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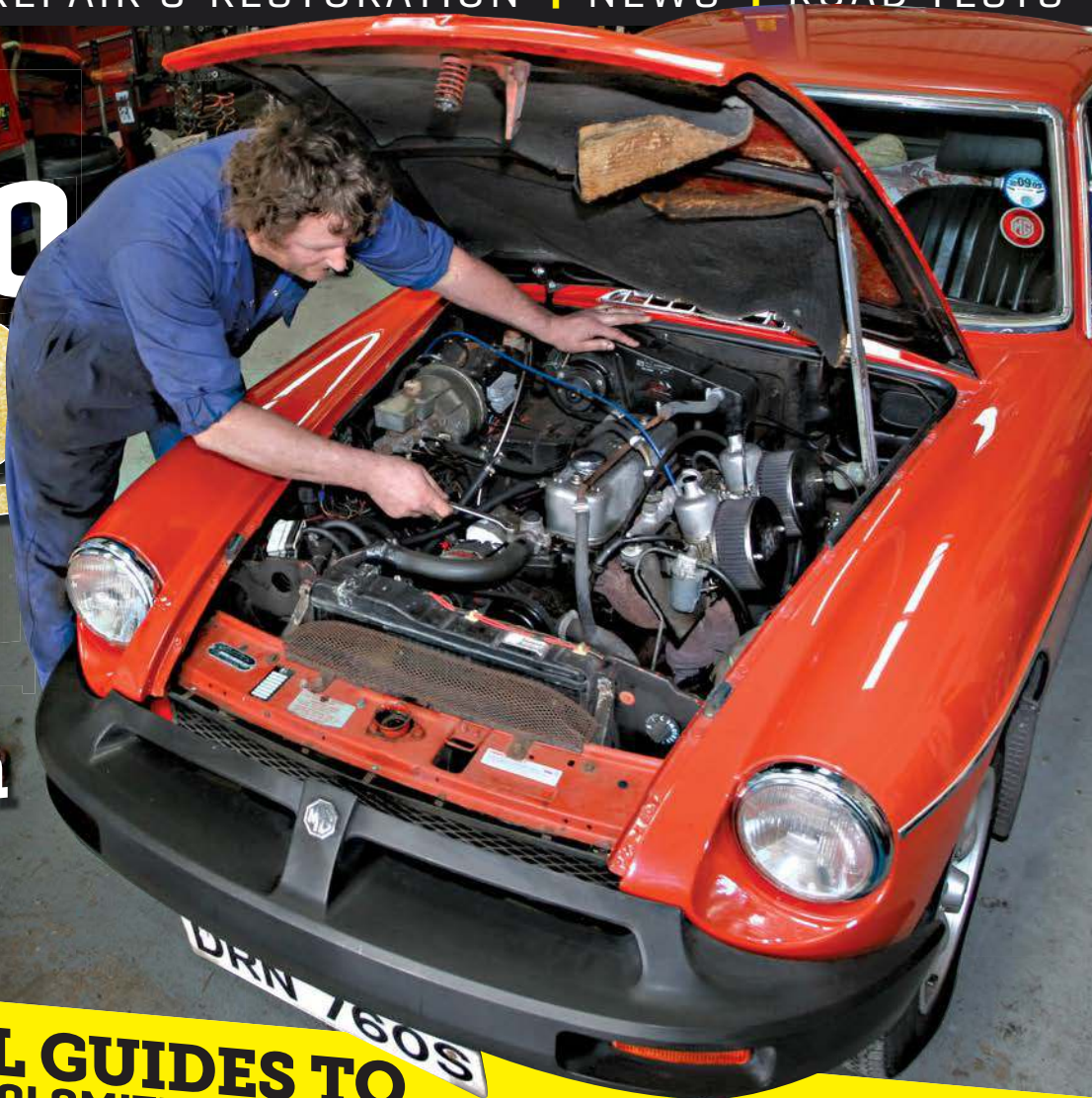
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Healey Blue with Ivory Duotone, Navy Interior. Repainted in 2016. £72,000.



1965 Austin Healey 3000 MkIII BJ8
BRG with Black interior. Specialist restored with power steering and brake upgrades. £68,000.



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Colorado Red w Red interior and White piping. Original colours, original RHD car. £58,000.



1960 Austin Healey 3000 MkI BN7
Ivory with Red interior, White factory hardtop. Original UK RHD home market car. £52,000.



1956 Austin Healey 100/4 BN2
Healey Blue with Navy interior. Le Mans modifications to engine plus louvered bonnet and strap. £49,500.



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CM04-20/A23/1



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Classic News

Classic Motoring rounds up all the latest news, views and gossip



FLYING SPARES PUTS ITS TRUST IN THE WORKFORCE

EOT sees the Handfords dropping out after 25 years of breaking classic Rollers and secure the outfit's future

After a quarter of a century in business the owners of the Rolls specialist Flying Spares (Ben and Lucy Handford) have just completed the process of selling all of their shares in the company to create an EOT (Employee Owned Trust). EOTs are an increasingly popular way of ensuring the long-term existence of businesses, protecting the employees from the results of being taken over by larger corporations and preserving the legacy and values of the founders of the business.

Ben and Lucy Handford established Flying Spares Ltd (www.flyingspares.com) in 1995 whilst in their mid-twenties; with no financial backing and the beginnings of their company were humble to say the least. With previous experience in the Rolls-Royce business, Ben's ambition was to set up a company supplying new, used and reconditioned parts for post-war Rolls-Royce and Bentley models.

The couple borrowed a portacabin from Lucy's parents who owned a transport business next to the local tip in Barwell,

Leicestershire. With limited savings they purchased a container and their first car for breaking – a 1988 Bentley Eight. Within a couple of years, they had employed two members of staff and moved to larger premises in nearby Cadeby. In 2001, the couple purchased their first business premises in Market Bosworth and in the next few years recruited several of the key members of staff who still work for them today. Currently it employs fifty-four staff.

After acquiring breaker Montague in 2013, Flying Spares is now established as the independent market leader for original, aftermarket, reconditioned and recycled parts for post-war Rolls-Royce and Bentleys serving enthusiasts and the trade alike with a turn over of more than £11 million a year, despatching around 600 parcels a week worldwide.

The Handfords will stay for a couple of more years on to see the process through, by which time the new company hopes to relocate to a new purpose-built warehouse.

WHITE LION PUBLISHING

**Formula One:
The Champions
£35**

With the Grand Prix season just starting (good luck, Lewis) this timely book charts 70 years of past F1 champions – quite beautifully. Written by the highly knowledgeable Maurice Hamilton, with a forward by Bernie Ecclestone, not only is the copy eloquently written but the book also includes previously unseen photographs. More for those wishing to further their pub knowledge, it, understandably, tells seasoned F1 fans little that's new but good value all the same for F1 devotees. It's just a shame that so many, arguably greater legends had to be left out because they didn't capture the crown...



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F STANDS FOR FANTASTIC WITH NEW MGF REBODY

Even Storm Ciara couldn't keep an estimated 7000 enthusiasts away from the annual MG & Triumph Spares Day, and quite right too. This caught our eye, a new body kit for the MGF from Jakabi Design. Not yet ready for production (though you could have fooled us), it's expected to cost under £3000. Finding your own donor car cheaply shouldn't be a problem. jakabi.ja830@yahoo.co.uk.



CATERHAM CALLS ON BUDDING HAMILTONS

New finance deal for road and race 7s means more affordable racing

Caterham Cars has teamed up with Santander to provide a finance deal for customers after an affordable race car as the new packages also extend to the popular Caterham Academy.

Under the new tie up with Santander Consumer Finance, it can bankroll a full season of racing where at the end, after a balloon final repayment, customers will also own their own road-legal Caterham 7.

Taking in some of the UK's most prominent racing circuits in the six race championship series, including Silverstone and Brands Hatch, the Academy also takes novice racers through their tuition driving appraisals and ARDs tests as well as proving exclusive tests and practice days. For enthusiasts wishing to progress to better things, instead of taking their Caterham at the end of the deal, they can opt to enrol in the Santander Caterham Roadsport championship.

Acknowledging the high cost of getting started in the sport, Caterham says it wants to



make its series more open and affordable to enthusiasts and by splitting the costs monthly hopes to "attract a new, wider customer base of driving enthusiasts and aspiring racing drivers". *Want to compare with your classic? Read our special motorsport guide in next month's issue!*

NEWS IN BRIEF



No more Norton?

Lovers of classic British motorcycles will be sad to learn that Norton has gone into receivership after almost 125 years. Administrators are working to find a buyer and save around 100 jobs at its Castle Donington factory.

New life for Lynbrook

Lynbrook Insurance has appointed Vantage Insurance as its Scheme Administrators. Many ERS staff previously acting for Lynbrook have consequently transferred to Vantage, meaning that clients maintain that relationship. There is no change to the cover for existing Lynbrook/ERS policyholders and at renewal will receive the enhanced suite of Lynbrook benefits via Vantage.

French fancy Haynes

Haynes Publishing has been sold to French rival InPro Digital for almost £115m. This doesn't affect the Haynes Museum which is a separate charitable trust.

Still lacking a spark?

Boris may be banning the internal combustion engine even earlier than first planned but according to a survey by major parts supplier Euro Car Parts involving 2000 motorists, only two per cent (yes, two per cent!) said they would switch to electric for their next car! We can see old vehicles hanging around for longer than the cut off point.



Mortimer moves

Woodham Mortimer (formerly J.D. Classics) has relocated to a new state-of-the-art facility in Chelmsford, Essex with purpose-built workshop facilities and a high class 10-car showroom.

Kate Manners marks 25 years at DMG

Kate Manners, managing director of David Manners is celebrating 25 years at DMG in 2020. Kate performed most of the jobs at the Oldbury based car parts family business, before being appointed Managing Director in 2011 and she has witnessed many changes.

Initially the business consisted of just David Manners Jaguar parts and it now consists of five different brands all under one roof.

Kate introduced staff wellbeing packages including a welfare allowance, the All About Me program and Birthday days off. Most recently Kate has introduced a health and wellbeing website designed exclusively for staff



members. She is also an advocate for supporting the community and local charities working closely with such organisations as Primrose Hospice, the Stroke Association and Black Country Women's Aid.

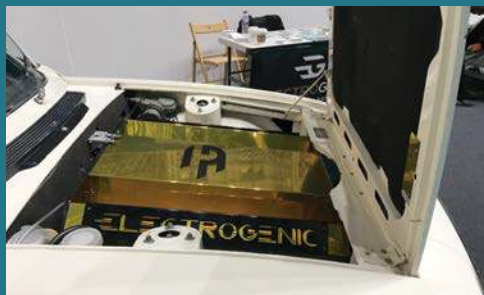
DMG has been recognised with the Corporate Social Responsibility and Employer of the Year awards at the Midlands Family Business Awards and also the New Employer of the Year award at the Sandwell Business Awards. Kate is also very proud of her father, of course, David Manners who was made an honorary Freeman of Sandwell last year in recognition of his work in the borough.

ARE FRIENDS ELECTRIC?

If the Government's plans hold firm then 2032 will see the end of ICE, the internal combustion engine. What will happen to classics? At the recent London Classic Car Show making its début at Olympia, Electrogenic displayed a range of converted cars such as this Stag where its 160w motor can rocket the Triumph to 60 in eight seconds all the way up to a claimed 125mph with a range of over 200 miles.

Electrogenic says the Stag's suspension needed no modifying as the 10 batteries didn't affect the weight distribution. Cost of the well executed conversion is £35,000 (you find your own car) but Electrogenic hopes, in time, that the price of batteries tumbles in line with technological advances rather like in the case of mobile phones.

It will have to if electric classics are to gain a wider acceptance although running costs are said to be less than 4p per mile (www.electrogenic.co.uk).



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This issue of *Classic Motoring* is dedicated to the rules of restoring a classic. But bringing a project back to life without the aid of a garage to provide vital shelter and protection is virtually impossible. So what do you do if you don't have one? Well, how about this fantastic portable temporary Clarke garage/workshop which will have your friends green with envy?

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Bentley 1964 series III Finished in Dawn blue over Silver with dove grey hide interior, picnic tables to rear, lambs wool over rugs, power windows, automatic, stereo system, power steering, this is a very original example of this model and becoming quite rare. Complete with all tools and history file, to include original handbook. Low ownership, always garaged, exceptional example, drives superb.**£48,750**



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London Taxi 2005. Finished in traditional black with superb interior, glass divider, fold down occasional seats, wheelchair access, power windows, central locking, stereo. Automatic, power steering, garaged. Drives superb.**£6,750**



Jaguar E Type 1970 2+2. Finished in Opalescent Silver Blue with superb matching hide interior. Overmats, headrests, original stereo, manual transmission, chrome wire wheels, new white band tyres, only 42,000 miles from new. 2 owners, accompanied with invoices, original handbook and service book. Excellent example.....**£69,750**

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London Taxi TX2 2005. Finished in gleaming black with superb interior, occasional seats, glass divider, stereo system, power windows wheel chair access. Automatic and power steering, low miles, garaged, drives superb.....**£6,750**



Mercedes Sports 300 SL 1987. Finished in gleaming Signal Red with soft black hide interior. Hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used. Garaged and stored for many years making this a very low miles of only 23,500 miles, with service book and old MOTs. This Mercedes could easily be mistaken for new. **£55,750**



Jaguar E Type 1972 V12 roadster. Finished in unmarked opalescent silver blue with cherry red hide interior. Headrests, navy blue soft top, over mats, stereo system, sparkling chrome wire wheels with white side tyres, tinted glass, manual transmission, power steering, complete with all tools. This car has only 25,000 original miles from new with only two owners and has the original British Leyland service book and handbook. Excellent history, drives like a new car and in totally superb condition. Just stunning. **£145,500**

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Jaguar E-Type 1965 4.2 FHC. Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward Engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E-Type, Which has mellowed to an amazing condition. This car is just remarkable.**£165,500**



Bentley GT Continental 2005. Finished in beluga black with black hide interior, walnut veneer dash, premium stereo system, many more extras. Only 32,000 miles with full service history, only 2 owners from new, always garaged. Could be mistaken for new**£28,750**



Mercedes 300 SL Sports 1988. Finished in Gleaming signal red with as new beige interior. Hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, Sundym glass. Complete with original fire extinguisher and tools, every old MOT from new, original handbook and wallet. Only 66,000 miles from new, full service history, garaged from new. Superb condition throughout having been pampered from new.**£48,750**



Jaguar SS100. Repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green with beige hide interior, headrests, radio, CD player. Powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering and disc brakes, making this a pleasure to drive. Fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels and twin side mounts with fitted mirrors. Comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots. Excellent history file with invoices and old MOTs and tax discs. Complete with all tools and very expensive in door car cover. This car is just stunning and a fine investment **£85,000**



Jaguar E Type V12 1971 2+2. Finished in unmarked gleaming signal red with black hide interior. Sparkling chrome wire wheels with white side tyres, tinted glass, stereo system, power steering. Automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs. This car is just stunning, one of the best there is. Garaged from new,**£86,500**



Rolls Royce Phantom VI. State limousine, 1972, fantastic colour scheme, Garnet over Antelope, matching hide interior to front & West of England cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool overrugs, air conditioning, occasional seats, 2 owners, and only 18k miles from new.**£250,500**



London Taxi TX4 2008 Bronze model. Finished in gleaming black with superb interior. Fold down occasional seats, glass divider, wheelchair access, power steering, power windows, stereo system. Automatic. Superb pampered example, drives superb**£8,750**



Jaguar E Type 1973 V12. 2+2 finished in Azure blue with navy blue hide interior, headrests, over mats. Tinted glass, adjustable mirrors, stereo system, brand new chrome wire wheels and full length webasto sun roof. White side tyres, automatic transmission, power steering. This car is amazing having been stored since 1978 and only covered 6000 miles. Bills and invoices available, original handbook and tools. Drives superb, a brilliant investment.**£79,750**



Jaguar E Type V12 roadster 1973. Finished in the period Primrose Yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering. New chrome wire wheels and whiteband tyres, spare wheel never used. Complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition. This E-Type drives superb and is just stunning. **£135,750.** More pictures on our website.



London Taxi TX2 2004. finished in metallic silver grey with superb interior. Sliding glass divider, fold down seats, wheel chair access, stereo, power windows, automatic, power steering. Garaged from new, drives excellent. More pictures on our website. Free delivery.**£5,750**



Mercedes 380SL Sports 1984. Finished in Astral Silver with Navy Blue hide interior and Blue dashboard. Walnut veneers, headrests, over mats, Blaupunkt stereo system, hard top, soft top as new and hardly used, alloys, tinted glass, power mirror, rear seats, headrests, automatic, power steering, power windows, first aid kit still in factory wrapping, tool kit. Only 61,000 pampered miles from new, with complete service history, accompanied with a set of old mot certificates, with original paperwork and invoices, as well as hand book from new in original wallet. This car has been garaged from new and drives like new and very smooth. Totally stunning and one of the best, unbelievable condition.**£37,500**

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Mercedes 280SL Sports Pagoda 1968. Finished in brilliant Arctic White with superb contrasting interior, hard and soft tops, automatic, power steering, CD stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard as it is today, only used on summer days, only 58,000 miles from new, supplied with original handbook, various invoices, and most old Mot's, original tool kit, it would be very difficult to find another one that comes close to the condition of this one, it's simply amazing...**£135,750**



Bentley 1956 Series 1. Coach built by Hooper (Empress Line Model) finished in gleaming two tone Green, with fine coach lines, with superb matching Green hide interior, with lambswool overugs, glass like finish veneers, picnic tables to front and rear, new tyres, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning, possibly the finest in the world, only a few built a fine investment at only**£65,750**



Ford Zodiac MK1 1956 finished in dorchester grey over winchester blue with matching hide interior. Manual with overdrive, this car has been correctly stored for over 50 years. Not a restored car but an excellent original example, stereo system, steel period sun visor, fitted hunting lamp, badge bar with badges original twin spot lights. Only three owners, drives well, very difficult to find another like this one, a fine investment.....**£28,750**



London Taxi 2002 Golden Jubilee model. Only fifty of these cabs were made for the queen's jubilee making them very rare and collectable and increasing in value. Usual extras, power steering, automatic transmission, glass divider, occasional fold down seats, wheelchair access, power windows, radio and stereo, all tools, drives superb.....**£9,750**



Daimler Sovereign 420 1967. Finished in Golden Sand with cherry red hide interior. Automatic, power steering, badge bar, chrome wire wheels, stereo. These Daimlers are very rare and probably never in the condition of this car, being kept in remarkable condition from new and only 53,000 miles with a folder full of history and old MOTs. Complete with original tool kit, having only three owners from new the last owned 34 years. A superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic.....**£36,750**



Ferrari 1986 328 GTS. Left hand drive, finished in Rosso Red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, Nero dashboard, original removable roof in black vinyl and aerofoyle. Original tool kit and jack kit, 29,000 miles from new, good history and invoices in original leather wallet, recent service, magnificent example....**£115,500**



Range Rover Sport Diesel HSE Dynamic 2015. Finished in Aruba with black roof with contrasting interior. Full length panoramic roof, power fold away tow bar, 22inch wheels, side steps, tinted glass. Only 28,000 miles with history, just serviced, only two owners, huge spec. Please call for details, this car is just stunning, could be mistaken for new.....**£49,750**



Mercedes Sports 1987 420SL finished in Nautic blue with dove grey hide interior ,head rests, rear seats, hard and soft tops, tinted glass, power windows, central locking, power steering, heated seats, abs brakes, alloys, cruise control, stereo system, long last ownership, garaged from new with impeccable service records ,thousands spent to keep this car in the fantastic condition it is in today. Drives like new.....**£38,750**



Mercedes Sports 420 SL 1989. One of the last of this model, finished in gleaming Signal Red with superb black hide interior, piped red, rear seats, hard and soft tops, tinted glass, power windows, auto, cd player, alloys, over mats. Full service history, this car is just stunning, probably one of the finest.....**£39,750**



Bentley NEW, GTC, V8S, 2018. Finished in Sandstone with dual hide interior, magnolia and tan, with matching power top. This Mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning.....**£POA**



Jaguar E Type V12 Roadster 1973/4. Finished in totally gleaming signal Red with soft Black hide interior. Headrests, tinted glass, stereo, over mats, manual transmission, power steering. As new chrome wire wheels with new white side tyres, complete with all tools, lots of recent invoices, original handbook. Been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show.....**£135,500**



Jaguar E type V12 roadster 1973/4. Finished in old English white with as new black hide interior, headrests, black soft top and tonneau cover. Manual transmission, power steering, New chrome wire wheels and tyres, spare wheel new and unused, original Motorola radio. Only three very careful owners, garaged from new, good history with original wallet and hand book and a letter from the first owner, complete with tools. A superb original example and a pleasure to drive.....**£95,500**

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Mercedes Sports 280SL Pagoda 1968/9. Finished in unmarked gleaming Silver with as new soft black hide interior. Hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats. Only 73,000 miles. £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website. Only one previous lady owner**£129,500**



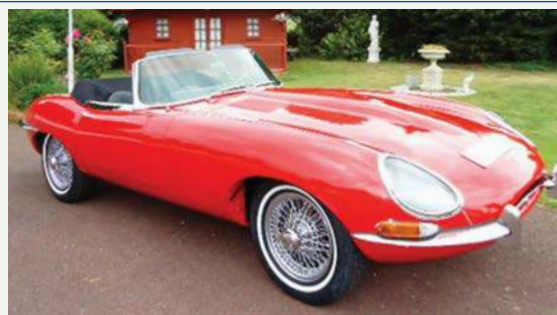
Ferrari 1987 328 GTS. Left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, Nero dashboard, alloys, original black vinyl removable roof and matching aeroflyle. Only 25,000 miles from new, excellent history with invoices and original leather wallet, recent service, Very fast appreciating asset, just stunning, complete with tools and jack kit. This is a superb original example never seen rain, drives like new**£125,500**



Jaguar E-Type V12 1974/5 roadster. Finished in British Racing Green with tan hide interior, headrests, automatic, tinted glass, wire wheels, factory hard top, mechanically very good, needs paintwork and new soft top. A very genuine car, last owner 20 years and only 58,000 miles from new, long mot with history and many old mots, all old tax discs, hand book. Absolute gift at this price. One for the Enthusiast**£58,500**



Jaguar E Type 4.2 Series 11 Roadster 1970 Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout**£135,750**



Jaguar E Type 3.8 series 1 1963 LHD roadster. Finished in gleaming Carmen Red with as new black hide interior with the bright aluminum dash and centre consul. CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world and has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own probably the finest of E Types and a superb investment**£157,500**



choice of four from £4,750
Mercedes E240 1999. 6 door limousine. Finished in masons black with dove grey hide interior, headrests, power steering, automatic, power glass divider, alloys, abs, stereo, CD player, air conditioning. This superb car has only one owner from new and only 66,000 miles with full history, garaged from new and is just magnificent. Drives like new**£8,750**



Hillman Super Minx Convertible 1963. This very rare model is finished in Glacier White with superb cherry red interior with piping and matching convertible top. Original radio, personal number plate, manual transmission, original supplying dealer plaque on dashboard, complete with original tools, handbook, history folder and old MOTs. Only 3 owners from new and only 55,000 miles. Excellent restoration, thousands spent to bring this car to a high standard, displayed at the N.E.C. classic car show, drives superb. Always garaged, amazing condition and a fine investment**£26,500**



Jaguar E Type 1970 2+2. Finished in Old English White with as new black hide interior piped white. Automatic transmission, sparkling chrome wire wheels with new white band tyres, stereo. Complete with all tools, this car has had a recent full engine overhaul and over the years thousands spent with all invoices, old mots, original hand book and old tax discs. The history must be seen with this car...**£68,750**



Mercedes 560 SL Sports. Left hand drive. 1988. In the most delightful unmarked colour, Impala metallic. Colour coded bumpers. Contrasting interior headrests, over mats. Hard and soft tops, Auto. First aid kit, cruise control, ABS, Power windows, Light up vanity mirrors, Air conditioning, air bags, tinted glass, centre armrest, outside temperature gauge, stereo and CD system. SRS, alloys. Complete with all tools. 43,000 miles, two owners, garaged from new. Service history. Fast appreciating asset, Probably the finest SL ever made. Superb to drive and absolutely stunning**£38,500**



Mercedes Sports 560SL 1988. Left drive, finished in gleaming signal red with tan hide interior, headrests, hard & tan soft tops, overmats, light up vanity mirrors, power windows, tinted glass, power mirrors, centre armrest, central locking, air conditioning, cruise control, stereo system, ABS, alloys, SRS, first aid kit, outside temperature gauge, air bags, expensive Mercedes car cover, auto, power steering, only 19,000 miles from new, service history, one owner, This flagship of the Mercedes SL could easily be mistaken for new. A stunning classic, drives like new**£49,750**



Mercedes Sports 350SL 1980. Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys. This car has only covered 45,000 original miles from new. With full Mercedes history and all old MOTs and invoices. Complete with all original tools. Recent full service, garaged from new, this car must be one of the finest to be on offer.**£35,750**

Many more E-types in stock in various price ranges. Call for details

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Mercedes 1988 560SL Sports. Left hand drive, finished in smoke silver, with brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside temperture gauge, tinted glass, auto, power, expensive mercedes wheels, only 38,000 miles, service history, drives like new, just magnificent**£39,750**



Jaguar E-Type 1970 Roadster. Finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old MOT's, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E-types.....**£125,500**



Corvette Stingray coupe 1967. Finished in gleaming Silver Pearl with soft Back hide interior. AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine with 350 HP. Only 2 owners 32,000 miles, last owner 40 years. These stunning looking cars are becoming very rare and valuable. Totally superb.....**£119,500**



Jaguar E Type 1969 2+2 left hand drive. Finished in the original mirror finish of gleaming unmarked Masons Black with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering. Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold. lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools. Recent concourse winner, and winner of many shows, trophies to go with car. This is a very rare and special E Type, the original colour scheme is breath taking, also comes with everything itemized. Invoices from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website.....**£125,750**



Jaguar SS 100. Built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS 100. These cars are very rare only 22 were ever made, this is number 12. These cars have over tripled in price in the last few years because of the investment side of it, plus they drive beautifully. Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming black tulip with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment. Probably the finest coach built repro in the world, this car is just breathtaking**£POA**



Rolls Royce 20/25 1934. coachbuilt by park ward finished in Masons Black over Maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example.....**£57,750**



Mercedes 230SL Sports 1966. Finished in Porcelain White, as new Black hide, Auto, power steering, CD stereo system, hard and soft tops, original service books, original handbook, entered many events in the UK and Europe, many old Mot's, stainless steel exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found**£89,750**

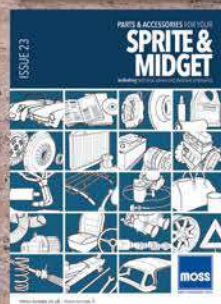
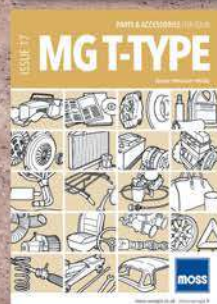
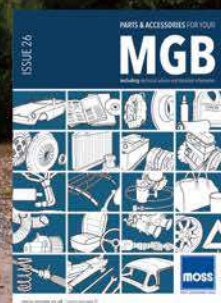


Mercedes 560SL Sports 1987 Left hand drive. Finished in gleaming Signal Red with Beige hide interior. Headrests, hard and soft tops. This flag ship of the Mercedes SLs has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats. Only 27,000 miles from new with service history, only one owner, garaged and pampered from new**£46,750**

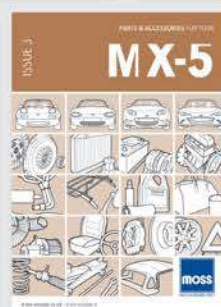
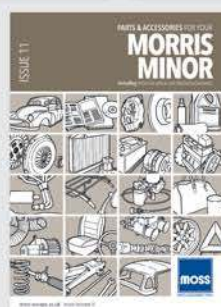
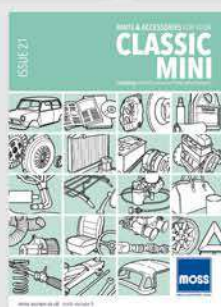
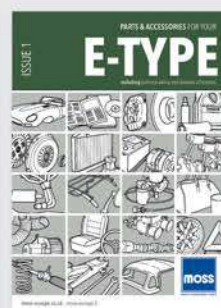
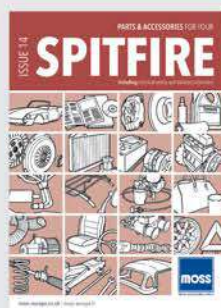
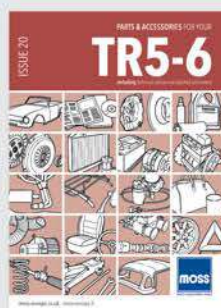
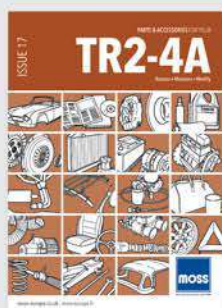


Jaguar E type V12 Roadster 1973/4. Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.....**£145,750**

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THE FACTS

Best model?

Sprint (MOD)

Worst model?

Anything rusty

Budget buy?

1500/1850 Dolomite

OK for unleaded?

Depends on model

Will it fit your garage? (mm)

L4115 x W1580 (Dolomite)

Spares situation?

Fair but not TR plentiful

DIY ease? Very good in general

Club support?

Being a Triumph, good

Appreciating asset? Mixed bag

Good buy or good-bye? It's not all about Sprints you know

Think of luxury cars, and over-sized limousines spring to mind. But you don't have to buy a car the girth of an aircraft carrier to enjoy a bit of luxury. Of course it's all relative, but Triumph's mid sized Dolomite family (including the 1300 which started it all) can justifiably claim to be compact luxury classics thanks to their well-stocked interiors, complete with lashings of wood trim. And the best bit? You can buy one for just a few thousand.

HISTORY

1965 Triumph 1300 launched as 'downsized 'sub 2000' saloon with front-wheel drive with nippier Spitfire powered TC added in 1967.

1970 The 1300 saloon replaced by similar looking two tier replacements. The entry model is the stripped out two-door 1.3-litre Toledo that's intended to replace the Herald and is rear-wheel drive but the front-wheel drive 1500 gains a longer bonnet and tail, new rear suspension plus a revised interior.

1971 Four-door Toledo joins range using, effectively the 1300 body flanks. Radial tyres standard on this model to counter 50kg heavier kerbweight. There's a power boost for the 1500; it was previously 61bhp, but now it's 65bhp.

1972 Dolomite joins the range; based upon the 1500 shell but is rear-wheel driven and uses an engine that was designed by Triumph for Saab and its new 99 range. In the Dolomite it has a capacity of 1854cc for 91bhp. Front disc brakes now fitted to Toledos (at long last was the general view).

1973 Dolomite Sprint arrives in June, with a standard vinyl roof, chin spoiler, cast alloy wheels and twin exhaust pipes. The first 2000 examples are all Mimosa Yellow with black interior trim. From the autumn an automatic gearbox joins the option list. Its party piece is the innovative 16-valve cylinder head worked by a single overhead camshaft fitted to a bored out Dolly engine to 1998cc for a quoted 127bhp. Also launched is the rear-wheel drive 1500TC; effectively a normal Dolomite but Spitfire 1500 powered.

1975 Refreshed Dolomite range arrives in May, with overdrive and tinted glass now standard; they were previously optional extras. There's also a driver's door mirror, along with a side moulding featuring a rubber insert, while front seat headrests join the options list. The two-door Toledo saloon is dropped.

1976 Three years after launch, the third-series Sprint goes on sale in March, with a standard radio, front head rests and laminated windscreen. A limited slip differential became optional (for competition purposes chiefly). Also, for

Varied mix of 1970's fwd and rwd saloons all with price and pedigree on their side. However most aren't as good as they look and don't enjoy the level of club and specialist support other classic Triumphs boast

1977 all models, including Toledo, come under the Dolomite umbrella.

1979 There's a new chassis number protocol from August (see box out). Special edition 1500TCs are introduced, such as the SE which is arguably better appointed than the Dolomite and Sprint.

1980 The final flourish of Dolomites, including Sprint, is built that August after a ten year production run. Total production runs to a rather meagre 22,941, of which 17,715 were sold in the UK. It's now reckoned that there are fewer than 300 examples left and even less really good ones.

DRIVING AND WHAT THE PRESS THOUGHT

The delightful 1300 set the tone. In its day, these Triumphs were considered to be a distinct cut above the rest and the Dolomite and Sprint in particular were seen as genuine BMW and Alfa rivals but at much more affordable prices.

Chief plus is the plush cabins which were streets ahead of a Ford or Vauxhall of the same era. The driving position was

DOLOMITE DETAILS

1. There was a new chassis number protocol from August 1979. Where the earlier cars are concerned, if it's a genuine Sprint, its number will start VA, but from this point a 17-digit VIN for each car took over. Manual-gearbox cars have a VIN starting with TWTLD5AT while automatics begin with TWTLD3AT. Sprint featured unique rear axle with larger brakes, some later cars even had a limited-slip differential although it's expensive to repair. Some owners fit larger Rover SD1 axle.
2. Most came with a four-speed manual usually with overdrive, but after April '75 all Sprints featured it as standard. A TR6 'box, but doesn't wear well but any overdrive problems are only usually down to a duff relay, poor connections in the wiring or a low oil level in the gearbox. FWD gearboxes on 1300/1500 (with exposed starter ring) are very dear to repair and lever develops slop.
3. Play in the steering is usually down to perished bushes in the rack mounts; they get soaked in engine oil but they're easily and cheaply fixed. It's worth fitting polyurethane items while you're at it. A rattling steering column is a known Dolomite trait. The dampers and springs may need to be replaced by now, best to upgrade. The brakes are straightforward with few particular faults.



POWERPLANT PROBLEMS

Dolomite is really a V8 Stag split in two – so has half the problems! Actually, there's no reason why any engine should now give hassle, as long as the correct fluid levels are maintained and the oil changed every 3000 miles. It's also essential that decent anti-freeze concentration is maintained; a 50:50 mix is ideal and should be changed every few years.

The Sprint's alloy head warps if it's allowed to get too hot. Head gasket woes are legion and it's a swine to get at due to slanted nature, and lift off the block. Some owners torque down the head annually as it can work loose in service by as much as 20lbft and do it the time honoured way rather than Triumph's odd sequence of events. You can't fit a Sprint head on an 1850 block and no Saab parts fit and this includes the complete engines. Sticky throttles or poor carb-to-manifold sealing aren't unknown. The trusty ohv Herald-derived 1300 and 1500 engines hold few worries for the home mechanic other than the usual Triumph foible of excessive crankshaft float due to thrust washer wear.

one of the most commanding and all models are easy to place on the road, too due to the square cut styling.

Thanks to their above average equipment levels and orthodox make up, these Triumphs make good daily drivers. Overdrive (fitted to most Dolomites) helps keep the noise levels and fuel usage usefully down (expect around 30mpg on a run) and apart from quite a bit of wind noise, are ideal for long journeys if you can accept that rather choppy ride on less than smooth tarmac. If performance isn't a major criteria then the 1850 and even the underrated 1500TC make decent and much cheaper classics – but it's the Sprint that leads by a mile.

That industry award winning 16-valve engine remains a true masterpiece that, if in good tune (sadly, many aren't) endows the Triumph with splendid performance that's well up to Capri 3-litre and BMW 2002 Tii levels. As many pundits have remarked over the ensuing decades – it was a great engine always in search of a worthy chassis.

Despite winning saloon car championships during the 1970s, the Sprint's chassis was always heavily taxed even on the road. Drivers who are more used to modern machinery will find the handling, roadholding and ride from another era and, even when new, the suspension could rattle and crash around except on smooth surfaces.

"Quality in small package" hailed *Motor* in 1966, remarking that the 1300's "roadholding, steering and braking reach a very high standard". The same weekly thought just as highly about the cheapened Toledo and if anything reckoned that the entry

THREE OF A KIND



2000/2500

Big brother to Dolomite the 2000 /2500 may not be as sporty but offers six-cylinder smoothness and more refinement as well as space – with BMW-like estates – for less money. 2.5PI or 2500TC go well and the ride (thanks to TR5 IRS) is more comfortable plus power steering is available on Mk2 versions. In common with Dolomite, spares are less prevalent compared to TRs.



BMW 1500-2000

Dolomites are usually compared to the 02 but if you need a four-door then it has to be bigger 1500- 2000 strain which is just as accomplished, a lot roomier, rarer and – compared to the 02 anyway – less expensive although values for certain models, such as the sportier ti and tii versions can sell for over double that of a normal car. Very expensive body/trim parts so be warned.



ALFA ROMEO ALFETTA

Big brother to the Alfasud, the rwd Alfetta has the gearbox mounted at the stern by the axle for near perfect weight distribution. Has earlier Giulia-like character about it with same twin cam engines, although gearchange is poor (due to gearbox location) and the car became more understeer-prone due to the grippier 'rear end'. Strong value but finding a good one is tricky. Also consider later Alfetta-based Giulietta.



Sprint is the most prized meaning that many lesser models have been hastily scrapped in order to save one even though 1850 Dolomite is pretty much the same car apart from the engine



Toledo (left) was long awaited Herald replacement 50 years ago and in many eyes just as good as the dearer, slightly larger 1500/1500TC if not a 1850 Dolomite. After 1976 Toledo was rebranded as Dolomite 1300

level newcomer almost eclipsed the larger, plusher 1500 which was only marginally faster as the new simpler Toledo was one cwt lighter than the old 1300. However the 1500's handling was excellent (did you know the rear anti-roll bar was a no cost option? *Motor* thought that so attired the 1500's roadholding was like a big Mini but we wonder how many are still fitted).

The rear-wheel drive Dolomite 1850 saw Triumph take on BMW with a true compact sporting saloon that was rightly acclaimed in its day as a car with undeniable "British appeal" and ideal for those who had outgrown their TRs "without being at all loud-mouthed about it". *Autocar*, tested an automatic and despite having the edge taken off the performance thought it a superb long distance car as – quite against the norm with automatics – the gearing was raised although *Classic Motoring's* own experience of a self-shifting Sprint is that it spoils most of the fun and manual with overdrive is a must.

When *Motor* first put a Sprint through its paces in 1973, its summary was that the saloon was already "a mite old-fashioned with its chunky lines, but the Dolomite Sprint doesn't have a rival in sight". The critical monthly *CAR* wondered, "Is this the start of something good". Alas not. Within 18 months, *Motor* pitted the Sprint against the Alfa Romeo Alfetta, Lancia Beta and Saab 99 EMS where it now emphasised the now ageing Brit's design faults and judged that the car's failings "weigh all the more heavily against it, especially ride comfort... Furthermore, the ride sounds as bad as it feels" although the weekly still reckoned,

even as late as 1978, that the Sprint "is still fun with sparkling performance and good smooth road handling".

CAR regarded that the Triumph's biggest shame was that "it's engine behaviour isn't matched by the chassis". However, in complete contrast, *Autocar* was quite impressed with the sedate (rear-wheel drive) 1500TC. "If your requirement is for a luxury small-sized handy package, the Triumph 1500TC has few serious rivals... For those who can't quite run to the price of the Dolomite, the 1500TC offers a good alternative".

VALUES AND SPECIALIST VIEW

According to David Aspinall from Anglian Triumph Services, who has been a marque expert for some 40 years, demand is increasing but finding good ones is difficult. A fairly loud Sprint example will relieve you of around £6000 but something special will be double this; overdrive is deemed almost essential and while history and colour isn't too critical – what affects a Sprint's value is its condition, and many of the cars that come onto the market are quite tatty – but may not look it, especially on the internet. Regular Dolomites sell for half this and like-for-like Toledos and 1300/1500s aren't much cheaper due to their rarity.



Dolomite and Sprint use ohc engine and has similar head faults. Alloy wheels were unique to Sprint, MGF ones also fit



Dolly mixtures

STUART MARSDEN has a special affection for these saloons because he lived near the factory and his mother used to own a special edition SE and is on his fourth Sprint although admits the first three weren't that good and disappointed him. As membership secretary of The Dolomite Club, if Stuart has one piece of advice to potential Sprint buyers it's the old cliché of "buy the best you can afford – even if it's a non runner".



ANDREW BURFORD runs his own car hire business and has a Mercedes SLK and a Maserati Bi Turbo to play around with but his life long affection is for these Triumphs of which he has a couple, including a Dolomite. His totally original four-door Toledo (pictured) was one of the star exhibits at last year's Festival of the Unexceptional and the period show bunting he adorned the car with resulted in many offers on the day.



Because many of the downmarket Dollies had been sacrificed on the Sprint alter there's even less around. Howmanyleft.co.uk suggests that there's 247 Sprints but only 24 are autos. There's 145 Dolomites and 105 1300s with a similar amount of 1500s (only six SEs).

IMPROVEMENTS

A better radiator is must fit replacement on ohc Dolomites and especially Sprints as, like the Stag, cooling on this engine (which is closely related to the ill-fated V8) is critical.

Upated dampers and springs are wise as are replacing the standard suspension bushes (which will probably be shot by now anyway) with harder types to improve feel and stability even though the ride will be made even harsher but adjustable dampers which you can adjust to suit your tastes may negate some of this. Brakes, always marginal on Sprints, can be upated in various ways

The much slated engine is quite muscular in standard 127bhp form, but few produce this output

TRIM TRAUMAS

Look throughly for delaminating veneer on the dashboard and door cappings. Trim is reasonably hard wearing, but you need to check for splits, tears and repairs – especially along the top edge of the back seat. Because of their marked desirability, Sprints have the most staying power and many lesser models have been unfairly cannibalised simply to save a Sprint.

now because they are out of tune. It can be boosted to around 160bhp through the fitment of a fast-road cam, gas-flowed head and electronic ignition if desired. You'll also need to fit a more free-breathing exhaust system, increase the fuelling (48DHLA sidedraught carbs are best) and to help feed those you'll need to convert to an electric fuel pump.

To improve the upgraded engine's longevity, high-capacity oil pump and oil cooler should ideally also be fitted. The 1850 is said to respond quite well to similar uprating and if the 2-litre TR7 engine is substituted can produce practically Sprint power without the need for 16 valves or the hassle. The Spitfire-based 1300 and 1500 engine is highly tunable and can match the 1850 easily enough.

DISSOLVING DOLOMITES

Bodged and poorly restored examples are common. Pre-1976 cars seem to be the most rust-resistant, those built between 1976-'78 being the worst, it's said. The floorpans are some of the most rot-prone areas. Remove the battery and make sure its tray is intact, as well as the subframe mountings; major corrosion problems are commonplace. Subframes crack and corrode at the wishbones. Corrosion sometimes spreads into the base of the windscreen pillars and goes deep. Once a car is this rotten it may not be worth saving. Lifting the carpets is essential to get a good handle on the state of the car.

The sills are likely to have corroded along their front and rear edges, with rot spreading into the rear wheelarches and A-posts, the latter then rusting badly to the point where the doors wobble around. Front valance panel and the surrounding areas rot out. Inner panels, floorpans and outer panels all bubble and blister away. Open the bonnet and make sure the inner wings are sound and that the scuttle isn't riddled with rot and nor the suspension pick-up points. Areas around the headlamps and the front valance being two of the worst affected but the Triumph Dolomite Club sells certain panels although supply is nowhere near TR standards.



Car which started it all was the fwd 1300 which was designed to replace the Herald but ultimately was too costly. Models gave way to similar albeit larger 1500 in 1970



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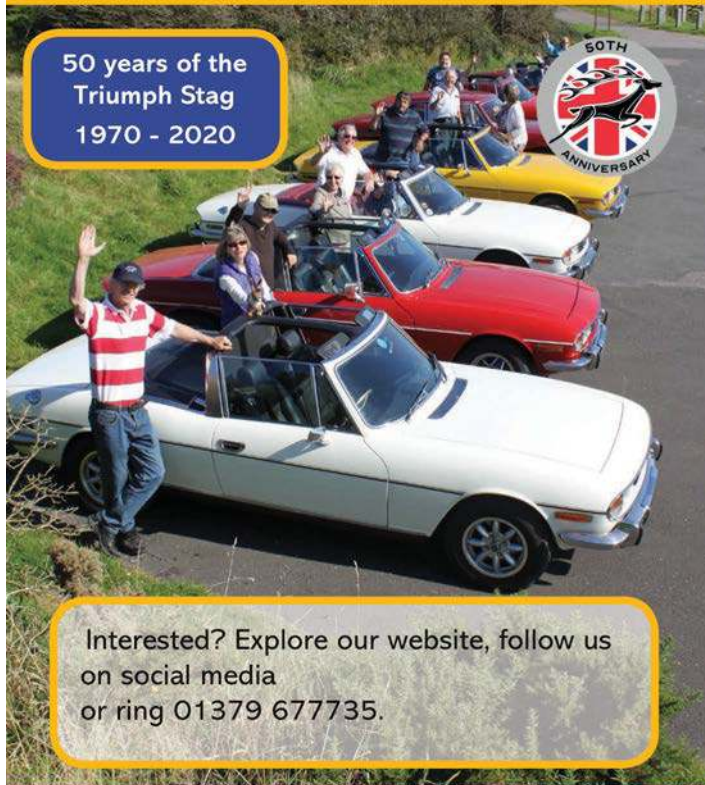
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STUFF OF CHAMPIONS



Approaching 60 years young, Elan remains the blueprint for the modern sports car – just look at Mazda's MX-5. But only the original makes you feel like a Grand Prix driver

Motorshow time at Earls Court in October 1962 saw two new British sports cars unveiled that couldn't be the more opposite if they tried.

The utterly orthodox MGB was the long awaited replacement for the MGA complete with an all new monocoque body and the biggest diversion of MG's long line of successful sports cars. The Elan – costing double at £1500 – had to save Lotus after the shambles that was the exquisite but enormously expensive Elite.

That classic coupé, while being a typical Chapman benchmark in design, was too dear to produce and lost Lotus £100 or so on every Elite made (around £1600 in today's money-ed) so a cheaper alternative was vital for the company's coffers yet still had to move away from the spartan 7 and push upmarket. Elite taught Chapman all about fibreglass construction and the value of lightness but instead of going all monocoque again, Chapman compromised with a conventional chassis after stylist Ron Hickman (who went on to patent the Workmate mobile work bench and make his millions) was concerned over its rigidity in roadster guise because, initially anyway, Elan was the intended replacement for the spit and sawdust if (still) immensely

entertaining and enduring sports car Chapman now had little time for in the swinging sixties.

Development of the Elan took under four years and cost less than £50,000. The switch to a stout conventional chassis (which also acted as the test rig for the car's driveshafts) was the lucky breakthrough and godsend Chapman needed because not only did he unwittingly create one of the greatest frames in the history of the automobile but also discovered it only cost him a tenner! It's further said that for 50p (10 old shillings) it could have been galvanised so prevent the ruinous rust they are prone for – Lotus didn't get around to this until two decades later.

Armed with the classic 'Chapman struts', the codenamed Lotus 26 was to revolutionise sports cars where fingertip finesse replaced gung-ho bravado. Costing £1499 at launch (some £500 less



Racing pedigree came as standard, car was driven by likes of Clark, Hill



Engine became a legend, far more so than later 16-valve in the Esprit



Perfect proportions were Elan trademark; rear light cluster came from the Vauxhall Victor FB

than the Elite which remained in production until 1964) the Elan became the standard to which all other sports cars were judged for decades. Or longer because even to this day Brabham and McLaren GP designer, the legend called Gordon Murray, still regrets that he couldn't match the Elan's exquisite steering quality on his F1 supercar.

Powering the new Lotus was a clever development of the Ford Kent engine for road and racing purposes by fitting a Lotus-designed twincam top end that cost Chapman all of £200 in design fees. In regular tune it delivered 109bhp with the SE tune (standard on the heavier Plus2) 118bhp with the hallowed Big Valve evolution kicking out 126bhp. For their day all Elans were shatteringly fast although in hindsight perhaps the works road test cars were faster than most...

PICK'N MIX OR SOMETHING FOR NOTHING

The rest of the Elan's make up was a pick 'n mix of proprietary parts from various car makers but mostly Ford. Chapman loved something for nothing which is why the wooden dashboard also acted as a body bracing but the real penny pinching pièce de résistance was the front 'floating' number plate. As there was nowhere to place a conventional plinth and Chapman hated a stick on, Hickman came up with the index number 'floating' on the car's mesh front grille, so saving the cost of the metal plate. Talking of cost cutting, the Elan could be

purchased in self-build or complex form. The majority were the former as it saved on pricey purchase tax (the forerunner to VAT), a good £300 or more, although the build was usually done by known trusted garages on the quiet or moonlighting Lotus employees – cash in hand, of course.

Hickman's styling of the Elan has become one of the seminal points in sports car designs even if Colin Chapman usually takes the credit for it. Pert, petite and always pretty, only the Elite matched it. It was the same story on the road but the Elan was blessed with a glove-like fit, better steering and a more compliant ride. Indeed, the Lotus rode better than many luxury saloons of that era and was light years ahead of the game when it came to handling, which is still eulogised over. But what makes



Later Elans became pretty plush with carpet and power windows. Wooden dashboard also provided additional body bracing

Remember when... 1962

It was when Auntie Rover showed off her swinging 60's look with the Coupé. Here's some more of that year's highlights

The World held its breath that October, when the USA and USSR squared up to each other, after pictures from the new frontier of space revealed Soviet missiles based on Cuba pointing You Know Where. John F Kennedy wasn't the first to blink, thankfully...



Small-time thief James Hanratty was hanged for his 'involvement' in the infamous A6 murder case, for which even now sceptics believe he was innocent, especially when a main suspect confessed later on! Hanratty has still yet to be cleared, however.

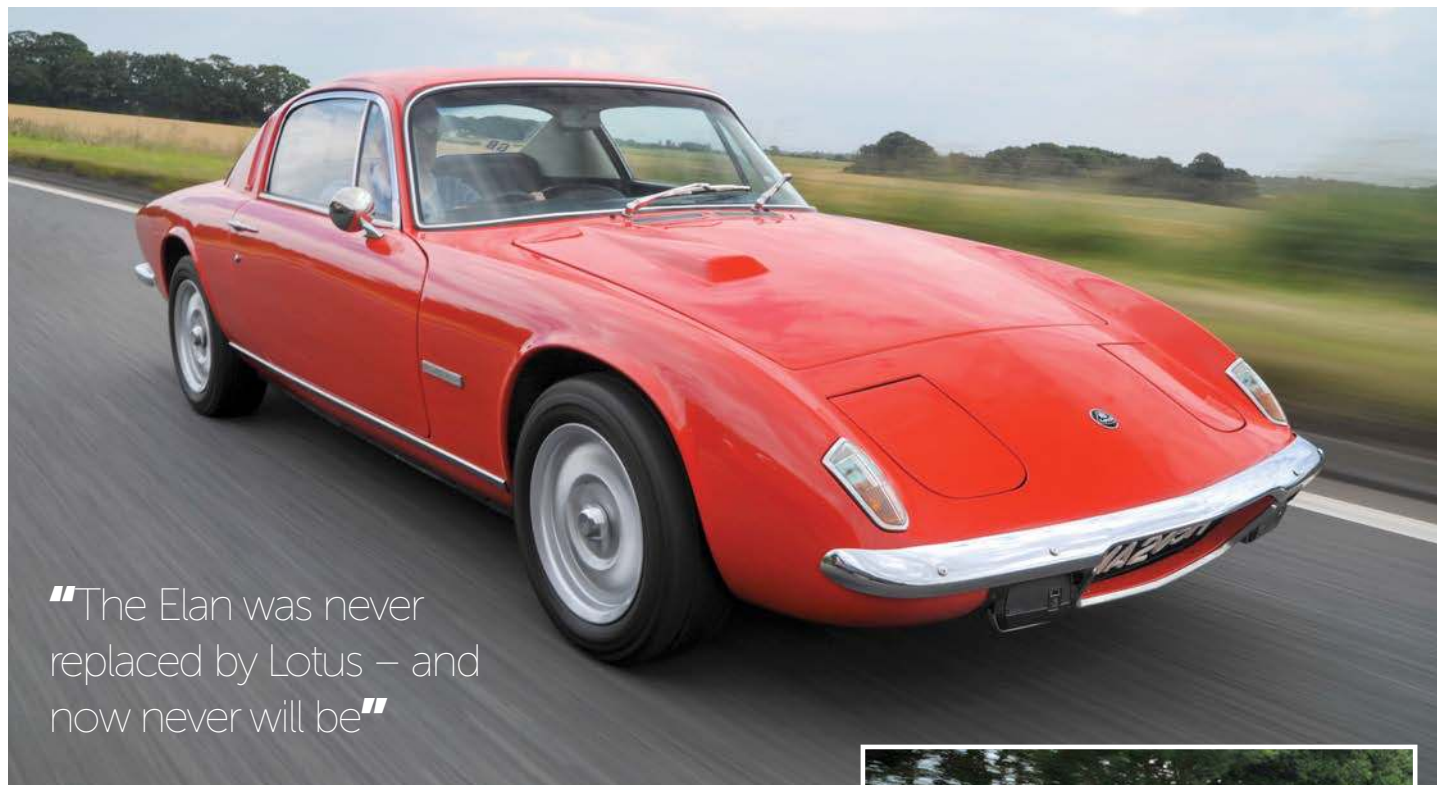
The biggest thing on the 'box' was *That Was The Week That Was* (TW3) which introduced satire to our nation, changing the way that the usual easy-going British public believed all what the authority told them. An angry young David Frost was the front man, latterly Sir David...

In the charts, the Rock and Roll 50s were being replaced by the likes of Ray Charles, Bobby Darin, Joe Brown (who's now on tour and worth seeing), Rolling Stones and four mop tops from Liverpool who had their first chart success with 'Love Me Do'.



Average pay is £800 with a typical house priced at £2670 – half the outlay of a new Rolls. The new Austin 1100 and Ford's Cortina cost under £600 while a daily pinta was 6.5p – a pint of the harder stuff under 12p! David and Susan were the country's most popular names.





the Lotus Elan entertaining is not just its veracity or even its great handling (if not ultimate roadholding on its skinny Cortina-sized tyres, especially in the wet), but rather its superlight weight and compact dimensions, both of which ensure there's much more 'road room' and agility to play with, in safety, but there again Colin Chapman did promise in the sales brochure that "we wanted to build you a fun car".

"The Elan does not so much understeer or oversteer as just steer – you turn the wheel and around the corner she goes" said one road test at the time. "Superlatives are best avoided in road tests: they are too arbitrary and subjective and have a nasty habit of being made to look foolish by the passage of time. Nevertheless, we are tempted to describe the Lotus Elan as the best all round sports car – bar none available today," weekly *Motor* commented back in 1968. Even in its twilight years, the appeal of the Elan hadn't diminished one bit. Testing the final evolution of the Elan, the Big Valve Sprint, *Motor* reckoned that the revitalised Lotus was still, "One of the quickest ways to get from A to B in Britain" and of its more powerful rivals, "None can match the Elan's agility" while the famed ride "has yet to be bettered in a sports car".

A DEFINITE PLUS BUT CHAPMAN WANTED A PORSCHE RIVAL

The final evolution, the, larger if hardly family-sized 2+2 Plus2 130/5, saw the Elan transformed from a spry sports car to a luxury GT coupé, equipped with weighty sound deadening and carpets and a five-speed transmission with a very tall overdrive top gear, all finally making the Elan suitable for long distance touring. The transmission, also available in the Elan Sprint, was essentially an Austin Maxi gearbox in a Lotus casing and opinions remain divided on its worth as the gearchange was never as super slick as before – plus we wonder whether Elan owners wanted to be associated with mundane Maxi hardware?

Despite being more than a decade old with rivals catching up, the Elan was still a class act yet was unceremoniously killed off once VAT came into force in 1973 as, unlike Purchase Tax, it applied to both self build and ready made cars. The exception was the Plus2 which was never offered in component form so it soldiered on until 1974 until the new generation of Porsche-rivalling Lotuses were introduced. The Elan has never been replaced by Lotus, not least the 1990's front-wheel drive namesake which sold only 4655 cars against the 12,000 + originals, which we're sure Diana Rigg (aka Emma Peel of *The Avengers*) helped shift even if she sold hers (a leaving present from the series) as fast as the Elan could sprint to 60. When you compare the sales of the Elite of less than 1000 and only 3000 or so



Plus2 offered enough room for a small family plus said to drive better than Elan

Sevens sold up to 1973 and it's easy to understand how vital Chapman's classic was to Lotus' survival.

Fast approaching its 60th, the Elan is regarded as highly as ever, even with owners who had to ensure the (Lots Of Trouble Usually Serious) L.O.T.U.S acronym which usually rang true, their fragility unless cared for like a baby and the inevitable kiss-and-make-up relationship that was demanded...

Even when the Lotus was behaving itself, the characteristic 'surging', caused the special unreliable rubbery driveshafts which made driving in town such a kangarooing misery, along with other characteristics taxed even the most ardent Lotus lover. But it was all worth it for the sheer joy the Elan gave when it all clicked together.

There was one other quality Elan gave its owners – empathy. As the car was produced when Lotus was at its considerable peak in motor racing, works drivers, legends like Clark, Hill, Rindt, Peterson, Fittipaldi, Ickx et al also drove Elans on the road. That's surely a bond that you'll never experience again with today's F1 prima donnas.





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WHY NOT OWN A...? VOLVO P1800

HERE'S SIX OF THE BEST REASONS TO BUY ONE

- Classy classic styling
- Sportshatch option
- Brilliant owners clubs
- MGB-like ease of DIY repairs
- Quality build
- Silver screen popularity

Best known for its leading role in *The Saint*, this classy coupé made Volvo a household name outside Sweden and it's one of the most recognisable classics on the block. Yet despite those unmistakable looks these prestigious Volvos are as simple to run as an MGB GT and as robust.

MODEL CHOICE

The P1800 was in production for little more than a decade and – ES sports hatch excepted – changed very little, meaning you can, and should, concentrate more on the condition rather than its year or spec. Midlands-based Jensen assembled the first cars, with the bodysHELLS being produced by Pressed Steel in Scotland. Build quality of them – that cost nearly as much as a Jaguar E-type – was said to be dire, so they weren't easy to sell at any price.

As a result, from 1963 Volvo had cut short its contract with Jensen with assembly transferring to Sweden, although the bodies were still UK made.

The car then became known as the 1800S (for Sweden). However, the Jensen early cars carry a certain cachet, not least because of those 'cow horn' front bumpers that were discontinued during the summer of 1964. Apart from a sealed cooling system and minor interior revisions, it wasn't until '68, that the first real significant update transpired when the 1780cc 'B18' engine was replaced by a 1986cc 'B20' version of the same unit. Volvo started to produce the bodysHELLS itself, as Pressed Steel sold its Linwood factory to the Rootes Group during this year.

The 2-litre engine was given a further lift for the 1970s when Bosch fuel injection replaced the previous twin SU carburettors, but by 1972 the decade old coupé had had its day, with the last one being produced in June of that year.

Most folks steer toward the saintly coupé if for no other reason because they remember it on the tele and the looks of the ES make it marmite classic and it gained the sobriquet of 'Snow

Whites' hearse as a result. However, there's little denying that the ES offers far better rear headroom as well as luggage space. Pay little notice of the engine change as many early models may well have had 2-litre engines (used in the 140 Series saloon) now fitted. It depends whether you trust fuel injection or not but even though the Bosch system is well tried and tested, there's no doubt that carb-fed engines will be a fair bit easier to look after at home and cheaper to fix, too.

BEHIND THE WHEEL

"More a marathon runner than sprinter" remarked one road test and with a mechanical make up from the same era, it is not dissimilar to our MGB/MGB GT so it's no great surprise to find that they drive pretty much the same although P1800 is faster. With plenty of low-rev guts there's no need to rev the Swede's engine – handy because it gets rather kind of harsh but for its day the P1800 was pretty sporty; road tests saw the car hit 60 in under 10 seconds in fuel injected



WHAT TO PAY

Values headed north significantly of late with original 'cow horn' bumpered cars the most desired as there's only 50 or so left. Jensen-builds typically sell for around £7000 for a decent car but concours examples have been known to touch £30,000; bank on £15,000-£20,000 for excellent P1800s. You'd think later fuel injected Es would rank highly yet this is not the case, unlike the 2-litre S. Historically the ES was the bargain buy and it still is although values have crept up due to their affordability and the best can almost match a coupé although their popularity fluctuates more than the Saint style car and consequently usually £10,000 nets something quite nice.

HOW MANY LEFT?

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form, trucking on to almost 110mph. However, according to road tests, not much more than 20mpg was achieved, although we reckon most will see 25-30mpg, especially with intelligent use of overdrive that's standard on UK cars. We doubt whether there are any automatics left.

The Volvo wallows on corners thanks to the soft suspension that was common to many 60 year old designs, but that only ensures the ride remains serene; this is more of a cruiser than a classic for throwing around – irrespective of whatever Simon Templar did on the TV. From a seating point of view the slim glass area hinders visibility and the seats may be too low set for many owners.

MAKING ONE BETTER

The 1800 is sporty enough in standard form if set up properly. The brakes are quite good so don't really need any

modifications save for harder pads such as EBC GreenStuff. Bigger brakes coming from later Volvos are a possibility though.

Swapping an 1800 unit for a 2-litre one is a straight fit – traditional tuning methods can also be used to coax more horses from either powerplant and remember the engine was enlarged in the 140 and 240 ranges. Period tuning gear is around, search for Ruddspeed and speak to Amazon Cars (amazon cars co.uk) who knows best how to set up these Swedes and also sells a variety of tuning parts, including turnkey tuned engines.

Twin SUs are already fitted, so you can go bigger (try 1.75in ones) or you can fit a single Weber 32/36 that's found on some Fords – or twin DCOEs although the latter needs further tuning for best effect, with a better exhaust and manifold the first step. Or just fit KN or TR needles for under £15 for mild tweak. Electronic

ABBA LOOK AT SOME P1800 PART PRICES



**ENGINE
£378**

Piston set (£59 rings)
£70 Bearing set, £36
crank shells Brookhouse



**BODY
£960**

Repro front panel
£696 front wings
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£312**

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Amazon Cars
£149 Front wishbone
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**BRAKES
£258**

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Amazon Cars
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fast road pads £76
Brookhouse Parts



**EXHAUST
£231**

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**TRANSMISSION
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A heavenly classic but a bad one can prove hell on earth

Body

Rust can be rampant. There's a good chance you'll see some inner wing rust there and it's a safe bet that there's much more, hidden from view. Putting the damage right will cost around £750 for each side, almost half of which is the cost of a new wing – it's £450 a go for the rear ones and genuine front panels are no longer available but hand-made ones are. The front cross-member rots where you can't see.

Patching it up is a pain because it's welded all the way round and accessibility is poor with the engine and its ancillaries in place, while steering box mountings and front outriggers rust as well although it's possible to buy Volvo replacements.

The floorpans can also fill up with water, either because the heater valve on the bulkhead has packed up, or because the heater vent at the base of the windscreen has blocked up with leaves. But it could also be because the windscreen surround is leaking.

Engine

As long as there's 40lbft showing when the engine has settled down to a warm idle, and 50-55lbft on the move the engine should be fit for more. A thump that sounds like the big end bearings have gone, is much more likely to be worn timing gears, which will cost you £200 to fix, split equally parts and labour. While the fuel injection system

isn't inherently unreliable, if it's running badly it could cost a lot of money to fix.

A fuel pump costs £200 and there are four injectors at £100 apiece – and that's just for starters, which is why many cars have been converted back to run on reliable old SU carbs and they are almost as good.

Running gear

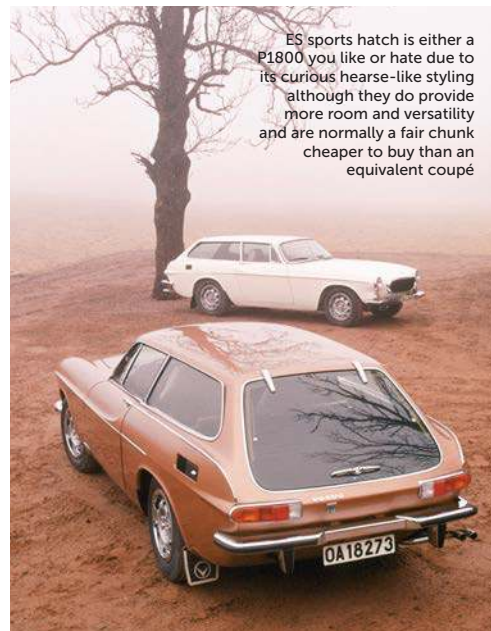
If gearbox oil isn't up to the mark, there will also be problems with the overdrive. The only other likely source of overdrive problems is the electrics, with the same type of problems that afflict any such equipped car – poor earths, trapped wires, failed relays and a problematic fusebox on the inner wing.

A steering box which has been over-tightened to remove any slack will not only prove heavy but will be likely to damage the box if left in this state. Brake parts may pose certain problems depending upon model and year but speak to a P1800 specialist or owners club to be sure.

Trim

Trim is scarce, dashboards crack if left in the sun; repairs are impossible and replacements are unavailable. Trim panels are available, at £250 for a set of door panels. The earliest (Jensen-built) cars featured wheel trims which are likely to be damaged and which are now unavailable unless you're willing to pay a king's ransom for them!

ES sports hatch is either a P1800 you like or hate due to its curious hearse-like styling although they do provide more room and versatility and are normally a fair chunk cheaper to buy than an equivalent coupé



ignition is almost a given for the Volvo, in common with many old classics.

Handling benefits from uprated dampers and springs (Brookhouse Parts) plus you can fit an adjustable Panhard rod at the rear to keep the axle in check. The steering is inherently heavy; if it's too much consider a electric power steering conversion which is said to work particularly well on this car. Talking of comfort, it can also be worth fitting 1800ES or Volvo saloon seats into the coupé as they're more comfortable on long-distance journeys with their integral headrests.

MAINTENANCE MATTERS

Mechanically, there's little to worry over and the car's robustness is legendary with one world famous car in America – bought new in 1966 – covering over a million miles mostly on its original oily bits! With their cast iron cylinder heads and overhead valves, the Volvo is as easy as an MGB to

Some 60 years on and the Volvo's style still turns heads. Pre 'C' registration cars featured distinctive cow horn bumpers which are highly prized. Later 'Saint' had front driving light fitted to fill the expanse of metal by the grille





Lovely styling is hallmark of Volvo's interior although certain trim parts, such as the dashboard top which is prone to cracking, can be difficult to obtain. Door panels are available however

work on and even the fuel injection (which improves low down clean pulling) is very much old school and hardly something to fear.

Sadly, the biggest worry has to be the bodywork and rust and resultant repair costs. There's a good chance you'll see some rust there – if you can see any, it's a safe bet that there's much more, hidden from view. If the sills have had to be replaced, make sure genuine Volvo panels have been used. Exterior trim is easy to find, but can be expensive. The grille surround is prone to accident damage, with replacements £300.

For parts, check out Amazon Cars, Classic Volvo Imports, Brookhouse Parts (<http://www.classicvolvoparts.co.uk>) and classic-volvo.com.

A car that's been well looked after will also have a genuine Volvo oil filter fitted, complete with non-return valve,

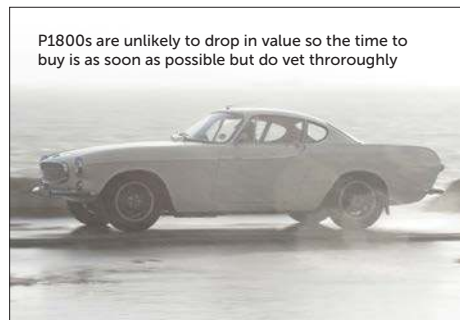
available through the Volvo Enthusiasts' Club. As long as there's 40lbft on the gauge when the engine has settled down to a warm idle, the engine should be in fine form. You can drop the sump in situ to get at the shells and crank bearings so a top and tail 'overhaul' doesn't involve complete engine removal.

An unduly heavy steering is usually down to an over-tightened steering box to take up wear. The suspension is strong apart from the four top wishbone bushes but brake servos can cause problems. Fuel injected cars featured dual circuit brakes and replacement ATE units aren't available anymore – aftermarket alternatives can't be fitted either. Carb cars sport a Girling servo, which can no longer be replaced, but can be swapped for a Lockheed one – but speak to the experts first for their advice.

THE CAR'S TIMELINE

- **1960**
Coupé débuts at Brussels show although sales only start the following year. Essentially Amazon saloon derived with 100bhp 1.8-litre engine with standard overdrive for UK cars.
- **1963**
Swedish makes cuts short its contract with UK builder Jensen due to poor quality after 6000 cars were made and transfers assembly to Sweden, designating the car the P1800S as a result. Power upped to 108bhp.
- **1968**
Volvo starts to make its own body shells, B18 1.8 engine replaced by B20 2-litre 115bhp unit. Dual circuit brakes fitted.
- **1969/70**
P1800E for 'Einspritz' the German for fuel injection, using Bosch set up for 130bhp. All round discs fitted to cope.
- **1971**
Better late than never, a Borg Warner three-speed automatic option becomes available but most fundamental change sees body style evolve from coupé to sports estate, badged the ES.
- **1972**
Final coupé made after almost 40,000 sales, ES drops out a year later.

P1800s are unlikely to drop in value so the time to buy is as soon as possible but do vet thoroughly



Rugged overhead valve engine is as easy as an MGB to maintain. Even the Bosch fuel injection poses few problems although don't be surprised to find an 'E' converted back to carbs; makes little difference to the car's value

PRICE WATCH

Kevin Price set up the Volvo Enthusiasts' Club simply on the back of his love for the car more than 40 years ago and admits it was the looks that hooked this once staunch Ford fan. He owns the actual The Saint car yet what appeals to Price the most is the design's integrity and solid engineering although Ken admits that perhaps only a third of cars on the roads are in a remotely saintly condition.





EACH MONTH WE PUT A TOP CLASSIC THROUGH ITS PACES

TEST DRIVE

Midgets may be small but they're big on driver appeal. In fact, they are arguably the closest thing to a Caterham 7 in character – and yet are a lot cheaper to own!

There are those who reckon the MG Midget (and the rarer Austin-Healey Sprite) aren't real sports cars. They are pretend performance tools. And, while it's true that the Spridget – the well known nickname to group Sprites and Midgets together – used nothing more exotic than Austin A35 hardware with Morris Minor steering, let's not forget that Colin Chapman hardly used anything more elaborate when he cobbled up the legendary Lotus 7. Quite rightly, one magazine (in 1970) said that if the car is a pretend sports car then perhaps it's a 'pretend Lotus'.

MG made an impressive job of rebooting the MGB for the 1990s with the RV8 and it's intriguing to imagine what it could have done with the Midget in the same vein. MG didn't of course because it launched the advanced mid-engined MGF but the old timer Spridget remains just as much fun in a Caterham-like way yet for a fraction of the price. As a beginner's 7 they are ideal thanks to a simple but effective make up that lends itself to DIY maintenance, tuning and improving or even racing in selective in-house championships. Whisper it, Midgets are even more fun and handle better than the big brother MGB!

ON THE MOVE

Size matters in this case and your girth may well dictate whether you should own a Spridget at all because MG didn't call its car a Midget for nothing and we've all become larger and lardier since its 1961 launch! Assuming you can fit in one and squeeze through those tiny doors, you'll find only the bare essentials – just like a 7 – although later variants did sport luxuries such as wind up windows (albeit taller drivers with splayed out legs will find the window winder an uncomfortable companion), a decent hood and carpets. Once snuggled in, you'll find that all round visibility is excellent and this cleanly styled sports car is a doddle to place on the road.

For the majority of folks, the Spridget to have would be the Mk3 as it sported the punchy 1275cc engine (to almost Cooper S spec we'll have you know) and of these, the short-lived pre-1972 round rear wheel arch variants is the holy grail of models. The Sprite was pensioned off by 1972 after losing its Healey tag the previous year and some say that, thanks to their rarity, these will become the more collectible as will be any totally original cars although tuned and improved 'Spridgets' are no bad thing and certainly adds to their fun factor.

Make no mistake these cars are fun with a capital F. The similarity with a 7 comes from pure and simple driving thrills. A lack of refinement makes Midgets seem much faster than they really are but that's a good thing because – unlike an MX-5 or MGF – you don't have to break the law to savour wind-in-the-hair excitement. In straight line stopwatch terms, Spridgets are sedate (0-60mph in 13 seconds at best) but thanks to the lusty nature of all BMC engines of that era, and short gearing, real world pace in nip-and-tuck traffic is sprightlier than you'd credit and 70mph is more than enough to get on with. This is because refinement is virtually nil. Noise comes from every quarter, all battling for top decibels and this includes the gearbox which characteristically wails like a siren, especially first gear.

If it's a more refined drive you're after then the '1500' fares a bit better as the Morris Marina 'cogbox' is all new (and with a synchro on first, too) plus the gearing is notably higher. The rubber bumper look notwithstanding, the 1975 Midget took on a slightly different character due to its Triumph Spitfire engine which while more powerful isn't as sweet or as rev happy although it cruises much better and is the only official Spridget to top the magic ton.

ROUND THE CORNERS

It's not a gross exaggeration to suggest that Spridgets are actually "pseudo Sevens" as they provide similar undiluted seat-of-the-pants sports car motoring. Shod on standard size 145x13in tyres there's appreciably lower cornering grip limits, although a similar traditional front-engined rear drive layout serves up the same sensations and controllability plus out of the pair the BMC design can withstand a much harsher, heavier-handed driving style than the finger tip finesse required by the Lotus/Caterham.

Like the MGB – probably even more so – the real beauty of the Spridget lies in its sheer predictability meaning you can have tremendous fun without breaking the speed limit. In fact, those wishing to learn all about car control, in safety, couldn't own a better classic. Another bonus is that, in common with the Lotus Elan (*that's featured elsewhere this month-ed*) the Midget lives up to its name as it also takes up minimal road space, meaning you have enough room on your side of the white lines to indulge in a touch of playfulness without being a liability or a danger to others. Even in standard trim Spridgets are enjoyable and there's so much you can do cheaply to make yours even better.

"Drivers new to the car are inclined to emulate a person driving a kart" said *Motor* in 1962 and praised the chassis for its "splendid controllability" and "positive control of the best vintage kind". This hasn't changed almost 60 years on.

Midget 1500s aren't quite so enjoyable thanks to the raised ride height but the handling isn't half as badly affected like it is on the MGB. Furthermore, in common with its larger brother, the ride is improved although one can never say that Spridgets are remotely comfortable (being considerably worse on pre-1964 models due to use of the rock hard original quarter elliptic rear leaf springs) because you sit virtually on top of the rear axle, which is prone to hop, skip and jump under full wellie at the best of times.

GO OR NO GO

Today, it might not seem like a logical decision for a sports car enthusiast to choose an Austin-Healey Sprite or MG's Midget, against say a Mazda MX-5. Yet if you want a taste of vintage motoring, the sort you get from a 7, TR2 or Morgan, on the cheap then Spridgets reign supreme. *A cut price Caterham, well why not indeed?*



Cross country, Spridgets remain enormous fun at legal speeds



Spitfire engine quickest but not as nice or as durable in the MG



Sharp and snappy (1275cc) A-Series engine is most preferred



Simple and snug interior changed little over the decades. Needs smaller steering wheel for the tall

PERFORMANCE

At best only brisk but sharp and torquy A-Series engine has good low rev pull

CRUISING

Not a Spridget strong suit due to its harsh hard ride and lots of noise

HANDLING

By far Spridget's strongest suit, nicely Caterham 7-like

BRAKES

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MAGIC OF A



TOMMY COOPER

Forget the modern German BMW namesakes, the original British small wonder is still the Mini marvel to own and drive and never better than in super Cooper form

When it comes to legendary pairings, right up there with the likes of Astaire & Rogers, Morecambe & Wise and Lennon & McCartney is BMC & Cooper. Among petrolheads, that last one is perhaps the most iconic motoring collaboration of all time. Could you imagine a world without the Super Cooper? Issigonis hatched the masterpiece but racing constructor John Cooper gave the Mini some stardust and they are the most desired by far. However, you need to tread carefully when buying a Cooper.

TIMELINES

1961 Mini Cooper arrives with a 997cc engine, remote gear change, close-ratio gears, 3.76:1 final drive ratio, seven-inch front disc brakes, duotone paint plus a contrasting duotone interior borrowed from the Mini Super.

1963 Motorsport based Cooper S complements the regular Cooper with choice of three engine sizes.

1964 Revised SN4417 Smiths speedometers introduced with orange warning lights and calibrated to 105mph for 998cc Cooper and 130mph for 1275cc Cooper S. Hydrolastic suspension replaces rubber cone layout across entire Mini range (September), revised sun visors and rear view mirror, door courtesy light switches also introduced.



GP team Cooper carefully tuned Mini engine. Note modern aftermarket filters

1967 MkII replaces MkI with redesigned grille and surround, bigger rear window, and larger tail light clusters. Plain black interior becomes standard at the end of September. Instrument dials given redesigned faces and rounded bezels.

1968 All synchromesh gearbox introduced.

1969 998cc Cooper engine prefixes change to: 99H 377CH (dynamo) and 99H 378CH (16ACR alternator). 1275GT

replaces the 998cc Mini Cooper in November but Cooper S MkIII supersedes the MkII, 1971 MkIII Cooper S production ends. 1989 Cooper reappears albeit as a kit, becoming an official model the following year when a limited run of RSP Mini Coopers (Rover Special Projects) tests the water for a de-specced version. 1990 Cooper name reintroduced (along with a wealth of Cooper tuning and customising options) after demand for Cooper/Janspeed tuning kit exceeded expectations but Rover deciding to simply slot in the 1275cc A-Series engine for 61bhp to create a new Cooper with a retro paint scheme. 1992 Single point fuel injection replaced SU carb, boosting power to 63bhp – last Cooper made in late 2000.

DRIVING

It's not the outright performance that's so impressive – because Coopers aren't seriously fast cars as such. In fact the hallowed 0-60 time of 16-17 seconds sounds positively pedestrian but what makes the Cooper such a winner is the way you can carry the speed through bends; driving one quickly is largely about conserving momentum.

Classic cars don't have to be fast to be fun and any Mini proves it, let alone the souped up Cooper. Of course the Cooper suffers from all the usual Mini faults; it's noisy, uncomfortable and



Original Cooper used Mini Super trim. Rover ones can be very plush

DELIGHTS OF A DOWNTON

The 1967 Mini Cooper pictured here is rarer and as rapid as Cooper S, as it's a Downton-tuned version. The car is owned by Paul Moran buying it in 2012 as several boxes of bits who comments: "A dealer was selling the Cooper as a project, but they didn't know that it was a Downton-tuned car (*the outfit that made the Cooper S-ed*). Once I'd handed over my money I started to research the history". It transpired that the car had a unique build number which couldn't be explained but turned out that the original owner was Rubery Owen [*Ro Style wheel fame-ed*]. It took three years for Paul to return his Cooper to the road, with as much of



the original car retained as possible, although when he had the engine rebuilt the engineering company discovered that the camshaft was a profile it had never seen before so presumably was a Downton item. The brakes, driveshafts and dampers were also upgraded to Cooper S items for better reliability.

austere but because the fun factor is so high you'll happily live with such downsides.

Don't dismiss the Rover Mini Cooper. Apart from being newer, and considerably cheaper than the original, it's no rip off repro either and remains true to the blueprint. What you gain is a lustier 1.3-litre engine, better all round performance (not much down on a stock Cooper S if truth be told with a 0-60mph time of less than 12 seconds), welcome extra refinement, including better cruising, and on later models, safety kit such as a driver's airbag.

BEST MODELS

We've deliberately left out the Cooper S because it deserves a feature in its own right. Basically it's straight choice between the original or the 90's reboot but with all cars the key thing is their provenance and honesty as fake Coopers were rife in their day. If you opt for an original there's choice of 'wet' or 'dry' suspensions with the later the best handler but at the expense of the ride (not that Hydrolastic cars are comfy!) but bear in mind many cars have been converted over to 'dry'. Some pre RSP Coopers will be quickest due to the tuning options, as much as 78bhp with the John Cooper S model.

PRICES

There's big difference in values between the original BMC Cooper and the 90's Rover issue even though they sport the same character. Rover Coopers can start from as little as £5000 although will need some work, stretching to as much as £20,000 for a concours rare Rover Cooper Sports model although this is the exception to the norm as half this is plenty. In fact, if the Cooper name isn't important then it's as well to remember that the regular 1.3i Sprite offers the same performance for even less.

BMC Coopers start from £15,000 for a decent original car with a further 10 grand added for concours Coopers but this is still comfortably under what an equivalent Cooper S will sell for.

VERDICT

The S may be best but you'll find better value in a regular Cooper, which can easily be modified to match or exceed that icon. A Cooper is certainly just as much fun and that goes for the Rover model which is far more plentiful, cheaper, plus has the modern refinements an increasing number of enthusiasts will increasingly demand for modern motoring.

TOP FIVE FAULTS

ORIGINALITY

Authenticity is vital as there are a lot of 'Cooperised' Minis out there. There's a myriad of differences that only the experts know. Essentially, Coopers boast 7ins front disc brakes, no servo, twin 1 1/4ins SU carburettors, nine studs holding cylinder head in place etc... but there's a lot more so seek owners' club help

BODY

Minis rust badly and if anything the latter Rover ones can fare worse. You need to check everywhere; outer and inner panels, floor, bulkhead – leave no stone unturned including those infamous rear subframes. Part and even new shells are available although latter BMH one isn't strictly to BMC blueprints but close enough

ENGINE

Cooper engines need to be checked for worn piston rings and bores, betrayed by engine oil being burned, especially upon acceleration while a noisy top end suggests that the rocker gear is worn. Oil pressure should be 40-70lb at normal running mode. Rover Cooper EFIs have their own running issues on top of all this

TRANSMISSION

The Cooper's gearbox is under even greater pressure, largely because of its lubricant being shared with the engine; but whining is usually down to worn bearings. Check for general wear and this includes the driveshafts and the CV joints, the latter clicking on full lock if worn. Parts for AP auto box are scarce

RUNNING GEAR

Steering should be light and positive; MkII racks have tighter turning circle. The rubber cone 'dry' suspension is durable and easy to fix. In contrast 'wet' is known to leak (check ride height) and parts are becoming harder to source. On all, check rear radius arms. Brakes generally fine apart from the handbrake quadrants



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Few cars are born classics meaning they suffer the slings and arrows of the motoring press through their life. But Jaguar's XJ6 was unanimously loved

How stopping Jaguar launches continue to this day but some are better remembered than others. The E-type stands above the rest and its 60th in March 2021 is sure to be marked but September 1968 is just as memorable; that's when the XJ6 was introduced.

To say that this open secret saloon caused just as much a storm is an understatement. *Autocar* paginated some 10 pages to the latest in Lyons' pride and why not as it was the first really new four-door Jaguar since the MkX, launched just after the E-type. "Without doubt the new Jaguar XJ6 announced today [26th September] is the most important new car of 1968 and will be the centre of attraction at the Earls Court Show next month [after its debut at the Paris Salon on 3rd October]". The XJ6 was one of the rare cars that gained plaudits even before it was tested. *Autocar*, after a brief drive, weeks before announcement, said "A short acquaintance with the car suggests that its handling may well set new standards of steering and roadholding".

The weekly wasn't wrong as the XJ6 became the benchmark other luxury saloons were judged for



At launch predictions of a V8 range abound but it was only the V12 that was added to the mix. 2.8 quickly dropped

more than a decade and even today, 52 years on, still impresses. "In the history of motoring no car has been so unanimously praised as the Jaguar XJ6. Old and experienced road test drivers have become quite starry-eyed about it and usually critical writers have found virtually nothing to criticise," said *Autosport* warning that if you don't intend to buy one "don't try one as ordinary cars will be spot for you thereafter".

Other reports echoed similar views although we can't quite work out what *CAR* meant on its front cover headline – "Who says you can't play a

new tune on an old fiddle JAGUAR CAN" – as apart from the XK engines and the MKX rear IRS set up the XJ6 was all new. "Predictably... it's just the beginning of something big from Bill Lyons' outfit... the long promised V8 can't be far away" the monthly cheerfully predicted – try 30 years!

Engines played a major role during the appraisal of the XJ6 as while the saloon was initially offered in 2.8-litre and 4.2-litre forms, we can't find any reports powered by the former unit and wonder, just like 2.4 Mk2s, whether the car was released by Browns Lane to the press due to its lack of performance because it was happy enough with the 3.4 replacement of 1975?

"The Jaguar XJ6 impresses not just by what it is, but by the value for money it offers in its class – and this is a class which boasts some very worthy competition... it renders superfluous all cars that cost more." *CAR*'s verdict was while not perfect "it is probably the best this nation can offer certainly among the best that nation has known for 75 years."

Motor couldn't praise the XJ6 higher saying "It comes closer to overall perfection than any

other..." Perhaps the staff were Brexiteers four years before we even joined the Common Market because the headline of a later road test was simply "Beat this, Europe" still eulogising about the Jag a year after launch. "The XJ6 is a superb car and will remain so for a long time", although it did comment on some failings such as the lack of rear seat room which it regarded "not really in the *Financial Times* reading class" and criticised that lovely classic wooden dash for its ergonomics.

DON'T REST ON ONE'S LAURELS...

Autocar broadly agreed but said the Jag's qualities remained unrivalled at price. Its June 1969 test said that the XJ6 was the "smoothest and quietest car it had ever driven in" while the handling was "if anything, better than the E-type". In its conclusion, the weekly remarked that if the car were double its £2639 price tag it would still be value, but noted the XJ6 demanded stricter quality control. With more expensive fittings the road test said it would wipe up the quality car market (*if only Jaguar had heeded the advice as later on the failings came to haunt the Jag under British Leyland stewardship-ed*).

"If there is a car capable of matching it, we have yet to find it," the weekly further gushed in 1971 but while the road testers were continually blown away by the XJ6's ride and handling what didn't impress so much was the saloon's packaging, its interior (in standard-wheelbase form) not feeling as roomy as it should be for such a long car – the lwb option didn't arrive until the advent of the XJ12 in 1972.

When the XJ6 was conceived to replace every Jaguar saloon, in 1964, the plan was that it was to last in production for seven years. A delayed development, it resulted in the 420 being hastily introduced in '66 to appease customers, but Browns Lane didn't delay the Series II for 1974.

A test of the SII (a Daimler) saw a noted improvement in the heating and switchgear departments although *Autocar's* testers found – like others – automatic transmission models were too low geared at ton up cruising for engine durability if not silence and thought the ride of the lwb chassis not quite as good as previously,

which is strange as the longer wheelbase should enhance this, and the power steering, never a paragon of feel "has virtually none now".

Nevertheless, "One glides along in great comfort and relaxation...A most desirable car in any company" was the final verdict but rival *Motor* [1977] considered that while the XJ6 was still a "magnificent machine" wondered for how much longer "with rivals fast catching up". With shortcomings such as ropey heating and ventilation, muddled switchgear become more apparent "Even by today's standards, it still is a magnificent car, but Leyland had better not sit on their laurels for too long" was the mag's slightly back-handed verdict.

Indeed, *CAR* pitted the XJ6 against the Peugeot 604 and BMW 528. The Volvo 264 and Renault 30 were also considered as rivals along with the Mercedes in concept – but not in price, XJ6s were always remarkable value for money.

Of the three that did make the group test, the BMW was dismissed first, as it wasn't all that comfortable and despite its high price it wasn't nearly refined enough. It also wasn't as good to drive as the Jaguar, which handled better yet overall plaudits now fell to the French.

BEST OF THREE?

With the XJ40 taking too long to develop an S3 facelift in 1979 injected new life in the ageing cat. "No other car made combines such performance with refinement" hailed *Autocar* three years after introduction. "In fact, one of the few jewels the British motor industry has left to show the world," its rival weekly added although *CAR* commented that "cabin space and the heating and ventilation fell well short of expected 1983 standards" although still conceded that "Most drivers on their first acquaintance must love the air of luxury, even of the 'base' Jaguar".

Finding new ways to sum up the XJ6 obviously was becoming increasingly harder to pen. *Motor* continuously heaped its praises on the Coventry car – naturally – but let a passenger sum the XJ6 up best in just six words rather than reams of copy; "The bloody thing freewheels up hills!". What more is there to add?

THEY SAID IT

Few cars have enjoyed such universal praise as the XJ6 and copywriters were having a tough job to come up with new superlatives in subsequent road tests. The weeklies devoted pages to the car's introduction in 1968 – you don't get that kind of detail these days! *Motor* was being an early Brexiteer in a later update of the 4.2 (no 2.8s were ever tested) "Beat this, Europe" although quite fairly started to wonder if British Leyland was beginning to rest on its laurels against ever improving opposition by mid decade with the Series 2.



XJ6 may not have the most advanced dash layout but what a wonderful sight



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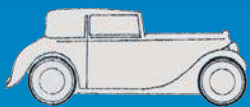


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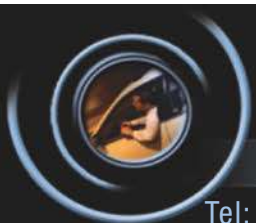
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Just Good Friends

Charming charismatic prewar classic, known as 'Chummy', that's as simple as it's affordable and enjoyable. Great specialist and club support and a charmer if you buy right



If you fancy a prewar classic that's easy to own, then it has to be Austin Seven, the car which mobilised Britain and provided the basis for many inspiring designers and engineers to work their magic on – not least one Colin Chapman – and they still make competitive competition classics to this day!

Dubbed 'Chummy', this vintage classic is certainly a friendly as well as an easy to own one, although there's many pitfalls to be aware of. Just because the Seven is mechanically primitive, don't be fooled into thinking there's little to go wrong – as this guide illustrates all too well.

However, first you should choose your magnificent Seven and the decider is what do you want from it. Pre-1930 (vintage) models, usually found in Chummy or Top Hat guises, are too agricultural for many. If it's a vintage car that you want, a 1929/30 Chummy is the best bet.

Models built between 1932 and 1934 have a longer wheelbase and wider track, to give a more spacious interior. The best compromise between vintage looks and a comfortable driving experience is a 1934 box saloon, which has the traditional upright radiator.

From the Ruby's introduction in 1935, things started to look less dated – but of course part of the Seven's appeal is its vintage appearance.

THE FACTS

Best model? Ulster

Worst model?

Anything rusty

Budget buy?

Saloon

OK for unleaded?

No, needs converting

Will it fit your garage? (mm)

L3227 x W1295

Spares situation?

Excellent

DIY ease? A1

Club support?

Second to none

Appreciating asset? Some more

than others

Good buy or good-bye? Perfect

antidote to modern motoring for all ages

These first cars featured an upright rear edge to the doors and a sloping windscreen; from 1924 the windscreen was upright while the body was longer and the doors had sloping rear edges. Overseas the Seven was built under licence in France (Rosengart), Germany (Dixi) and America (Bantam), as well as being copied almost in its entirety in Japan for the Datsun 7HP.

1923 A little more power is gained from a capacity increase to 747.5cc as early as March plus electric starting was installed.

1928 Improved cooling and the new-fangled coil-assisted ignition is fitted.

1930 Previously, the footbrake only operated the front brakes, with the handbrake being used to work the back ones. Now they were more conventionally linked via the foot pedal! Hooray.

1931 Bodywork was restyled with a thin 'ribbon-style' radiator.

1932 Seven only sported three forward speeds until now, when a welcome fourth cog was added.

1933 That summer, synchromesh to the 'box was fitted, albeit only to the top two ratios. Austin stretched the body by six inches to offer more interior space, while this year he also introduced the DeLuxe saloon.

1934 The more streamlined Ruby, Pearl and Opal are introduced.

1936 With car in its prime but rather getting on, Austin introduces a new three bearing engine design plus further upgrades and enhancements to the body and trim.

1937 The engine was upped to 900cc to make the Big Seven range and this carried the flag through to

HISTORY

1922 The first Sevens built as four-seater open tourers. Nicknamed the Chummy, the first 100 examples featured a 696cc four-cylinder engine, which was superseded by a 747.5cc unit that survived until the end of production 17 years later.

“Can a car that’s almost 100 years old be fun and usable on today’s roads? In the case of Austin’s 7 it’s most definitely yes!”



the end of Seven production in 1939, after around 290,000 Austin-badged versions had been built.

DRIVING AND WHAT THE PRESS THOUGHT

Many racing drivers during the 60s and 70s cut their teeth modifying and driving A7s – today you really know when you’ve driven one well.

Your first impression is that the Austin is indeed tiny and primitive – with such a snug cockpit for the occupants it’s no wonder the car was dubbed the ‘Chummy’! At rest, there is some play in the steering and it’s essential that some slack remains because without it, the action is so direct. As owners will tell you, the trick is to relax into the car rather than to constantly try and correct it.

The clutch is a rather abrupt affair as you move rapidly from first, up through second and into third in no time, double-declutching the gearbox along the way. To make the best progress, third gear is then held as long as possible, keeping top in reserve until you are on the straight. The inherent skittish handling can be quelled by reducing chassis flex and Sevens were popular and successful racers in their day.

A well-maintained Seven will sit happily at 45-50mph, and thanks to a sharpish steering plus a surprisingly comfortable ride, even long-distance journeys are enjoyable. As long as you’re not in a hurry anyway but if you’re looking for an antidote to the pace of modern life, the Seven is just the ticket...

They wear quite well. *Autocar*, testing a well preserved 1983 model back in 1972 said, “General performance is good (20-40mph in top gear 19.5 seconds), being lively in ordinary road work”. The gear still retained its synchromesh on third and top

gears but there was considerable whine present but no backlash. “The suspension was good, little pitching experienced” and while the brakes weren’t considered the best “fairly heavy pedal pressure produced sufficient braking in an emergency”. *Autocar*’s verdict was that the “Seven continues to give good, reliable service to thousands of motorists”. The car incidentally was on sale for £290 – more than double its original £131 price list so Sevens were appreciating even back then!

IMPROVEMENTS

Colin Chapman, founded a sports car company and F1 team starting from a humble Austin Seven and there’s still no shortage of potential or available options, from those just wanting a bit more pep for less nerve-jangling road use or perhaps building their own special for some club motorsport.

NOT SO MAGNIFICENT SEVEN?

Despite the Austin’s simplicity, its bodyshell can cause all sorts of problems. Most cars have been restored by now, some better than others, so check the door gaps; if they’re all over the place then the structure has either been rebuilt badly or weakened by rot. There’s timber in every bodyshell; Tourers featured alloy panels until 1931, when they became steel, although special-bodied cars could be clothed in aluminium, steel or fabric – a complete professional overhaul will typically cost around £3000. Many of the more popular body types are available and it’s normally easier to start again than try to revive a seriously tired original, which is why specialists offer the most common designs from anywhere between £1400-£5000.

Felt pads were employed to isolate the bodyshell from the chassis below; the felt soaks up water then the metalwork gradually dissolves. Inspection is tricky because it’s the top face of the chassis that’s affected the worst. On a pre-1930 car, finish off by looking at the chassis near the front crossmember, which is prone to cracking.

GENERAL POINTS

Overhauling a Seven’s interior is simplicity itself. By now most cars have been retrimmed, often in hide regardless of what was there originally. Despite the apparent simplicity of the Seven’s weather equipment, expect a bill of £1500+ as there’s a lot more work involved than you’d think.

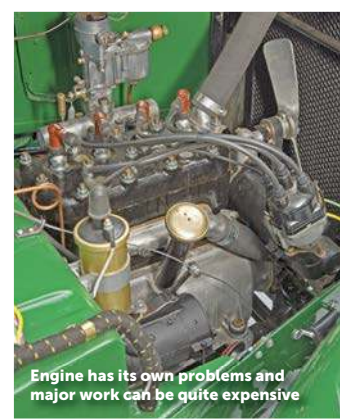
Dynamos give problems as they’re mounted on top of the engine, leading to damage from fumes and high temperatures. To overhaul the dynamo it needs to be removed, but this then leads to the engine timing being knocked out. Magnetos also give trouble, but if properly rewound by somebody who knows what they’re doing, years of trouble-free use is normal. A properly overhauled magneto costs some £200 – which is why a largely maintenance-free £260 coil conversion is a common upgrade.

Not just for trips around the block

One time designer and art editor of this magazine when it was called *Classic Cars For Sale*, Graham Baldock has been a life long lover of the Seven and has taken his 1932 RN Box saloon on a number of continental tours, the last one being to Austria to mark the A7's 95th anniversary. Far from being a gentle jaunt, Eurotour 17 was a tough course for any classic let alone a little 85 year old A7. "They don't call them the 'Mighty Atom' for no reason," says Graham who looks forward to the Austin's centenary tour.



Rudimentary running gear needs regular attention. Special front beam axle can improve handling while brakes (right) can be usefully upgraded if desired



Engine has its own problems and major work can be quite expensive

Pigsty Racing (pigsty-racing.com) is the leading A7 tuner. Minor but pleasing gains can be had from just a better carb such as a single 1.25in SU from a Mini 850 or Minor with a No.6 needle and blue spring for starters. Better still is to combine it with the inlet/exhaust manifold from a later Ruby. A range of tuned inlet and exhaust manifolds are available starting from under £200. Another cheap and trusted tweak is to have 80-100thou skimmed off the cylinder head.

Reliant engines can fit too, as it used a modified A7 side-valve unit well into the 1960s (along with a four-speed gearbox) before it was replaced with Reliant's all alloy ohv engine, albeit still based on the Austin unit, which, in standard tune, spells a solid 40bhp on its own.

Better springing (with more extreme alternative to the beam axle arrangement for motorsport, usually to Ulster spec) is worth having but the biggest gain lies in an adjustable, twin damper conversion which, Pigsty and Oxfordshire Sevens claim, makes a big improvement on any model, reckon the specialists. You can modify the existing cable brakes to achieve four-wheel compensated brakes (as described in the 750 Motor Club's Austin Seven Companion), scrap the existing system altogether and go for the new but still mechanical Pigsty developed alternative (Oxfordshire Sevens has similar upgrade) or, convert the car to a full hydraulic operation based upon many Morris Minor parts.

However, there's a lot of work involved and may not be needed if you're a gentle driver. Modern Smart city car (front radial tyres) can be fitted and are said to make a huge benefit to grip plus are usefully cheaper than classic ones – it depends if you hanker for originality but go to 350x19 types from Longstone tyres if you do.

VALUES AND SPECIALIST VIEW

Aside from saloon and tourers, there were also vans and sports derivatives, like the Le Mans, with the supercharged Ulster the most revered. Saloons are the most plentiful and usable, particularly the De Luxe models, which, incidentally possess a steel body that's much easier to repair and restore. It's probably better to buy a good saloon rather than a poor Tourer if finances are tight because the fun factor is much the same and we'd

certainly suggest trying a few Sevens before making any decisions – just to see if you actually like one.

A double-edged sword, on the one hand these cars are simply designed and parts plentiful, but on the other, restorations are quite difficult and costs can soon mount up. So only consider a major project if a restoration is what makes you happy; expect to pay a couple of grand for something saveable. That said, you should be able to get one in need of some TLC but still perfectly usable from as little as £6000 with Rubys around £1000 on top.

Then it starts to get quite expensive as open-top cars cost considerably more, up to £20,000 in the case of a genuine Ulster but from as little as £7000 for a regular Tourer.

Ian Tillman runs Oxfordshire Sevens (07743 263791 oxfordshiresevens.co.uk) and says the car is as popular as ever enjoying a wide buying base age (typically the sportier models go to those around 40) although the standards of cars vary a lot, due, in no small part, to MoT exemption, he claims and owners are surprised just how much better their A7s feel after a proper service and taking out the wear and slack from the brake linkages.

A good number of owners fit LED lights for added safety but few normal owners improve the chassis. Ian says more pep is really worthwhile having, if nothing else than making pulling out or turning or junctions less fraught.

We have to mention the Magnificent Seven's support by an army of specialists and clubs over the many decades, the latter forming the Austin Seven Clubs Association as long ago as 1968. Why not join a club before then?



One of the best A7 aspects is the wide variety of models available to suit all tastes. Spartan cabin is also a tight fit – you have to learn to drive all over again



POWER UNIT PROBLEMS

Despite knocking on 100 years old the A7's engine is quite complex consisting of an aluminium crank case, cast iron block and cylinder head. You'll be doing well to manage much more than 20,000 miles between rebuilds.

Until 1936 there were just two main bearings fitted (one at each end of the crank); later models had an extra one – but any Seven crank breaks due to flexing and white metal repairs to its shells are specialist and expensive. Rumbling from the back of the engine belies a worn main bearing, either because it's tired or because it's worn a groove in the crankshaft, damaging it as a result. Replacing the bearing costs around £200, but if the crankshaft needs replacing as well, the bill will be more like £800. If the engine has been previously rebuilt it should have had a new Phoenix crankshaft – if not budget on close to £1000 – and many have.

Oil leaks are par for the course, but expect a weep rather than a torrent. Silly amounts of oil suggests a cylinder block retaining stud has broken, for which there's no quick fix. Dismantling of the engine and some machining are essential, so expect a bill of at least £500 to put everything right.

BEING LUCKY WITH A SEVEN

Pre-1932 Sevens sport a three-speed crash gearbox while later cars have the benefit of a four-speed unit – from 1934 there was

synchromesh on third and fourth to make driving easier. It's a strong enough transmission, but the three-piece clutch has to be set up correctly if it's to disengage cleanly; this is a specialist bench job for A7 specialists. If the clutch is slipping, it's highly likely that oil has got onto the driven plate from either the engine or gearbox. The only cure is a new set of components although your best bet is to get a specialist to fit everything to ensure it's set up correctly.

Pre-1931 axles are particularly weak and crown wheel and pinion both wear out and as the job requires special tools and knowledge to set it all up, the task is best left to the experts. Expect to pay up to £1200 for an axle to be rebuilt.

As well as the diff, its mounting can also wear, given away by clonking as you take up drive. The mounting is in the form of a ball joint which can be adjusted up to a point. It can also be down to worn couplings in the propshaft, which didn't use universal joints until 1934.

Even when in good condition you can expect a couple of inches' play at the steering wheel – any more though and the box probably needs a rebuild. However, before you condemn it, make sure the problem doesn't lie elsewhere, like in the many links. The suspension is simple and generally durable enough, but the leaf springs can wear rapidly if they're not oiled every 1000 miles.

SORTING OUT A SEVEN

65/NIPPY

Sports version: 65 has alloy body while Nippy's is made of steel

75/SPEEDY

Very rare wasp-tailed model made from 1934-1935. Ulster/Nippy hybrid

BOX SALOON

Nickname for saloons built 1930-1934

BROOKLANDS SUPER SPORTS

Gordon England-built road/race car made 1924-1926

CHUMMY

Nickname for the original short-wheelbase tourer built until 1930

COUPÉ

Rare three-seater built 1928-1931. Features single transverse rear seat

GORDON ENGLAND CUP

Sports derivative built 1925-1929 with a fabric body

OPAL (TYPE APD)

Two-seater model with a chrome radiator grille

OPAL (TYPE APE)

Two-seater with cowled radiator grille

OPEN ROAD TOURER

Produced from 1935 but based on earlier body style until 1936, when it was updated. Features cowled radiator

PEARL

Cabriolet version of the Ruby

RUBY

Updated saloon with cowled radiator and low chassis

SPORTS

Boat-tailed sports Seven built 1924-1926

TOP HAT SALOON

Nickname for 1926-28 saloons

TOURER

Official name for Chummy

TWO-SEATER (LWB)

Semi-sporting two-seater built 1931-1934

TWO-SEATER (SWB)

Semi-sporting two-seater built 1928-1931

ULSTER/EA SPORTS

Sports model built 1930-1932. Sometimes supercharged; Ulster is just a nickname not official one. Originals now scarce so this is the most likely derivative to be reproduced

LAND ROVER & DEFENDER

WHY SHOULD I BUY ONE?

On the face of it, Land Rovers (of all ages) are rough and ready, slow, noisy and uncomfortable but that's the attraction of these old warriors! As a second car for household duties, or as a short haul daily driver they make immense sense as well as good fun and a sound investment.

WHAT CAN I GET?

One of the most easily recognised classics anywhere in the world, the Land Rover looked as though it barely changed in seven decades of production – but under that boxy skin there was an ongoing series of changes that made the car increasingly reliable and usable. Pre (1970) S3 models are for purists as for the majority they are too crude to contemplate. The 110 (and from 1984 also the 90) has a five-speed gearbox, servo-assisted front disc brakes and coil spring suspension. The 2286cc diesel engine is replaced by a meatier 2495cc unit. From 1990 the Defender takes over with power steering now standard and the diesel option becomes the 200 TDi 2.5-litre unit. A better 2.5-litre TD ushers in 1993 along with a stronger gearbox and rear disc brakes while for '98 the Discovery's TD5 engine is fitted along with electronic traction



control and ABS. In 2006 Ford Transit running gear was adopted including six-speed gearbox. The newer the model the more civilised it became with heated seats et al! Die-hards who want a classic Land Rover for showing or using only occasionally will typically buy a Series I, II or III or perhaps an ex-military model, where special dealers (modsales.com) have plenty. Anyone who wants to use their car every day is more likely to buy a newer model such as a 90 or 110, or a Defender TDi or TD5. Some in the trade don't regard Transit-based versions as classics. That's personal view, one we disagree with.

WHAT ARE THEY LIKE TO DRIVE?

If you're after a true go-anywhere classic and make it work for a living, the Landie is in a class

of its own but users may be converted – or put off for life. Landies are tough so you need to be equally hardy to drive one. Comfort and refinement isn't in the same league as a Discovery and nor is their performance or handling so take a good test drive to determine if one is your sort of classic. But on the right terrain nothing can touch one and many own a Landie purely for 'Green laning' as well as the vibrant social scene.

WHAT ARE THEY LIKE TO LIVE WITH?

There's no shortage of specialists or owners clubs and all bar the most modern ones are fairly easy to fix at home and virtually every part is available. Rampant rust, ruinous off-roading and poor repairs are the main concerns and pre-TD5 diesels don't cover themselves in glory while all versions can suffer from transmission oil leaks. SI models are most wanted for historic reasons; SIII and Defenders most pragmatic choices but the demise of this icon has seen values rocket across the board so expect to pay £2500 at least for a project and £15,000 at the other end of the price scale – SI's can touch £40,000. SIIIs are the cheapest along with Defenders. In other words, take your time and choose with care.

LAND ROVER DISCOVERY

WHY SHOULD I BUY ONE?

Imagine a Land Rover that has all the ability of the Defender but with Range Rover civility and character – and at affordable prices – it's called Discovery. Launched 30 years ago, these are true Land Rovers and a good one may make you wonder what all the fuss is about that classic old stager as well...

WHAT CAN I GET?

There's two generations and the earlier the car the more they are in character to the Defender. Initially the range kicked off with a three-door but five-doors are far more attainable. As the Range Rover evolved so did the Discovery resulting in bigger V8s and more lustier and trustworthy diesels. The first facelift occurred in 1994 resulting in a new grille, larger headlamps, additional light cluster in the rear bumpers and a redesigned dashboard with twin airbags. Unless you hanker for original classics, the Discovery II of 1998 is a far wiser pick as it is considerably improved all around, being in effect an all new design, aided by BMW. Longer and taller, it meant that the part time rear seats were conventionally not side-saddle mounted. Along the way there has also been an array of



special editions including the Argyll, Aviemore (1997), Safari (1998) and the MM (2000), Adventurer and plus Metropolis (2002) and G4 Challenge (2003).

WHAT ARE THEY LIKE TO DRIVE?

Discovery is a successful mix of Range Rover and Land Rover insofar that it has the rustic character and flavour of the latter and yet is more civilised and less arduous work than any County or later Defender. Of the diesels, the TD5 is by far the best of the bunch, dishing out 136bhp and a hefty 221lbft of torque and in a pretty refined manner, unlike the earlier TDs, plus is well suited to an auto. But if you don't mind the fuel bills then that stalwart of a V8 is still the supreme choice. Handling is good considering its 4x4

nature and sharper on the Discovery II. It's a Land Rover, so of course it's going to be superb off-road. On the Disco II there's the clever Hill Descent Control (HDC) which makes descending slippery slopes child's play.

WHAT ARE THEY LIKE TO LIVE WITH?

The versions tend to appeal to two different types of buyer. The earlier cars are generally bought by people who want to go off-roading, Discovery II is more likely to be bought by those who want to use their car every day. Prices start at around £1000 for something that's clinging to an MoT and go right the way up to as much as £10,000 for a mint, low-mileage example with the right spec. Realistically, you need to budget around £5000 for a Discovery with a decent spec and around 70,000 miles on the clock. There's no shortage of Discos so take time and vet well – condition counts over spec as too many are neglected and poorly repaired. Rust is the main worry along with off-road and towing damage. The TD5 diesel is better than earlier types and more durable. Disco II has self-levelling air rear suspension and airbags can fail. Replacements are available, many simply convert to a spring set-up. Oil leaks and electrics can be a nightmare to sort out.



WE RECKON

For many, this old timer is still the best 4x4 by far despite the design's obvious age-related shortcomings on the road. Not ideal as a daily but as a second vehicle they make so much sense.

VS



WE RECKON

The Discovery not only makes a fine Defender substitute – it's also far roomier, more versatile and far better suited for road use. But take care as there's too many dubious Discos on the market.

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With the demise of the Rolls-Royce V8 engine later on this year we look at four generations of classic saloons. Is it time for a great V8?



POWER TO THE

After more than 60 years of sterling service, the iconic L-Series (410) V8 engine is to be phased out this year when the Bentley Mulsanne is discontinued. Toughening emissions law finally caught up with this faithful servant that was the only all new post-war engine from Rolls-Royce and, with internal combustion engines to be outlawed, it's highly unlikely that we'll even see another engine with such a long production run. It goes without saying that the engine changed tremendously over the decades and models but it still remained an overhead valve dinosaur.

If you fancy a slice of history then it's not so much the engine but the car it is fitted to because their characters differ like chalk and cheese yet amazingly there's an uncanny price parity between the Silver Cloud, Silver Shadow, Silver Spirit (and Bentley Mulsanne to which for the purpose of this feature we will refer to for both cars-ed) and Bentley's Arnage. So what's right for you?

PEOPLE

WHICH ONE TO BUY

1ST SHADOW | 2ND MULSANNE | 3RD CLOUD & ARNAGE

Grouping them in order isn't fair as they have their own special qualities and will appeal to different age groups as it's a case of old against modern. What they do have in common – apart from the appeal of the badge – however is how they are perceived as second-hand buys because all Rolls-Royces go through a 'banger' phase before classic status kicks in resuming the status quo. Shadows have only recently come out

through the tunnel, Spirits and Mulsannes are still passing through and this seriously affects their residual values. You can buy a fairly sound Shadow for around £20,000 whereas the Spirit and Mulsanne (but not the Turbo) can be half this.

Opinions are split on what's the best Shadow; some specialists like the last of the traditional chrome bumpers even though the '77 Shadow II (Bentley T2) is the more modern to drive. The earliest cars now feel very wallowy, although handling improved greatly after 1972 tweaks.



Mulsanne has sportier dash to Spirit. In turbo tune Bentley is a real Aston-like charger





Arnage saw V8 at its mightiest, and is awesome drivers' car. Rolls used BMW V12



Bentley's cabin is simply magnificent yet classical

While the Bentleys were traditionally rebadged Rollers, the Mulsanne – and not before time – took on its own identity being notably sportier than the Silver Spirit. The Turbo is the most talked about model due to its hike of 50 per cent more power and Aston-like character. However, they can cost double too, particularly in the case of the Turbo R, and if you don't want or need such pace then go for the Brooklands or non Turbo S as they benefit from a much the same Turbo suspension set up and, while not in the same performance league as the Turbos, are cheaper to buy and easier to own.

Don't overlook the stately Spirit! It's true that the car was put in the shadows by the Mulsanne but if you're not a speed freak then they are perfect, especially as specialists say that there's a greater percentage of good original cars left compared to the Bentley version, which by nature have been used harder and perhaps customised. There's also a longer wheelbase offshoot called the Spur if you'd like more luxury and length.

The replacement Arnage needs some explaining. Originally, it was the replacement for the Spirit/Mulsanne until the Rolls was bought by the BMW and VAG and as a result the brands split with Bentley bringing the stalwart V8 out of retirement and comprehensively reworked to produce the Red Label (Green Labels used the BMW V8) where over 500bhp was offered. In classic circles it's the Red Label that's going to be remembered most but don't be too quick to dismiss the BMW powered cars. "The Arnage T is noisy and aggressive but very powerful with a sharp throttle response, while the Arnage R is

more refined. The key is to try before you buy, to ensure you like the driving characteristics," advises one specialist. We've seen Bentleys at auctions selling for less than £15,000 which is spectacular value. In contrast, Arnage Ts are already seen as modern classics; and it's not unknown to see cars advertised for £50,000 plus.

The Cloud (Bentley S Series) is the last of the old school Rolls-Royces and smacks of 'old money'. Launched in 1956, the 6230cc V8 didn't arrive until the Cloud II (S2) in 1959. Three years later the last of the line Clouds/S3s were introduced with power boosted from 185bhp to 200bhp and externally, modern twin headlamps adorned the front end and although the Shadow repacked it in 1965 the old timer survived as the Phantom limo well into the 90s. Living on Cloud Nine costs the most; bank on north of £70,000 for the best saloon (dropheads work out considerably more) with average cars probably £25,000 or so.

WHAT'S THE BEST TO DRIVE

1ST MULSANNE/SPIRIT | 2ND ARNAGE |
3RD CLOUD & SHADOW

This hinges on what you want from your V8. If it's modern manners our pecking order holds good but if it's that traditional feel then it would have been reversed which is why we place the Mulsanne and Spirit at the top as is the best compromise. Power from the Turbo models (298bhp, 324bhp and 350+bhp depending upon model, more on the Turbo R) is relentless, yet it's pretty much an iron fist in a velvet glove sort of car although ride is harder than other models in the range and the chassis can creak and groan a bit. Spirits are the polar opposite but perhaps too soft and numb for some which is why the slightly tauter Mulsanne will suit many best, made better with a switch from three to four ratios in the automatic from 1992 followed by changes to the suspension on the Mulsanne II which also ushered in active ride suspension.





If its a vintage feel and aura you want, the Cloud serves it up best. Bench seat means it accommodates up to six



All Arnages are sports saloons. They may look similar enough but these two illustrious names, once joined at the hip, are now chalk and cheese. Both the Arnage and Silver Seraph represent a huge advancement on the Shadow-based Mulsanne displaying none of their moans and groans and is certainly a sharper tool to pilot. Make no mistake though, these Bentleys are serious driving machines, despite the Rolls being the lighter car plus sporting a better gearbox providing five-speeds against the Bentley's older four-speeder, although this changed for 2007.

For such a big, heavy luxury limo that's 55 years old, the Shadow still impresses. Performance was decidedly brisk in its day and naturally totally unflustered. *Autocar* heaped similar praise on the car's '77 revamp, especially the new steering which the mag said, "is perhaps the best thing that has happened to the design in its evolution" before

adding that "the car handles pretty well for its size and class... and its [all disc] brakes are beautifully weighted". In contrast, the old recirculating steering box is vague, found on Shadow/T1s and can be a handful on winding roads and it's generally regarded that pre-70 models, designed for cross-ply tyres, aren't particularly nice places to be honest but fine if all you want to do is slowly cruise – which is what old Rollers are all about?

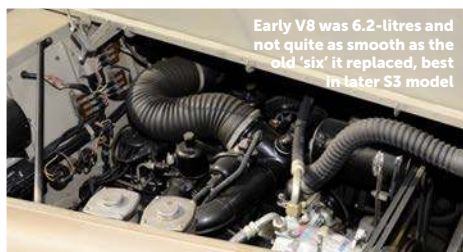
Hustle one along and a Cloud disappoints – understandably so – but take a relaxed attitude and let it waft along and you will well enjoy it. As a classic cruiser, there's little to touch Crewe's finest after almost 65 years, and this includes the Shadow. Comfort reigns supreme and there's plenty of space in the back, especially in the longer wheel-based versions. Opt for a front bench seat car and there's more than ample room for six to savour the experience.

IMPROVEMENT POTENTIAL

1ST MULSANNE | 2ND SPIRIT | 3RD SHADOW | 4TH CLOUD & ARNAGE

There's fair potential with the Mulsanne (and to a lesser extent the Spirit) should you feel the need although if you yearn for the thrills of a Turbo then you're off buying one as you may find it hard to sell a tuned car because it's not how most owners want their high-class carriage to be. On the other hand, improving the suspension and brakes, using factory components is not a bad move and subtle improvements will be welcomed from all quarters including owners clubs.

Rolls experts, Phantom Motor Cars of Surrey, built a mighty 700bhp Mulsanne Turbo for club racing and promotional work so there's certainly some scope for improvement if you want it, although Phantom wisely warns that performance tuning Crewe's classics is both difficult and dear.



Early V8 was 6.2-litres and not quite as smooth as the old 'six' it replaced, best in later S3 model



Clouds are all about dignity and decorum



Still the Rolls many dream about, the Shadow is pure class, especially the interior



No one's going to buy a Shadow to turn it into a Mulsanne Turbo even though in theory you can as the engine did go into the Corniche S. However, sensible Mulsanne-style upgrades to make a good car even better don't go amiss, especially to the suspension.

Even those who like to cruise will find the handling a bit too soggy once they step out of their daily driver and should be stiffened up but without spoiling that magic carpet-like ride. You can't fit the Shadow II front end to enjoy its sharper rack and pinion steering as it's too involved say specialists, so opt for the long stroke damper conversion, teamed up with better shock absorbers. The long established Harvey Bailey handling conversion works a treat, too.

We don't know whether a Mulsanne Turbo will fit, nor whether Silver Cloud owners want more speed. Cloud experts G Whitehouse used to market a package that modified the chassis with front disc brakes but no longer offers the

product – but you may find one on eBay or at a Rolls' car meet. However, the specialist still sells modifications to the ratios for the automatic transmissions that are well worth going for. Modern radials work well on the car, even though it was designed for cross-ply tyres but speak to an expert first on the best type for the chassis, which may well require the steering geometry adjusting to suit. Better headlights, electronic ignition, alternator, and so on are sensible upgrades on all models.

The Arnage? You won't need any extra power while the brakes are strong and the suspension is pretty well set up as long as you accept that the focus is on comfort rather than handling – there's only so much you can do to tame well over two tons at high speed. Some owners also like to indulge in a few cosmetic tweaks, such as bigger wheels and vents in the front wings. The latter were standard on the Le Mans, but with just 50 of these built.

OWNING AND RUNNING

1ST SHADOW | 2ND MULSANNE/SPIRIT | 3RD CLOUD | 4TH ARNAGE

None are cheap to run but they needn't be heinously expensive either thanks to the army of spares suppliers and specialists including dedicated breakers. IntroCar regularly reissues factory spec parts with three years warranty.

Complex cars when new, even now certain systems, such as the hydraulics, aren't DIY friendly and you need heavy duty jacks and stands for safety's sake but, thanks to their engineering, are a pleasure to work on. The Shadow is probably the easiest to live with as they are a known quantity, closely followed by the Mulsanne. However, early Mulsannes weren't too well built, especially the carb-fed Turbos and later cars with the rear suspension's electronic ride and assorted brake sensors are a hassle.

Clouds may be simple in design but experts say they can be difficult to maintain at home as some jobs require heavy duty tools normally associated with lorries. In complete contrast, the delicate nature of modern technology and electronics means Arnages are hardly the type of classic that lends itself to home care.

AND THE WINNER IS...

Going against the normal practice with these comparison tests, there's no overall winner because they appeal to different types of enthusiast after different things. However, for the first timer new to Rollers the Spirit and Mulsanne strikes the ideal balance between traditional and modern. The downside is that there's many ropey examples around that, due to their lowly values, have been run on a shoestring and, dare we say, don't quite shout the same level of class and image you'd expect from the badge? Shadows have passed through this phase. Clouds are lovely old things although their driving is vintage – it's the complete opposite for the awesome Arnage and a car we consistently prefer over the over flashy WAG Continental GT.s



V8 was stretched to 6.7-litres in 1970

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1993 (1994MY) TURBO R. Racing Green, Magnolia Hide Interior. 70,600 miles Full service history with main agents and specialists. One of the finest we have seen.**£17,000**



1997 BENTLEY BROOKLANDS SWB LIGHT PRESSURE TURBO Finished in Red Pearl with Magnolia piped Red interior 54,000 miles full Service history. Known to us for the last 13 years. 3 former keepers. Outstanding condition. Head gaskets replaced.**£20,000**



1998 BENTLEY ARNAGE GREEN LABEL (RED LABEL LOOK ALIKE). Finished in Silver Pearl. Magnolia piped Blue interior. Covered 62,829 miles 4.4 BMW Twin Turbo V8. Picnic tables. Electric rear seats. Excellent condition.**£18,000**



2000 BENTLEY ARNAGE. Red Label Royal Blue Magnolia piped Blue Interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition.**£22,000**



2002 BENTLEY ARNAGE T. Black, 68,000 miles. Magnolia Hide with contrasting Black stitching. Full service history with main agents and specialists. A very handsome example in exceptional condition throughout**£26,000**



2003 BENTLEY ARNAGE T. finished in Silver Storm with Beluga hide interior. 37,000 miles with full service history. With Bentley main agents. Outstanding condition throughout.**£28,000**

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2015/15 Bentley Continental GTC V8 S. Finished in special order Royal Ebony with Black faced 21 inch alloys with Red calipers. Linen interior stitched in Beluga with extra options including front and rear cameras and ventilated front seats with massage. 2 owners and only 21,000 miles with FSH. Totally immaculate **£75,950**



2009/09 Bentley Arnage T Mulliner Level II. Finished in Beluga with electric sunroof and retractable mascot. Beluga interior with Parchment stitching, embossed Flying B's and Piano Black veneers. Heated electric rear seats with lumbar. Only 40,000 miles with FSH. Known to us since 2011, immaculate **£49,995**



2007/07 Bentley Continental GTC. Finished in Dark Sapphire with 20 inch seven spoke alloys and a Dark Blue hood. Ochre interior with contrasting cross stitching and Walnut veneers and door inlays, massage front seats and coming home controls. Only 62,000 miles with outstanding service history and outstanding value at... **£34,950**



2007/07 Bentley Arnage T Mulliner. Finished in Moonbeam Silver with lower wing vents and Mulliner wing badges. Beluga interior with Stratos stitching and Stratos embossed Flying B's. Only 53,000 miles with Full Service History. Totally immaculate condition throughout and must be seen **£39,950**



2007/56 Bentley Continental GTC. Finished in Beluga with a Black Mohair hood and 2014 style 21 inch alloys. Beluga interior with St James stitching and Walnut veneers. 61,000 miles with Full Service History. Immaculate condition throughout **£33,250**



2007/56 Bentley Flying Spur Mulliner. Finished in Beluga with 20 inch Mulliner alloys and an electric glass sunroof. The Mulliner interior is in Beluga with Linen embossed Flying B's, Piano Black veneers, electric rear seats and a machine knurled dash. Only 49,000 miles with Full Service History. Immaculate condition throughout **£26,250**



2006/06 Bentley Arnage T Level 2 Sports Combination. Finished in Peacock Blue with 19 inch split rim alloys, Magnolia interior and French Blue carpets. Turned alloy dash and waist rails, electric rear seats and rear vanity mirrors. Only 25,000 miles with full history and a recent club prize winner **£38,950**



2005/54 Bentley Continental GT. Finished in Cypress with Saffron interior, with secondary hide in Beluga, matching Beluga carpets and Burr Walnut veneers. Fitted with Mulliner 19 inch split rim alloys. Only 79,000 miles with Full Service History. Immaculate throughout **£23,950**



2004/54 Bentley Continental GT. Finished in Sapphire Blue with 18 inch alloy wheels and Portland interior with Nautic secondary hide. Only one owner with Full Service History and known to us for the last 3 years. This car is in immaculate condition and is a credit to its previous owner **£22,950**



2004/04 Bentley Continental GT. Finished in special order Spruce Green Metallic with 19 inch alloys, with Saddle interior with contrasting secondary hide and carpets. Only 2 owners with outstanding service history. 91,000 miles, unmarked condition throughout. Only **£21,750**



2004/54 Bentley Continental GT. Finished in Moonbeam Silver with 19 inch split rim alloys. Portland interior with Nautic secondary hide and Walnut veneers. This superb example has only 67,000 miles with full history. Stunning condition throughout **£21,750**



2003/03 Bentley Arnage T. Finished in Black Sapphire with Mulliner wing vents and '07 model 19 inch alloys. Magnolia interior stitched in French Navy. Turned alloy dash and waist rails, Walnut veneers and electric rear seats. Only 80,000 miles with FSH. Known to us for 7 years and immaculate **£27,999**



2001/51 Bentley Continental R Wide Bodied Mulliner. Extremely rare, finished in Silver Pearl with Cotswold interior, two tone steering wheel, French Navy carpets piped in Cotswold and Walnut veneers. A fantastic investment or a beautiful car to enjoy, only 32,000 miles with documented history at only **£88,950**



2000 X Bentley Arnage Red Label. Finished in Verdant Green with 18 inch alloys and Sandstone interior piped in Spruce Green, with Spruce carpets piped in Sandstone. Known to ourselves for over 9 years. Outstanding service history. Immaculate condition throughout **£19,999**



2000 Model V Bentley Arnage Red Label. Finished in Royal Blue with electric sunroof and Magnolia interior, with French Navy piping and French Navy carpets. Electric rear seats. Only 95,000 miles with Full Service History. Known to ourselves for last 13 years. Outstanding condition throughout **£19,999**



1999/7 Rolls Royce Silver Seraph. Finished in Fountain Blue with whitewall tyres and parking sensors. Magnolia interior piped in French Navy. French Navy carpets, Walnut veneers and picnic tables. Electric rear seats, vanity mirrors and power fold door mirrors. Only 36,000 miles with FSH. Immaculate throughout **£46,950**



1998 S Bentley Arnage Red Label Look Alike. Finished in Black Emerald with English Tan interior and Conifer carpets piped in English Tan. We have known this car for 9 years and it has been scrupulously maintained. Only 85,000 miles with full history. Outstanding condition throughout **£19,250**



1998 S Rolls Royce Silver Seraph. Finished in Peacock Blue with Cream coach lines, with Magnolia interior piped in Black and Black carpets with Magnolia piping. Picnic tables and electric rear seats. Known to ourselves since 2004 and just had new head gaskets. Immaculate throughout with FSH. Must be seen **£29,950**



1998 R Rolls Royce Silver Seraph. Finished in Diamond Black over Claret with whitewall tyres and Soft Black interior piped in St James, with fully electric seats, picnic tables, vanity mirrors, Soft Black carpets and Walnut veneers. This car is a Special Order and is unique. Only 61,000 miles with FSH. Immaculate, only **£33,950**



1997 P Bentley Brooklands Turbo. Finished in unmarked Racing Green with 16 inch alloys and St James coach lines. The interior is in Spruce leather with St James piping and Laurel carpets piped in St James, with Walnut veneers. One owner with only 44,000 miles and with FSH. Totally immaculate and must be seen **£18,950**



1997 R Bentley Turbo RT. One of only 250 ever produced. Finished in Peacock Blue, with a Cream coach line and the 17 inch RT alloys. Parchment interior piped in French Navy with French Navy carpets piped in Parchment and Walnut veneers. Only 64,000 miles with full history. Very sought after and must be seen. Only **£24,950**



1996 P Rolls Royce Silver Spur MK IV. Finished in Masons Black with Cream coach lines, with London Tan interior, Black carpets with Magnolia piping. Picnic tables and electric rear seats. Known to ourselves since 2004 and just had new head gaskets. Immaculate throughout with FSH. Must be seen **£22,950**



1990 G Rolls Royce Silver Spur MK II Active Ride. Finished in Royal Blue with Magnolia interior piped in French Navy. Fitted with picnic tables and only 85,000 miles with Full Service History. Known to ourselves for many years. Immaculate condition **£17,450**



1987 D Rolls Royce Silver Spirit ABS EFL. Finished in Georgian Silver with French Navy coach lines and Slate Grey interior piped in French Navy, with French Navy carpets. This car has been known to ourselves for the last 15 years and has a superb history. 85,000 miles in total, outstanding condition throughout **£15,850**



1981 X Bentley TIL. Possibly the last TIL ever been registered. Finished in Caribbean Blue with Dark Blue coach lines and whitewall tyres, Cream interior and Cream carpets. Fitted with picnic tables and rear seat belts. Maintained regardless of cost, with only 82,000 miles and FSH, a rare opportunity to buy this beautiful car **£42,950**



1980 V Rolls Royce Silver Shadow Series II. Finished in 1980's classic Walnut with Gold fine lines and with London Tan interior, Walnut veneers and Fawn carpets bound in London Tan. Only 29,000 miles from new with lots of history. Really stunning and must be seen to be appreciated. Realistically priced at only **£38,950**



1979 T Rolls Royce Silver Shadow II. Finished in beautiful Seychelles Blue with Silver coachlines and whitewall tyres. Slate Grey interior with French Navy carpets piped in Slate Grey. Imported from Hong Kong by its first owner 2 years ago. Very low mileage of 27,000, with history. Beautiful condition and amazing value **£36,950**



1976 P Bentley T Series. Finished in Seychelles Blue with Dark Blue interior and French Navy carpets piped in Dark Blue. Sold originally to Lord Kagan, over £35,000 spent in the last 10 years, which included a brake overhaul and a complete body restoration. Outstanding condition throughout and very sought after. Only **£19,950**

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DEALER DROP IN

Classic Motoring chats to the UK's leading classic car dealers and specialists – this month it's Steve Brown, the proprietor of Hanwells of West London



Hi Steve, how did you get interested in classics?
By profession I'm a car mechanic and sprayer and I was dealing in used cars way back in the late 60s and early 70s when classics were contemporary such as Cortina 1600Es, 3-litre Capris and so on but switched to Rolls and Bentleys before I turned 30 when I discovered that I could make more on one sale in a week than with the other cars.

How did you start your business?

I had my first general second-hand showroom by the time I was 23 although I was dabbling in cars before I passed my driving test. By the age of 25 I had three sites in West London, including the one which I am most known for now on The Broadway. The change came when I bought my first Rolls, a Bentley T1 actually that featured in the film *The Long Good Friday*. And then another!

When did you start your business?

1975 when I opened my first car showroom.

What do you specifically specialise in?

Rolls-Royce and Bentleys and while I very occasionally retail other makes, usually part exchanges, I have not deviated from these brands. Initially the stock consisted of Silver Shadows and a few Clouds, followed by Silver Spirits and Mulsannes but now these are very much in the minority and I retail contemporary models from a stock hold of around 70 at the last count.

What's your prime expertise?

Perhaps I am best known for sales but I also have a very busy workshop where from £75 per hour

carry out all types of repair with customer cars coming from all over the world. We provide a collection and delivery service F.O.C. throughout the United Kingdom and courtesy cars are also provided when required. Hanwells also offers vehicle storage from £90 per week.

What type of warranties do you provide?

I provide my own special comprehensive two-year warranty which I've tailored specifically for my customers that comes with every car sold. Hanwells' unique 100 per cent Guarantee, on every single part of a sold vehicle, exists for the first 60 days and then a 5 star Warranty (one of the most comprehensive warranties available today) continues for a further 22 months. All my cars come fully serviced and with a fresh MoT.

Do you sell on commission or are they your own?

Nowadays I'd say that 99 per cent are my own cars. I had bad experiences selling on a owner's behalf because, generally, they don't want to spend any money bringing their cars up to the standard Hanwells' demands – I can easily shell out £4000 or so on each of my cars to make them as best I can – then they wonder why their car is taking so long to sell. Also, I have to satisfy myself before I provide our special covering warranty.

What's the market like right now?

Like everybody else, we've all been having tough times although we've become busier since the General Election, perhaps not in outright sales (although I sold three cars this week) but the phones are starting to ring more frequently with

people expressing interest and hope it continues. I must confess to going against the grain and still prefer old fashioned advertising as I was bought up in the days of *Exchange & Mart*, *Sunday Times* etc although we do also rely on our excellent website which has a Facebook link www.hanwells.com.

What do you drive at the moment?

Currently I have an Arnage and a Continental GT although I also have my own Range Rover simply due to the fact that its higher driving position is better suited for my ailing back on long journeys.

What car do you most regret selling?

Lots – like many other dealers, far too many in retrospect!

What piece of advice can you give our readers contemplating buying a classic?

Buy the best you can and not simply a cheap car – remember only good antiques appreciate in value. I recently sold a lovely Silver Shadow for around £18,000 which is about the starting point. If somebody came in to my showroom and wanted a Rolls or Bentley but only had around £10,000-12,000 to spend then I'd try to dissuade from buying such a classic because it may prove an expensive liability in the long run and consequently put you off such a car for life.

Future plans?

Hanwells celebrates 45 years of business this May and if I make it to 46 have promised to myself that I'll push on for the big 5-0. After that, who knows as I'll be over 70 by then!

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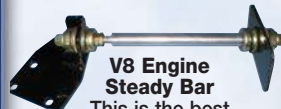
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BROOKLANDS

Fine weather, Xmas cobwebs and perhaps even a bit of Brexit all conspired to make the annual New Year's Day gathering at Brooklands surely its busiest ever with some 1000 classics in attendance and goodness knows how many enthusiasts, many who had to park outside the Brooklands complex and make the rest of the way on foot! As ever, diversity meant that Brooklands catered for every type of

classic lover, be it a fetish for Fiestas or Ferraris and the classics were rich in quality as well.

A strong gathering of Rover P5s included the last production build model being present (see last month's issue for fuller details) while a freshly built Chitty Chitty Bang Bang replica (albeit not Ford-Escort/Cortina-based like the original) made its public début at the event.



BICESTER HERITAGE

Following a record breaking 2019, the new year at Bicester Heritage got off to a flying start by being bigger and better with a claimed 6500 enthusiasts arriving early to celebrate the UK's thriving classic car scene. The day also saw the official launch of the new Bicester Heritage Volunteer Squadron. With a range of positions available, volunteers are invited to work with the dynamic Bicester Motion team, supporting their events, tours and estates team at Bicester Heritage, including research into the airfield's history and archive management. In addition to the countless cars owned by enthusiasts, Mission Motorsport revealed three exclusive Morgan cars with distinctive Forces' teamed liveries. The Technical Site at Bicester Heritage was reserved for vehicles made prior to 1990 but the airfield was open to all vehicles and played host to a wide selection of car club gatherings. The next Scramble is on Drive-It Day, 26th April.

STONY STRATFORD

What a difference a year makes! Last year we were sweating over the threat of Stony Stratford's annual 1st Jan jaunt being its last due to lack of volunteer help to manage ever growing crowds. Fast forward 12 months and 2020's Vintage Stony saw its biggest turnout yet with an estimated 750 vehicles. An added 25 volunteers made all the difference to the organisation as the event was pretty much chocker within a quarter of an hour of opening! Moral: Give help when you can. It all bodes well for the summer show on 7th June.



Pic from claretarbox.com

SHOW STOPPER

WHAT'S NEW AT THE NEC CLASSIC CAR AND RESTO SHOW



New for 2020 is this spectacular new panoramic layout for visitors

WHAT IS THE NEC CLASSIC CAR AND RESTORATION SHOW?

The Practical Classics Classic Car and Restoration Show, with Discovery, is the ultimate event for those who want to restore and maintain their classic cars, bringing together the UK's best restorers. The show has a wealth of interactive features, demonstrations and displays showing classics in barn find condition right through to concours.

WHERE IS IT LOCATED AND WHEN?

Friday 27 to Sunday 29 March, Halls 3A, 4, and 5 at The NEC, Birmingham.

WHY SHOULD I GO TO THE SHOW?

With over 1,200 cars on display, from rusty wrecks to pristine road going stunners, there is a marque to suit all tastes and enthusiasts. There are 150 classic car clubs working on their own projects live at the show, holding their own seminars, as well as displaying the best from their members' garages.

WHAT ARE THE MAIN ATTRACTIONS?

New for 2020 is the Practical Classics Classic World, which brings together all the elements of owning a classic vehicle including the actual driving, and allows the audience to take a journey of discovery across four key areas – Work in Progress, Staff Car Sagas, Barn Finds Revisited, and the Classic World Stage (all you need to know about everything important). This is all linked by the Classic World Roadway



with vehicles taking to the road and driving around the world!

Also the FBHVC brings its new Skills Zone to the show, offering seminars and the chance to get hands-on experience.

The popular Carole Nash Barn Finds display returns with another 20 discoveries from barns and garages from around Britain to create the UK's biggest barn find display. While the Lancaster Insurance Pride of Ownership spring final celebrates classics that are not only beautiful to look at but have an interesting story.

Special guests include Wheeler Dealers' Ant Anstead, Car SOS' Fuzz Townshend, Goblin Works Garage's Jimmy De Ville, and Wheeler Dealers Dream Cars' Marc 'Elvis' Priestley.

WHAT'S ITS USP?

As well as being the UK's only true restoration show, it offers Spring's biggest indoor Autojumble and expert advice and hands-on demonstrations in The Workshop.

For those in the market for a new project or a classic to get straight out on the road, Classic Car Auctions hold a two-day sale, creating the one-stop-shop to get you back on the road for the coming season.

IS IT FAMILY FRIENDLY?

Absolutely, especially with children under 5 welcomed for free throughout. It's a great day out for all the family.

OKAY I'M GOING – WHAT'S IT GOING TO COST?

Adult tickets for the Practical Classics Classic Car and Restoration Show, with Discovery, start at £21 in advance with children's tickets from £16. Family, weekend and group passes are also available. The show is open from 10am to 5.30pm Friday, 9am to 6pm Saturday, and 9am to 5pm on Sunday. To book tickets and for the latest updates, visit www.necrestorationshow.com.



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EVENTS IN BRIEF

Scramble for that bargain

New for the ever-popular Scramble event at Bicester Heritage, an Autojumble will take place in and around Hangar 113 throughout the April event. Those wishing to take a stall are invited to book early at what is expected to be a sold-out event, as spaces are limited. Camping pitches will be available on the airfield on the Saturday night, subject to availability. Tickets must be purchased in advance. More information will be given via the Bicester Heritage social media channels and website. Contact Helen Morton at morisevents@yahoo.co.uk for all Autojumble enquiries.

Nostalgia's what it used to be

Classic Nostalgia makes a welcome return to the Midland Automobile Club's Shelsley Walsh Hill Climb on the weekend of 20 – 21 June 2020. The packed weekend attracts a wide variety of competition cars competing on the historic hill climb course, spectacular themed vehicle displays, celebrity drivers, parades, visiting car clubs, trade stands and non-stop live bands. For 2020, Classic Nostalgia will celebrate the swinging sixties – a decade which saw a revolution in popular music, daring fashion and cars including a display of iconic historic race cars, demos, motor racing legends, a themed racing class, Group B rally cars and a special 'Made in Britain' display.



Goodwood rallies round

The first Goodwood Members' Meeting of 2020 (28-29th March) will see a revival of a rally sprint featuring iconic Group B, Group A and WRC cars made since the 1980s. The sprint will be held on a specially laid out track and will take in Saturday night. Some 25 cars are expected to participate.



GOOD SPORTS FIRE UP '20

Against the backdrop of dwindling grids and escalating costs, the 2020 Autosport International put on an optimistic face at the NEC. With the likes of Ferrari F1 star Charles Leclerc and Britain's Lando Norris in attendance, this annual event is far glossier than Race Retro but nevertheless still catered for the club competitor with a variety of categories such as one make championships (Mazda MX-5), short oval racing and rally disciplines, the latter which saw a great collection of rally star cars from the past to mark 60 years of rallying.

Throughout the weekend, the crowds were strong, both for the ASI and the adjoining performance and customising show so there was something for everybody. Not only could you see competition cars up close but, depending on car, have a chance to virtually drive it in anger care of one of the many simulators on hand. Tyres, tools, technology... it was all to see at Autosport International and an event worth attending even if you're not an avid motorsport fan.



Short oval racing (note Micra!) is still popular



Lovely Lotus Cortina was one of the many classics on display



Special line up paid homage to 60 years of rallying



Nice track car if you can afford it – a Ferrari racer



ASI also incorporated performance car annex



MX-5 racing remains popular affordable racing

AUCTION WATCH

Old Bugatti sensationally tops Retromobile auction sales

A 1931 Bugatti Type 55 two-seater Supersport was best result of all three Salon Retromobile sales in Paris selling for €4,600,000 at Bonhams. Another somewhat more modern Bugatti was among the best at RM Sotheby's; the 2012 Veyron 16.4 Super Sport making €1,523,750 with a '58 BMW 507 and a '64 Porsche 904 Carrera GTS being just under the €2m mark. At Artcurial, a lovely six-carb '65 Ferrari 275GTB with racing provenance was top car moving on for €2,502,800. At the same sale, four other historic racers topped the million euro mark including an Ex-Tom Walkinshaw Jag XJ220C Le Mans racer.

Cracking start for SWVA

SWVA of Poole got off to a positive start with their first classic auction of 2020 on the last day of January with a 97 per cent sale rate after never dipping below 90 per cent at all four sales last year. True, many of the entries were without reserve or at the more affordable end of the market. One such car was a delightful RHD white 1927 Chevrolet Capitol Tourer bought by the vendor for his daughter's wedding, she called it off so reluctantly it was sold on after doing the honours at a couple of other weddings for a bargain £6K. Equally at home at weddings was their best result; a sound '37 Rolls-Royce 25/30 Windover Limo selling at £25,200.

Mathewsons makes it

Classic British two-seater sports took the top three places at the first 2020 sale for this Yorkshire-based auction house that currently is featured on the TV series, 'Bangers & Cash'. Headed by a fine '72 E-type V12 SIII Roadster for £60,375, a pair of Healeys came next best; an early '54 100/4 treated to a 'nut & bolter' and sitting on wires made a sound £34,625. Not far behind at £31,475 was a pleasant 1960 100/6. Other roadsters included a sound 1981 Alfa Spider and a Lotus Elan DHC rebuilt from an S4 to Sprint spec – with a new chassis of course! They were both hammered away for around £22K.

SNAP UP THAT BARGAIN

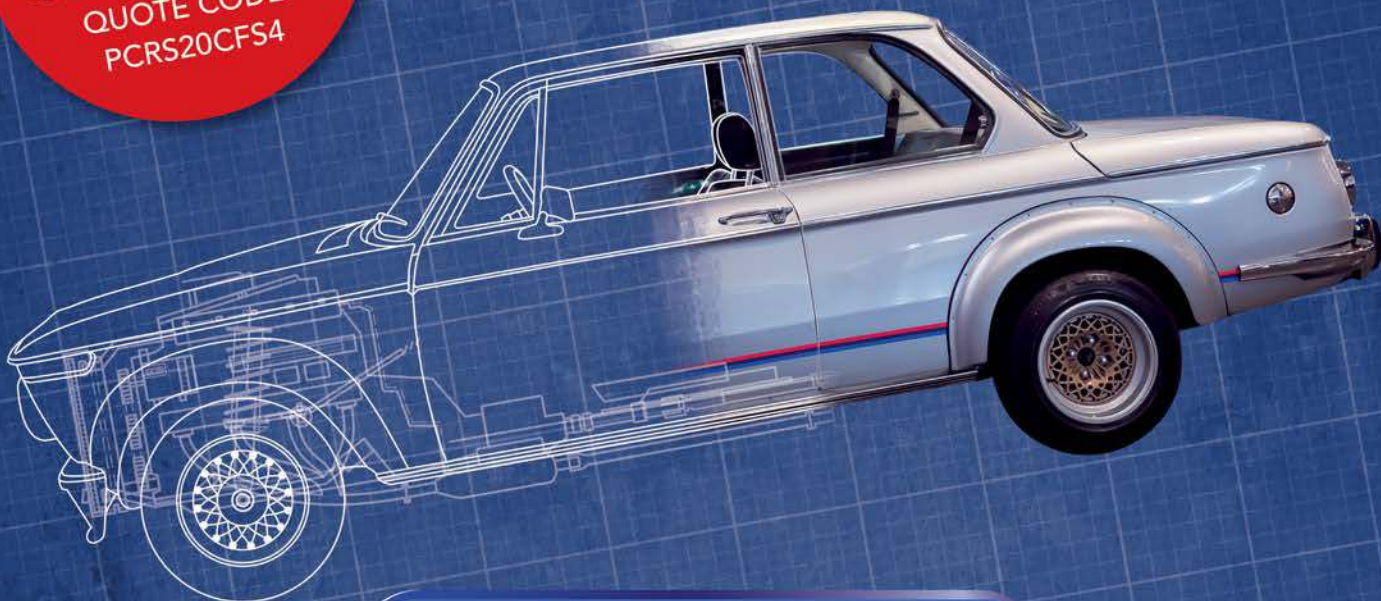
MAJOR AUCTIONS UNTIL APRIL

- 7/3** Historics (Ascot), SL5 7JX
- 15/3** PSP Auctions, MK18 6AH
- 18/3** H&H Duxford, CB22 4QR
- 19/3** DVCA, BA8 OTN
- 21/3** Mathewsons, YO18 7LH
- 21/3** Bonhams (MPH), OX26 5HA
- 21/3** Richard Edmonds, SN15 1SB
- 27/3** Hobbs Parker, TN24 OHB
- 28-29/3** CCA NEC, B40 1NT

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CM04.20/EV3/d

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Name of Event

Date

Directions/location

Brief description

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Organisers Name

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Post to: Events, Classic Motoring,
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email: jackie.weddell@mspublications.co.uk

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CM04.20/EV5/d

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If you'd like to exhibit your car, places are limited and booking essential killerton@nationaltrust.org.uk/01392 881345

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CM04.20/EV4/g

6 – 8 March 2020, Friday - Sunday

Antwerp Classic Salon. Antwerp EXPO, Belgium, info@siha.de, www.siha.de, One of the Best in Europe. Classic cars, engines, restoration equipment and supplies, new and used accessories, interiors, maintenance materials, literature, models, art, club stands and museums with presentations of the most beautiful cars.

7 – 8 March 2020, Saturday - Sunday

Scottish Motorcycle Show. Royal Highland Centre, Ingleston, Edinburgh, UK, EH28 8NB, 01775 768661, info@livepromotions.co.uk, www.scottishmotorcycleshow.com, Bag a bargain in the Bike Jumble, Browse the retail village where a host of traders will be able to fit you out with new leathers, boots or helmet. If you want to improve your bikes appearance, there's a wide array of suppliers to help make your bike stand out from the crowd.

7 March 2020, Saturday

HRCR Road Rally Championship. Tour of Cheshire, UK, 07957 348290, 07957 348290, clubmans@hrcr.co.uk, www.hrcr.co.uk, For information contact the Championship secretary Martin Phaff.

Rufforth AutoJumble. Rufforth Park, Wetherby Rd, York, UK, YO23 3QH, 01904 738620, 07713 164848, info@rufforthautojumble.com, www.rufforthautojumble.com, open at 8am, Admission is only £2 per person. Visit website for full details

VSCC Trials Events - John Harris 'Derbyshire' Trial. UK, 01608 644777, info@vssc.co.uk, www.vssc.co.uk, Visit the website or contact us for information on this and all VSCC events

8 March 2020, Sunday

Ultimate Dubs UK. Telford International Centre, Telford, Shropshire, UK, TF3 4JH, www.ultimate-dubs.co.uk, Welcome to the UK's largest Indoor VAG enthusiast's event, bringing together the Ultimate VW, Audi, Seat & Skoda Show Cars from all over Europe under one roof.

9 March 2020, Monday

Ace Cafe London Cartel Retro Meet. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

MG's on Track - Bedford Autodrome GT. Bedfordshire, UK, www.mgs-on-track.com, Full details can be found on the website

Ace Cafe Fueltopia Meet. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

12 March 2020, Thursday

Lancashire Automobile Club - Mike Woods Monte Carlo Memories. UK, 0800 781 2167, info@lancsautoclub.com, www.lancsautoclub.com, Ex BMC Works Co-driver recounts his Monte Carlo rallies.

Ace Cafe Italian Bikes & Cars. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

14 March 2020, Saturday

The WWRs HRCR Stage Masters Challenge 2020 - The Jaspers Bakeries David Owen Historic Stages Rally.

Weston Park, Shropshire, UK, 07970 226397, masters@hrcr.co.uk, www.hrcr.co.uk, This popular season opener is an historic one event running within the 1000 acre estate of Weston Park providing over 30 stage miles for competitors. Contact the Championship secretary or visit the website for more information.

14 – 15 March 2020, Saturday - Sunday

VSCC Trials Events - Herefordshire Trials. UK, 01608 644777, info@vssc.co.uk, www.vssc.co.uk, Visit the website or contact us for information on this and all VSCC events

CLASSIC YEAR AHEAD

Event Organisers, please send full details of your event(s) including contact details to: **Jo Bluck, Classic Motoring Magazine, Aceville Publications, 21/23 Phoenix Court, Hawkins Road, Colchester, Essex, CO2 8JY,** marking the envelope "EVENTS" or email jo.bluck@aceville.co.uk

Classic Motoring Magazine compiles this list of shows, rallies, autojumbles, tours and sporting events from a wide variety of sources for the benefit of all classic car enthusiasts, but we cannot be held responsible for any errors. We therefore strongly advise you check with the organisers of an event before making a possible wasted journey. If you do spot an error in our listings or know that the event has been cancelled or the date or venue has been changed, please contact us at the address shown above.

15 March 2020, Sunday

Brooklands Museum 'Boundless by CSMA Autosolo Competition. Brooklands Museum, Brooklands Rd, Weybridge, Surrey, UK, KT13 0QN, 01932 857381, events@brooklandsmuseum.com, www.brooklandsmuseum.com, Boundless by CSMA will be taking over the site for the day, running an eclectic mix of cars against the clock. These timed speedy tests are sure to make an exciting spectacle, so get the date in your diary and be sure to bring the camera along.

Haynes Bikers' Breakfast ride-in. Haynes Motor Museum, Sparkford, Yeovil, Somerset, UK, BA22 7LH, 01963 442783, events@himm.co.uk, www.haynesmotormuseum.com, Calling all biking enthusiasts! On the third Sunday of each month we host a breakfast ride-in open to all marques. As well as meeting other bikers, participants can chat over a coffee and a hearty breakfast in cafe 750. A real opportunity for vehicle owners to show off their prized possessions at the front of the museum. From 9.30am - 12.00pm

International Jaguar Spares Day. Stoneleigh Park Exhibition and Conference Centre, Nr Coventry, Warwickshire, UK, CV8 2LZ, 01635 278440, 07771 544752, info@jaguarsparesdays.co.uk, www.jaguarsparesdays.co.uk, Upto 200 stalls, all under cover, from UK and abroad. Regular stallholders range from established major Jaguar parts suppliers, restoration specialists to replica manufacturers and private garage clearances. Trade Stands welcome.

16 March 2020, Monday

HRCR Mini Sport Cup Stage rally Championship Round 1. The Jaspers Bakery David Owen Historic stages., Weston Park, Shropshire, UK, stage@hrcr.co.uk, www.owenmotoringclub.co.uk, The season opens with this popular event within the 1000 acre estate of Weston Park providing over 30 stage miles for competitors.

Ace Cafe French Classic & Performance Cars & MAG. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

17 March 2020, Tuesday

Ace Cafe VW Air-Cooled & T4/5 Vans. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

18 March 2020, Wednesday

Ace Cafe British Sports & Performance Car Night. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

19 March 2020, Thursday

DVCA Spring Auction Sale. Henstridge Airfield, Dorset - Somerset border, UK, BA8 0TN, 01963 363353, info@dvca.co.uk, www.dvca.co.uk, Vintage and Classic cars, Motorcycles, Historic commercials, Automobilia and Memorabilia. Viewing on the Wednesday prior to sale with free entry from 10am until 6pm. Auction day by catalogue only, £15.00 - admits two.

20 March 2020, Friday

JEC Track Day. Castle Combe Circuit, Yatton Keynell, Chippenham, UK, SN14 7BW, www.jec.org.uk, Join us at the fabulous Castle Combe Circuit for the opportunity to enjoy your car out on track. Choose a short blast or maybe the whole day, this is a great place to stretch your cats legs in controlled conditions.

21 – 22 March 2020, Saturday - Sunday

HRCR Road Rally Championship. North Yorkshire Classic., North Yorkshire, UK, 07957 348290, clubmans@hrcr.co.uk, www.hrcr.co.uk, For information contact the Championship secretary Martin Phaff.

Eastern Counties Vintage Show. Royal Norfolk Showground, Norwich, UK, NR5 0TT, 7753182065, michael.curtis4@gmail.com, www.easterncountiesvintageshow.co.uk, Commercials, Tractors Iron & Rubber wheels, Crawlers, Stationary Engines, Classic & Vintage Cars, Military Vehicles, Classic Caravans, Trade Stands & Shopping Stalls, Vintage & New Spares, Club Stands, Arts & Crafts Outside Refreshments & Food Mall, Mini Fun Fair & Music.

21 March 2020, Saturday

Mathewsons Classic Car Auctions. Roxby Garage, Thornton-Le-Dale, North Yorkshire, UK, YO18 7LH, 01751 474455, enquire@mathewsons.co.uk, www.mathewsons.co.uk, The countries only dedicated Classic Car auction centre with a continual display of 80+ vehicles and hundreds of items of memorabilia. Starting at 9.30am with memorabilia, Vehicles at 11am.

Ace Cafe Essex Boost Crew Club Meet. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

Giant Auto & Bike Jumble Scorton. North Yorkshire Events Centre, 5 miles off A1 at Catterick, B1263 Catterick to Teeside Road, 1 mile east of Scorton, UK, DL10 6EJ, 07909 904705, Every 3rd Saturday of every month. Starts 7am - Admission £3, Pitches from £12. A massive 10-acre site of Auto and Bike jumble inside and out. Ample parking, Excellent refreshments.

22 March 2020, Sunday

Brooklands Mini Day. Brooklands Museum, Brooklands Rd, Weybridge, Surrey, UK, KT13 0QN, 01932 857381, events@brooklandsmuseum.com, www.brooklandsmuseum.com, All types of Mini (including the modern BMW) are invited to this annual event, expect displays in all areas of the Museum. A variety of trade stands offering mini parts, spares and memorabilia.

24 March 2020, Tuesday

Ace Cafe Rust Bucket Rally. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

25 March 2020, Wednesday

Ace Cafe IncarNation Show n' Shine. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

25 – 29 March 2020, Wednesday - Sunday

Techno Classica Essen. Messe Essen, Messeplatz 1, 45131 Essen, Germany, info@siha.de, www.siha.de, 32nd World Show for Vintage, Classic and Prestige Automobiles, Motorsport, Motorcycles, Spare Parts, Restoration and World Club Meeting. 120.000 m2 divided into 12 halls, Grugahalle and 4 open air areas. More than 200 Clubs and interest groups, over 2700 Collector Automobiles for sale.

28 March 2020, Saturday

MGCC Motorsport: Silverstone International. Silverstone, Towcester, UK, NN12 6TN, 01235 555552, mgcc@mgcc.co.uk, www.mgcc.co.uk/motorsport/, Further details on the grids will be available on the website in due course.

Ace Cafe All American Cruise-In & Mopar Muscle Meet. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 4pm

Ace Cafe Rythym n' Cruise Rockin' Record Hop. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 7pm

30 March 2020, Monday

Ace Cafe Porsche Night. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

31 March 2020, Tuesday

Ace Cafe VAG Night (Water-Cooled VW, Audi, Seat, Skoda). Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

1 April 2020, Wednesday

B5000 Barbers Monthly Vehicle Meet. Birch Coppice Club, A5 Dordon, UK, B78 1SY, 01827 331744, stellabeaman40@gmail.com, Monthly meet of cars, bikes and other vehicles of interest. We have Auntie Etties burger van, ice cream van pops in as long as it's good weather. From 6pm, Come along for a great evening out. £1 entrance per person, no booking required. All monies raised go to support polesworth carnival.

Ace Cafe Hot Rod Night. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

2 April 2020, Thursday

Ace Cafe Mod n' Mini Night. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

4 April 2020, Saturday

Kempton Park Motorcycle Autojumble. Kempton Park, Staines Road East, Sunbury on Thames, Middlesex, UK, TW16 5AQ, 01507 529529, www.kemptonparkautojumble.co.uk, We have run Autojumbles at Kempton Park race course for over 30 years and these events are renowned as the best motorcycle Autojumble in the UK with visitors and traders from all over Europe in attendance. See the website for info.

Rufforth AutoJumble. Rufforth Park, Wetherby Rd, York, UK, YO23 3QH, 01904 738 620, 07713 164 848, info@rufforthautojumble.com, www.rufforthautojumble.com, open at 8am, Admission is only £2 per person. Visit website for full details

Alfa Romeo



1954 ALFA ROMEO 1900 CSS BY TOURING. Silk green with two-tone beige and sage green hide, 2ltr twin cam, 5 speed gearbox, Borroni wire wheels, 1 owner for almost 40 years, total nut and bolt restoration only 300 miles since. **£275,000.** Tel: 07860 561163 or 01622 880005. Kent. (T)

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ASTON MARTIN DB5 VANTAGE, 1965. White with original Red leather interior. Repainted 1998 with mechanical overhaul. 1 owner from new still in remarkable condition and virtually impossible to replicate. Absolutely stunning **£1.1M.** Contact Adam on Tel: 01603 880522. Norfolk. (T)



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1960 AUSTIN A40. Only 27,200 miles from new. Supplied by the famous Radford dealership in Kensington London. The car retains many of its original features and has been recently sympathetically renovated keeping the true spirit and originality of the car intact. **£9,950.** Tel: 01746 765804. Shropshire. (T)



AUSTIN EIGHT 1946. MOT until August 2020, no advisories. Good condition, lots of work done. £500 worth of spares. 87,000 miles. **£7,000.** Tel: 01543 673286. Staffs.

Austin Healey



1966 AUSTIN HEALEY 3000 MKIII. Healey blue & ivory duotone with navy interior. Wire wheels, adjustable steering column, overdrive. 4000 miles since full rebuild. Wonderful and responsive to drive. Supplied with restoration documentation, drivers handbook, MOT and service history. **£85,000.** Tel: 01420 23212. Hampshire. (T)

VSCC Trials Events - Scottish Trial. UK, 01608 644777, info@vsc.co.uk, www.vsc.co.uk, Visit the website or contact us for information on this and all VSCC events

Anglia Car Auctions Classic Car Sale.

The Cattlemarket, Beveridge Way, Kings Lynn, Norfolk, UK, PE30 4NB, 01553 771881, info@angliacarauctions.co.uk, www.angliacarauctions.co.uk, Preview Friday 2pm-6pm. Gates open 10am Saturday, sale starts at 12 midday.

Jaguar Breakfast Club. British Motor Museum, Gaydon, Warwickshire, UK, CV35 0BJ, www.jaguarbreakfastclub.org.uk, All Jaguars welcome, Classic or Modern.

5 April 2020, Sunday

Brooklands Museum London Bus Museum Spring Gathering. Brooklands Museum, Brooklands Rd, Weybridge, Surrey, UK, KT13 0QN, 01932 857381, events@brooklandsmuseum.com, www.brooklandsmuseum.com, Packed with buses and coaches, old and new, from London and all over the UK. Cobham Hall will host the usual huge selection of stalls; there will be heritage bus tours, family attractions and more. This is a day for bus fans, and all those who loved travelling on these iconic buses. For up to date event information see the Brooklands Museum website or check www.londonbusmuseum.com

Chesterfield MG Group Shakedown

Run. UK, info@chesterfield-mg-group.co.uk, www.chesterfield-mg-group.co.uk, Dust off the cobwebs, polish up the bodywork and join Chesterfield MG Group on their first venture of the season into our glorious Derbyshire countryside and surrounding area. Further details will be on the club website.

Haynes Breakfast Club. Haynes International Motor Museum, Sparkford, Yeovil, Somerset, UK, BA22 7LH, 01963 440804, hbc@himm.co.uk, www.haynesmotormuseum.com, On the first Sunday of each month we host a Breakfast club open to all marquees. As well as meeting other like-minded enthusiasts, owners can chat over a coffee and a hearty breakfast in cafe 750. These events are free and a real opportunity to show your prized possessions at the front of the museum. From 8.30am - 12.00pm

HRCR Scenic Tours - Taith Cymru. Black Mountains and Mid-Wales, UK, tours@hrcr.co.uk, www.hrcr.co.uk, The HRCR Scenic tour series comprises of the best tours throughout England and Wales, giving enthusiasts the opportunity to get together in a friendly, non-competitive atmosphere, allowing their cars to be driven as intended rather than languishing in the garage. For more information contact the series secretary or visit the website.

MGCC - MGB Register. MGB Spring Run, www.mgb-register.org/events/, This years Spring Run - Starts at Millets Farm - finishing at National Trust Stowe Entry is £26 and includes Route Book and Rally Plaque The New Inn Visitor Centre serves a full menu of sweet treats, light bites and hot lunches lovingly homemade and fresh. Access to the New Inn visitor centre cafe and toilets are included.

Normous Newark Autojumble. The Showground, Drove Lane, Winthorpe, Newark, Nottinghamshire, UK, NG24 2NY, www.newarkautojumble.co.uk, The longest-running series of one-day-only general autojumbles in the UK. Parts for classic bikes to classic cars, classic trucks to workshop essentials - there isn't an automotive item we can name that hasn't been sold at a Normous Newark autojumble. All kinds of man cave stuff - plus much more! Early bird gate opens 8am, General admission from 10am.

Amberley Museum Vintage Car Show.

Amberley Museum & Heritage Centre, Station Rd, Amberley, Near Arundel, West Sussex, UK, BN18 9LT, 01798 831370, office@amberleymuseum.co.uk, www.amberleymuseum.co.uk, Our annual vintage car show returns to Amberley Museum - see vintage cars which are all pre 1956.

Simply Aston Martin. Beaulieu Motor Museum, Beaulieu, New Forest, Hampshire, UK, SO42 7ZN, 01590 614614, events@beaulieu.co.uk, www.beaulieu.co.uk, All Aston Martin owners are invited to drive into Beaulieu and park up within the museum complex for what promises to be a superb day out for both Aston Martin owners and enthusiasts.

6 - 17 April 2020, Monday- Friday

Brooklands Museum School Easter holidays Activities., Brooklands Museum, Brooklands Rd, Weybridge, Surrey, UK, KT13 0QN, 01932 857381, events@brooklandsmuseum.com, www.brooklandsmuseum.com, Get your overalls on and step into one of our workshops as we explore the science behind speed. Join the pit-crew for a fun and hands on session and have a go at getting a car ready to race. We'll also be running car rides, Pedal planes, mini tours on Concorde and Bus rides around the local area.

6 April 2020, Monday

Ace Cafe German Night (BMW, Mercedes). Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

9 April 2020, Thursday

Otterville Auction company Classic car Auction including Automobilia. Kentisbeare Hall, Kentisbeare, Cullompton, Devon, UK, EX15 2AB, 07967 823897, www.ottervilleclassiccarauction.co.uk, Classic Cars, Motorcycles, Commercial, Restoration Projects, Modern Classics. All at no sellers commission. Automobilia entries also invited. Please see our website for full details.

Ace Cafe Italian Night. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm. Italian Bikes and Cars.

10 - 12 April 2020, Friday - Sunday

Festival of Power. Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants, UK, NN29 7XA, www.santapod.com, An action packed weekend for the family featuring Jet Car Shootout, awesome Nitro Funny Cars, 300mph Top Fuel Dragsters and the National Drag Championship inc 200mph Pro Mods.

11 - 12 April 2020, Saturday - Sunday

Pageant of Transport. On the Beach Lawns, Weston-Super-Mare, UK, 01934 627563, www.loveston.com, Weston-Super-Mare Sea Cadets proudly presents A Pageant of Transport over Easter Saturday and Sunday. 10am-5pm. All classes and club stands welcome. All profits to Sea Cadets.

11 - 13 April 2020, Saturday - Monday

Easter Model & Collectors Show. Stoke Prior Sports & Country Club, Westonhall Road, Stoke Prior, (B4091) Bromsgrove, Worcestershire, UK, B60 4AL, 07808 173400, april@shakespearesrally.com, www.shakespearesrally.com, Vintage & Classic Cars, Commercial, Fair Organ, Tractors, Stationary Engines, Military, Motorbikes, Displays, Trade Stalls, Bar and Refreshments.

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11 April 2020, Saturday

South Midlands Autojumble. Ross-on-Wye Livestock Centre, UK, HR9 7QQ, 01989 750731, 07973 889401, Open to the public from 9am. Exceptional venue 400 yards off end of M50 - Birmingham, Bristol & Cardiff all 45 mins away. Refreshments, Free Parking (1000+ cars). Admission £4

12 April 2020, Sunday

TransportFest. The Museum Of Power, Hatfield Road, Langford, Maldon, Essex, UK, CM9 6QA, 01621 843183, www.museumofpower.org.uk, Easter show with Classic Cars, Buses, Military vehicles and all types of transport. Stalls, music and entertainment. Adults £7.00, Concessions £6.00, Children (5-15) £3.00, Under 5s free. More details on the website

13 April 2020, Monday

Ace Cafe Fueltopia Meet. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

Ace Cafe Mustang Stampede. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 12 noon

A47 Autojumble. Thurlaston Showground, Leicester, UK, LE9 9JE, 07976 667703, www.a47autojumble.co.uk, All Classic vehicle owners are invited free of charge with one passenger. For Sale chalk boards to advertise. Live music and entertainment throughout the day. Hot and cold refreshments, children activities.

14 April 2020, Tuesday

Ace Cafe Classic Car Night & Lotus 7 & Midget & Sprite & Harrow Car Clubs Meet. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm. Motown 60th 'Diamond' Anniversary Special with DJ Paul Hyatt.

16 April 2020, Thursday

Heretics at Heritage, Heritage Parts Centre. Shoreham-By-Sea, West Sussex, BN43 6PB, 01273 444000, www.heritagepartscentre.com, A must for VW and Porsche enthusiasts, 5.30pm till 9pm. Food and drink are available on site, a resident DJ provides background music and the Heritage shop opens 7-9. Further details on Facebook or contact the Heritage Parts Centre team

17 April 2020, Friday

Ace Cafe British Rockers & Classics. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

18 April 2020, Saturday

MGCC - T Register Rebuild. UK, www.mgcc.co.uk/t-register/t-register-2020-events, The T Register's annual Rebuild event will take place at the British Motor Museum and will feature seminars on restoration, wet weather equipment and painting your T-Type.

The WWRs HRCR Stage Masters Challenge 2020 - RallyNuts Stages. Severn Valley, UK, 07970 226397, masters@hrcr.co.uk, www.hrcr.co.uk, Builth Wells Myherin, Sweet Lamb and Hafren for the basis of this 45 mile event organised by Midland Manor Motor Club: www.rallynutsrally.co.uk severnvalleystages.co.uk. Contact the championship secretary or visit the website for more information.

VSCC Silverstone Autosolo. UK, 01608 644777, info@vsc.co.uk, www.vsc.co.uk, The first of our Autosolos is at Silverstone, always a popular event, the wide open paddock allows the organiser to set up some great tests, a great way to combine a competitive event which once is over gives you plenty of time to go and watch the racing cars. Contact us for more details.

West Country Motorcycle Autojumble. The Livestock Centre, Driffeld Road, Cirencester, UK, GL7 5QA, 07831 421455, 9am - 1pm. Cafe and Toilets available on site. Easy access from A417/A419. Find us on Facebook for more information.

18 - 19 April 2020, Saturday - Sunday

MGCC Motorsport: Brands Hatch Indy. Brands Hatch, UK, DA3 8NG, 01235 555552, mgcc@mgcc.co.uk, www.mgcc.co.uk/motorsport, Further details on the grids will be available on the website in due course.

VSCC Formula Vintage Round 1 - Silverstone. UK, 01608 644777, www.vsc.co.uk, Visit the website or contact us for information on this and all VSCC events

Jukebox & Retro Fair. Chessington School, Garrison Lane, Chessington, Surrey, UK, KT9 2JS, info@jukeboxfair.co.uk, www.jukeboxfair.co.uk, 10am - 5pm, Vintage Clothing, Retro Homewares, Classic Car Display, Live Music, Jive Dancing, Food and Drink. See website for full details.

19 April 2020, Sunday

Classic Vehicle Breakfast Club. Battlesbridge Antiques and Craft Centre, Maltings Road, Battlesbridge, Essex, UK, SS11 7RF, 01268 769000, show@battlesbridge.com, www.battlesbridge.com, The new Breakfast Club meets at the Mugeridge Farm showground. Free entry from 9am (entrance through Mugeridge Farm). Get together with your mates and enjoy the relaxed atmosphere, hot food / hot & cold drinks available and there will be background music playing. All Classic cars, motorcycles and commercial vehicles welcome.

World Cup Rally 50th Anniversary. British Motor Museum, Banbury Road, Gaydon, Warwickshire, UK, CV35 0BJ, 01926 645029, shows@britishmotormuseum.co.uk, www.britishmotormuseum.co.uk, A one day event celebrating the 50th Anniversary of the 16000 mile London to Mexico World Cup Rally. Visitors will be able to see the cars and meet the people involved in the event in all different aspects. There will be interviews, films, talks and a large display of memorabilia.

Brooklands Museum MG and British Marques Day. Brooklands Museum, Brooklands Rd, Weybridge, Surrey, UK, KT13 0QN, 01932 857381, events@brooklandsmuseum.com, www.brooklandsmuseum.com, Celebrate the best of British manufacturing. Alongside the special MG displays there will be a whole host of British built vehicles, from the pre-war Alvis, Norton and Sunbeam right through to the latest Jaguar model. There will be action on Test Hill, club displays around the site and traditional British fayre in the Café.

Haynes Bikers' Breakfast ride-in. Haynes Motor Museum, Sparkford, Yeovil, Somerset, UK, BA22 7LH, 01963 442783, events@himm.co.uk, www.haynesmotormuseum.com, Calling all biking enthusiasts! On the third Sunday of each month we host a breakfast ride-in open to all marques. As well as meeting other bikers, participants can chat over a coffee and a hearty breakfast in cafe 750. A real opportunity for vehicle owners to show off their prized possessions at the front of the museum. From 9.30am - 12.00pm



1965 AUSTIN HEALEY 3000 MKIII. British racing green, upholstered in black leather and vinyl, plus a vintage look modern radio. Fabulously presented with modernisations making the car an effortless tourer. Provided serviced with heritage certificate and large paperwork file. **£68,000.** Tel: 01420 23212. Hampshire. (T)



1966 AUSTIN HEALEY 3000 MKIII. British racing green with black Ambra interior. Just 30,000 miles from new and is in excellent unrestored condition. Serviced and MOT'd with original log book, dealer keyring, bill of sale, heritage certificate of authenticity and more. **£80,000.** Tel: 01420 23212. Hampshire. (T)



1965 AUSTIN HEALEY 3000 MKIII. Black, red interior. Australian import. Presents brilliantly owing to warm climate preservation and low mileage of 5000 since restoration. Comes serviced and with MOT, British Motor Heritage Certificate of Authenticity, tonneau and service history. **£78,000.** Tel: 01420 23212. Hampshire. (T)



AUSTIN HEALEY 3000 MKIII. Built September 1964. Full bare metal restoration early 2013, including conversion to RHD using all-new parts. Repainted in classic Healey ice blue over ivory white. Lovely to drive and in excellent condition. **£66,500.** Tel: 01420 564343. Hants. (T)



1960 AUSTIN HEALEY FROGEYE SPRITE. OEV, current owner 8yrs. Very original, superb integrity, many dry years in LA - not free body/chassis. Fully restored and converted to RHD early 1990's. Cherished ever since. **£17,995 PX considered.** Tel: 01423 502406. Harrogate. (T)



AUSTIN HEALEY 3000 ALLOY BODY RESTORATION. Denis Welch engine. Gloss black, cherry red leather trim, Wilton carpet. New black mohair hood, full tonneau, Triple 45DCOE Weber conversion with Aeroquip hoses. Mini-lite knock-on alloy wheels. Upgraded brake discs, poly bushed suspension, uprated suspension. **£85,000.** Tel: 01376 569355. Essex. (T)



AUSTIN-HEALEY 3000 MKII RALLY CAR. Produced to be reliable, torquey and purposeful whilst being comfortable over long distances. Able to be used for competition and tours as well as short journey driving. Very well presented with excellent paintwork. Well maintained. **£78,500** Tel: 01420 564343. Hants. (T)



1960 AUSTIN HEALEY 3000 MKI. Fern green, green leather trim. Restored a few years ago, rebuilt body, retrim, rebuilt engine and box. Works hard top! Period works additions - roof vent, air vent etc. Superb car and loads of fun! **£49,500.** Tel: 01953 717618. Norwich. (T)

WORKSHOP MANUAL

Austin Healey original workshop manual 100-6 and 3000. From December 1960. Very good condition. Best offers, asking £75 including post or collect. **Tel. 01285 861684 or 07739 407470.** Swindon, Wiltshire.



AUSTIN HEALEY 100/6. Colorado red over black with red interior. High spec from new, fitted with wire wheels and overdrive. Maintained to an excellent standard by long term owners. Full history file including receipts for work and documentation. **£49,500.** Tel: 01420 564343. Hants. (T)

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1955 AUSTIN HEALEY 100/4 BN1. Old english white with red trim, hood and tonneau. A matching numbers example in truly outstanding condition. Complete ground up restoration to the highest standards. An appreciating asset. **£54,995.** Tel: 01636 812700. Notts. (T).



1959 AUSTIN HEALEY FROGEYE SPRITE. Iris blue with white hard top. Totally restored by Sherwood Restorations Ltd from bare shell some 20 years ago. Subsequently modified to provide the ultimate driving "Frogeye" by BRDC member. **£27,995.** Tel: 01636 812700. Notts. (T)

Bentley



BENTLEY TURBO RL. In excellent condition both cosmetically and mechanically. Diamond blue silver with contrasting cotswood hide piped magnolia. **£21,500.** Tel: 01737 844999. Surrey. (T)



BENTLEY TURBO S. Finished in wildberry mica with contrasting magnolia hide piped wildberry. Laser cut grille, flying B mascot and veneered door inserts. Fabulous interior. 63,000 miles. Full Service History. **£29,950.** Tel: 01737 844999. Surrey. (T)



BENTLEY 1964 SERIES III. Lambs wool overgus. Automatic, power steering, this is a very original example and becoming quite rare, complete with all tools, and history file, includes original handbook. Exceptional example always garaged, drives superb. **www.peterjarvis.net. £48,750.** Tel: 01322 669081 or 07836 250222. Kent. (T)

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BENTLEY S1 STANDARD STEEL SALOON. Fine example in very original condition and very good service history. Fitted with power steering and only 3 owners from new. **£48,950.** Tel: 01737 844999. Surrey. (T)



1952 BENTLEY MKVI SPECIAL. A superb Bentley sportscar in virtually new condition. Handbuilt by Classic Restorations Scotland to high spec with overdrive (3 other Bentley Specials available). **www.kultkars.net. £66,995.** Tel: 01253 734199.



2002 BENTLEY ARNAGE T. Black, magnolia hide with contrasting black stitching. 68,000 miles. Full service history with main agents and specialists. A very handsome example in exceptional condition throughout. **£26,000.** Tel: 01732 886002. Kent. (T)



2003 BENTLEY ARNAGE T. Finished in silver storm with beluga hide interior. 37,000 miles with full service history with Bentley main agents. Outstanding condition throughout. **£28,000.** Tel: 01732 886002. Kent. (T)

HRCR Scenic Tour – Cambridge Classic Car Run. Cambridgeshire and Suffolk, UK, tours@hrcr.co.uk, www.hrcr.co.uk, The HRCR Scenic tour series comprises of the best tours throughout England and Wales, giving enthusiasts the opportunity to get together in a friendly, non-competitive atmosphere, allowing their cars to be driven as intended rather than languishing in the garage. For more information contact the series secretary or visit the website.

HRCR Road Rally Championship. Ilkley Jubilee Historic Rally, Yorkshire, UK, 07957 348290, clubmans@hrcr.co.uk, www.hrcr.co.uk, For information or to register for the championship contact the championship secretary, Martin Phaff

MK Classic Car Tour. UK, 01525 290117, info@mkclassictours.co.uk, A non competitive 95 mile tour (approx.) for Vintage, Classic cars and others at organisers discretion, through Beds, Bucks, Northants and Oxfordshire - Easy to follow roadbook. Come along for a great day out in aid of Little Lives Appeal.

20 April 2020, Monday

Ace Cafe French Classic & Performance Cars & MAG Meet. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

21 April 2020, Monday

MG's on Track - Malory Park. Kirkby Mallory, Leicestershire, UK, www.mgs-on-track.com, Full details can be found on the website

Barons Spring Classic Auction. Sandown Park Race Course, Esher, Surrey, UK, KT10 9AJ, 023 8066 8413, www.barons-auctions.com, Viewing on Monday 20 April 2020 3:00pm-7:00pm and Tuesday 21 April 2020 9:00am-1:00pm. Auction 1.00pm. More details can be found on the website

Ace Cafe VW Air-cooled & T3/4 Vans. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 6pm

23 – 27 April 2020, Thursday - Monday

8th Spring Motoring Weekend. 01264 771188, info@erlevents.com, www.erlevents.com, Join us with your classic car for a tour of the stunning Yorkshire Dales in a long weekend in April 2020.

24 April 2020, Friday

South Western Vehicle Auctions. 61 Ringwood Road, Parkstone, Poole, Dorset, UK, BH14 0RG, 01202 745466, enquiries@swva.co.uk, www.swva.co.uk, An eclectic mix of cars, combined with 700+ classic car dealers, collectors and enthusiasts.

25 – 26 April 2020, Saturday - Sunday

The 40th Carole Nash International Classic Motorcycle Show. Staffordshire County Showground, Weston Road, Stafford, Staffordshire, UK, ST18 0BD, www.classicbikesshows.com, Row-upon-row of stunning display machines providing plenty to explore. Several halls packed with trade stands and autojumble plots. Please see the website for further information.

VSCC Ralli Eryri. UK, 01608 644777, info@vsccl.co.uk, www.vsccl.co.uk, Visit the website or contact us for information on this and all VSCC events

Ackworth Scammell & Historic Vehicle Show. Ackworth Water Tower, A628 Ackworth Road, Pontefract, West Yorkshire, UK, WF7 7ET, 01977 617327, brickyardorganic@yahoo.co.uk, Classic and vintage cars, real ales, entertainment, autojumble and much more!

International Classic Motorcycle Show. Staffordshire County Showground, Weston Road, Stafford, Staffordshire, UK, ST18 0BD, www.staffordclassicbikesshows.com, 2020 is the 40th anniversary of this stellar show! and it also marks the 75th anniversary of VE Day, so we're planning a 1940s weekend!. Among the many anniversary highlights will be the usual suspects; Several hundred trade stands and autojumble plots in every corner of the venue, offering all the bits and pieces you could possibly need. There's also plenty to see on club stands, in private entry displays and outside in the Firing up Area, Classic Dirt Bike Experience and classic motorcycle cavalcade. Bonhams' will be there too.

25 April 2020, Saturday

Mathewsons Classic Car Auctions. Roxby Garage, Thornton-Le-Dale, North Yorkshire, UK, YO18 7LH, 01751 474455, enquire@mathewsons.co.uk, www.mathewsons.co.uk, The countries only dedicated Classic Car auction centre with a continual display of 80+ vehicles and hundreds of items of memorabilia. Starting at 9.30am with memorabilia, Vehicles at 11am.

Ace Cafe All American Cruise-In & Chevy Special. Ace Cafe London, Ace Corner, North Circular Rd, Stonebridge, London, UK, NW10 7UD, 0208 9611000, www.london.acecafe.com, From 4pm.

Richard Edmonds Auctions - Motorcars. Automobilia & Spares, Allington (just outside of Chippenham), UK, SN14 6LJ, 01249 444544, The Aston Martin Owners Club stages two spectacular world-class Concours events each year which attract entries from the global Membership, showcasing some of the finest and rarest cars from every model era of Aston Martin production, www.richardedmondsauctions.com, Specialist Auctioneer of Vintage and Classic Cars.

26 April 2020, Sunday

Sunday Scramble 'Drive It Day'. Bicester Heritage, Buckingham rd, Bicester, Oxon, UK, OX26 5HA, hq@bicesterheritage.co.uk, www.bicesterheritage.co.uk, Celebrating 'Drive It Day'! Rev up your pre-1990 vehicle and join us for our second open day event of the year. See website for full details and ticket sales.

Kent's Car Enthusiasts Show. Aylesford Priory, Aylesford, Kent, UK, ME20 7BX, 01732 840787, www.kentscarenthusiastsshow.co.uk, With Autojumble. Open 10am – 4pm. Public admission £3.00. Refreshments available throughout the day. Parking.

Yakushi Car Club Meet. British Motor Museum, Banbury Road, Gaydon, Warwickshire, UK, CV35 0BJ, 01926 645029, shows@britishmotormuseum.co.uk, www.britishmotormuseum.co.uk, See a display of Japanese cars. This event allows owners and enthusiasts of Japanese cars to meet and show their vehicles outside the Museum. All kinds of Japanese cars are welcome including classic, modern and custom models. This is a 'cars and coffee' style meet with the added bonus of Museum entry with your ticket.

Lions Brimar Annual Classic Vehicle Display & Run. clevedonlions@gmail.com, www.lionsbrimar.org.uk, Please visit website for more details.

Amberley Museum Spring Bus & Coach Show. Amberley Museum & Heritage Centre, Station Rd, Amberley, Near Arundel, West Sussex, UK, BN18 9LT, 01798 831370, office@amberleymuseum.co.uk, www.amberleymuseum.co.uk, Ride the historic buses around the museum, with a wonderful display of our Museum buses and some visiting exhibitors. See Website for full details.

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CLASSIC CLUBS

If your club is missing from these listings, please send in your full details to: Classic Motoring, Aceville Publications Ltd, 21-23 Phoenix Court, Colchester, Essex CO2 8JY or Email: jackie.weddell@mspublications.co.uk

A

(Southern) Ambulance Preservation Society.

Email: membership@southambpres.org.uk
www.southambpres.org.uk

A.A.C (PRE-50). Sandra Toogood. Tel: 01530 831170
Email: secretary@pre50aac.com www.pre50aac.com

A40 Farina Club. Christine Hephner. Email: membership@a40farinaclub.co.uk

Abarth Club of Great Britain. 42 Middle Barton Road, Duns Tew, Oxon, OX6 4JN.

The Abbott Register. Len C. Huff RD Frenchay Park Road, Bristol, BS06 1EB, Tel: 07772 787693
Email: coachbuiltbyabbott@hotmail.co.uk

AC Owners' Club. Tel: 01904 793563
www.acownersclub.co.uk

AJS Car Club. Peter Hubbard. Tel: 01508 530072

Alfa 1900 Register + 6C2300/2500.

Peter Marshall. Email: ar.01177@yahoo.co.uk
www.ar1900reg.org

Alfa Romeo OC Giulietta 105/115 Register. Stuart Taylor. Email: stuart.alfa@virgin.net

Alfa Romeo OC GTV6, Alfetta & 116 Giulietta Register. Alex Jupe. Tel: 01329 834001

Alfa Romeo Owners Club. AROC Ltd. Tel: 01787 249285 Email: membership@aroc-uk.com
www.aroc-uk.com

Allard Owners' Club. David Moseley. Email: honsec.aoc@googlemail.com www.allardownersclub.org

Allegro Club International. The Membership Secretary. Email: membership@allegroclubint.org.uk
www.allegroclubint.org.uk

Alvis Owner Club. Paul Chasney. Tel: 01423 339357
Email: gensec@alvisoc.org www.alvisoc.org

Alvis Register. Mr John Burnell. 187
Tel/Fax: 01509 412289 www.alvisregister.com

American Auto Club International.

Brendan McCarthy 07909918995
Email: dixon@aac-int.co.uk www.aac-int.com

American Auto Club UK. Richard Miller CEO,
Tel: 0845 644 0345 www.american-auto-club.co.uk

American Motor Owners UK. Tel: 0130 578 7048

Amilcar Register. Mr Len Battyl, Tel: 01428 645724
Email: len.battyl@homecall.co.uk www.amilcar.co.uk

Aristocat Owners Register. Tel: 01254 886819
www.aristocat-xkjaig.org.uk

Armstrong Siddeley Owners' Club. Peter Sheppard.
Tel: 0121 4590742 Email: peterorhelen@sidarm.fsnet.co.uk www.siddeley.com

Ashley Register.

Richard Disbrow.
Tel: 01258 453584 richard.disbrow@virgin.net

Association of American Car Clubs Club.

Tel/Fax: 01376 552478 www.motorvatinusa.org.uk

Association of Healey Owners

(Warwick built cars, 1946-1954). Roger Crouch.

Email: healeyowners@dsl.pipex.com

www.healeyowners.co.uk

Aston Martin Heritage Trust.

Anne Wright - Tel:

01865 400414 secretary@amht.org.uk

www.amht.org.uk

Aston Martin Owners' Club. Carol Bradley
Tel: 01865 400400 Email: hgstaff@amoc.org
www.amoc.org

Atalanta Club. Tel: 01732 865 651 Email:
dealwithkeith@aol.com

ATCO Car Owners' Club. Brian Radam.
Tel: 01704 501336 atcocar@lawnmowerworld.com
www.lawnmowerworld.com

Atlas Register. 8 Ford Street, Swindon, Wiltshire,
SN1 5EY

Audi Coupe S Club of Great Britain. President -
Gordon Franklin. Tel: 01376 501245 or 07946
004350 www.audi100coupes.angelfire.com

Audi Owners' Club. Email: andy.bowskill@audiclub.co.uk
www.audiclub.co.uk

Audi Quattro Owners' Club. D. Preece. Tel: 01886
884475 www.quattroownersclub.com

Austin 3 Litre Owners' Club.

www.austinthreelitre.co.uk

Austin A30/A35 Owners Club. Samantha Hoyes.
01652 654366 www.austina30a35ownersclub.co.uk

Austin Big 7. Robin Taylor. Tel: 01332 700629

Austin Cambridge/ Westminster Club. Paul Curtis.
Tel: 0117 9314881 Email: acwcc@blueyonder.co.uk
www.acwcc.org

Austin Champ Owners' Club. Keith Nicholson. Tel:
01252 842056 Email: enquiries@austinchamp.com
www.austinchamp.com

Austin Counties Car Club. Mike Greasby,
Tel: 07753 742855. mike.greasby@gmail.com,
www.psimmonds.org.uk

Austin Gipsy Register. Email: gipsymick@aol.com
www.austingipsy.net

Austin Healey Club. 01270 652084

www.austinhealeyclub.com

Austin J40 Pedal Car Club.

Ian Nelson.
Tel: 01932 863073 Email: raacer@googlemail.com
www.austin40pedalcarclub.org.uk

Austin Maxi Owners Club. Mrs C J Jackson.

Tel: 01526 398377 austinmaxiclub.org

Austin 7 Clubs Association. Hugh Barnes, Secretary
Email: secretary@a7ca.org www.a7ca.org

Austin Seven Owners' Club (London).

Bob Cross. Tel: 01634 865598

www.austinsevenownersclub.com

Online Austin 7 Club. Secretary John Cox, 47
Hawthorne Road, Sutton Coldfield, West Midlands
B72 1ES Tel 0121 350 0663. john.cox12@sky.com

Austin Sheerline Princess Club.

Tel: 01702 295385 john_harding4@sky.com
www.austinsheerlineprincess.org

Austin Ten Drivers' Club. Geoff Stovold.
Tel: 0844 6931104 www.austintendriversclub.com

Auto Turismo Car Club UK.

Antonio Martena.
Tel: 02084 435386 www.atccc.net

Ayrshire Classics.

Email: contactus@ayrshireclassics.org.uk
www.ayrshireclassics.org.uk

The British Austin Society. Secretary: Barry Martin.
Tel: 01843 866107 Email: johnraeburn@hotmail.com



2000 BENTLEY CONTINENTAL R. In special order colour Stellite with Portland hide. Burr wood veneer with wrap over door caps, Le Mans 18" wheels sports exhaust trim and an Alpine head unit with sat nav. £61,950. Tel: 01737 844999. Surrey. (T)



1996 BENTLEY AZURE. Peacock blue with contrasting magnolia hide piped French Navy and a dark blue mohair hood. Extras include Bentley logos in the door caps and burr walnut inlay panels to both doors. £53,950. Tel: 01737 844999. Surrey. (T)



1949 BENTLEY MKVI STANDARD STEEL. Total nut and bolt body off restoration at over £50,000 by well known Rolls-Royce & Bentley specialists, including brand new engine some 3 years ago. Full set of Rolls-Royce & Bentley chassis sheets. Dove grey with contrasting beige interior. £36,500. Tel: 01794 390895. New Forest. (T)



2007 BENTLEY FLYING SPUR MULLINER. Finished in beluga with 20" alloys, electric glass sunroof. Piano black veneers, electric rear seats and a machine knurled dash. Only 49,000 miles with Full Service History. Immaculate condition throughout. £26,250. Tel: 020 8567 6557. London. (T)



2005 BENTLEY ARNAGE R 4DR AUTO. 8,000 miles. Metallic peacock blue, Cotswold interior, secondary hide French Navy. Burr walnut veneer, rear picnic tables, rear quarter companion mirrors, Bentley badges to rails, sat nav, parking sensors. £65,000. Tel: 01202 388488. Bournemouth. (T)



1976 BENTLEY T SERIES. Seychelles blue with dark blue interior and French navy carpet. Over £35,000 spent in the last 10 years, which included a brake overhaul and complete body restoration. Outstanding condition throughout and very sought after. £19,950. Tel: 020 8567 6557. London. (T)



2000 BENTLEY ARNAGE RED LABEL. In Verdant green with 18" alloys and sandstone interior piped in spruce green, with spruce carpets piped in sandstone. Outstanding service history. Immaculate condition throughout. £19,999. Tel: 020 8567 6557. London. (T)



2006 BENTLEY CONTINENTAL GT MULLINER. 19,000 miles. Metallic Moroccan blue, Portland interior, secondary hide nautic blue. Diamond quilted seats. Embossed Flying B's to all seats, dark stained burr walnut veneer, drilled alloy sports foot pedals, 20" multi spoke alloy wheels, FSH, immaculate. £36,500. Tel: 01202 388488. Bournemouth. (T)



1957 BENTLEY S1 STANDARD STEEL SALOON. 45,000 miles. Light green leather interior piped dark green. Rear picnic tables. Modern stereo system, bluetooth, DAB. New brake drums, brake shoes, wheel cylinders, steering box. Wheels stripped and powder coated. New white wall tyres. £64,950. Tel: 01202 388488. Bournemouth. (T)



1981 BENTLEY TII. In Caribbean blue with dark blue coachlines and whitewall tyres, cream interior. Fitted with picnic tables and rear seat belts. Maintained regardless of cost, only 82,000 miles, a rare opportunity to buy this beautiful car. £42,950. Tel: 020 8567 6557. London. (T)

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1997 BENTLEY AZURE JACK BARCLAY SPECIAL BY MULLINER PARK WARD. Silver with royal blue interior. Limited edition. 56,000 miles. Flared wheel arches, restyled front bumper, burr walnut front door panels, sports steering wheel, turbo boost gauge. Rear parking sensors, Flying B mascot, 18" five spoke alloy wheels, FSH. **£54,950. Tel: 01202 388488. Bournemouth. (T).**

BMW



BMW ISETTA 300 BUBBLE CAR. In dark maroon with check interior and dark red carpets. 295cc engine. Comes with the original handbook, Isetta maintenance manual and Isetta Owner's Club instruction book. This fine Isetta 300 runs very well and is in a gorgeous colour. **£22,995. Tel: 01622 851841. Kent. (T)**



BMW 523SE. AUTOMATIC. 2000X reg. Bought from the 1st owner 7 years ago at 19,000 miles, now 62,000 miles with full service history. High spec, Nappa leather, cruise, dual climate. MOT September, no advisories. **£2,950 ono. Tel: 07775 895470. Bristol.**

Bristol



1950 BRISTOL 401. Black with magnolia leather piped maroon and light brown carpets, seatbelts fitted front and rear. Good history file showing plenty of ongoing maintenance and care. MOT's from 1982, invoices from the 1980's. In excellent order throughout. **£46,995 Tel: 01622 851841. Kent. (T)**



1972 BRISTOL 411 SERIES 3. One of the nicest examples. In recent years she has undergone a total engine and gearbox rebuild, a complete restoration of the body and interior. Extensive bills and history file totaling almost £50,000. **£69,500 Tel: 01794 390895. New Forest. (T)**

Cadillac



1979 CADILLAC COURIER ROADSTER. One off all alloy coach built vehicle, Cadillac certified, 6.5 Ltr V8 fuel injected rock ship. **£POA. Tel: 07860 561163 or 01622 880005. Kent. (T)**



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Chevrolet



CHEVROLET/GMC/HOLDEN SUBURBAN LT. RHD Australian version. 6.5 litre V8 Diesel. Automatic, 8 seater, selectable 4x4 - 2WD, 4 High, 4 Low. Heavy duty upgraded K2500 model. Tow bar. 73K miles. MOT October 2020. No expense spared. **£5,500 ono. Tel: 07752 392387. Glasgow.**



1965 CHEVROLET CHEVELLE MALIBU SS CONVERTIBLE. Ermine white, red bucket seats, power roof, windows and brakes and steering, stunning car. **£27,995. Tel: 07860 561163 or 01622 880005. Kent. (T)**

Citroen



CITROEN 2CV 6 S. 1989. 76,000 miles. Excellent red paintwork. Massive service and history file, pics, bills etc. Confirmed galvanised chassis and full restoration. 12 month MOT. **£5,750. Tel: 07887 917466. Shropshire.**

Club Audi. Tel: 01527 872176
Email: secretary@club-audi.co.uk
www.club-audi.co.uk

B

The (Bond) Bug Club. Mr Ron Biggin Tel: 01900 824371 Mob: 07771 821971 Email thebugclub@email.com and the official website is www.bondbugs.co.uk

The 1100 Club. Koren Maddison - Membership Secretary Email: membership@the1100club.com www.the1100club.com

The Bristol Owners & Drivers Association. Mike Hallissey. 0121 705 4910 MemSec.BODA@virginmedia.com www.bristoloda.com

B.S.A. Front Wheel Drive Club. T: 02392 570686 E: barrgeo@yahoo.com W: bsafwdc.co.uk

Bean Car Club. Wendy Cooksey. Tel: 01264 771857 Email: david.cooksey@talk21.com back.to/bean

Bedford CA Owners Club. Oak Cottage, 550 Raleigh Road, Hutton, Brentwood, Essex.

Bedford Register & Drivers Club. 6 Slington House, Rankine Road, Basingstoke, Hampshire, RG24 8PHH

Bentley Drivers Club. Nick Wilkes. Tel: 01295 738886 fax: 01295 738887 Email: info@bdccl.org www.bdccl.org

Berkeley Enthusiasts' Club. Mike Rounsville-Smith. Tel: 01483 475330 Email: BECMembership@gmail.com

BMC J2/152 Register. Matt & Joanne Traxton. Email: morrisj2@btopenworld.com www.brmmbrrm.com/bmcj2152

BMW Car Club GB. Unit 5h, Glan Yr Afon, Aberystwyth SY23 3JQ www.bmwcarclubgb.uk 01970 267989

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Border Counties Vintage Club Ltd. Tel: 01600 860552. Email: floss456@aol.com www.bordercountiesvintageclub.co.uk

Borgward Drivers' Club. N Williams. Tel: 0121 429 7169 Email: borgwardclub@btinternet.com www.borgward.co.uk

Boston Classic Car Club. David Seaton Chairman. Tel: 01205 366553. Email: davideseaton@aol.com

The Bristol Owners & Drivers Association. Mike Hallissey Tel: 0121 705 4910 MemSec.BODA@virginmedia.com www.bristoloda.com

Bristol Owners' Club. Turplin Dixon Email: mem.sec@boc.net www.boc.net

British Airways Classic Vehicle Association. Graeme Catnach Tel: 01753 860887 or 07957 657814. Barbara Morris Tel: 01784 435281

British Ambulance Society. Tel: 01803 843966 Email: info@baa999.com www.baa.999.co.uk

British Salmson Owners Club. Email: info@britishsalmson.co.uk www.britishsalmson.co.uk

Bugatti Owners' Club. Mrs. Maggie Webster. Tel: 01242 673136 Email: maggie@bugatti.co.uk www.bugatti.co.uk

Buick Club UK. www.buickclub.co.uk

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2CVGB. The Deux Chevaux Club of Great Britain Email: memsec@2cvgb.com www.2cvgb.com

Cambridge District Classic Car Club. Roger Fisher Tel: 01353 775223 www.cdccc.org.uk

Cambridge-Oxford Owners Club. James Bradbury. Tel: 07966 249 506 Email: enquiries@co-oc.org www.co-oc.org

Capri Club International. Mansfield Notts Branch. Contact Alan Sutcliffe Tel: 01623 438967 www.capriclub2000.co.uk

Capri Club International. Sally Bristow. Tel: 01386 860860 Email: support@capriclub.co.uk www.capriclub.co.uk

Capri Club of Scotland. Tel: 01368 863897 Email: admin@capriclubscotland.co.uk www.capriclubscotland.co.uk

Capri Mk1 Owners' Club. Secretary Kevin Folds. 01462 834084. www.caprimk1ownersclub.com

Capri Mk1 Register. Isabel Fairbrother, Club Secretary, ALBATROSS, Milton Damerel, Holsworthy, Devon, EX22 7NP, Telephone: 07746867832

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Email: burghwallmasters1928.devon.co.uk

Citroen Car Club. Paul Savill. Tel: 07488 533911 Email: members@citroencarclub.org.uk www.citroencarclub.org.uk

Citroen Isle-of-Wight. Alan Field. Tel: 07972 666127

Citroen Specials Club. Carole Chitty. Tel: 01252 620128 Email: admin@citroenspecialsclub.org www.citroenspecialsclub.org

Citroen Traction Owners Club. Mr M Holmes. Tel: 08700 122002 Email: helpline@traction-owners.co.uk www.traction-owners.co.uk
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Clan Owners' Club. John Orson. Tel: 01457 833751 Email: Membership@clanownersclub.com

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Cobra Replica Club. Marion Jones. www.cobraclub.com

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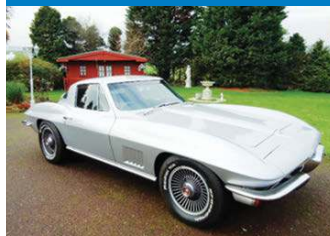
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Ford Mustang Owners' Club GB. Michael Bailey, Tel: 01235 206130 Email: michael@67mustang.co.uk www.67mustang.co.uk

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Ford Transit Van Club. Peter Lee. Tel: 01280 860050 Email: peter@transitvanclub.co.uk www.transitvanclub.co.uk

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Foxy Lady Drivers Club. Steph Savill. Tel: 01903 879988 Email: info@foxyladydrivers.com www.foxyladydrivers.com

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Sporting Fiats Club. Tel: 01664 822395 www.sportingfiatsclub.com

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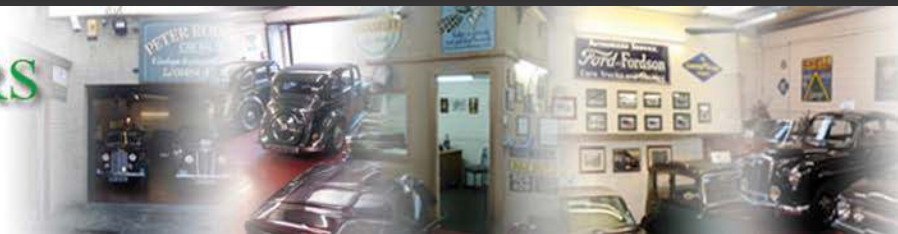
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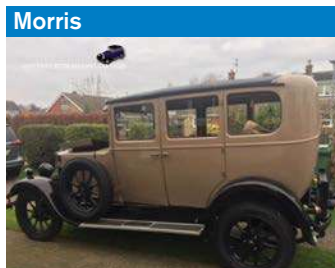
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Restoration Guide



FROM THIS TO THIS

Owning a great looking classic that draws admiring compliments is one of the most satisfying feelings you can wish for. Yet you can go one better and that's turning a wreck into a wonder that no turn-key classic can ever match for fulfilment.

Many of the classics that you see on display at car shows were restored by their proud owners at home boasting no special skillset, relying on basic tools and common sense, time, enthusiasm and, above all else, the right approach.

Our special restoration feature doesn't claim to be a comprehensive guide to rebuilding a wreck to a concours classic car. However, it will provide the impetus to get you looking for that perfect project and get you started on the right road.



Picking the perfect project

Getting it right from the outset can make or break a good restoration

Before deciding on what classic to bring back from the dead, speak to the relevant owners clubs for their advice and tips. Visit shows and talk to owners who have been there, done that, bought and worn the tee shirt – they will happily pass on their experiences. They may even know of cars that suit your requirements. In general terms, it's best to buy a project with a sound bodyshell but worn mechanical parts rather than vice versa because the former is where most of your budget, time and effort will go on.

A project will be in a sorry state but you should still treat buying it just like purchasing any second-hand car. Are important documents such as the V5C registration document included? If not, you are going to have to sort out legal ownership with the DVLA – one more of the many hassles that you don't need...

A fair compromise for the first timer is a 'part restoration'. This is where a project has stalled for a variety of reasons. Often as not, a lot of time and money has been spent already on the vehicle and you can snap up a real bargain with most of the hard work sorted out already. Check to see if any other spares are included in the deal – after



all, if they are getting rid of the car, they won't need them, will they – and see that a V5C and keys are also present and correct.

Finally, while you should never rush the job or make it an act of duty, it's a fact proven time and time over again, that if you haven't made decent headway with any project within the first three months or so, then it's odds on that you'll never see it through to the bitter end... As many have sadly discovered.

Basically, there are three types of restorations: light, involved and the basket case although it mostly depends on your levels of skill, experience and above all else – enthusiasm.

Light restorations generally implies that not a lot more than a bit of TLC is required and it can even be used and enjoyed while a running restoration is taking place. The term involved means just that. However, that's nothing compared to a basket case, which is a wreck and considered once you have a few restos under your belt.

Getting all tooled up for the job in hand

Good quality tools are a must for accuracy, durability and your personal safety

Yes it's nice to have a garage and tool kit that would do a Formula One racing team proud, but you don't need to be all tooled up to restore your classic all in one go.

When budgeting, factor in the cost of tools as part of the restoration spend. A tool kit any Formula One mechanic would be rightly proud of having is wonderful but you don't need it so concentrate on the essential most used instruments first... but only after going through your existing collection and so not to duplicate – it's easily done and wastes money.

It's amazing how you'll get by and only add luxuries, such as cutting, welding, forming machines and so on when they are justified and the budget allows. In fact, why buy such equipment, which you may only use once, when it can be hired out at quite reasonable rates?

It really boils down to whether this restoration is the start of a long term hobby or you simply just want to restore one vehicle.

Visit any car show autojumble and you'll see a massive selection of tools to suit all budgets. However, quality varies enormously and a £5 set of low quality spanners aren't going to last that



long! Good tools have always been, and will always remain investments, as they last a lifetime so cut corners here and you'll end up paying the price – maybe to yourself.

Yes, don't neglect yourself because your welfare – not some bit of metal – is the most important thing of all. Working in shirt sleeves, tatty old jeans and slippery worn out trainers is totally unsuited for any workshop environment and is simply asking for trouble.

The majority of home mechanics probably have all they need to get started so only add things as and when or wait until there's special offers and promotions bandied around, usually at car shows.

If you, like so many of us, have like-minded friends, consider starting up a tool club where you all pool resources to buy specific equipment. Many owners' clubs operate a tool hire service which is great if you need a specific tool for your classic just for that one job and will probably never need to use again.

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The biggest disadvantage of a standard mid-rise scissor lift is drastically restricted central access which will become a bind, but some 'twin platform' types provide access down the middle of the vehicle. A normal two poster provides better access, but the car demands balancing correctly on their arms for safety.

Not all lifts are made to safely hold a car long term so if you intend using one for storage purposes you must make this clear when selecting one. Bear in mind also that most lifts need to be firmly secured to the floor and a



typical cost for this is around £500-£600. The traditional height problems posed by domestic garages mean you have to go for a full length ramp type of lift which only raises the vehicle to waist height but this still affords a good degree of underside access.

Body rollers demand hardly any space when in use (easily dismantled when not) flipping the vehicle on its side making access to the transmission etc very easy if an unconventional way of access.

Keep an eye out for quality second-hand equipment, typically found at auction, perhaps due to a garage or engineering shop closing down. Some companies buy back their old stock to recondition them. Another alternative are special show deals.

When selecting a trolley jack, go for a type which can raise at least a ton, which can also move the vehicle around (say £160 or so) and don't forget that special moving dollies and platforms are available although you won't find them in the high street.

Looking after number one at play time

A restoration is a mammoth task and you'll be putting your personal safety at risk

It's only when an accident occurs that you really appreciate the value of safety equipment.

Depending on the type of jobs, the level of protection varies. At the very least, it's worthwhile investing in hand protection where disposable gloves are ideal. Protecting your eyes, whether it's drilling a hole or cutting through a wheel arch with an angle grinder, is important. Safety goggles cost from a few quid a pair, so they're a cheap investment for potentially saving your eyesight. Some jobs require more than these. Grinding with a wire wheel can see bits of metal flying in all directions, so a full-face visor provides better protection. When welding, a suitable welding mask that can filter out the harmful light that is emitted should be worn.

Breathing masks are not used as much as they should be. Jobs such as sanding down, grinding through rust or cutting through aluminium all generate dust in the air that can be harmful. Disposable breathing masks can cost a few pence, if bought in bulk. A longer-lasting more comprehensive mask with removable filters will be pricier, but provide better protection. Steel-toe-capped boots help to protect your toes



should you drop a hammer (or gearbox!) on them, for instance. Working overalls are much better and more professional than old clothes (which can snag on some items) plus they usually include useful pockets. Also, many are made from a thick material to help withstand grinding and welding sparks. Disposable types are for clean jobs, or tasks that involve dangerous substances where contamination needs to be kept to a minimum. Finally, use your head and consider a builder's hat?

A first aid kit with wipes, bandages and plasters will hopefully save the day should you start painting the floor with your blood. A bottle or two of eyewash will help should you accidentally spray something into your eyes.

Smoke detectors and fire extinguishers (and a blanket) should be deemed essential, as is mobile phone if you need help. Always let someone know where you are and work in a tidy fashion so you can't trip on something and keep an escape route clear just in case. Finally, take breaks.

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Your dreams and ambitions are all laid bare

Tempting as it seems to get cracking don't rush into things and start stripping

The best policy is not to carry out a complete strip but, set aside a particular area and tackle it carefully to avoid further damaging components which may well be difficult or impossible to replace later on, let alone their cost.

Also, don't dismantle anything just for the sake of it as certain assemblies are best kept together until you are ready to restore them. Decide what part of your car are you going to tackle first and then form a plan of action. Logically, it should start with the bodyshell because the project is dead in the water if you discover this is impossible to repair. Most experts advise starting from one end of the body and methodically working your way through as doing bits here and there simply wastes time and effort.

Some folks set a timetable although use it only to get you suitably enthusiastically galvanised into action rather than become a race against the clock; this will possibly compromise the project as a result. It's a hobby not hard labour!

Digital cameras and smart phones are godsend because they allow you to take unlimited photos before, during and after the strip down. Be sure to file them away safely for the



future and whatever you do don't ever delete them once the project is completed as records will prove invaluable if you sell the vehicle. Make a log as you go along. Running a diary is not only good fun but it also acts as a reminder of something you may miss later as a project can take years to complete.

As each item is renovated or replaced, duly note this along with the level of overhaul it is going to require and cost incurred. Refurbished parts should be treated as brand new and stored carefully.

Never throw anything away no matter how bad the part seems as it can be used as templates or even sold on as one person's junk is another's treasure...

Dismantling is a long hard, dirty and sometimes thankless task where a single rusty nut may take a day to remove. And if it's all becoming a millstone, have a break or rethink the project through. This last point cannot be over emphasised. Having a 'holiday' can be vital to reinvigorate your enthusiasm for seeing it through. It's why many give up half way.

Body building? It's all about hard graft!

Be in no doubt, this area will be the most difficult thing you will tackle at home

Much of the work is simply hard graft rather than sublime skills and doing all the labouring yourself means you can save a lot of money by calling in experts that may be required only when needed. How easy a restoration becomes chiefly depends upon the availability of new body and chassis parts where, in the worst cases, you may need to make them from scratch – which is time consuming and skilled work. If it's metal then it is going to have to be welded, a job that has to be done properly or it's a waste of time especially on structural areas.

If you don't fancy to or cannot haul your car off to a workshop, a mobile welder will do but get as many quotes as you can as prices will vary considerably between the garage trade and general welders. Modern adhesives to 'weld' panels like new cars are available. Non standard, but a lot easier than normal welding. Speak to a body specialist who deals in classics, or product maker first, on what you can and can't do.

Body solder (better known as lead) seals the joints between body panels. Kits are available so that you can replicate these seams, but 'lead-loading' is also a skilled art which is difficult to



master. Plastic body filler is a lot simpler. Glass fibre is stronger and lasts longer but it's more difficult to do. Similarly, properly repairing a fibreglass body is more than just filling in a rusty wing or sill and may need a professional to achieve the right repair standards.

You can over restore a car and make it better than with tighter shut lines etc. Some want this, others like period imperfections – it's very much a matter of personal preference.

It's essential to ensure critical alignments are set and keep checking them as you go along. There are competent self-taught welders around using gas or arc (latter is better for the DIYer) welding but Tungsten Inert Gas (TIG) is ideal as well. You need a kit with at least 100 amps of power. Or hire one.

Ever considered a crashed classic? There's not much difference between a wreck and a crashed – it simply needs a different approach although it may lead to the V5 document being duly stamped though.

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Whilst Bright Zinc Plated (BZP) steel may suffice in locations such as the Australian Outback, the American Southwest and other dry climates throughout the world, in cooler, wetter climates - especially where roads are salted - this is often not the case.

Unlike rubber bushes that torsion pivot on their bonding to the crush tube, PU bushes rely on their crush tubes as bearing surfaces.

Be under no illusion that a smear of assembly lubricant will be a substitute for stainless steel.

In time, grease gets displaced allowing water to enter between the tube and bush as the bush flexes in use. When water - especially salted water - enters the rust sets in. Once a crush tube becomes rusty, the surface acts as an abrasive to the PU, clearances increase, more water enters, play develops and the bush fails. We value our reputation, help us to help you by choosing our quality bushes with stainless steel metalwork



Paint your wagon with new coat of arms

A bad paint job will ruin all your earlier efforts. Snag is, it costs thousands...

There are no short cuts here because the final job is only going to be as good as what lurks underneath and a typical professional prep can take up to 100 man hours. It's here you can save a lot of money.

Stripping the old paint back to bare metal and making good the imperfections take time but because "it's your baby" you can take all the time and care in the world. Sounds great but the snag is that a bodyshop will only guarantee the paint finish not what's underneath so any later problems may cause a bit of friction.

Two-pack paint offers a straight 'from the gun' quality finish plus it requires little burnishing and the finish is much tougher than cellulose. The downside is that it cannot be applied at home, safely and legally without special breathing apparatus and is harmful to the environment but water-based paints have taken over in the professional bodyshops because it offers similar standards of finish yet is far kinder to the environment and to the user. A suitable, friendlier alternative for home use is a '2K' high gloss base paint that doesn't need a lacquer at all. It goes on like cellulose but has the gloss of two-pack – it



sounds the ideal solution even if it does require burnishing. Obtain many quotes but, obviously, look for recommendations as a low price isn't the be all and end all. Typically, a bare metal respray can range from £3000 to over ten grand depending on if you carry out the prep work or let the bodyshop do it all. A simple flat and 'blow over' can cost £1200, again depending upon the level of work the sprayer needs to carry out. It all hinges on the worth of your classic.

Before final painting, offer up new trim pieces for a dummy run fit because last thing you want is for the new parts to cause damage to that lovely new paint job...

If your car needs only a part respray and you are worried about the colour match, consider a crafty two tone job. On some 50s/60s classics it can look really classy. In theory you can respray using aerosols but use larger panel ones where 10-15 cans will cover the average car. Like brush painting it depends on the careful preparation before the final coat.

The right time to come out of your shell?

The ideal solution to a rusty wreck; just use another, better body? Yes. And no...

Restoring the original body is likely to make the completed project more valuable, compared to using a second-hand 'shell'. But the latter option is far easier and cheaper.

However, it will not only require re-registration but it is also likely to be worth less, because the vehicle would no longer be seen as an original. Any attempt to pass the car on as original would be deceitful and could land you with a legal challenge, especially if it were found that the original VIN identifying marks had been either disguised, or tampered with. Similarly, keeping quiet is also illegal. Most prefer to keep the car's original identity intact, including the number plate and VIN. For this to happen, the DVLA stipulates that the original and unaltered monocoque (for a separate chassis car, the identification is attached to the original chassis, not the body) is retained.

If you wish to replace a monocoque bodyshell (or chassis) with one of the original specification, and retain the car's licence plate and VIN, only a new, unused and unmodified part is permitted. While brand new bodyshells are available, such as those marketed by British Motor Heritage (BMH), you will need to ensure (and also prove) that the



new body is to the original equipment's standard specification and not upgraded, to meet modern legislation. Apart from verifying the original specification, the DVLA require's proof of purchase. It's permissible to rebuild a classic, on a used monocoque, chassis, or frame, but you probably have to sacrifice the original car's complete identity, including both the VIN and reg numbers which means it's likely that the vehicle will wear a dreaded Q plate unless DVLA verified.

Before embarking on a reshell get as much advice possible, both from specialists, makers of the respective brand new bodyshells and from the DVLA, the latter who is only too happy to help and advise you; check out its handy document INF 26.

You stand a better chance if you keep all the bills and invoices – and this includes those from previous owners. If done right, in accordance with the rules, there's nothing wrong reselling a classic. An alternative is a good bodied car and swap the oily bits.

Getting to the heart of the matter

The engine makes the difference between a show car and a go-go car

What's the point of having a lovely classic that doesn't go like it should?

Some restorers make it a rule to test run the engine, or at least carry out a compression test before deciding on the next course of action, because if the unit is essentially sound, you may be opening up a can of worms by stripping a perfectly serviceable engine that's difficult and costly to rebuild. Check with a specialist or owners' club to ascertain any known weak or wear spots on that power unit and the likely costs – and availability of the most common repairs.

If you can't hear it running, carry out a static test; with the spark plugs removed, check how easy the unit turns over by hand and look for signs of any recent work carried out such as fresh gaskets, clean oil, and so on. However, if you suspect serious wear present then you're simply wasting good money carrying out anything less than a full overhaul. Unless you wish to keep the original unit to preserve the 'matching numbers' on the log book (usually of most importance on a rare or expensive classic) an alternative is to find a second-hand engine at a breakers or autojumble although you need to have a sound knowledge of



how to check the unit for wear – or you could easily be buying another engine that's equally as bad as the one you have!

If you intend to strip the unit and find it's ok, it's still daft to rebuild it without replacing items such as the main bearings, shells and piston rings; usually all low cost items. With the head off, decoke it and also have new valve guides and hardened valve seats installed enabling the engine to happily accept unleaded petrol.

Costs can easily mount up. Typically, the outlay will be in thousands if it's a good quality overhaul, making a ready-to-go exchange unit perhaps better value for money.

There's three states of quality and you get what you pay for: Remanufactured, Recon and Rebuilt. Reman means unit is returned as close to as new as possible, Reconditioned usually points to where only worn parts are replaced or overhauled while Rebuilt can imply that it was simply taken apart and rebuilt with new gaskets!

How to get that factory fresh feel again

Your car may look like it's to showroom standards – but does it drive like new?

Not every concours looking classic drives like brand new as many place the emphasis of look rather than performance. But who wants a great looking banger?

While you can rebuild the majority of major components it's finer details, such as worn wheel bearings, shot suspension bushes, sloppy steering and dilapidated dampers that determine how a classic finally performs. If you don't believe us, try to get behind the wheel of an identical model and note the differences... Also, with the advent of MoT exemptions this is now a vital safety issue.

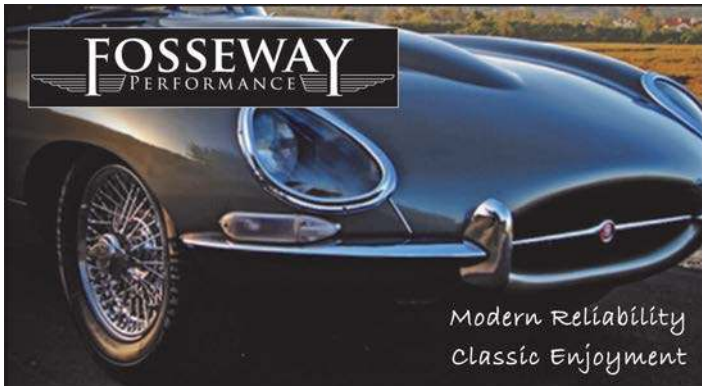
Don't simply slot in new pads and linings and bleed the brakes, but also replace every seal and cylinder and ditch any remotely suspect metal or flexible brake line. Flush out the system and replenish with new brake fluid of the correct DOT performance rating. Slightly worn and rusty discs or drums can be made serviceable again by a machine shop (if you can find one) but you can only skim them so far and, to be honest, most replacements are pretty cheap enough to obtain at autojumbles or even at high street motorists' shops if you have a popular car to replace. And don't forget the servo, at least replace its filter.



Chances are that the chassis void bushes (including those often overlooked damper eye bushes) will be well past it, along with many other ones, by now. Steering boxes and racks can be re-shimmed or fully overhauled, and this will make a world of difference to the way an oldie steers. Low cost replaceable components, such as track control ends and suspension strut top mountings, gaiters, and so on, all make a valuable contribution to the overall feel of the car.

When selecting replacement parts if possible, opt for OE spares or known aftermarket names as you know they are going to fit and last the course unlike an increasing number of spurious bits coming on to the market.

A new set of uniform tyre, is one of the best replacements you can carry out to any classic along with having the geometry fully checked. By that we mean not simply wheel alignment but also the often overlooked caster and camber angles and set up by marque specialists.



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Want to know what turns a good resto into a great one? It's the state of the interior

This is an area where many DIY restorations fall down on even though you've got to live and feel comfortable in the car when cruising around!

That said, admittedly some owners actually prefer a lived in interior to give their classic a patina. And it has to also be admitted that some beautifully renovated interiors can look a tad false as many were never that good when the car was new! It's a personal thing which only you can decide but a interior restoration can cost thousands.

Trim inevitably wears out but both pvc and leather can be invisibly mended by 'smart repairing'. You can also purchase quite effective DIY kits, too. Major damage will need to be properly, professionally recovered however. An upholsterer can replicate the car's original design plus many can rebuild sagging seats. These items shouldn't be overlooked because a rebuilt seat complete with new springing improves the comfort zone no end and along with a restored steering wheel and gear knob, they give the feel of a brand new car.

If you are contemplating doing an inside job yourself then you'll require an industrial sewing machine. Then you can buy hides and do your



own thing. Autojumbles such as Beaulieu throw up some good bargains, such as skins from £65, or less if you haggle and to give you an idea, half a hide is ample to restore two MG seats.

Or you can buy tailored aftermarket trim kits from the likes of Newton Commercial or certain car clubs such as the MGOC. An all-new interior pack for the likes of an MGA, MGB or TR2-4 can run into thousands: a new veneer dash alone costs in the region of £250.

Gut out the interior (including the boot) to gauge the condition of all the panels but take extreme care when removing door panel as some may break due to their sheer age and prove hard and expensive to replace.

Don't discard anything out of hand as even dilapidated parts can at least be put to good use and act as vital templates for new replacements. Trim is one of the rarest commodities, so consider buying another identical car with good trim either for salvaging or as spares for the future.

Why not go one better?

Suitable sympathetic mods can enhance pleasure, value and your safety

Even if you don't intend to drive fast on the road or go on the track and prefer originality in the slow lane instead, there's still a fair few mods worth incorporating that will not dilute the character or value of your classic.

Leaving out any performance modifications, virtually every classic will prove more reliable and perform better with sensible upgrades such as electronic ignition, superior cooling (radiator and electric fan), hardened valve seats (for safe unleaded fuel use) and better brakes (modern linings, disc brake conversion, servo and so on). All of the above are fully accepted within many owners' clubs because they enhance the vehicle while still in standard trim. Where it could become complicated are tweaks which are irreversible because as classics get older and rarer, the desire for their originality by many may cause problems down the line. If any alterations can be reversed, then there's little to worry over.

One of the major differences between a classic and a modern is their stopping power and as you can't have brakes which are too good, then it's wise to uprate them – your owners club or marque specialist will have advice on the best



mods depending upon your needs and budget – ditto suspension upgrades; for many just better springs and dampers suffice. Electric power steering is becoming a popular add on as is five-speed gearboxes although the latter usually involves some surgery to the car – it depends whether a kit has been developed for your car. Alternatives are bigger wheels or a higher axle ratio to raise the gearing but this hinders acceleration so the engine may need uprating to compensate.

Modifications don't always concern speed! It's also about better conveniences such as superior seating, better lighting, hotter cabin heating and a wealth of welcome winter weather aids such as higher power starters, heated screens, two-speed wipers, electric windows and such like.

Electrics can do with a boost especially if better lighting is fitted. Alternator conversions are wise or fit the dynamo-looking Dynalite and Dynamator, which twins alternator technology with the appearance of a Dynamo.

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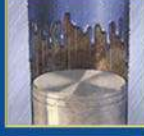
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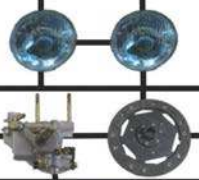
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When it's time to call in the professionals

Some jobs you simply can't do at home. But expert help can also pay for itself

Don't be downhearted and defeated if you have to call in professional help, as some jobs may be beyond the reach of even the most ardent DIYer.

Speak to the experts who do it for a living and they'll usually say that while home restorers can be a very good job indeed, you can normally tell a pro job. You could argue "well, they would say that", but while we're all for having a go, it's also best to know your limitations and swallow your pride and seek expert help in the areas you're not comfortable with.

Bodywork rectification is the most obvious no-go area for many as are involved chassis repair work where skilled, highly accurate welding is demanded for safety's sake as much as anything else. One specialist we contacted typically charges £5000 to fully refurbish a chassis frame to better-than-new standards that should, if regularly cared for, last the life of the classic. Trim is another skilled art and craft that looks easier than it really is and can make-or-break a resto.

Most home restorers gladly tackle the oily bits if for no other reason that on the majority of pre-1980 classics they are of pretty simple design. Even if you had the enthusiasm for it, there are



some jobs that you'll never be able to tackle, such as intricate engine machining work like cylinder head skimming, white metallising, metal spraying and such like. You will need a proper engineering shop as many garages won't have the skills or equipment to carry out this work either. Sadly, these skills are in decline and you may need to search hard to find these services. How do you find a good company? Word of mouth or via owners clubs is the obvious starting point.

As a rough guide, a typical cylinder head skim costs around £60, converting valve seats to unleaded £450 and a crankshaft regrind is typically in the £150-£200 region. Where it can become pricey is on vintage engines where a full reconditioning, employing special skills, can cost as much as the car.

White Metallising to 'reclaim' a part can become pricey; Expect £200 per con rod and perhaps over £600 per crankshaft journal if you want it done properly using top quality metals.

Keeping your finished project safe and secure

You've done It! Well done – but this is not the time to rest on your laurels

The last thing you want to happen to your perfected prized project is for it to come to any harm – and yet far too many enthusiasts believe that simply locking it away in a garage is good enough all year round security. Well it's not...

Security doesn't simply imply shielding your classic away from prying eyes, but also keeping the car in the condition you lovingly restored it back to. Things happen in a garages... so cover the body up to prevent accidental damage – but don't simply use old blankets or, worse still, cheap plastic sheeting as this will cause the body to 'sweat' and create paint micro-blistering resulting in unwanted expenditure. Proper car covers aren't that expensive in the long run...

Keep the garage tidy and employ old carpet and underlay to line the garage floor to keep the heat in and the damp contained but if you suffer from a damp garage, invest in a dehumidifier. Basically, they work like a fridge in reverse; sucking in the air from the garage and taking out the moisture into a built-in reservoir. Running costs are said to be as little as 5p an hour. You can buy a basic unit for around £100 and for what it is protecting, is certainly money well spent.



Theft is becoming an ever increasing major worry so consider installing a good alarm system along with CCTV which you can view from a smart phone. Again, if your classic resides in a private parade of lock ups, speak to an alarm expert on how best to protect your classic and consider fitting a tracker device. Simple steps such as removing the battery and fitting a steering clamp are strong deterrents. Lastly, ensure you have the correct level of insurance protection.

Long term lay ups, such as over the winter months, require a full day's servicing and preparation to ensure your classic doesn't deteriorate; don't simply lock-up, feet up and forget about it.

Inactivity is a classic car killer and in common with their owners, regular exercise is the best policy to keep your pride and joy fit and healthy. So, weather permitting, wake it from its slumber and go for a bit of a run to blow those cobwebs away during the winter months but ensure it's MoT'd and insured.



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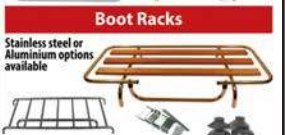
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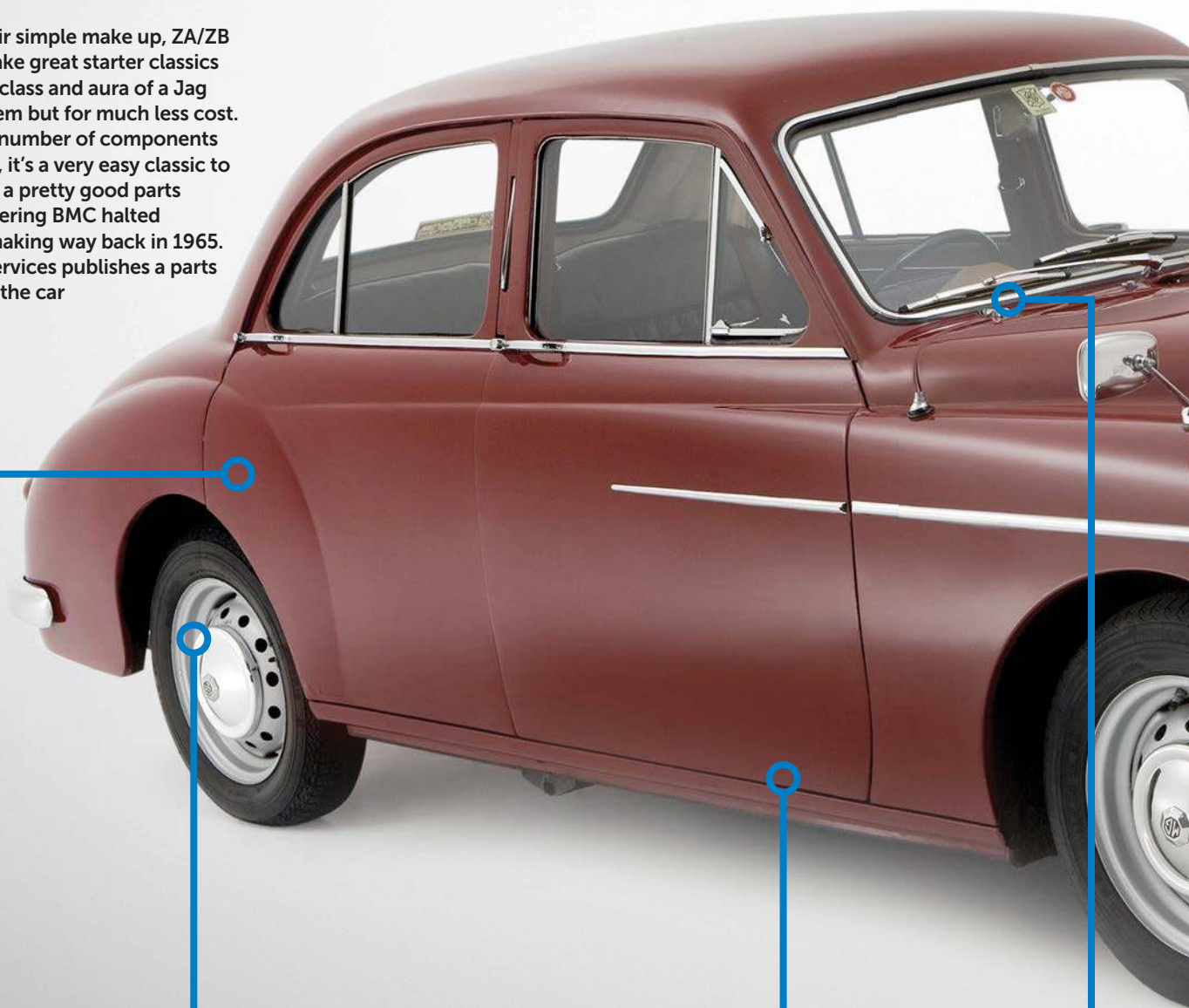
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TUNE & IMPROVE

Want some extra fun or usability from your classic? Then here's our top tips

Thanks to their simple make up, ZA/ZB Magnettes make great starter classics plus have the class and aura of a Jag Mk1 about them but for much less cost. Sharing a fair number of components with the MGA, it's a very easy classic to maintain with a pretty good parts supply considering BMC halted component making way back in 1965. NTG Motor Services publishes a parts catalogue for the car



REAR SUSPENSION

Leaf springs will age and are prone to breaking, if you need new ones, they are available. Check for rusting, worn shackles and rotten hangers. Dampers can leak and weaken, easy to replace

WHEELS AND TYRES

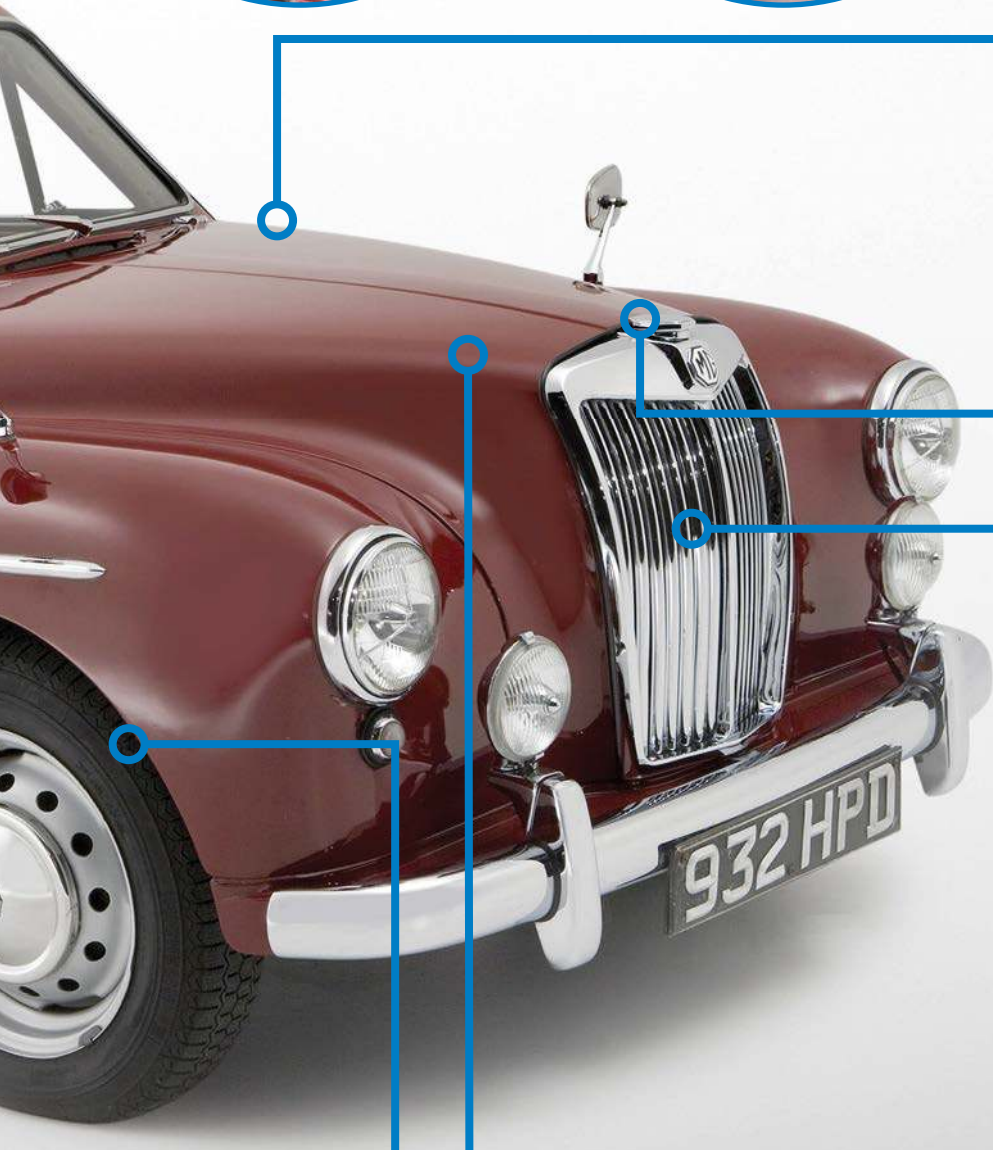
If you want to keep the stock look tyre choice is limited to 165x15inch radials (155s are too small) – speak to specialists like Magnette expert John Shorten (mgspecs.co.uk). MGA wire wheels and hubs fit

CHASSIS

Biggest concern are the sills' condition and especially the welded seam where the inners and outers are joined. Magnette panels are still readily available from NTG Motor Services and John Shorten

TRIM

Wood and leather trim not as grand or posh as a Jag's yet almost as pricey to restore. Items like window rubbers and door seals are available. Varitone models featured different headlining

**BODY**

Although part of the BMC family few parts are interchangeable; closest relation is the Wolseley 4/44 but even then only the shell and boot lid fit. ZA/ZB expert John Shorten has improved floor sections and wings

FRONT SUSPENSION

Plenty of grease points needing replenishing every 1000 miles so expect wear due to past neglect. There's usual MG, kingpin bushes wear if not regularly oiled. Rusty wishbones and spring pans a worry

FACTS ON THE FARINA

While the later Farina namesake isn't as sporty they have their own attraction, not least being comfier and stronger value for money. The soggy handling needs the most attention, and fitting the anti-roll from the MkIV (which also has bigger wheelbase and track) helps. Radial tyres can grip well enough to crack the front chassis where the steering box attaches. A strengthening plate was added in 1964 to rectify this. Rampant rot, but interchangeability of body bits is so much better than on Z cars.

BRAKES

While only a few parts were used by the A50-A60, obtaining bits is easy. Single clutch and brake master cylinder rots and brake adjusters seize plus the handbrake linkages need regular checking and lubricating

ENGINE

Excessive tappet noise usually the camshaft and followers; timing chains can do a cha-cha band act, too. Rumbling main bearings and clattery big and small ends all point to general wear. MGB unit is not a direct fit

TRANSMISSION

First wear point is loss of synchro, invariably second gear. Most boxes become noisy but soldier on unless really past it. Other axle ratios include MGA 4.3 unit and a 4.5 which later ZBs ran with

GOING THE EXTRA MILE

Giving a Midget a stronger pull and attraction is not only easy but worth doing

MAGNETIC ATTRACTION

This saloon shares a fair number of components with the MGA, meaning it's a very easy classic to maintain as well as tweak to make this 50's favourite more enjoyable on the road or a quite useful competition car.

CHEAP TWEAKS

A cheap tweak on the original 1.5/1.6 unit is to fit an MGB cylinder head although this only fits after altering the combustion chambers to clear the pistons. With bolt on tweaks, such as a better air filter, exhaust, carb rejetting finished by a tune up on a rolling road, to optimise the fuel and ignition settings, up to 80bhp can be attainable which, for many owners only interested in a bit more go to keep apace with modern traffic, is quite sufficient. Or you can simply up gun to MGA spec which is around 72bhp.

THE BIGGER THE BETTER...

Unleashing more power is very easy as this B-Series unit was also found in the MGA albeit in a higher state of tune. The conundrum lies in how to get more go; whether to tune the existing 1.5 and 1.6-litre engines or simply slot in a 1798cc MGB unit which punches out 90-95bhp in its normal state.

Achieving this output from the 1500, in particular, is costly and hard going as you require a stronger crankshaft, better pistons, a camshaft like a Piper 285, and a lot of gas-flowing to the head. What's more, the finished article will be near its limit and likely to be too racy for road use although may be mandatory for certain classic motorsport championships.

The 1622cc engine fares better plus a standard overbore sees 1798cc; an MGB engine can be taken out to 2.1-litres and there's some nice tuned 100bhp+ 1950cc MGB engines from a variety of sources from under £3000. If you're doing your own thing, ideally you require a very rare pre-1964 three bearing B-Series unit as it's an easier drop in because the mounting holes are identical although the five-bearing block is stronger and better for serious tuning.

Even so, with the former engine you need a lot of the MGB's engine ancillaries, such as back plates etc, changed over and ideally topped with a special exhaust,



of which old MG experts NTG Motor Services of Suffolk markets. If you go down the MGB engine route don't spoil all that lusty torque by fitting a too wild a camshaft choice; just head and carb upgrades are sufficient for road use and really makes the Midget a bit of a flyer.

...OR BLOW IT ALL ON A CHARGER?

Supercharging was popular on T-Types and MGAs during the 1950s. Typically costing around £3000 (about the price of an uprated recon fast road engine) it's not cheap although you're looking at 30-40 per cent more power (*again, what a tuned exchange engine from the likes of Moss and the MGOC will kick out-ed*) plus can be reversed easily. Bear in mind that the existing unit has to be in top nick or it will soon wilt under the increased strain so most likely a thorough rebuild needs to be carried out beforehand.

MAGNETTES THAT STICK TO THE ROAD

The ZA/ZB sported a nice set up with precise rack and pinion steering, making the MG one of the keenest handlers of its era. When the A55 evolved into the A60, the Midget became effectively a rebranded Morris Oxford falling in line, so losing its superior steering amongst other qualities; you'll never get a Farina version to handle like a Z car.

Improvements start with uprated springs and dampers. A stouter anti-roll bar complements this and a cheap

solution is to utilise a Marina/Ital one which fits, although you'll need MG Midget links to do the job right.

If you are after harder rear leaf springs, try Austin Countryman 'estate' ones plus harder suspension bushes if comfort isn't critical: again try NTG Motor Services for best advice.

On 'Z' cars, if the steering rack is worn it needs to be overhauled as they are obsolete and MGA, MGB, Midget or Minor ones don't fit. It's worth doing to rekindle the precision. When it comes to the brakes, all versions wore drums right up to its demise in 1968.

The obvious move is to fit MGB discs but it is not exactly a simple swap, or needed if the engine is only mildly tuned. Better linings (Ferodo AM4 or the softer AM8 work well) supported by a servo may be all that is required as MGAs so shod perform well enough say specialists. This set up is adequate for modern roads unless you drive very hard, but MkIII or IV drums or MGA discs can be fitted. If the drums are worn you can upgrade to alloy types for better heat dispersion. Best to chat with NTG, who recently devised a disc conversion together with special anti-roll bars for Zs.

ZA/ZB yearn for longer legs. MGB transmissions can fit but demand some floorpan alterations, as does the Sierra Type 9 conversion; 1500cc cars will further need a 1600 engine back plate to make it a viable proposition as well.

AUSTIN A40

THE ITALIAN JOB

Austin's A40 was as advanced as the Mini, more practical than Ford's Anglia, and more hip than a Herald. So why wasn't it more the success that it deserved to be?



The Royal family have been in the news lately but at least we have Philip to thank for something – the Austin A40, a car which was as advanced as the Mini in concept, if not engineering.

The story goes that its origins date back to a visit paid by HRH the Duke of Edinburgh to Longbridge in 1955 where he opined, in a typically forthright fashion, that BMC's new designs were 'not up to the foreign competition'. And the result of this royal comment was that Battista "Pinn" Farina

was awarded a healthy (for the day) £84,000 contract, his first task being the styling of ADO8, the future replacement for the Austin A35 which was to be launched in 1956, but not before the chairman of the British Motor Corporation, Sir Leonard Lord, became an early Brexiteer by saying, "We don't want any more damned foreigners, we've enough of them already!"

Nevertheless, Farina captured the vision of a car two decades ahead of its time when it was launched in 1959, a

stylish saloon with a clever quasi like estate facility care of its folding rear seat which increases the luggage space from 11.5cu.ft to a very acceptable 18.8cu.ft. As a 1961-vintage cinema advertisement put it (cue voiceover from the Miles Cholmondley-Warner School of Announcing) "The Austin A40 is not just a luggage boot tacked onto a car...See your Austin dealer where you can get into an A40 and out of the ordinary." The Pininfarina coachwork also helped to differentiate the A40 from its rivals, both

Why we love them

The A30/A35 may have had cuteness on its side but the A40 was a demonstrably superior family car even though it was really the older design clothed in a sharp well fitting Italian suit. Farina proved that a reasonably priced utility vehicle need not lack charm for the sake of practicality.

Autocar thought that it was “especially suitable for the family man with limited driving experience”, for it is not the sort of car to take him by surprise although for the press-on driver Speedwell Performance Conversions of Finchley (of which a future F1 champion would be associated with) would tune your staid and sensible A40 according to your budget and nerve, from the £715 Sport and the £745 Grand Touring all the way to the £785 Supersport the latter complete with its twin SU carburettors, improved cylinder head and upgraded camshaft. For further details you simply just dialled SPEdwell 2226 and asked for a certain Mr Graham Hill... Think about it, if BMC would have made an MG version, perhaps with MGA or Mini Cooper power, it would have made the first ever hot hatch...



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Probably the most discerning motorist on the road today is the business representative, and the Austin A40 saloon makes an outstanding appeal to this type of user. He is who will appreciate the fine qualities of this car.

A top speed of 70 m.p.h. plus, and exceptional economy, enables him to make his calls on schedule with low running costs, while the large window area accommodates the spaciousness of the interior to promote a "big car" atmosphere, so important in minimising driving fatigue on long journeys.

He will appreciate the lighting installation on the A40 too... for it is a comforting thought that when darkness falls, brilliant illumination of the road ahead is there at the touch of a finger-tip—without removing his hands from the steering wheel! The same switch also operates the double-dip headlights—a further refinement for his own and other road users' safety. At the rear, stop and tail lamps, flashers and reflectors are all contained in a single unit to give a clear indication of intention to following traffic.

There is also an interesting arrangement which appeals to representatives who have samples to carry, whereby the rear seat folds forward permitting the use of space carrying goods behind the front seats.

These cars are illustrated in Dymek-Rose.



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external and in-house. The car certainly had no direct British rivals and Ford certainly took notice of this newcomer to the market. Indeed, at the time, Ford was planning the Anglia 105E the A40, rather than the (Austin 7) Mini was regarded as its most feared rival. Twenty years before its best selling Fiesta hatchback came along, if Ford had thought of it first who knows how quickly 'superminis' would have evolved, especially when in 1959 Austin introduced the A40 Countryman with its split tailgate? *Motor* predicted,

"There is no doubt this new formula will appeal to many."

Alas, being an adaptation of the A30, complete with hydro-mechanical brakes, this Austin was out of kilter with BMC's new cutting-edge designs such as the Mini and the Pininfarina-styled, fluid suspended 1100. Apart from a longer wheelbase, fully hydraulic brakes (at last!) and trim changes for 1961 signifying the Mk2 plus the larger Morris Minor 1098cc engine a year later, the A40 never received the development it justified yet it

still remained in production until late 1967. The A40 was BMC's first car to be styled by an external consultant and the first in a long line of BMC products to be made by Innocenti but was BMC's last saloon to evade the outfit's cynical badge engineering. The A40 was a car ahead of its time; "A glimpse into the future of small car styling" claimed Austin back in 1958 – and they were right. If only Ford had come up with the idea, the A40's immense potential would not have been left frustratingly untapped for so long.

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