. MATCHING NUMBERS. SMALL MILEAGE SINCE RESTORATION! DIFFICULT TO FIND BETTER!!

For 40 years we have specialised in Export Sales, outside of the UK. The majority of our clients are located overseas. We can offer low cost transport to the following destinations:  
 DUBAI - PORT JEBEL ALI / PORT RASHEED. HONG KONG PORT. MALAYSIA - PORT KLANG. England - Portsmouth / Dover / Harwich / Southampton / Newcastle / Hull / Belfast / Ashford / Folkstone. Italy - Milan / Verona. Greece - Athens - Spain - Madrid / Barcelona / Zaragoza / Valencia / Seville / Malaga. France - Paris / Lyon / Bordeaux / Nice. Belgium - Brussels / Liege . Holland - Amsterdam. Germany - Dusseldorf / Berlin / Stuttgart / Hamburg. Sweden - Gothenburg. Norway - Oslo. Finland - Helsinki. Denmark - Greve / Esbjerg. Czech Republic - Prague. Poland - Warsaw. Switzerland - Zurich. Hungary - Budapest. Austria - Vienna . Eire - Dublin. Also, of course we can arrange LOW COST SHIPPING to ANY country!!!!

# AJL RACING

INTERNATIONAL MOTORSPORT

## Jaguar E Type Series 1 3.8



Original Jaguar Press Car. Completed a well-documented trip to Monaco in 1962. Appeared in a Paul Skilleter publication, among others. £199,950

## Jaguar E Type Series 3 V12 Commemorative



One of the last 50 cars built and the only one in Green (other in Black), this was the last car to be sold. It is the Robert Danny car. £350,000

## Jaguar XK 140 Roadster



1955 Manual with Overdrive, C type head. Stunning example which has had a with a total restoration. £199,990

## Jaguar XK 150S Roadster



1959 manual with overdrive. This is a wonderful opportunity to own a Jaguar Classic. The car is in white with Red trim. £199,950

AJL Racing, Atherstone, Warwickshire CV9 1EX

[www.ajlracing.com](http://www.ajlracing.com)

01827 713335 or 07834 381164

## The Finest Mercedes Cars from the 1960s to 1990s



300SL Roadster 1986C Signal Red, hardtop, brown hood, Saffron sport check, auto, elec windows, rear seats, original alloy wheels, FSH, 51,000m . . . £34,950



300SL Roadster 1988F Astral Silver met, hardtop, blue soft top, blue sport interior, 4 Sp auto, ABS, elec windows, rear seats, orig alloy wheels, FSH, 103,000m £28,950



E320 Sportline Cabrio 1996N Ruby Red met, cream leather, 4 Sp auto, airbags, htd seats, wood/lthr steering wheel, orig Sportline alloys, FSH, 89,000m . . £16,950



E320 Sportline Cabrio 1994L Blue/Black met, grey leather, 4 Sp auto, cruise, air bag, elec seats, elec steering column, orig Sportline alloys, FSH, 96,000m . . £15,950



220SEb Coupe 1965C Horizon Blue with Midnight Blue roof, column change auto, bare metal repaint, new leather, wood & carpets, immaculate throughout . £44,950



320CE Cabriolet 1993L Pearl Blue metallic, blue soft top, grey leather, 4 speed auto, air bags, original alloy wheels, FSH, 51,000m . . . . . £19,450

Pictures to Follow

### Viewing by Appointment

15 minutes from Manchester Airport. 1hr 41min from Euston by train  
 tel: 07980 241177 or 01625 260913 email: [info@ccbenz.co.uk](mailto:info@ccbenz.co.uk)  
 See [www.ccbenz.co.uk](http://www.ccbenz.co.uk) for full descriptions and more photos





**Cisitalia 202 SMM Nuvolari Spider 1948**

Original and retro. Mille Miglia participant. Prepared by DTR. **POA**

**Please contact Paul de Turris for details on the described cars.**



**Maserati 3500 GTi**

Nut and bolt restoration by DTR. Rarely available in this condition. **£285,000**



**Moretti 2300S Convertible**

£180k + restoration by DTR over several years. Michelotti styled superb driving car. **POA**

DTR Sports Cars are Ferrari, Alfa Romeo and Italian marque restoration specialists since 1989.

**Visitors to our workshops in Coulsdon, Surrey always welcome [dtrsports.com](http://dtrsports.com)**

28 Breakfield, Ullswater Business Park, Coulsdon, Surrey, CR5 2HS | 0208 645 5050 | [www.dtrsports.com](http://www.dtrsports.com) | [info@dtrsports.com](mailto:info@dtrsports.com)

**Melvyn Rutter Limited**

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day



The Morgan Motor Company are delighted to announce a range of 110th Anniversary vehicles. In advance of their 110 year anniversary in 2019, a range of excellent no cost options will be offered on all models shown here, each of which will feature the celebratory '110' badging.

Enquiries and orders are now being taken.

**Please talk to Melvyn for the full story.**

**MORGAN HIRE**  
Both 3 and 4 wheeler models  
£220 per day

**NEW RUTTER PARTS CATALOGUE**  
40 Year Anniversary Edition, 84 Page Parts Catalogue  
£5 UK, £7 Europe, £9 overseas elsewhere



The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England  
Tel: 01279 725725 [www.melvyn-rutter.co.uk](http://www.melvyn-rutter.co.uk) Email: [mr@melvyn-rutter.net](mailto:mr@melvyn-rutter.net)



GERMAN-CAR.NET

**YOUNGTIMER and CLASSIC CARS**



**Porsche 993 Turbo.** 2 wheeldrive! Reg. 14.06.1995, 96.000 km, black metallic/leather dark green, very exclusive tuned to 450hp, special RS seats, door panels, racing suspension, BBS alloy wheels, S-exhaust and more... All original parts come with the car. **€159.000**



**Rare BMW M3 CSL.** Reg. 25.09.2003, 50.568 km, rare CSL M3 BMW coupe with low km and full service history, with a/c! Accident free. **€97.500**



**Maserati Indy 4.9.** Reg. 11.07.1973, 92.950 km, one of only 300 cars built, grey metallic/leather cream, matching number and colour with a/c, new tyres. **€119.000**



**BMW 1600/02 Cabriolet.** Reg. 01.04.1970, 118.759 km, rare and original BMW 1600/02 convertible, orange-red with black seats and black roof. Elder restoration in very good driving condition. **€49.000**



**Lamborghini Urraco P250 S.** 98km, reg. 1977, very original Urraco 250 S in grey metallic with blue/black interior, matching number and colour, engine and transmission overhaul, with a/c and good history. **€89.000**



**Mercedes-Benz 280 SE Coupe W111.** Reg. 01.07.1968, 105.000 km. white with original leather bordeaux, a/c, automatic, 4 el. power windows. Very well kept rust free example. **€55.000**

[WWW.GERMAN-CAR.NET](http://WWW.GERMAN-CAR.NET)

German-Car.Net

Werkstr. 10-12 24848 Kropp Tel: +49 (0)46 24 - 803 19 31

Mercedes-Benz BENTLEY JAGUAR Rolls-Royce MASERATI Ferrari SHELBY Lamborghini ASTON MARTIN

*Classics that inspire.*

**SSR Classic**  
[www.ssrclassic.com](http://www.ssrclassic.com)

Workshop recommended by members of the Rolls-Royce & Bentley Specialists Association





[www.totalheadturners.com](http://www.totalheadturners.com)

Over 40 Replicas / Classic Cars in stock



**1972 Porsche 356 Speedster.** Replica by Chesil. Powered by a 1600cc Air cooled engine, Sounds and goes great! A great fun car at only. **£29,995**



**Cobra by DAX.** Finished in a stunning grey metallic. Superb 4600cc RPI V8 engine, (4.6 long block). This stunning and fast Cobra is a bargain at only **£33,995**



**2002 AC CRENDON Cobra CR026.** Powered by FORD 351 Windsor 5.8 V8. Sounds and drives superb. **£47,500**



**2001 AC Cobra by Southern Roadcraft.** "Powered by Ford" Powered by Ford 302ci 5000cc V8, 5 speed T5 Gear box, LSD. A super fun Cobra at **£34,995**



**Jaguar E-type S1 FHC 4.2 1967.** Finished in Black coachwork and has come from a single ownership of 37 years. Matching numbers and, in beautiful condition. This stunning original and useable E-type is so much fun to drive. **£77,500**



**Ford GT40 MK1 replica by Tornado Sports Cars!** 2013 with Just 480 miles from new! Ford Windsor 302ci 5000cc tuned V8 by BAE. **£79,995**



**Ferrari F430 F1.** This superb Ferrari F430 is finished in Black (Nero Daytona Metallic). FSH, 33500 miles. A truly amazing supercar for only. **£89,995**



**2010 AC Cobra by Gardner Douglas MK 4, LS V8.** Powered by a GM LS V8 injection engine, mated to a 6 speed gear box. Amazing driving Cobra. **£55,000**



**2004 AC Cobra by Pilgrim Motorsport.** (Removable hard top). Powered by a superb 4600cc aluminium rover V8, 5 speed gear box. This fully loaded Cobra is only **£33,000**



**Factory Built Gen 2 AK Sportscars Cobra LS3.** Powered by an amazing LS3 6.2litre V8, 480 bhp spec. A Top spec factory car at. **£55,000**



**Cobra by Pilgrim Motorsport.** One owner from new and only covered 105 miles since build. Powered by an aluminium 3500cc Rover V8. Bargain at only **£29,995**



**1998 AC Cobra DAX.** Big block 502ci "Widow maker" Powered by an awesome 502 ci tuned to 8500cc Big block V8. More power than you could imagine. **£44,495**

Telephone: 07711 630348 or 01992 573564 Email: [mark@totalheadturners.com](mailto:mark@totalheadturners.com)



Both for Sale  
**MGC Roadster complete restoration**



**MGB Historic Racer now complete**



TEL: 01442 832019 FAX: 01442 832029  
Hempstead Road, Bovington, Herts HP3 0HE

**PARTS - SERVICE - SALES**

MGB/C's BUILT TO ORDER. CALL FOR COMPLETE LIST

## Sales, Service & Restoration Ferrari Specialist



Ferrari 430 F1 spider

2002

BROKED SALE - Carbon fibre sports seats. Carbon fibre dash inserts. Challenge Stradale wheels. Enamel wing shields.

£ Enquire



1997 Ferrari 550 Maranello LHD  
£ Enquire



2000 Ferrari 360 F1 Modena LHD  
£ Enquire



1997 Ferrari Berlinetta Manual LHD  
£ Enquire



Ferrari 512 BBi  
£ Enquire



Ferrari 512 BBi  
£ Enquire



Ferrari 365 GT 2+2  
£ Enquire



Ferrari 365 GTC/4 -  
£ Enquire

Experience the Experience.

[www.rardleymotors.com](http://www.rardleymotors.com)

Sales: 01428 606616 Service: 01428 606606



Cosworth  
Sevens

Cross-flow  
Sevens

K-Series  
Sevens

Vauxhall  
Sevens

Other  
Sevens

**WANTED ANY SEVENS. TOP MONEY PAID WILL CALL AND COLLECT. HAVE BEEN IN THE CATERHAM BUSINESS FOR 25 YEARS.**

+44 (0)7831 240733

[www.woodcotesportscars.com](http://www.woodcotesportscars.com)

[stuartwylie@tiscali.co.uk](mailto:stuartwylie@tiscali.co.uk)





### LANCIA SUPERJOLLY

Camper van variant Superjolly for restoration. Very sound structurally and mechanically complete. A very rare vehicle here in the UK.....**£7,500.00**



**1969 MORRIS MINOR CONVERTIBLE.**  
Almond Green with green interior, upgraded servo brakes, runs & drives very nicely..... **£5,995.00**



**1981 ALFA ROMEO GTV 2.0LTR**  
Just 30k genuine miles and 2 owners. In superb, original condition inside & out..... **£13,995.00**



**1966 LAMBORGHINI 1R DIESEL TRACTOR.**  
Just arrived from Italy, one family owned from new, Lamborghini 1R. In full working order with lifting gear and grass cutter..... **£11,995.00**



**1988 PORSCHE 944 COUPE**  
Automatic, just 65k miles with FSH. A lovely, corrosion free example that drives perfectly..... **£8,995.00**



**1972 CITROEN DS23 PALLAS**  
Dark blue with blue cloth interior. In very nice condition inside & out..... **£28,000.00**

for further details on any vehicle, full stock and new arrivals contact  
**01672 512879 / 07813394167 email: eccdavid.h@gmail.com**  
We are situated near Swindon at the foot of the Wiltshire Downs, 10 miles from the M4 jnc 16

## 1967 Mercury Cougar

Finished in light metallic blue with blue vinyl interior. Restored and in excellent condition, complete with 302 cu engine and refurbished gearbox. Running on Mustang wheels, and with Edelrock stainless exhaust, and fitted with Dan Gurney air scoop, and featured in one of the classic car magazines.  
**£21,000**



### SPEEDMASTER, SPECIALISTS IN HISTORIC AUTOMOBILES

Contact James Hanson on +44 (0)1937 220360 for more info  
info@speedmastercars.com www.speedmastercars.com



### RAWLES MOTORSPORT LTD

Austin Healey Restoration - Upgrades - Sales - Service - Upholstery - Concours Prep - Engine Build & Rolling Road



**£77,000 | Austin Healey 3000 MkI BN7**  
1960. Healey Blue with Navy Interior. Rare two-seat roadster as produced for competition homologation. Restored by specialists 4k ago.



**£75,000 | Austin Healey 3000 MkIII BJ8**  
1965. Healey Blue w. Ivory Duotone and Navy interior. Very good quality car, sensible upgrades inc. oil cooler, aluminium head & more.



**£72,000 | Austin Healey 3000 MkIII BJ8**  
1965. British Racing Green w. Black leather. Highly upgraded for touring w. power steering, upgraded brakes & more.



**£58,000 | Austin Healey 3000 MkIIA BJ7**  
1963. Black w. Red Interior. Rawles Motorsport upgraded with telescopic dampers, 4-piston brakes & 5-speed gearbox. 2018 paint.



## UK SPORTS CARS

CLASSIC & SPORTS CAR SPECIALISTS



LOTUS ESPRIT S3, 1986. MONACO WHITE WITH NAVY BLUE HIDE WITH CLOTH INSERTS. - £29,995



1967 VW SPLIT SCREEN CAMPER VAN - WE HAVE A WIDE SELECTION OF THESE BUSES AVAILABLE



LOTUS ELAN SPRINT DHC, 1971. VERY GENUINE CAR WITH A LOTUS GALVANISED CHASSIS. £39,995



AUSTIN HEALEY 100/6 BN4 2+2, 1958. SUPERB CONDITION THROUGHOUT. 4 SPEED WITH OVER DRIVE. £49,995



LOTUS ESPRIT V8 TURBO, 1996. 42,000 MILES. FULL FAWN LEATHER. A/C. FULL HISTORY. £36,995



LOTUS ELAN+2S130/5. ACTUAL LONDON MOTOR SHOW CAR. £35K RESTORATION. £34,995

Please visit our website at www.ukSPORTSCARS.com for thirty other carefully selected Lotus, Caterham, performance and classic vehicles. Should you be thinking of selling any of the above or similar please contact us for a no obligation discussion -

### YOUR CAR WANTED!

FULL PAINT SHOP & SERVICING FACILITIES  
COMMISSION SALES UNDERTAKEN ON MOST BRITISH CLASSIC & SPORTS CARS

**TEL: 01227 728190**

WEBSITE: www.ukSPORTSCARS.com E-MAIL: sales@ukSPORTSCARS.com



# Restoration to perfection



Classic and modern servicing, restoration and race preparation  
**01306 627770** [www.smdg.co.uk](http://www.smdg.co.uk)  
 Unit 12 Ridge Farm, Horsham Road, Rowhook,  
 Horsham, West Sussex, RH12 3QB [office@smdg.co.uk](mailto:office@smdg.co.uk)



## Classic Showcase

Where Great Cars Achieve Perfection



P79-436  
1979 Porsche 911 "930 Turbo-Look"



AH61-506  
1961 AH MKII 3000 BT7 Roadster



FE67-901  
1967 Ferrari 330 GT 2+2 Coupé



MG59-754  
1959 MGA Twin-Cam Roadster



P73-187  
1973 Porsche 911 T Coupe



J62-990  
1962 Jaguar Mark II 3.8 Sedan



J62-274  
1967 Jaguar-XKE Series 1 4.2 OTS  
with Hard Top



J75-127  
1975 Jaguar XJ12C Coupé



J66-792  
1966 Jaguar-XKE Series 1 4.2 FHC



J59-422  
1959 Jaguar XK-150 S OTS

World Class Restoration Facility • Over 35 Years Experience • A Sampling of our Great Classics Offered for Sale  
 California, USA • Sales Showroom: +1-760-758-6100 • Restoration: +1-760-758-6119 [www.classicshowcase.com](http://www.classicshowcase.com)



[www.classic-spares.com](http://www.classic-spares.com)

Austin Healey Specialist

[www.murrayscott-nelson.com](http://www.murrayscott-nelson.com)



**Austin Healey 100/6 BN6.** 1958 Ex US rare 2-seater model. Subject of an older restoration with excellent bodywork. Recent engine rebuild. Carburettors and distributor have also been rebuilt and a new clutch fitted. Finished in duotone colour scheme of red over black with black trim and weather black equipment. Fitted with a front disc brake conversion kit, side exit sports exhaust system and wire wheels. **£53,500**



**Austin Healey 100/6.** 1957. Early Longbridge ex US car converted to RHD and restored as a works rally replica. Fitted with a 3000cc engine, triple Weber carbs, side exit sports exhaust system giving circa 170 BHP. Fitted with genuine works hardtop, disc brakes all round and overdrive. Virtually unused since repaint 2 years ago. Recent new carpets in the front, sports seats, 4-point seatbelts and retro trip meter. **£65,000**



**Austin Healey 100/6 BN4.** 1957 Longbridge Ex US car. Subject of a no expenses spared restoration. Rebuilt on to new chassis, all new aluminium body and louvered bonnet. Fitted with high specification engine, triple Weber carbs and sports side exit exhaust. Finished in Colorado red with black trim, black mohair hood and black mohair tonneau. Fitted colour coded 72 spoke wire wheels and overdrive. Only 70 kms since completion. **£90,000**



**Austin Healey 3000 Mk 3 BJ8 phase 2.** Ex US car. Subject of no expense spared restoration. Totally rebuilt on to new chassis; covered less than 1400 miles since completion. Finished in classic duotone colour scheme of Healey Ice Blue over Ivory White with blue leather trim, blue mohair hood and weather equipment. Fitted with stainless steel sports exhaust, aluminium rocker cover, power socket, wood rim steering wheel and 72 spoke chrome wire wheels. **£115,000**

**01723 361 227 | [info@murrayscott-nelson.com](mailto:info@murrayscott-nelson.com)**  
 Murray Scott-Nelson, Beaconsfield Street, Scarborough YO12 4EL

[www.FORZA288.com](http://www.FORZA288.com)



**Ferrari F430 Coupe**

2008, 11,400 miles, Grigio Titanium, full main dealer history, fully loaded, carbon brakes, carbon driving zone, challenge Stradale wheels, titanium wheel bolts, electric Daytona seats (heated), Scuderia shields, parking sensors front and rear, stereo CD, Bluetooth, complete with tools and all keys. Price includes main dealer service, virtually unmarked. **£93,995**



**Ferrari 348 Spyder**

1995, 18,000 miles, very rare, one of the last produced, left hand drive, this Ferrari has been in storage and was a time warp, checked over by Emblem Sports Cars, compression test, new tyres, MOT, detailed and polished. Extras included wide track suspension, sports exhaust, fitted indoor cover, hood cover. **Superb £51,995**

**T: (01425) 273 682 M: (07860) 274 455 E: [info@forza288.com](mailto:info@forza288.com) W: [forza288.com](http://forza288.com)**

### 1969 MGB GT 1.8 - Current owner 41 years



1 previous owner. Overdrive. Primrose yellow, sunroof. Black vinyl roof. C/W/W, chrome bumpers. MOT'd. Regularly serviced. 88,858 miles. Maintained regardless of cost. Lovely condition. Ready to enjoy.

**£8,500 ono (Private Sale)**  
**Tel: 07590 961630**





# CLASSIFIED

To advertise your car in next month's classified, call us on **020 8267 8545**;  
fax: **020 8267 5404**; e-mail: [tahir.saleem@haymarket.com](mailto:tahir.saleem@haymarket.com). **Deadline** is Friday 16th November.

**ADVERTISE FOR £40 INC VAT** (£70 if photo included) Classified advertising in Classic & Sports Car is £40 for 20 words and £1 per word thereafter.

Cheques payable to Haymarket Publishing Ltd, or a postal order must accompany your advertising copy. Send to Classic and Sports Car Advertising, c/o Tahir Saleem, Haymarket Media, Bridge House, 69 London Road, Twickenham, Middlesex, TW1 3SP. **OR TELEPHONE US** You may telephone your classified advertisement to us by calling 020 8267 5937 during office hours (quoting your credit card number). **PLEASE NOTE** No alterations, cancellations or refunds possible. Classic & Sports Car reserves the right to refuse or withdraw advertisements at its discretion and does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes. Advertisements received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed. **TRADE DESCRIPTIONS ACT 1968** Advertisers should pay close attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale. **CLASSIFIED DISPLAY** £20.00 per single column centimetre, minimum £96 inc VAT for 4cm inclusive of any photo use. **BOX NUMBERS** There is an additional charge of £20.00 UK and £30.00 overseas for all box number ads. Reply to Box No.... c/o Tahir Saleem, Classic and Sports Car Advertising, Haymarket Media, Bridge House, 69 London Road, Twickenham, Middlesex, TW1 3SP

A

**Earley Engineering Limited**  
Alvis Specialists  
+44 (0)1981 250 244  
[earleyeng@aol.com](mailto:earleyeng@aol.com)  
Visit our new website  
[www.earleyeng.com](http://www.earleyeng.com)

- | Servicing
- | Restorations
- | Upgrades
- | Sales
- | Chassis engineering
- | Engine builds
- | Coachbuilding
- | Bodyshop



**AUSTIN HEALEY FROGEYE SPRITES WANTED.**  
Also small selection of properly restored Frogeyes and later Sprites for sale. For current stock check [www.mgmidgets.com](http://www.mgmidgets.com) or tel. Mike Authers Classics, specialist in Midgets and Sprites in Abingdon on Tel 07703 465224

**COUNTRY CLASSIC CARS**  
STANTON, ILLINOIS, USA

One of the largest selections of  
Classic Cars for sale in the USA

**OVER 600 CLASSIC CARS**

STAUNTON, ILLINOIS, USA 62088  
Tel: +1-618-635-7056  
[cntryclasscars@madisonelco.com](mailto:cntryclasscars@madisonelco.com)  
[www.CountryClassicCars.com](http://www.CountryClassicCars.com)

**Aston Martin Heritage Designs**  
[heritageclassicrestorations.com](http://heritageclassicrestorations.com)

### New & Used Aston Martin Parts

With over 25 years experience our restoration service can restore your leather work, renew Wilton carpets & supply many original AML upgrades, headrests, radio housings, footrests, tool rolls, consoles and DB sunvisors.

+44 (0)1825 732306  
[heritageresto@btinternet.com](mailto:heritageresto@btinternet.com)



[allastonmartin.com](http://allastonmartin.com)

**ASTON MARTIN V8 VOLANTE SERIES L.** In colour Rolls Royce Royal Blue and Fawn interior. Undergone substantial restoration of body and engine rebuild. Immaculate condition. £137,500 newly reduced. [www.allastonmartin.com](http://www.allastonmartin.com) Tel: 01737 244567. [sales@allastonmartin.com](mailto:sales@allastonmartin.com)



You own a classic, don't make it history

- \* 3-WIRE SELF-INSTALL
- \* REMOTE IMMOBILISER
- \* UK/EU/USA Coverage
- \* WEB & APP Tracking

[www.classic-tracker.com](http://www.classic-tracker.com)

**AC HERITAGE**

AC factory craftsmen • Restoration • Conservation  
• Fabrication • Jigwork • Aluminium welding • lowbake  
paintsystem • Expert colour matching • Insurance appointed  
• Full or part restorations • Service • parts • Transportation.  
Official AC repair agent.  
[www.ACHeritage.Com](http://www.ACHeritage.Com)  
Tel: Steve Gray 01932 828545 / 07860 912217  
Brooklands Motor Circuit, Brooklands Road,  
Weybridge KT3 0QN.  
Wanted Dead or alive AC's • Projects • Parts • Memorabilia etc



**AC COBRA REPLICAS...WE ARE BRITAIN'S PREMIER CLASSIC AND SUPERCAR REPLICA SPECIALIST.** Up to 50 cars in stock. Friendly and enthusiastic staff. Good quality cars bought and sold. Tel 07711 630 348 / 01992 573 564 or visit [www.totalheadturners.com](http://www.totalheadturners.com)

**1964 ALFA ROMEO 2600 SPIDER.** LHD. UK Reg. Probably the finest available worldwide. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

**Classic Alfa**  
[www.classicalfa.com](http://www.classicalfa.com)

GT/GTV -1964-77  
Spider -1955-93  
Super -1962-77  
750/101-1955-64  
Montreal

Mail order parts worldwide  
Tel: +44 (0)20 8688 4443

### Peter Jarvis Classic Cars

Please view my website  
visit: [www.peterjarvis.net](http://www.peterjarvis.net)

Jaguar, Mercedes, Rolls Royce,  
Bentley and various classic cars

Worldwide shipping  
Tel: 01322 669081  
or 07836 250222

**1934 AUSTIN 12/4 ASCOT SALOON - £13,250**  
Gavin McGuire - 01892 770310 or 07770 316482  
E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)

**MURRAY SCOTT-NELSON**  
[www.classic-spares.com](http://www.classic-spares.com)  
Austin Healey Specialist  
[www.murrayscott-nelson.com](http://www.murrayscott-nelson.com)  
tel. 01723 361227

RESTORATIONS • BODYWORK • PAINTWORK • SERVICING  
NATIONWIDE COLLECTION & DELIVERY SERVICE • STORAGE  
CONCOURS PREPARATION • MAIL ORDER PARTS

**1922 AUSTIN 7 SPORTS - £19,750.** Gavin McGuire - 01892 770310 or 07770 316482  
E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)

**LANCASTER INSURANCE**  
01480 484 862



[allastonmartin.com](http://allastonmartin.com)

**ASTON MARTIN LAGONDA RAPIDE.** Silver exterior. Rare manual and left hand drive. One of 55 built. Entree and winner in numerous concours! £200,000. [www.allastonmartin.com](http://www.allastonmartin.com) Tel: 01737 244567. [sales@allastonmartin.com](mailto:sales@allastonmartin.com)



[allastonmartin.com](http://allastonmartin.com)

**ASTON MARTIN V8 SERIES III "S" SPEC.** Dark blue with natural leather interior. Odometer reading: 103,606. Has full record of ownership, and much investment in maintenance. £67,500. [www.allastonmartin.com](http://www.allastonmartin.com) Tel: 01737 244567. [sales@allastonmartin.com](mailto:sales@allastonmartin.com)

**1966 ALFA ROMEO DUETTO SPIDER** Boat Tail series 1 LHD. Magnificent condition. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

B



**1975 BENTLEY CORNICHE DHC.** RHD. One of 77 Mulliner Park Ward DHC produced. Supplied by Jack Barclay Ltd with a Brewster green exterior and beige leather interior. Extensive service & mot history along with original factory order documents. £66,995.00. Please contact Paul: 07766 740 253

**BENTLEY & ROLLS ROYCE**  
RESTORATION  
SERVICING & SALES

**N. Sandell the specialist in all Post War to Current vehicles.**  
UNIT 7-8, Isleworth Business Complex,  
St John's Rd, Isleworth TW7 6NL.  
Tel: 020 8758 2322 or visit our  
website: [www.nsandell.com](http://www.nsandell.com)



# SHELBY COBRA MUSTANGS



Professional location, supply, concours standard restoration and upgrades of genuine

## SHELBY MUSTANGS & AC COBRAS

[www.dragonwheelsrestorations.co.uk](http://www.dragonwheelsrestorations.co.uk)

UK phone: 01908-551131 / 07846-861853

E-mail: [faulknerstevens@btinternet.com](mailto:faulknerstevens@btinternet.com)

# PHIL NEWEY

SPORTS CARS OF CALIFORNIA



'69 MGC GT: 6 Cylinder, rare!!! California car, no rust, exc. body, nice interior/paint. \$14,500



'76 Porsche 914, 2 liter, DRIVE GREAT, no rust, App Group, 2 avail, from \$9500



'78 Datsun 280Z, 5-speed, immaculate condition, no rust, perfect interior. \$14,500



'59 MGA TWIN CAM, California car, no rust, nice interior, Heritage Cert. MGB motor \$23,950



1938 OLDSMOBILE CPE, no rust, rebuilt motor, older resto, lovely interior, nice. \$13,950



'58 MGA Rdstr, California RUST FREE CARS!! 4 AVAILABLE, NICE CARS. \$16,950

Shipping \$995 Guaranteed!! - all base ports • Southern California, USA (562) 691-1109  
[www.PhilNeweySportsCars.com](http://www.PhilNeweySportsCars.com) • [PhilNeweyCars@aol.com](mailto:PhilNeweyCars@aol.com)



## WANTED!

If you are considering selling your AC why not contact us first for friendly informative conversation. At Redline we pride ourselves on making quick decisions and fast transactions for a totally hassle free service, or if your preferred option is commission sale we would be happy to discuss your requirements further.

Web: [www.redlinepe.co.uk](http://www.redlinepe.co.uk) Tel: 01932 875435 Email: [info@redlinepe.co.uk](mailto:info@redlinepe.co.uk)

WE WANT TO BUY YOUR MODERN OR CLASSIC CAR, BEST PRICES PAID FOR CORRECT EXAMPLES  
 SALES | RESTORATION | MECHANICAL REPAIRS | SERVICING

# Robin Lawton

Vintage & Classic car specialist | Over 50 years experience  
 SURREY/HAMPSHIRE/SUSSEX BORDERS



1960 MGA 1600 Roadster



1934 Riley Nine Lynx Four Seat Tourer

Visit our website to view all our current collection

For details of all vehicles currently available, please see our website [www.robinlawton.com](http://www.robinlawton.com)

Email: [enquiries@robinlawton.com](mailto:enquiries@robinlawton.com)

Tel: 01420-474919/07710-364945



## B



**1953 BUCKLER MARK 10.** Rare 100E and Taylor aluminium bodied car. Three owners and never used on the road. Original build finally finished. Present owner since 1991. Current MOT. Ready to register and put to proper use. Details phone Peter Silverthorne 01189406633 View Bristol £10,000

**ROYCE**  
 SERVICE & ENGINEERING  
 Specialist in classic & modern Rolls-Royce & Bentley motor cars

SALES • SERVICE • RESTORATION

**- DO NOT -**  
 Buy or sell a Rolls Royce or Bentley without speaking to us first

Tel: 01737 844999  
[www.rsande.co.uk](http://www.rsande.co.uk)  
 Station Road, Betchworth, Surrey RH3 7EZ



**BUGATTI TYPE 35 TEAL REPLICA FRENCH BLUE.** Blue Trim. Based On A 1972 Morris Marina 1800cc. Brooklands Screen. Motolita Wheel. MOT'd May 2019. Tax Exempt. MOT Exempt Looks Fantastic and In Excellent Condition. £12,995 (Choice of 2). Tel: 07761549454 or visit [www.ah-classic-cars.co.uk](http://www.ah-classic-cars.co.uk)

**1936 BMW 326 CONVERTIBLE - £59,500** Gavin McGuire - 01892 770310 or 07770 316482 E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)

**1939 BMW 327/80 CABRIOLET - £185,000** Gavin McGuire - 01892 770310 or 07770 316482 E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)

**1973 BMW 2002.** Manual RHD. 5 Speed with extensive history, all old MOT's. £22,000. Tel: 0117 956 7144 [www.allsportscars.co.uk](http://www.allsportscars.co.uk)

## C



## Citroën DS Specialist

- \* Car sales
- \* DS Interiors supplied and fitted
- \* Parts
- \* Cars taken on consignment

[www.frenchclassics.co.uk](http://www.frenchclassics.co.uk)



Tel: UK  
 +44 (0)1474 703125  
 Mob: UK  
 +44 (0)7778 064331

Email: [info@frenchclassics.co.uk](mailto:info@frenchclassics.co.uk)

**1927 CROSSLEY 20.9HP FABRIC SALOON - £34,950** Gavin McGuire - 01892 770310 or 07770 316482 E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)

## D

**1982 DAIMLER 4.2 XJ6 SERIES III.** Auto. RHD. 37,000 miles. F.S.H, unmarked example. Always garaged from new! £14,995. Tel: 0117 956 7144 [www.allsportscars.co.uk](http://www.allsportscars.co.uk)

## F

**FERRARI 250 PONTOON TESTAROSSA RECREATION.** Recently completed using a UK RHD. Ferrari donor car with an alloy body to a very high specification with fantastic performance and handling. Absolutely stunning. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

**2002 FERRARI 456 M GT.** Manual. RHD. Supplied new by Maranello to Eric Clapton. Mint condition. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

**1976 FERRARI 365 GT4 2+2 MANUAL.** LHD. Totally restored 2013/14 to concours by Automobile Tricolore. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

**1964 FIAT O.S.C.A 1600S SPYDER.** LHD. Restored. Very stylish and very rare. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

**1966 FIAT ABARTH 1000 OTS LHD.** UK Reg. Set up for rally/fast road. Magnificent. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

**1968 FORD MUSTANG FASTBACK 351 V8.** 6500cc. Manual. Black. LHD. 5 speed manual, 4 wheel disc, power steering rack, Alloy Heads, Black - Awesome car! £49,995. Tel: 0117 956 7144 [www.allsportscars.co.uk](http://www.allsportscars.co.uk)

## F



# Sales, Service & Restoration

Call 01428 606616  
[rardleymotors.com](http://rardleymotors.com)



We are based on the Surrey/  
 West Sussex border  
 We service all modern/classic  
 Ferrari and Maserati  
 Tel: 01306 627770

[www.smdg.co.uk](http://www.smdg.co.uk)

## Ferrari 360 F1 Spider



2001(Y reg). 12,000 miles with F.S.H (Just had major service). Many options.  
 POA

Please contact Mr M. Wise Tel: 07836 622234  
 Email: [info@michaelwisecars.co.uk](mailto:info@michaelwisecars.co.uk)  
[www.michaelwisecars.co.uk](http://www.michaelwisecars.co.uk)



F



**DK Engineering**

**Restoration to Perfection**

We have the necessary skills and experience to produce the highest quality finished article. Our attention to detail has been quantified by numerous class awards and even overall victories at the worlds most prestigious Concours d'Elegance events. Whether you wish to have your car restored in order to show it at events, or just for your own enjoyment, we would be delighted to assist.

[www.dke.co.uk](http://www.dke.co.uk) - T. 01923 287687

**WANTED:** Classic Ferrari of the '50s, '60s, '70s wanted for straight purchase or consignment. Thomas@HamannClassicCars.com, Tel: +1-203-813-8300.



**Enthusiastic buyers of Classic Cars**

All interesting classics wanted by genuine enthusiasts

From barn finds to concours show winners.

Anything considered - Exotic, Vintage, Sports, Hot Rods, American, RS Fords, Replicas etc.

*Discretion assured.*

[james@standrewsautos.co.uk](mailto:james@standrewsautos.co.uk)  
07980 982367 / 01245 248888

[www.standrewsautos.co.uk](http://www.standrewsautos.co.uk)

**Ford Capri 2.8i Special**



Wonderful time-warp 1986 (Mk3) model. Only 48,000 mls. Totally original, incredible condition. POA

Please contact Mr M. Wise Tel: 07836 622234  
Email: [info@michaelwisecars.co.uk](mailto:info@michaelwisecars.co.uk)



**1995 FERRARI 456 GT UK SUPPLIED**, RHD manual, 13,700 miles. Rosso Monza exterior with a Crema interior. A superb example of a limited production, low mileage, manual GT V12 with exceptional documented ownership and service history from new. £79,995. Tel: 01625 360736 or [www.2bc-automotive.com](http://www.2bc-automotive.com)

G



**GINETTA G15 1972.** Red With Black Trim. Sunroof. Alloys. Roll Cage. 998cc Engine On Webers. History. Rare Car. Ideal Road or Competition Use. £9,995. Tel: 07761549454 or visit [www.ah-classic-cars.co.uk](http://www.ah-classic-cars.co.uk)

H



**LANCASTER INSURANCE**

**01480 484 862**

**1920 HUMBER 15.9HP TOURER - £36,500** Gavin McGuire - 01892 770310 or 07770 316482 E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)

J

**WANTED URGENTLY**



**JAGUAR E TYPES ALL MODELS ANY YEAR OR CONDITION**  
TOP PRICE PAID. DISTANCE NO OBJECT  
PLEASE RING DAY OR NIGHT  
01322 669081 / 07836 250222  
email: [pjarvis646@aol.com](mailto:pjarvis646@aol.com)

**1973 JAGUAR E TYPE V12 ROADSTER.** 5.3 litre. Manual. 76000 miles. RHD. UK Car, Full service history, extensive restoration carried out by well known specialist. £99,999. Tel 117 956 7144 [www.allsportscars.co.uk](http://www.allsportscars.co.uk)

**LANES CARS**

Specialist buyers and sellers of 'E' type Jaguars

contact Martin Lane  
[www.lanescars.co.uk](http://www.lanescars.co.uk)  
Call 01922 749244



**JAGUAR E-TYPE SERIES 11**, 1970, 2+2 automatic. Old English white with nice original red leather interior, chrome wire wheels, converted from left to right hand drive in the early 90's excellent engine with good oil pressure, drives superb, large history file, currently owned for over 10 years, maintained by known E-type specialist. To sum up a nice genuine car, much admired not concours. Regretful sale £36,500 private sale 07919 397548 or home 02392 464952

L

**1935 LAGONDA M35R - £127,500** Gavin McGuire - 01892 770310 or 07770 316482 E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)



**LAMBORGHINI URRACO P250 S** 98tkm, Reg. 1977, very original Urraco 250 S in grey metallic with blue/black interior. Matching number and colour, Engine and Transmission overhaul, with AC and good History. Euro 89,000, +49151-23524361 info@german-car.net

**Woodbridge Classic Cars**



*A Traditional British Company*  
**Internationally Acclaimed Classic Car Restoration**

- Over 25 years experience in classic car restoration.
- Bespoke classic car custom build best-in-show awards.
- Luxuriously restored original specification classic cars.
  - Built to customers exact specifications.
  - Covering all aspects of classic car motoring.
- Our high levels of enthusiasm are matched by the high quality of our services.
- **Dry, secure, insured storage available for classic cars.**
  - **Minimum term 3 months.**

**From £100+VAT pcm. Enquiries: [sales@tr6.com](mailto:sales@tr6.com)**

[www.tr6.com](http://www.tr6.com) [www.woodbridgeclassiccars.org](http://www.woodbridgeclassiccars.org)

Tel: 01728 746413 Email: [sales@tr6.com](mailto:sales@tr6.com)

Blomvyle Hall Garage, Easton Lane, Hacheston, Woodbridge, Suffolk IP13 0DY



**1989 Jaguar XJS Convertible**



**1929 Ford Model A Roadster Pickup**



**1959 Jaguar XK150**



**Auto Collectors Garage**

Tel: 001-713-541-2281 • Houston, Texas, USA • [AutoCollectorsGarage.com](http://AutoCollectorsGarage.com)

**JB JERRY BENSINGER**

Sales, Purchase, Brokerage of Sports & Racing Cars

Office: +1-330-759-5224 • Fax: +1-330-759-5225 • [jbenzr@aol.com](mailto:jbenzr@aol.com)



'51 Jag 120 fhc: fantastic total restoration, superb.



'91 Alfa Spider Veloce: 33,000 mi., red/tan lthr, exc.

'67 Morgan 4/4 Comp: rare, restored, never raced.

'68 XKE ots restored, Webers, great attention to detail, fastest I've driven.

'57 Jag 140 dhc: much resto by the best, you finish.

'71 Mazda Cosmo 110Sport: great cars.

AH 100M orig. carbs & cold airbox

Maserati A61500 Weber36DCR carb.

More Maserati, Ferrari, Aston, Jaguar 120 thru XKE, AH parts.

**OTHER CARS AVAILABLE. PLEASE INQUIRE.**



**Christopher John Ltd. FINE SPORTS CARS**

T: 001-772-634-4363 • [christopherjohnltd@gmail.com](mailto:christopherjohnltd@gmail.com)  
Daytona Beach, Florida • [www.christopherjohnltd.com](http://www.christopherjohnltd.com)

**Florida's Morgan dealer #motoringwithstyle**

We sell, buy & consign Morgan cars & quality British sports cars



Now taking orders for the new Morgan +4 and Roadster V6!

1994 Morgan Plus 4, 13,000 miles. \$52k, only a few in the States!



Now taking orders for the new 2018 Morgan 3-Wheelers. 5-speed, S&S Vtwin. One in stock!



Roadster D Intermeccanica >

**OFFICIAL DEALER FOR MORGAN, RAPTOR & INTERMECCANICA**



# WANTED REGISTRATION

# 5701 LG

Any information grateful  
**Call James 07976 961608**

## L



**LOTUS ELAN SPYDER SPRINT 1972.** Yellow Over White Black Trim. Genuine Sprint DHC Which Had A Full Spyder Conversion At The Factory In 2007. Zetec Engine With Jenvey Injection. 12 Months MOT. Great Car. £27,500. Tel: 07761549454 or visit www.ah-classic-cars.co.uk

**1935 LAGONDA M35R - £127,500** Gavin McGuire - 01892 770310 or w07770 316482 E-mail gavinmcguirecars@gmail.com or web www.gavinmcguire.co.uk

**1969 LOTUS ELAN +2.** Manual. 1600cc. 69,000 miles. Fully rebuilt including chassis & engine. Many new parts incl interior, dash, alloy radiators etc etc. Superb Car! £29,995. Tel: 0117 956 7144 www.allsportscars.co.uk

## M

**CANTERBURY**  
 01227 720306  
 07860 232 232  
**CONVERTIBLES**  
 www.morrisminorconvertible.co.uk

Probably the best and largest supplier of genuine Morris Minor Convertibles in the world.

- ★ Established for 36 years.
- ★ Good value examples from £3,500 - £16,500.
- ★ Full after sales service facilities.
- ★ Convertibles required.

**www.mikebrotherwood.com 01834 831 546**  
*The Historic Lotus Specialist*



### Lotus Mark 6

One of the best and most famous of the 6's, with a wonderful history from new. It has a full Mark 9 de dion system, with Alfin drum brakes, and a 1350cc MGTC engine with Laystall head. No expense has been spared in maintaining the car in the best condition. Ready to go!

Please visit my website "FOR SALE" page. New and original Lotus space frame chassis available. Plus parts to build your Historic Lotus or Coventry Climax engine car.

*classic throttle shop*  
 SYDNEY AUSTRALIA

2015 Land Rover Defender 110 - Keswick Green, last of the last, lots of extras, low kms, books  
*classichrottleshop.com*  
 T +61.2.9922 2036

*classic throttle shop*  
 SYDNEY AUSTRALIA

1949 Land Rover Series 1 - very early Aluminium Bulkhead, no. 1460, very original, rare  
*classichrottleshop.com*  
 T +61.2.9922 2036



**LOTUS XIS2 REPLICA.** This is an almost new car built in 2003 and has covered about 500 miles from new. The engine is a 1020cc converted climax fire pump built by Oselli. I haven't seen the car but by all accounts it is built to a very high and exacting standard and ready to go. The car is available for a test drive in Suffolk. Tel: 01834 831 546 or visit www.mikebrotherwood.com

**LANCASTER INSURANCE**  
 01480 484 862



**MG MIDGETS!** Small selection of properly restored midgets, some with new Heritage body shells. £5,000 to £15,000. Mike Authers Classics, specialist in classic Midgets, Abingdon. Please Telephone: 07703 465224 or visit www.mgmidgets.com

**MG MIDGETS WANTED.** Wanted properly restored Midgets urgently required. Contact Mike Authers Classics, Abingdon. Please Telephone: 07703 465224 or visit www.mgmidgets.com

**WANTED:** 300SL Gullwing & Roadster 1954-1963 wanted for straight purchase or consignment. Thomas@HamannClassicCars.com, Tel: +1-203-813-8300.

**Mercedes-Benz Club**  
 Founded 1952  
**Join the Club**  
 www.mercedes-benz-club.co.uk  
 Telephone 0845 6032660

**1967 MORRIS MINOR TRAVELLER - £12,500**  
 Gavin McGuire - 01892 770310 or 07770 316482  
 E-mail gavinmcguirecars@gmail.com or web www.gavinmcguire.co.uk



**MERCEDES S420L LIMOUSINE 1998S,** Tourmaline Green metallic, Mushroom leather, mega spec inc. 5 speed auto, dual climate control, double glazing, electric front and rear seats, electric rear blind, airbags, wood/leather steering wheel, front/rear park sensors, 17" alloys, FSH, ONE OWNER, ONLY 27,000m, £17,950 Cheshire Classic Benz Ltd www.ccbenz.co.uk TEL: 01625 260913 CHESHIRE (T)

## M



**MERCEDES 220SEB COUPE 1966D** Original colour scheme of Midnight Blue with pale grey leather, four speed column change auto, fully restored and immaculate condition throughout, 49,000 miles, believed genuine, £44,950 Cheshire Classic Benz Ltd www.ccbenz.co.uk TEL: 01625 260913 CHESHIRE (T)

Merry Christmas!  
 from Lakes & Dales

**The Perfect Motoring Gift**

A Christmas gift voucher for Lakes & Dales Classic Car Hire

On the edge of the Lake District, with access to Yorkshire Dales, Borders & Scotland  
 Breathtaking scenery, fantastic driving roads, routes planned to suit you  
 A range of classic British sports cars for self-drive hire  
 Unlimited mileage, full support given  
 4 Star B&B farmhouse accommodation & cottages

t: 01768 879091 e: info@lakesanddales.co.uk w: lakesanddales.co.uk

## TEMPLAR AND WILDE

WWW.TEMPLARANDWILDECLASSICS.CO.UK



Classic vehicle restoration, service and sales. From MOT and service to full restoration, from Triumph TR to Ferrari Dino we are here to cater for all your classic vehicle needs.

We are located in Hedgerley in Buckinghamshire just off junction 2 on the M40 (Beaconsfield) with nearest train station being Gerrards Cross.

See websites [www.templarandwildeclassics.co.uk](http://www.templarandwildeclassics.co.uk) and [www.p1800specialist.com](http://www.p1800specialist.com) for details of our services.

**07792 911355 info@templarandwildeclassics.co.uk**



M



**MERCEDES 250SL W113 PAGODE MOOSGRØN 1968 - EURO 69,500** 0031(0) 546-563347 info@autoschipper.nl



**1972 MORGAN 4/4 4 SEATER.** Corsa red, black leather, folding windscreen, aero screens, luggage rack 1 owner £16,995 Contact Allon White Sports Cars 01234 750 205 www.awsportscars.co.uk



**MERCEDES-BENZ 280 SE COUPE W111**Reg. 01.07. 1968, 105.000 km. White with original Leather bordeaux, AC, Automatik, 4 el. Power windows. Very well kept rust free example Euro 55,000, 0049151-23524361 info@german-car.net



**1989 MERCEDES BENZ 560 SEC.** 5600cc. RHD. 58000 miles. Just arrived...awaiting prep. Stunning! £25,995. Tel: 0117 956 7144 www.allsportscars.co.uk



**2000 MORGAN +8 4.6 LITRE.** Jaguar Racing Green, stone leather piped green, chrome wires, mohair hood £37,995 Contact Allon White Sports Cars 01234 750205 www.awsportscars.co.uk



**2014 MORGAN 3 WHEELER WILLOW GREE,** black quilted leather, immobiliser, luggage rack, bonnet strap £31,995 Contact Allon White Sports Cars 01234 750205 www.awsportscars.co.uk

P



**PORSCHE 356B 1600S COUPÉ MATCHING! EURO 71,500.**+31(0) 546-563347info@autoschipper.nl



**PORSCHE 993 TURBO 2 WHEELDRIVE!**Reg. 14.06.1995, 96.000 km Black metallic/Leather dark green Very exclusiv tuned to 450HP, Special RS Seats, Door panels, Racings suspension, BBS Alloy wheels, S-Exhaust and more? All original Parts come with the car. Euro 159.0000049151-23524361info@german-car.net

**WANTED:** 550RS Spyder, 550A, RS60, RS61, RSK, 356 Carrera Speedster and other significant classic Porsche wanted for straight purchase or consignment. thomas@HamannClassicCars.com Tel: +1-203-813-8300

R

**classic throttle shop**  
SYDNEY AUSTRALIA

1984 Range Rover Classic - Australian delivery, desirable 2 door model, manual, books  
**classichrottleshop.com**  
T +61.2.9922 2036

**ROYCE**  
SERVICE & ENGINEERING  
Specialist in classic & modern Rolls-Royce & Bentley motor cars

**SALES • SERVICE • RESTORATION**

**- DO NOT -**  
Buy or sell a Rolls Royce or Bentley without speaking to us first

Tel: 01737 844999  
**www.rsande.co.uk**  
Sutton Road, Botolph Claydon, Suffolk IP19 2JZ

**LANCASTER INSURANCE**  
01480 484 862

**i Buy Any Classic**  
Freephone 0800 246 1800  
**www.ibuyanyclassic.co.uk**  
james@ibuyanyclassic.co.uk | 0800 246 1800 (Freephone)

★ I buy ANY classic car from the 1950's through to the 1990's! ★  
☀ I also buy any kit-car or reproduction car of any era! ☀

**Newman Freeman Racing with Fine Sports Cars**  
WORLD'S LEADER IN REMANUFACTURED SPORTS RACING CARS

Aston Martin DBR1/DBR2/DB3S Maserati 450S/A6GCS/FRUA Spyder

**Just completed: 1959 LeMans winning Shelby Aston Martin DBR1/2. Ferrari 375MM, 250TR, 330LMB**

Handcrafted to Customer Choice. Period Correct - FIA HTP Eligible  
**www.FineSportsCars.com**  
Contact Bill Freeman for further info. at NFRacingTeams@gmail.com or Tel: 001-619-231-3838, California

**1980 ROLLS-ROYCE SILVER SHADOW II - SRH 0039895**  
41,000 MILES, IMMACULATE THROUGHOUT

Fully documented service and maintenance history, fresh MOT and ready for home and continental touring in style and comfort. **£32,500**  
Robin Brailey • randcbrailey@gmail.com • 01403-871252

**STEVE BULL**  
SPECIALIST CARS

**1996 Mercedes Benz SL 500 (R129 model)**

Auto. Documented 27,770 miles only. UK supplied. All alloy 32 valve V8 engine 5 speed box & updated interior. F.S.H. Recent full service. **£23,500.**  
This particular vehicle was selected and featured in June issue 2018 of Classic & Sports Car  
Tel: 01380 725444 or **www.stevebullspecialistcars.co.uk**



## CLASSIC JAGUARS WANTED



We are actively seeking exceptional classic Jaguars. Purchasing globally, we're interested in any Classic Jaguar (RHD and LHD) up to mid 90's. We will consider collections and can also sell vehicles on consignment.

As part of our service, we'll travel to you and offer complete professionalism and discretion.

e) [info@classic.jaguar.co.uk](mailto:info@classic.jaguar.co.uk)  
t) +44 (0) 247 656 6600

## Paul Matty Sports Cars

### WANTED URGENTLY

EXPERIENCED MECHANIC REQUIRED TO WORK ON LOTUS CARS

PRICE: FULL TIME POSITION

Please call Paul or Kate in sales for more info on 01527 835 656, or email [sales@paulmattysportscars.co.uk](mailto:sales@paulmattysportscars.co.uk) for more info.

### Copper & Copper Nickel Brake Pipe Sets Made in the UK for ANY car



#### DOT5 Silicone Brake & Clutch Fluid

- Never needs changing
  - Will NOT damage paintwork
  - Repels Moisture
  - Inhibits corrosion
  - Will not catch fire easily
  - Consistent safe performance
- For the life of your car



Making your own brake pipes?

We have everything you need



AUTOMEK.CO.UK 01280 822818

## R

**1928 RILEY 9 MK 1 DROP HEAD COUPE - £27,500** Gavin McGuire - 01892 770310 or 07770 316482 E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)

**1936 SUPERCHARGED RILEY 12/4 - £85,000** Gavin McGuire - 01892 770310 or 07770 316482 E-mail [gavinmcguirecars@gmail.com](mailto:gavinmcguirecars@gmail.com) or web [www.gavinmcguire.co.uk](http://www.gavinmcguire.co.uk)

**1981 ROLLS CORNICHE CONVERTIBLE 5000 SERIES RHD.** 22,000 miles only. Mint condition. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

**1988 ROLLS ROYCE SILVER SPIRIT.** RHD. Only 20,700 miles. Mint condition. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

**1964 ROVER P4 110.** Manual. 66000 miles. RHD. O/D. Totally original. would be very hard to find one in this good a condition, TAX & MOT exempt. £10,995 (Choice of 2). Tel: 0117 956 7144 [www.allsportscars.co.uk](http://www.allsportscars.co.uk)

## S



**SUNBEAM ALPINE RACE CAR 1964.** Mass Racing Engine 170bhp Last Built In 2016. 5 Speed. Modified Rear Axle. 4 Wheel Disc Brakes. Lightened Chassis. Lightweight Panels. Former AMOC Champion. Road Registered With V5c. Engine Invoice & Dyno Sheet. History & Invoices. Fantastic Car. £24,995. Tel: 07761549454 or visit [www.ah-classic-cars.co.uk](http://www.ah-classic-cars.co.uk)

**1930 STANDARD SWALLOW** Big 9 2 door sports saloon RHD. Very rare. Barn find for restoration. Tel: 0161 789 0504 or 07958 329443 or visit [www.svs-ltd.com](http://www.svs-ltd.com)

## T

**1983 TALBOT SUNBEAM LOTUS.** Manual. 54,000 miles Skip Brown Conversion, Full history, supra gear box & quick shift fitted along with rear discs 215 BHP 5 Speed. £24,995 (Choice of 2). Tel: 0117 956 7144 [www.allsportscars.co.uk](http://www.allsportscars.co.uk)

## AUTOMOBILIA

### AutoMobilia

**NEW!** AutoMobilia Magazine and AutoMobiliaResource.com A dedicated resource for automobilia enthusiasts and collectors. Unique editorial content from industry experts, fueled by a genuine passion for automobilia. **Subscribe** - \$36 for 6 issues print, or \$57 for 12 issues print. AutoMobiliaResource.com or call Lynn +1-224-558-8955 USA (UK Rates - 6/\$69.10 or 12/\$122.20)

## APPOINTMENTS



### DK Engineering Rolling Road Facility

DK Engineering has a purpose-built Rolling Road Dyno Cell that can accommodate any two-wheel drive vehicle up to 1000bhp. For all enquiries / bookings (trade and private individuals welcome) please contact us.

[www.dke.co.uk](http://www.dke.co.uk) - T. 01923 287687

## APPOINTMENTS



### DK Engineering

#### Technician Appointments

DK Engineering are always willing to consider new additions to their workshop staff. Positions available focus specifically on pre or post 1980 models of Ferrari. A candidate will need to possess an exceptional standard of work and can specialise in service restoration, race preparation, gearbox & engine rebuilding or fabrication. Please forward CV's to:

[info@dkeng.co.uk](mailto:info@dkeng.co.uk) - T. 01923 287687

## AUTOMOBILIA

**KINEKT** FREE WORLDWIDE SHIPPING  
GEAR RING & GEAR NECKLACE  
888-600-8494  
[kinectedesign.com](http://kinectedesign.com)

## REGISTRATIONS

**126 MPH**

Owned for 45 years  
Held on retention certificate  
**£25,000**  
Tel: 020 8366 4639

## WANTED REGISTRATIONS

**1 PBL**

**2 PBL**

**4 PBL**

**5 PBL**

Please call Paul  
**07766 740253**

## SERVICES



Get the best out of your car on the Rawles Motorsport Rolling Road, one of the most powerful and sophisticated in Europe.

The 50 Inch roll diameter is ideal for testing classic and vintage race and road cars from 20 to 2000 Hp at speeds to 250 mph.

Rawles Motorsport Ltd, Alton, (Hampshire/ Surrey border), GU34 4JG, 01420 23212. [www.rawlesmotorsport.co.uk](http://www.rawlesmotorsport.co.uk)





# ADVERTISE YOUR CLASSIC FROM JUST £40

Write your advertisement below (one word per box please) to have your car featured for sale in the world's finest classic car magazine.

					<input type="checkbox"/>	<b>WITH PHOTO</b>	<input type="checkbox"/>	<b>WITHOUT PHOTO</b>
					£70	(20 words)	£40	(20 words)
					£75	(25 words)	£45	(25 words)
					£80	(30 words)	£50	(30 words)
					£85	(35 words)	£55	(35 words)

## YOUR DETAILS

Title \_\_\_\_\_ Name \_\_\_\_\_  
 Surname \_\_\_\_\_  
 Address \_\_\_\_\_  
 Postcode \_\_\_\_\_ Telephone \_\_\_\_\_

## PAYMENT DETAILS

I enclose a cheque drawn on a UK bank or International Banker's Draft for £ \_\_\_\_\_ payable to

### HAYMARKET MEDIA GROUP LTD

Please debit my  
 Mastercard  Amex  Switch  Visa  Other \_\_\_\_\_

Card No \_\_\_\_\_

Valid from \_\_\_\_\_ Expiry date \_\_\_\_\_ Security code \_\_\_\_\_

Switch/Maestro issue No \_\_\_\_\_ (UK only)

Signature \_\_\_\_\_ Date \_\_\_\_\_

SIMPLY CALL

**020 8267 5937**

FOR FRIENDLY ADVICE ON SELLING YOUR CLASSIC

CLASSIFIED TERMS AND CONDITIONS ADVERTISE FOR £40 INC VAT (£70 if photo included). Classified advertising in *Classic & Sports Car* is £40 for 20 words and £1 per word thereafter. Cheques payable to Haymarket Media Group Ltd, or a postal order must accompany your advertising copy. Send to Classic & Sports Car Advertising, c/o Tahir Saleem, Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP  
 PLEASE NOTE No alterations, cancellations or refunds are possible. *Classic & Sports Car* reserves the right to refuse or withdraw advertisements at its discretion and does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes. Advertisements received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed. TRADE DESCRIPTIONS ACT 1968 Advertisers should pay close attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale.

### TERMS AND CONDITIONS

1 Payments must be submitted with entry 2 Please supply full name, address and telephone number 3 No responsibility can be accepted by *Classic & Sports Car* or its publisher or printer for inaccuracies in any advertisement 4 Cancellations/refunds cannot be accepted on any lineage advertisements 5 Advertisements are accepted for publication in *Classic & Sports Car* only upon Haymarket Publishing Services Limited's standard Terms of Acceptance of Advertising, copies of which are available from the advertising sales department of *Classic & Sports Car*.



# NEC DIRECTORY



Find these companies at the Classic Motor Show NEC Birmingham 9-11 November 2018



**Maynard Engines Ltd**  
 01453 833185  
[enquiries@maynardenginesltd.co.uk](mailto:enquiries@maynardenginesltd.co.uk)  
[www.maynardenginesltd.co.uk](http://www.maynardenginesltd.co.uk)  
**Stand No: 3-522**

**Vintage Automobilia**  
[www.vintageautomobilia.co.uk](http://www.vintageautomobilia.co.uk)  
 07581107400  
**Stand No: AJ-242**

**Alvis Owner Club**  
**Contact details;**  
[membership@alvisoc.org](mailto:membership@alvisoc.org)  
 "For the sheer joy of driving, I'd like to go there in an Alvis". Meet the AOC team and see some of the highest quality, elegant and desirable examples of this great British marque. [www.alvisoc.org](http://www.alvisoc.org)  
**Stand No: 1-525**

Classic car insurance by



Built around classics.

Cover includes UK & EU Breakdown and Motor Legal Expenses

**Policy Benefits:** Club Membership Discounts | Track Day Cover | All Modifications Considered

**Policy Options:** Agreed Value | Laid Up Cover | Multi Vehicle Policies

**01455 639 000**

[www.classiclineinsurance.co.uk](http://www.classiclineinsurance.co.uk)

**classicline\***  
INSURANCE

Authorised and regulated by the FCA





# Insurance solutions\* for classics and more.

Did you know, at FJ we don't just arrange cover for the classic vehicle owner? We also arrange insurance for **competitors, collectors** and **motor traders**.

Call our friendly UK team for a quote.

**0333 207 6009**

[footmanjames.co.uk](http://footmanjames.co.uk)



\*All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at [footmanjames.co.uk](http://footmanjames.co.uk) to receive updates on all the latest news, events, offers and competitions. FP COGE963.1.18



# SIT BACK & ENJOY THE RIDE



When it comes to classic car insurance,  
Adrian Flux have got it covered.

**Our classic car insurance policy benefits can include:** Agreed value,  
owners club discounts, limited mileage discounts and much more.

Call us today for a free personalised quote  
**0800 085 5000** or visit **[adrianflux.co.uk](https://www.adrianflux.co.uk)**

**ADRIAN FLUX**

Authorised and regulated  
by the Financial Conduct Authority



# Adding class to your journey

Well formed Classic Car Insurance

## The All Inclusive Carole Nash Difference



UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers



Salvage Retention Rights



Choose your own specialist repairer



Agreed Value

**CALL NOW**

**0800 781 9317**

[carolenash.com/classic-car](http://carolenash.com/classic-car)



UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

# What Do You See?



We see beautiful cars and careful drivers. Insuring classic cars since 1965 Heritage understand the complexity of classic car ownership.

Which is why we take time to talk with you, ensuring you get the right cover for you and your beautiful car.

Call and get a quote for your classic car insurance

**0121 248 9203**

or visit [www.heritagecarinsurance.co.uk](http://www.heritagecarinsurance.co.uk)



Heritage Insurance Brokers is a brand name of Norton Insurance Brokers Limited, authorised and regulated by the Financial Conduct Authority (FRN 769110)



FOR THE

# Memories

SPECIALIST CAR INSURANCE WITH YOU IN MIND

**LANCASTER**  
INSURANCE

01480 400 811

Agreed Value Available ✓ Choice of Repairer  
Multi-Vehicle Policies Available ✓ UK Based Call Centre

f /lancasterins www.lancasterinsurance.co.uk @lancaster\_ins

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority.

US/HCSC/CP1/02/2018

# SUBSCRIBE TODAY

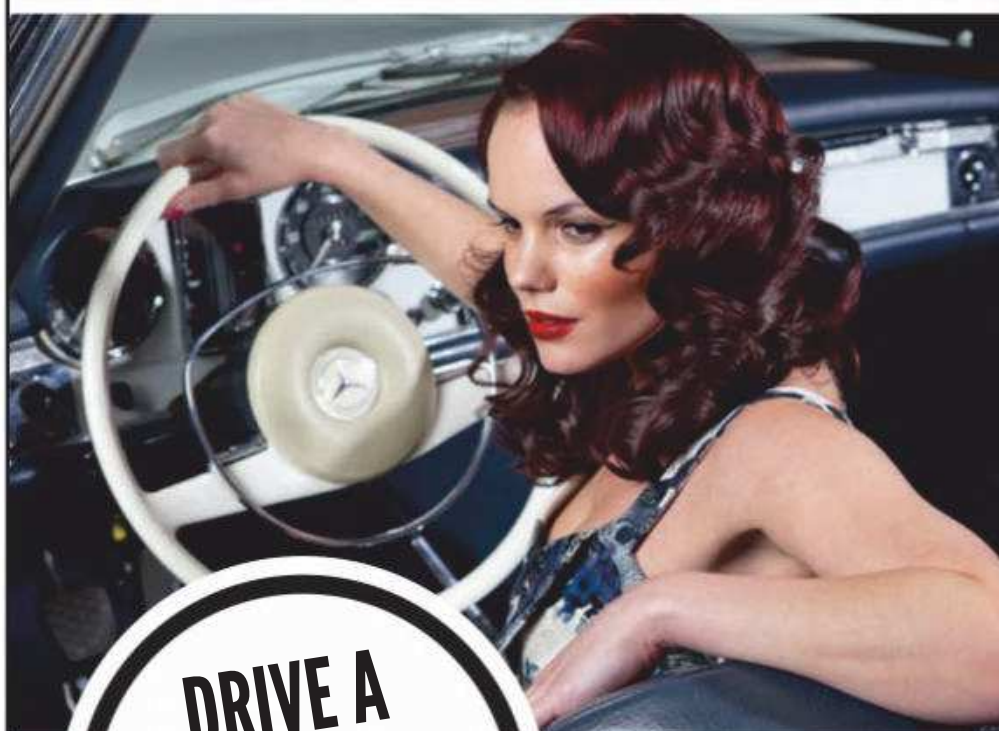
**Subscribe and enjoy:**

- 12 issues for \$79
- Free delivery direct to your door
- Exclusive subscriber-only discounts

USA subscribers call  
**1-877-531-1767**  
and quote **CSUS18M** or visit  
**themagazineshop.com/csc/csus18M**

Terms & Conditions: This is a US only offer. If you require any assistance following the purchase of your subscription, you can speak to a member of our customer service team on 1-877-531-1767. Price is \$79 for 12 issues. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. Offer ends 31st December 2018.

# CLASSIC CAR INSURANCE



**DRIVE A  
BETTER DEAL**  
with  
Performance  
Direct

Performance Direct was founded on a love of classic and specialist vehicles and we're now one of the UK's leading independent brokers.

Last year thousands of Classic Car owners swapped their insurance to Performance Direct.

Want to find out why?

Don't just renew your insurance – save money and experience the difference with Performance Direct.

**Policy Options Include:\***

- Multi-car policies*
  - Car Club discounts*
  - Agreed values*
  - FREE foreign use cover (up to 90 days)*
  - Limited mileage discounts*
  - Modified classics*
- \*Subject to underwriting criteria

**Knowledgeable UK staff  
Open 7 days a week**

# 0800 997 8351

www.performancedirect.co.uk



**PERFORMANCE  
DIRECT.CO.UK**

Performance Direct is a trading name of Grove & Dean Ltd, an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.



# Strada e Corsa

## RESTORATIONS



Restorations to the highest standard and finest detail, specialising in 50's and 60's Italian sports cars.

Numerous wins at all international concours including Pebble Beach & Villa D'Este.

Over 10 years' professional experience and winning every year.

Personally managing the entire restoration-to-concourse process.

Please contact Lennart P. Schouwenburg on 0031-6-15427145

[www.stradaecorsa.com](http://www.stradaecorsa.com)



## Classic Restorations (Scotland) Ltd



RESTORATION • CONVERSIONS • REPAIRS • MAINTENANCE

**RECENTLY OPENED ROLLS ROYCE AND BENTLEY  
SERVICE DEPARTMENT NOW INCORPORATING  
ALASTAIR SCOTT SERVICES  
SERVICE AND REPAIR OF ALL ROLLS ROYCE AND  
BENTLEY MOTORS FROM 1904-2002**



**ALL WORK DONE IN-HOUSE BY OUR TEAM OF SPECIALIST  
CRAFTSMEN TO THE HIGHEST STANDARDS**

**ENGINEERING & MECHANICAL WORK - ELECTRICAL  
WORK - PANEL WORK - ASH FRAME REPAIRS &  
REPLACEMENTS - PAINTWORK - INTERIOR TRIMMING**

Tel 01828 633 293 Mobile 07885 316 689  
Email: [charles@classicrestorations.co.uk](mailto:charles@classicrestorations.co.uk)  
[www.classicrestorations.co.uk](http://www.classicrestorations.co.uk)

[CompetitionEngineServices.co.uk](http://CompetitionEngineServices.co.uk)

## Engine Rebuild & Machining Services

*Call or drop in  
to talk Engines!*



# CES

COMPETITION ENGINE SERVICES

- Full Engine Builds / Rebuilds & Dyno Testing
- Block, Head & Crank Machining
- All Marques: Pre and Post War, Road & Race
- Competition Car Preparation & Track Support

Tel - 01283 566 783

E - [info@competitionengineservices.co.uk](mailto:info@competitionengineservices.co.uk)

CES is a member of



Cross Street,  
Burton-On-Trent,  
Staffordshire

f @CompetitionEngineservices

Coming SOON...  
**INHOUSE ENGINE DYNO\***  
follow us for news





## COLONNADE METAL FINISHERS

CHROME PLATING SPECIALISTS WITH OVER 50 YEARS EXPERIENCE

- ALL BUMPERS TRIPLE PLATED FOR LONG LIFE
- ALUMINIUM POLISHED & CHROMED
- MAZAAC/POT METAL REPAIRED & PLATED
- IN HOUSE REPAIR SERVICE

Tel: 020-8902-7722



41 Hallmark Trad Estate, Fourth Way, Wembley, Middx, HA9 0LB  
www.colonnademetal.com



## Classic Car Trimming & Upholstery



- Full re-trims
- Carpet sets
- Concours standard
- Custom hoods
- Bespoke work
- All makes & models

We are happy to tackle any trimming project, be it large or small. Typical jobs we undertake include: fabricating and replacing hoods; seat modifications, e.g. to convert a standard seat to a 'sports' seat; recovering seats; partial or complete interior re-trims; and making tonneau covers.



01234 750205

High Street, Cranfield, Beds MK43 0BS  
email: sales@allonwhite.co.uk

www.allonwhite.co.uk/trim

Specialist restoration and maintenance of veteran, vintage and classic vehicles from Austin to Rolls-Royce

**MVE**  
MILFORD VINTAGE ENGINEERING LTD

Telephone (01250) 881 223  
www.vintage-engineering.co.uk

**RUSTBUSTER**  
RUST.CO.UK

Award Winning Hot Fog rust proofing service  
From £250

Email sales@rust.co.uk or call 01775 761 222  
now to receive a free catalogue  
www.rust.co.uk

**MOBILE WELDING SERVICES**

Classic & Sports Car Welding Specialists  
RESTORING CLASSIC CARS NATIONWIDE - SINCE 2005

Mobile: 07740 582 910 Workshop: 01299 266 572  
www.mobileweldingservices.org enquiries@mobileweldingservices.org

**Alders**  
CLASSIC PERFORMANCE TRANSMISSIONS

### Automatic ★ Transmissions

Reconditioned Serviced & Repaired

Our Transmissions are Dyno Tested before delivery (subject to application)

We specialise in all Classic & American vehicle transmissions from Minis to Mustangs, Jensens, Jaguars, Aston Martins, Bentleys & Rolls Royce. Call us with your requirements.

Phone: +44 (0)1323 848448  
www.aldersautomotive.co.uk

Units 4 & 5 Northfield Business Park, Lower Dicker, East Sussex, England BN 27 4BZ

We also rebuild Ford Toploader, Borg warner T10 & GM Muncie Manual transmissions for road and race car applications.

Automatic Transmission Flushing Service

- Flushes & cleans the entire systems
- Helps restore shift quality
- Prevents premature transmission failure

**Classic Car Stereo**

RETRO CAR AUDIO  
Head Units • Loudspeakers  
Aerials • Accessories

New for 2017  
now with DAB/DAB+

www.classicarstereo.co.uk | sales@autosound.co.uk | 01274 688990



# To Buff, or not to Buff?



A classic car is a thing of pure beauty and sheer elegance. The emotions created by the raw driving experience simply cannot be replicated or faked.

However, caring for a classic can be very expensive and extremely stressful.

Should you use a cutting compound to get those scratches out, or will a hand polish suffice? Perhaps you should apply the latest ceramic coating to keep it looking perfect for longer? Or just pay a professional £1,000s to do it all for you?

We share your love (and frustration) and that is why we have created the Ultimate Car Care Tutorial. We clearly and simply breakdown how to properly assess, correct and protect your beautiful classic so that it can be perfect for many years. To pre-order your copy today, simply email [UltimateCarCareTutorial@gmail.com](mailto:UltimateCarCareTutorial@gmail.com)

For just £120 today, you could save yourself £1,000s in the long term plus the first 25 pre-orders will receive a special gift, so don't delay. And don't worry, if you're not satisfied with your product we offer a 110% refund! This is the only guide you will ever need for your perfect classic!

**FurnitureClinic**

## Leather Care & Repair Specialists

Leather cleaning & restoration kits for DIY use or a professional nationwide repair service.

[www.furnitureclinic.co.uk](http://www.furnitureclinic.co.uk)

SCUFFS & SCRATCHES

COMPLETE RESTORATION

COLOUR CHANGE

CLASSIC & MODERN CARS

DIY KITS

NATIONWIDE SERVICE

**Furniture Clinic**  
Tel: 0844 879 3691

[www.furnitureclinic.co.uk](http://www.furnitureclinic.co.uk)

### CLASSIC CAR AUTOMATIC TRANSMISSIONS & PRE-SELECT GEARBOXES

RECONDITIONED & SPARE PARTS SUPPLIED

## G WHITEHOUSE AUTOS LTD

[www.gwautos.com](http://www.gwautos.com) Tel: 0121 559 9800 [info@gwautos.com](mailto:info@gwautos.com)

CLASSIC CAR AUTOMATIC CONVERSION  
Convert your classic car to Jaguar XJ40 4 speed automatic

**KITS NOW AVAILABLE FOR MOST CARS**

**Derby Plating Services Limited**  
Est. 1979

Specialist electroplaters, polishers and metal finishers  
Re-chroming to the highest concours and show standards

148 Abbey Street, Derby, DE22 3SS  
t/f: +44 (0) 1332 382408 e: [info@derbyplating.co.uk](mailto:info@derbyplating.co.uk)

[www.derbyplating.co.uk](http://www.derbyplating.co.uk)




## Flying Spares



Worldwide suppliers of quality parts for post-war Rolls-Royce and Bentley Motor Cars

New	Reconditioned	Recycled
Your choice of new "Crewe Genuine" Bentley parts or quality aftermarket alternatives.	We offer a comprehensive range of original Bentley & Rolls-Royce components, all professionally rebuilt to exacting standards in the UK.	Quality used parts, sourced from vehicles carefully dismantled on site by our experienced team.
		

The Leading Rolls-Royce and Bentley Parts Website  
For all your requirements, visit [www.flyingspares.com](http://www.flyingspares.com)

Quote discount code 'C&SCI8' and receive £10 off your next order over £75



☎ 01455 292949
☎ 01455 292959
✉ [sales@flyingspares.co.uk](mailto:sales@flyingspares.co.uk)

## GEAR REDUCTION STARTERS

For Most British Vehicles



From the 50's to the 80's  
Best Reliability / Faster Cranking  
**UNMATCHED QUALITY!**  
Best Warranty!  
Guaranteed Best Pricing  
Dealers Worldwide

contact us at:  
GUSTAFSON MACHINE  
44 Whittemore Street  
Gloucester, MA 01930 USA  
978-281-2012  
[gustafsonspecialty@verizon.net](mailto:gustafsonspecialty@verizon.net)

Dealer Inquiries Welcome!

[www.gustafsonspecialty.com](http://www.gustafsonspecialty.com)



## AUTO ELECTRIC SUPPLIES LTD

Fast Mail Order Service - Order Online or by Phone

01584 819552










[www.autoelectricsupplies.co.uk](http://www.autoelectricsupplies.co.uk)

FREE 100 PAGE CATALOGUE AVAILABLE





# Prestige

Autotrim Products

**World Wide Mail Order**

Website: [www.PrestigeAutotrim.com](http://www.PrestigeAutotrim.com)

Premium Quality Soft Tops & Interior Trim For The Discerning Enthusiast

 Head Office England: +44 (0)151 643 9555
  USA Sales: 1800 659 2649

**Europe Wide Mail Order Re-Trim Service**

Seats & Trim Can Be Collected From Anywhere In Europe.

- Items Collected For Factory Re-Trim
- Factory Quality Seat Re-Trim Service
- New Laser Cut Door & Trim Panels
- Factory Quality Carpet Sets Available
- Dashboard & Misc Items Re-Trimmed (Where Available)

Large range of models available. Please view our website for more information.



**Factory Quality Soft Tops**  
Large Choice of Makes & Models



**Tonneau & Hood Covers**  
Wide range of available colours



**CABRIO SHIELD®**  
A Tailored Solution To Soft Top Protection™

Protect & Preserve Your Soft Top & Windows From:

- Leakages & wear damage
- Opportunist theft of contents
- Tree sap, sun damage, dirt build up etc

Concealed Attachment - No Need For Straps  
Secure From Wind & Theft



Trade Enquiries Welcome Prestige Autotrim Products Ltd, Oak Tree Place, Expressway Business Park, Birkenhead, CH42 1NS, England



Tel: 01706 950112

BestUltrasonic.co.uk



**ULTRASONIC CARBURETTOR CLEANER**



27 Ltr Analogue



20 Ltr Digital



20 Ltr Analogue





6 Ltr Analogue



Full range of Ultrasonic Cleaners



13 Ltr Analogue

**SHIPPING**

Specialists in car imports and exports worldwide  
- UK customs clearance  
- Loading and securing  
- Ro Ro and container services  
- Marine insurance  
- UK collection / delivery

Contact Us  
Tel - 0161 499 0111  
Email - [tim@tradewayshipping.co.uk](mailto:tim@tradewayshipping.co.uk)  
[www.tradewayshipping.co.uk](http://www.tradewayshipping.co.uk)

**International Sea and Air Freight**



**KNOWLEDGE RESTORATION SERVICE & REPAIR**

Award winning family business

**VETERAN VINTAGE PVT CLASSIC**  
Based in Buckinghamshire  
**01296 770596**



[WWW.TIMWALKERRESTORATIONS.CO.UK](http://WWW.TIMWALKERRESTORATIONS.CO.UK)

## Superb lighting upgrades

- Headlights
- Dash
- Indicators
- Sidelights
- Brake lights
- More

**Money-back guarantee all items.**

All 12v classics catered for .



**BCL1**

[enquiries@bettercarlighting.co.uk](mailto:enquiries@bettercarlighting.co.uk)

[www.bettercarlighting.co.uk](http://www.bettercarlighting.co.uk)

**+44 (0)1789 576102**

## Asbestos Surveys and Removal from Classic Cars

- Based in Gloucestershire, we can collect your vehicle from anywhere in the world.
- We undertake a full asbestos inspection in our dedicated workshop.
- Any asbestos discovered can be removed at our premises.
  - New parts fitted as necessary.
- Transport to the shipping port of your choice for export.



**Tel: 01452 762721 Mob: 07919 100629**

[david@survey-services.co.uk](mailto:david@survey-services.co.uk) [www.survey-services.co.uk](http://www.survey-services.co.uk)

# Omicron

Aurelia • Flaminia • Flavia • Fulvia • Stratos

some parts also for Appia • Aprilia • Beta • Montecarlo • Gamma • Delta

- ★ FREE catalogue for each model
- Fast, international mail order parts service
- ★ Full or partial restorations undertaken for UK or overseas customers - always to the highest standards
- ★ Servicing and routine maintenance
- ★ Competition Preparation





**Omicron Engineering Ltd.,**  
The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK  
Tel: ++44 (0)1508 570351 • Fax: ++44 (0)1508 570795  
internet: [www.omicron.uk.com](http://www.omicron.uk.com) • email: [sales@omicron.uk.com](mailto:sales@omicron.uk.com)



# LIVE, DREAM, DRIVE



## ZEUS CLASSIC JAGUAR BRAKING SYSTEMS

AXEL SETS from £378.00 +VAT and carriage

MADE IN ENGLAND SOLD WORLDWIDE

CALL +44 (0)1297 300010

Email: [info@zeus.uk.com](mailto:info@zeus.uk.com)

[www.zeus.uk.com](http://www.zeus.uk.com)



## Reconstructive Surgery for Lucas Distributors DISTRIBUTOR DOCTOR

### FIBRE HEEL CONTACT BREAKERS



Fibre Heeled Points 423153, Tungsten Contacts, fits Late DM2, 22D, 23D, 25D, with Long Post Baseplate PRE 1972

TOP QUALITY,  
PERFECT ALIGNMENT,  
CORRECT SPRING TENSION  
& RIGHT DIAMETER  
TUNGSTEN CONTACTS



High Quality Condenser 423871, fits Late DM2, 22D, 23D, 25D, DM6, 35D. Made in the old fashioned way, properly soldered connections, recessed can sits down into baseplate.

- Reconditioning
- Recalibrating
- Recurving
- Standard
- Modified
- Free assessment
- Individually Tested
- Graphs Supplied



**DISTRIBUTOR CAP**  
High quality, dense modern material, heavy duty brass inserts, fits DM6A/DMBZ6A Jaguars, Austin Healeys & many others, Lucas REF. Number 418861.



### ORIGINAL RED ROTOR ARMS

NO RIVET, NO SHORT CIRCUIT, Modern material, manufacture & tolerances

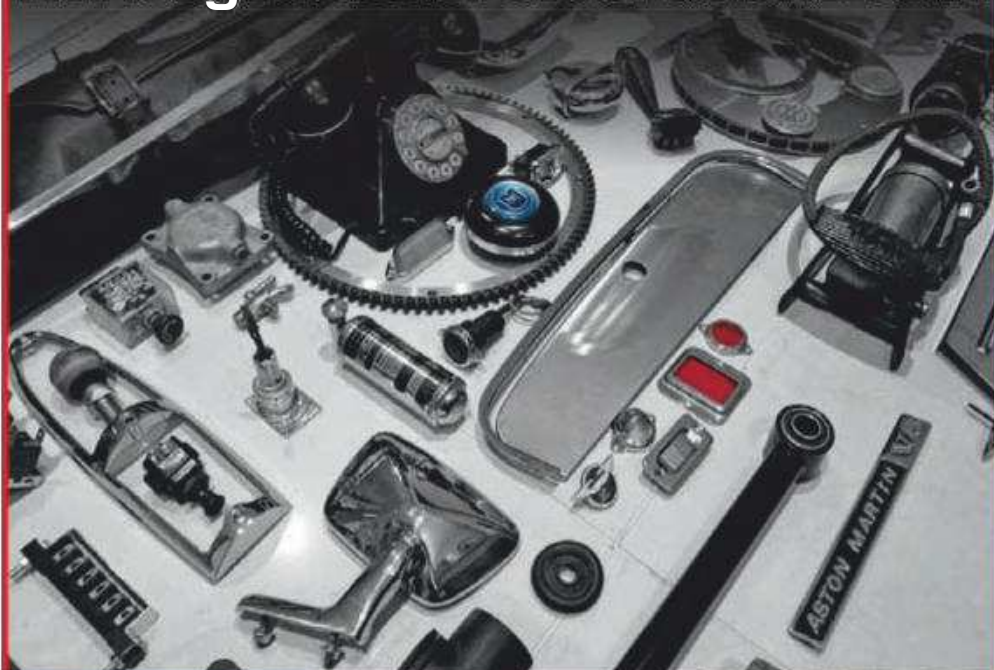


- Advance Springs • Rotor Arms • Vacuum Units Distributor Caps
- Contact Sets • Condensers • LT Connectors • Bushes & Bearings
- Baseplates Advance Weights • Shaft & Bodies

Telephone 01984 629540

Email: [martin@distributordoctor.com](mailto:martin@distributordoctor.com)  
[www.distributordoctor.com](http://www.distributordoctor.com)

## Aston Martin Heritage Designs [heritageclassicrestorations.com](http://heritageclassicrestorations.com)



### New & Used Aston Martin Parts

With over 25 years experience our restoration service can restore your leather work, renew Wilton carpets & supply many original AML upgrades, headrests, radio housings, footrests, tool rolls, consoles and DB sunvisors.

+44 (0)1825 732306

[heritageresto@btinternet.com](mailto:heritageresto@btinternet.com)



TRINITY ENGINEERING  
[www.trinityaston.co.uk](http://www.trinityaston.co.uk)

At Trinity Engineering we pride ourselves on our workmanship which is reflected in so many customers coming back to us. For 18 years we have proudly restored, serviced, enhanced and repaired all post war Aston Martins and Lagondas for satisfied customers all over the world.

For the last 8 years we have enlarged our workshops and now provide the same level of service to all modern Aston Martins from the DB9 to the latest V12 Vanquish. We are fully equipped with diagnostic equipment and experienced engineers.

We are located in rural Surrey within easy reach of the M25 and A3 motorways and can undertake any project large or small. The coffee is always on the go so call in and meet Tim and his team for an informal chat and let us show you around our new purpose built workshops.



### ASTON MARTIN SPECIALISTS

Tel: 01932 862040 Fax: 01932 868747 Email: [tim@trinityaston.co.uk](mailto:tim@trinityaston.co.uk)

Lovelace Works, High Street, Ripley, Surrey, GU23 6AF



*The Original Austin-Healey Parts Specialist*

**AH**  
SPARES  
LIMITED



[www.ahspares.co.uk](http://www.ahspares.co.uk)

*Classic*  
**Race Car Parts**



**MARDI GRAS  
MOTORSPORT**



DISTRIBUTORS AND AGENTS FOR



**MARDI GRAS  
MOTORSPORT**



2A BRUNEL CLOSE  
DRAYTON FIELDS  
INDUSTRIAL EST  
DAVENTRY  
NN11 8RB



HELIX CLASSIC CLUTCH RANGE.

OFFICIAL SERVICE AGENTS FOR  
LIFELINE & SPA. WE CAN REFILL  
& SERVICE ON SITE.

QUOTE CLASSIC10

**10%**

DISCOUNT OFF  
YOUR ORDER!

CALL OUR  
SALES TEAM **01327 858 006**



**PENRITE**



**A Better Class of Oil**

Available from selected workshops and retailers  
**Visit [www.penriteclassicoils.co.uk](http://www.penriteclassicoils.co.uk)**

**Or call 01869 229240**

Penrite Classic Oils, Bicester Heritage, Oxfordshire, OX26 5HA





DANTHERM GROUP

# 20%

## DISCOUNT ON DEHUMIDIFIERS

QUOTE **CSC2018**



VISIT US IN HALL 1  
STAND 1-266  
EXTRA DISCOUNT AT  
THE SHOW!



*PRESERVE YOUR CLASSIC CAR AND PROTECT IT FROM RUST, MOULD & CORROSION WITH A DEHUMIDIFIER FROM THE DANTHERM GROUP RANGE.*

We can offer dehumidification solutions from a one car garage to large car storage facilities.

Contact our sales team today on +44 (0)1621 856611 | [sales.uk@dantherm.com](mailto:sales.uk@dantherm.com)

View the Calorex & Dantherm car storage range at [danthermgroup.co.uk](http://danthermgroup.co.uk)

## The finest of British Country Outbuildings

From Passmores - Est 1909



The ideal home for your  
daily run around or classic car

### OAK FRONTED CARRIAGE HOUSES AND STAND ALONE TIMBER GARAGES

View our picture gallery on line  
for ideas and inspiration.  
Excellent range and service.



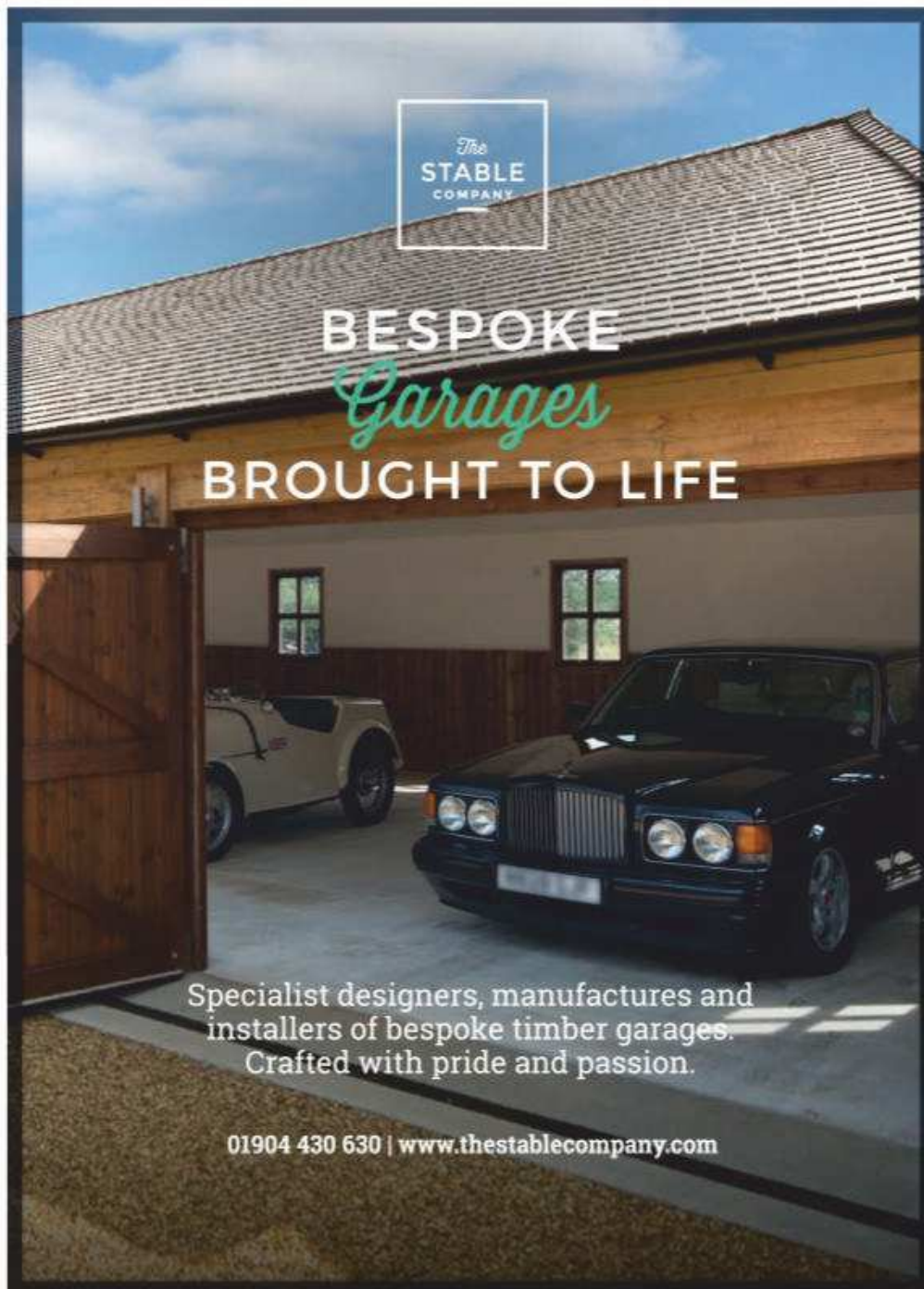
**PASSMORES**  
Est 1909

HIGH STREET, STROOD  
ROCHESTER, KENT ME2 4DR  
Tel: 01634 290033

For further information visit : [www.passmores.co.uk](http://www.passmores.co.uk)



## BESPOKE Garages BROUGHT TO LIFE



Specialist designers, manufacturers and  
installers of bespoke timber garages.  
Crafted with pride and passion.

01904 430 630 | [www.thestablecompany.com](http://www.thestablecompany.com)





## PURE QUALITY, BEAUTIFULLY FINISHED

When it comes to housing your beloved car, trust only the best.

We also craft bespoke, hand finished  
OAK FRAMED HOUSES AND EXTENSIONS  
GARDEN ROOMS • POOL BUILDINGS • PORCHES  
ROOF TRUSSES • CLADDING • BEAM COVERS

[www.oakmasters.co.uk](http://www.oakmasters.co.uk)

01444 455 455



## JonWilliamStables.co.uk

1965-2015



Garaging ~ Carriage Houses ~ Workshops

Call us today on 01380 850965



### SUBSCRIBE TODAY

Subscribe and enjoy:

- 12 issues for \$79
- Free delivery direct to your door
- Exclusive subscriber-only discounts

Subscribe and enjoy:

- 12 issues for \$79
- Free delivery direct to your door
- Exclusive subscriber-only discounts

USA subscribers call

**1-877-531-1767**

and quote **CSUS18M** or visit

[themagazineshop.com/csc/csus18M](http://themagazineshop.com/csc/csus18M)

Terms & Conditions: This is a US only offer. If you require any assistance following the purchase of your subscription, you can speak to a member of our customer service team on 1-877-531-1767. Price is \$79 for 12 issues. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. Offer ends 31st December 2018.

## CLASSIC ADDITIONS

- Established 1989 •
- The car cover people

Reader Discount Code:  
**CA-CC**

T: 01938 561717

E: [sales@classicadditions.co.uk](mailto:sales@classicadditions.co.uk)

[www.classicadditions.co.uk](http://www.classicadditions.co.uk)



SPECIALISED  
COVERS



### TAILORED CAR COVERS FOR INDOOR & OUTDOOR USE

For almost 40 years, we've been the market leader in supplying innovative solutions in car protection. British designed and manufactured we're proud of our heritage and it shows in the unrivalled quality of our covers.

Exclusive savings code: **CSC-2018**

T: 01943 864 646

E: [info@specialisedcovers.com](mailto:info@specialisedcovers.com)

W: [specialisedcovers.com](http://specialisedcovers.com)





Oak frame buildings ideal for self-assembly or by our expert team



AUTUMN OFFER

THE MIDHURST  
£3,750+ VAT\*

\*T&Cs available upon request.  
Offer ends 31/12



Oak framed buildings | Outdoor Living | Garages | Home offices  
Garage + first floor | Dual purpose building | Gazebos

Please visit our website [oak-designs.co.uk](http://oak-designs.co.uk) to see further examples of our product range. You can also now design your own garage using our 'Quote my Design' tool online.

**01273 400411** [sales@oak-designs.co.uk](mailto:sales@oak-designs.co.uk)  
[www.oak-designs.co.uk](http://www.oak-designs.co.uk)



**Award Winning, Quality Garages**  
[warwickbuildings.co.uk](http://warwickbuildings.co.uk) 01926 815 757

**NEW FROM JERAN INNOVATIONS**  
[www.thecarapace.com](http://www.thecarapace.com)  
[sales@thecarapace.com](mailto:sales@thecarapace.com)  
**Tel: 0203 818 7437**

When a garage is not an option, your pride and joy deserves more than a fabric cover to protect it from the elements.

**THE carapace**®

**Richbrook**

**Supersoft, Superstretchy, Superstrong**  
perfect fit indoor car covers for £99

Tailored outdoor covers also available  
[www.richbrook.co.uk](http://www.richbrook.co.uk)  
or tel: 01328 862387

Celebrating 25 years producing innovative, practical and beautiful car accessories.



# Bespoke Garage Doors

Commercial | Domestic | Listed & Heritage | Special Projects



Quality - Innovative - Proven since 1968



T: 0151 280 6626 |

E: info@rundum.co.uk |

W: www.rundum.co.uk

## Pro-tec covers

Passionate about protection

Bespoke Protective Covers for Indoor & Outdoor Car Storage



01274 780088 proteccovers.com



## PRA CLASSIC CARS CAR STORAGE EAST MIDLANDS

Secure alarmed location  
Short & long term availability  
Competitive prices inc soft cover and battery charge.  
Courtesy drop off and collect at local train stations.  
Corby, Kettering, Leicester, Market Harborough and Oakham.



www.praclassiccars.co.uk Peter 07885 742 090 praccv8@gmail.com

www.southdownssecure.com  
info@southdownssecure.com  
+44 (0) 1730 825692  
+44 (0) 7715 346801

### THE ULTIMATE CLASSIC & SUPERCAR STORAGE



HUMIDITY CONTROLLED STORAGE  
Nestled in the heart of the South Downs National Park and within 20 minutes of the world-famous Goodwood Motor Circuit

Please contact South Downs Secure for further information. Viewings by appointment only

FOR ALL LEVELS OF PROFESSIONAL CAR STORAGE



SITUATED CLOSE TO GOODWOOD ON THE HAMPSHIRE/SUSSEX BORDER

info@classiccarstorage.co.uk

www.classiccarstorage.co.uk

tel: 01730 825 826

fax: 01730 825 077

For Workshop advertising:  
Please call  
Dougald Macdonald on  
020 82675772  
dougald.macdonald  
@haymarket.co.uk



**Secure, bespoke car storage and covered transport solutions based in the heart of the Cotswolds**




**+44 (0)1242 384092    www.CARSTORING.com**

## Car Storage Scotland

your car... our passion

- Secure discreet location
- Collection & delivery
- Fully enclosed transport
- Routine maintenance
- International shipping
- Carcoon sales agents




Tel: 0131 663 9020  
info@carstoragescotland.co.uk



**www.carstoragescotland.co.uk**


# ROAD EX Ltd

## Vehicle Transport - South West



**Although we can carry any type of vehicle we specialise in difficult vehicles**  
**Low cars, sports cars, track/racing cars, drift cars, vintage cars etc**  
**We are fully insured and fully VOSA compliant**  
**Using our Brian James T6 trailers we can take vehicles up to 2.5 tons**  
**And as car enthusiasts ourselves we look after your car, as well, or better than you would**  
**From the South West we can collect or deliver anywhere in the UK or continent**

**For a free quotation call Joe on 07850 556815**  
**or email:- Joe@roadex.ltd with your enquiry**




**Superior Car Storage & Car Transportation**  
**Specialised Motor Sport Services**  
**South East England (Tunbridge Wells)**

+44 (0)1580 753939  
www.jarcarstorage.co.uk



**High specification storage**  
**De-humidified storage**  
**Superb workshop facilities**  
**Maintenance programmes**

**Secure enclosed car transport**  
**Transportation of 1 - 4 cars**  
**Licensed for UK & International**  
**Recovery non runners/projects**



### THE FINE CAR STORE

*'Caring for fine automobiles'*

The Fine Car Store is located in the heart of rural Cheshire, within 15 minutes direct access to Manchester International Airport and only 2 hours by rail from central London.

We offer bespoke, discreet, secure, dehumidified automotive and motorcycle storage solutions. Our facility caters for vehicles from 1900 to the present day, all comprehensively insured and professionally maintained.

- Long and short term, de-humidified, purpose built, rural facility
- Comprehensively insured with 24hr CCTV
- We cater for veteran, vintage, classic and modern automobiles and motorcycles
- Single acquisitions and multiple collections
- Prestige airport parking and client transfer
- UK and European enclosed, discreet collection and delivery service
- Worldwide shipping (sea and air freight)

**Facilities in Knutsford and Macclesfield . Cheshire T: 01565 872400**  
**E: enquiries@thefinecarstore.com    W: www.thefinecarstore.com**



## CENTRAL LONDON CAR STORAGE



30-70 spaces available



To enquire, please contact  
[david@broomerfarmtrading.co.uk](mailto:david@broomerfarmtrading.co.uk)

# STORAGE

## Car storage units in discrete farm buildings near Silverstone

Approx 8,125 gross square feet.  
Available to let as a whole  
to single occupier. Close to  
Silverstone and M40 Junction 11

Interested parties please contact  
[silverm40j11@gmail.com](mailto:silverm40j11@gmail.com)

## BRAND NEW LUXURY CAR PARK 13-31 CUMBERLAND STREET, BRISTOL, BS2 8NL



- SECURE 24/7 CCTV
- 21 CAR PARKING SPACES
- YEARLY BASIS
- EPOA

CONTACT  
e: [danielcheng@iesis.net](mailto:danielcheng@iesis.net)  
t: +44 (0)117 922 7039



## Car Storage Solutions

### Secure - Safe - Storage

Competitive storage solutions from £25.00 per week.  
 24,000 sq ft heated & unmarked unit protected by 24-hour site security.  
 Long-term storage also negotiable.  
 Vehicles fully insured at declared value.



www.carstoragesolutions.co.uk  
 T: 07768 205350 / 07958 577494

E: info@carstoragesolutions.co.uk  
 Bordon, Hampshire.

## DS50 GPS Speedometer

Fast Internal 10HZ sender  
 Rechargeable Internal battery  
 Mounting bracket included  
 £79.95 plus postage.



Tel: 01564 775522 www.digital-speedos.co.uk



## JAYMIC

CLASSIC BMW PARTS  
 T: +44 (0)1263 768768  
 F: +44 (0)1263 768336  
 E: 02PARTS@JAYMIC.COM  
 WWW.JAYMIC.COM

JAYMIC LTD, 2002 THURGARTON RD, ALDBOROUGH, NORFOLK, NR11 7NY, UK  
 Suppliers of new genuine, original equipment, aftermarket and used, Classic BMW parts

## BROADPEAK

### Car Storage

### South-West England

Passionate Meticulous Straightforward



Secure, dehumidified and dust-controlled  
 25 minutes west of Stonehenge along the A303  
 broadpeak.co.uk 01747 840 666

## J.F. Stanley & Co.

car storage professionals since 1971

## AUTO-STORM®

Premium Quality Storm Covers



**Auto-Storm®** is our award-winning, 5-layer fully breathable outdoor storm cover. Exceptional protection during extreme weather conditions - be it wind, storm, hail, snow or heavy persistent rain.

**CLASSIC:** for all-round protection whilst parked in a carport.

**AQUA:** for all-round protection whilst parked out in the open.

**AQUA-UV:** our premium outdoor car cover, suitable for just about anywhere - be it the hot-humid Mediterranean or rainy Scotland.

Complete with cable & lock for security, a set of storm straps for windy and stormy conditions and a practical zip-up carry bag

So breathable even a wet car will dry out



Tel: 0049 40 35 19 47  
 Email: info@autopyjama.com  
 www.autopyjama.com



## Prestige & Classic Vehicle Movements



Hassle free vehicle movement nationwide  
 01827 331110  
 info@prestigeandclassicvehiclemovements.co.uk



## SOUTHLANDS CHERISHED CAR STORAGE

Situated 5 minutes from the A3 on the Surrey / Hampshire / Sussex borders convenient for Goodwood  
 Discreet secure insulated storage facility for any car or motorcycle.  
 Onsite servicing, repair and body-shop available.

For further information Tel: 01420 472 273  
 E-mail: southlandscs@gmail.com  
 Web: www.southlandscs.co.uk



## LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage  
London N7 8AX

- Short Term
  - Long Term Stay
  - C.C.T.V 24hr Surveillance
  - Collection & Delivery can be Arranged
- L.C.S. offer a Secure & Discreet Service to suit all your needs  
Comprehensively Insured for your piece of mind

For more details & information

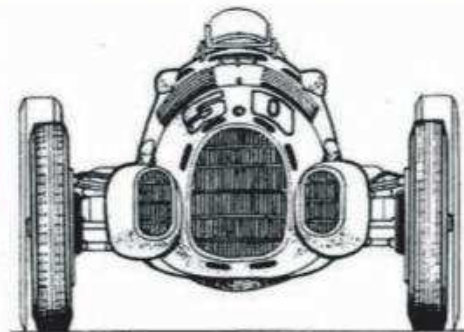
Please call 020 7609 8533

[www.londoncarstorage.co.uk](http://www.londoncarstorage.co.uk)

## Transportation

01207 233 525

mobile: 0780 254 8283



Nationwide personal service - Door to door service - Most vehicles, running or non-running  
Large parts or parts kits, etc. - Fully covered and fully insured - 30+ years experience  
Brand new, fully equipped transporter

Long & short term storage  
also available

owned and operated by Aston Workshop



### SUBSCRIBE TODAY

Subscribe and enjoy:

- 12 issues for \$79
- Free delivery direct to your door
- Exclusive subscriber-only discounts

Subscribe and enjoy:

- 12 issues for \$79
- Free delivery direct to your door
- Exclusive subscriber-only discounts

USA subscribers call

**1-877-531-1767**

and quote CSUS18M or visit

[themagazineshop.com/csc/csus18M](http://themagazineshop.com/csc/csus18M)

Terms & Conditions: This is a US only offer. If you require any assistance following the purchase of your subscription, you can speak to a member of our customer service team on 1-877-531-1767. Price is \$79 for 12 issues. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. Offer ends 31st December 2018.

## J.F. Stanley & Co.

car storage professionals since 1971



# PermaBag®

For Moisture Free Storage



PermaBag® is the professional choice for reliable, long-term moisture-free storage of valuable cars and motorbikes. Suitable for use in a garage, a barn, underground parking or out in the open – all without the need for electricity.

Moisture is removed until a climate of less than 50% is achieved: ideal conditions for long-term rust-free storage. A digital thermo-hygrometer monitors the humidity inside the bag, visible through a see-through-window. Within a few hours, an optimal climate is achieved - similar to that of the Arizona desert.

Drive on – Zip Up – Ready



Tel: 0049 40 35 19 47

Email: [info@permabag.com](mailto:info@permabag.com)

[www.permabag.com](http://www.permabag.com)



[www.millfieldcarstorage.co.uk](http://www.millfieldcarstorage.co.uk)

## mcs

### MILLFIELD CAR STORAGE



- Climate controlled storage
- Fully secure alarmed unit
- Collection & delivery options
- 15 minutes from Gatwick Airport

Tel/Fax: 01342 300493 Mobile: 077735 82202

[www.millfieldcarstorage.co.uk](http://www.millfieldcarstorage.co.uk) [info@millfieldcarstorage.co.uk](mailto:info@millfieldcarstorage.co.uk)

# CARSAFE

## SECURE STORAGE FOR CLASSIC AND PERFORMANCE VEHICLES



[WWW.CARSAFE.CO.UK](http://WWW.CARSAFE.CO.UK) TEL: CAMBRIDGE 01223 299011

## SPECIALISTS IN CAR SHIPPING & TRANSPORTATION



Worldwide export & import services

- Customs clearance
- UK & European collection & delivery
- SAFE • SECURE • COMPETITIVE

t: 01394 695566 f: 01394 673031

[kevin.lewis@rjffreight.co.uk](mailto:kevin.lewis@rjffreight.co.uk) [paul.barker@rjffreight.co.uk](mailto:paul.barker@rjffreight.co.uk)



[www.rjffreight.co.uk](http://www.rjffreight.co.uk)



**CLASSIC, PERFORMANCE AND RACE CAR STORAGE**



Humidity controlled car storage  
 Alarmed secure premises with 24 hour surveillance fully insured  
 Tel: 0044 7481 969644 / 01256 351000  
 Email: info@stor4cars.com  
 Email: sales@stor4cars.com  
[www.stor4cars.co.uk](http://www.stor4cars.co.uk)



**Porsche Inspections**  
 INDEPENDENT Porsche DRIVER'S CONSULTANCY

[www.Porscheinspections.com](http://www.Porscheinspections.com)  
 The UK's premier pre-purchase inspection specialist



Email: info@porscheinspections.com  
 Tel: +44 (0) 1908 460580  
 Mob: 07939 103532

Facebook: porscheinspection  
 Instagram: @porscheinspector

**Quantas Vehicle Logistics**




Insured up to £3000000 as standard. Which can be increased for higher value cars All of our enclosed transporters are fitted with winches for non-running vehicles.

- Low angle loading decks fitted on all of our transporters.
- Discrete transporters – no sign writing on any of our vehicles.
- Each vehicle is inspected and detailed on one of our vehicle inspection forms. A video of the vehicle is taken and can be emailed on request. All transportations are monitored with satellite tracking GPS, giving customers peace of mind.

Office: 01529 455566 Mobile: 07383 522010  
[info@quantasvehiclelogistics.co.uk](mailto:info@quantasvehiclelogistics.co.uk)


**J.F. Stanley & Co.**  
 car storage professionals since 1971

**AUTO-PYJAMA®**  
 Luxurious 100% Cotton Car Covers




J.F. Stanley & Co. is proud to have once again been recognized as the market leader in premium quality, fully breathable 100% cotton car covers.

Auto-Pyjama® cotton car covers come with a soft-brushed flannel interior for added padded protection, a matching zippered carry bag and a 5 Year Guarantee. After more than 47 years of dedication, the trade mark Auto-Pyjama® has grown to become a model for outstanding quality and superior workmanship.



Available in: Red, Royal Blue and Ivory Cream

Tel: 0049 40 35 19 47  
 Email: info@autopyjama.com  
[www.autopyjama.com](http://www.autopyjama.com)



**Vintage Automobilia**  
 Garage and Motoring Memorabilia  
[www.vintageautomobilia.co.uk](http://www.vintageautomobilia.co.uk)  
 07581107400

Visit us at the NEC CLASSIC MOTOR SHOW 2019  
 on Stand No AJ-242

**LAKE AUTOSNUG LTD**  
 Classic and Modern Vehicle Storage  
 NEWBURY, BERKSHIRE (M4 JUNC 13 4 MILES)



Collection and delivery anywhere, servicing on site  
 Call us for long or short term prestige storage

Website [www.lakeautosnug.co.uk](http://www.lakeautosnug.co.uk)  
 suppliers of Airflow products

07768 056254 OR  
 01488 71247

**CLUB LOTUS**

THE ORIGINAL & BEST CLUB FOR ALL LOTUS OWNERS & ENTHUSIASTS  
 Colour Magazine • Insurance & Parts • Discounts • Free Technical help  
 Lotus Regalia & more for only £35 per year  
 TEL 01362 691144/694459 EMAIL [annemarie@clublotus.co.uk](mailto:annemarie@clublotus.co.uk)  
[www.clublotus.co.uk](http://www.clublotus.co.uk)  
 58 MALTHOUSE COURT DEREHAM NORFOLK NR20 4UA

**Classic car hire in Spain**



STS CLASSIC CAR RENTAL

Info&reserves [www.sts.com.es](http://www.sts.com.es) Tel. +34 91 852 37 38





## FACTFILE

**Engine** 3982cc twin-turbo V8; 577bhp @ 6000rpm; 627lb ft @ 2500-3500rpm **Transmission** nine-speed auto, 4WD **Mpg** 21.4 **0-60mph** 4.5 secs **Top speed** 137mph **Price** £143,305

# MERCEDES G63 AMG

Meet the new boss – despite appearances, it's not quite the same as the old boss...

WORDS ALASTAIR CLEMENTS PHOTOGRAPHY WILL WILLIAMS

**J**ust how do you replace a living legend? It's proving a challenge for Land Rover's engineers with the all-new Defender, but their counterparts in Stuttgart took a typically pragmatic view when tackling the same task with their own off-road icon.

There's no doubt that this is a G-Wagen – still hand-built in Graz, Austria – but look closer and you'll see it's softer-edged, and bigger, too. That latter point makes a huge difference from the driver's seat, where you no longer find yourself clouting your elbow when twirling the wheel. Underneath the Emperor's New Clothes, the chassis is also all-new, as is the drivetrain.

Off-roading geeks will be pleased to see that its 4x4 credentials are undiminished – it still features a low-range transfer box and three locking diffs – but it's on the road where the greatest strides have been taken. Before setting off, you can choose between seemingly endless configurations for the engine, traction control and suspension, auto or manual operation for the nine-speed 'box – even two exhaust tunes: 'loud' and 'ridiculously loud'. The noise, like most things about this car, is faintly ludicrous. Yet at the same time, like most things about this car, it's also rather wonderful. Pedestrians and other road users seem to love it, too, with most giving a grin or a thumbs-up where you'd get animosity in a similarly vulgar Porsche or Audi SUV.

## FUTURE CLASSIC



The source of the incredible sound is a 3982cc twin-turbo V8 making 577bhp – enough to shift this 2560kg behemoth to 60mph in 4.5 secs, and on to 137mph – or 149mph if you opt for the £2k AMG Driver's Package. The way it goes is laugh-out-loud entertaining: the tail squats, the nose lifts and it powers forwards like a cabin cruiser, leaving lesser cars bobbing in its wake. What's remarkable, though, is how it deals with that pace. The vintage bounce of old is gone, replaced by a firm but supple ride and astonishing poise for its mass. It's not clever enough to defy physics, of course, but behave with some decorum, make use of the vast (400mm front, 370mm rear) cross-drilled discs, and this huge machine will cover ground at an alarming rate.

Yet for all of that, the real charm of the new G-Class is the way it retains the soul of the 1979 original. The doors still need a hefty slam; the central locking thunks home with the precision – and sound – of a rifle bolt; and you look out through an upright 'screen with the signature of Gottlieb Daimler in the bottom corner.

Inside, the architecture remains pleasingly Cubist, yet overall space is tight. So it's not very practical, and not very sensible – but since when did a classic have to make sense? In the end, it's almost irrelevant that the new G is so much better than its predecessor, because this car is all about the theatre. And what a performance!





**1969 BMW 3.0 CSL  
'BATMOBILE', EX-SCHNITZER-  
BMW & ALPINA-BMW**

1971 Nurburgring 24 Hours - 3rd place overall ■ Entered for the 1971 & 1973 Spa 24 Hours, 1973 Silverstone Tourist Trophy & 1974 Monza 6 Hours ■ Eligible for Motor Racing Legends Historic Touring Car Challenge & Peter Auto Heritage Touring Cup ■ Complete with valid FIA Historic Technical Passport & spares package



**FISKENS**  
FINE HISTORIC AUTOMOBILES

14 Queens Gate Place Mews  
London SW7 5BQ  
+44 (0)20 7584 3503  
@ f www.fiskens.com