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HAPPY BIRTHDAY PORSCHE

To mark its 70th, UK Classic centres rebuilt 20 models – we reveal how

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Widow of former company owner finishes final car for her husband

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Italy's Mini Cooper rival needs saving now

LOTUS EVORA

Get the best Hethel GT before the rest



ALFA 145 CLOVERLEAF

Most '90s hot hatches weren't great: this was

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MAGNIFICENT SEVENS

Why BMW's path to exec glory wasn't assured



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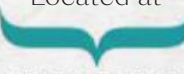
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WELCOME

APRIL 2020 | ISSUE 47

THE EDITOR'S SAY

FUEL ECONOMY... PAH!

Join us in toasting the behemoths of the 1980s before they're forced off our roads



Top-flight executive saloons reached their zenith, in many ways, in the 1980s. Global warming still seemed

like a crack-pot theory, most cars still required lead-additive 4Star fuel in order not to destroy their valve seats and economy figures were measured in single digits.

If you happened to own a successful business, and knew that time was money, you wanted to get to your first-class Concorde terminal as quickly and comfortably as possible. You were in luck too, there were plenty of vehicles to choose from... Homegrown offerings came in the form of the elegant and

stately Bentley Turbo and if you had a bolt-hole in the country you had a Range Rover, though if you owned your own string backs you could sack your chauffeur and drive your Jaguar XJ12 Series III.

It wasn't just us Brits producing bespoke luxury machines either. The Germans had the mighty Mercedes-Benz SEL 6.9 and by the end of the decade the Japanese entered the game with the Lexus LS400. Who made a mill and who went bust? We bring them together to find out.

John-Joe Vollans

EDITOR



DRIVING

Back in 2018 Porsche celebrated its 70th anniversary by reworking some of its back catalogue. We track down and drive one of these special 996s



BUYING

Want a 1990s hot hatch that isn't a Golf GTI MkIV? Course you do, it was rubbish. Thankfully Alfa kept keen drivers happy with the 145 Cloverleaf



ENJOYING

Tony Stelliga's widow made it her mission to finish the very last TSO that her husband's firm couldn't. It wasn't an easy undertaking...



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BUYING

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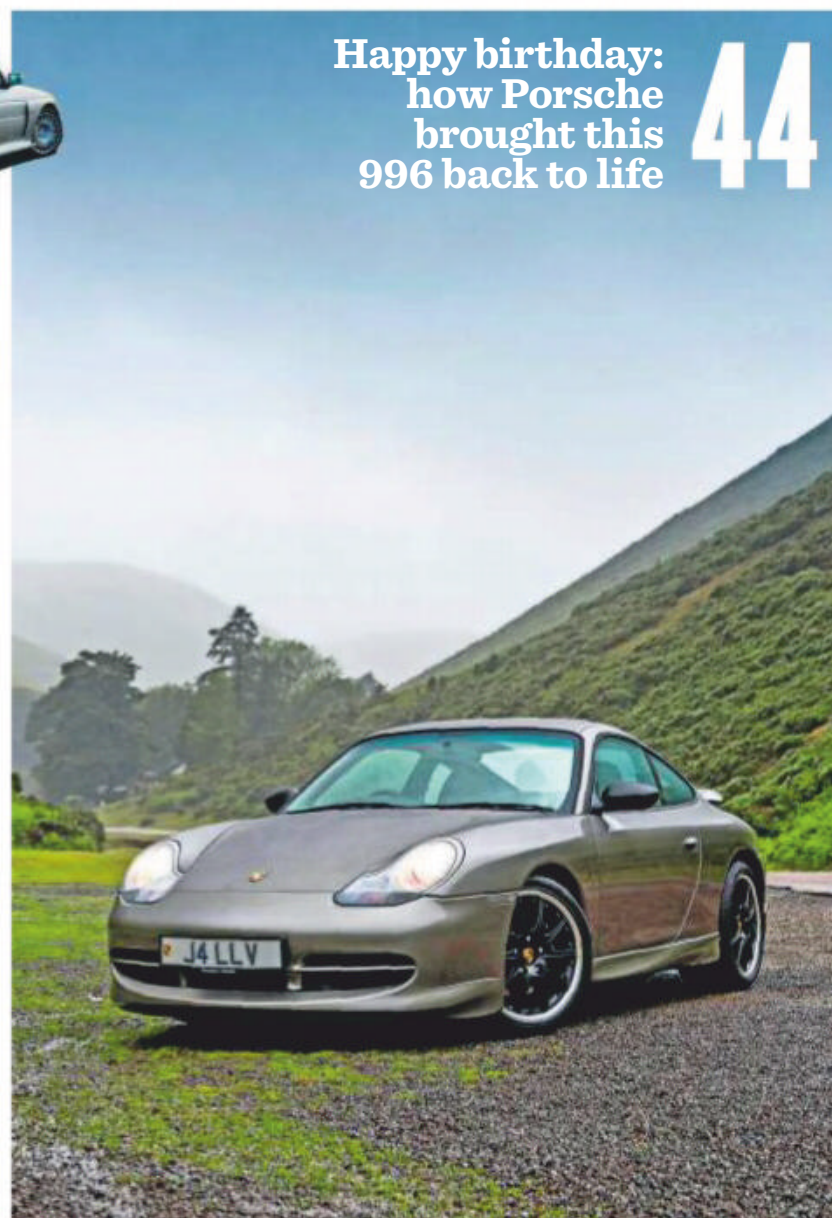


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needs you
to save it**



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Cloverleaf **092**



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**94 Make sure you
buy a Lotus
Evora that cuts
the mustard**

THE TEAM'S MONTH



JOHN-JOE VOLLANS
EDITOR

► As soon as he listed his Scirocco Storm for sale someone at work decided to leave their handbrake off and plough into it... sigh.



NATHAN CHADWICK
ASSISTANT EDITOR

► Got very tempted by a project Alfa 145 Cloverleaf for £350. Would need him to learn to weld, which sounds dangerous to us.



SIMON RUSSELL
ART EDITOR

► Spring is nearly here, which means Si's feverishly trying to find a new motorcycle to buy. Have you got anything he may want?



JETHRO BOVINGDON
COLUMNIST

► Lorinser Sport's offloading of ex-Swiss Army Steyr-Puch Mercedes G-Wagons had Jethro salivating and wearing camo.



TIFF NEEDELL
COLUMNIST

► Spent some time in South Africa watching the cricket. We wonder if he can smuggle back a Ford Sierra XR8 for us...



LEWIS KINGSTON
MARKETS EXPERT

► Found himself enamoured with a Nimbus Grey over Baseball Optic Tan leather Audi TT due to its concept car style.



KEITH ADAMS
FOUNDING EDITOR

► Went to Retromobile for our event report, and found himself particularly excited by the Citroen GS jamboree.



TONY MIDDLEHURST
COLUMNIST

► Got his beloved Mercedes-Benz W124 estate roostproofed, which means it should carry on until the end of time.

Behind the scenes at *Modern Classics*...



Some say...

...He's the top flasher in Oxfordshire. Here Mr Brookwell ably assists Jordan in capturing a very dark Range Rover for our cover shoot in *Top Gear*'s TV studio at Dunsfold. He's a good lad!



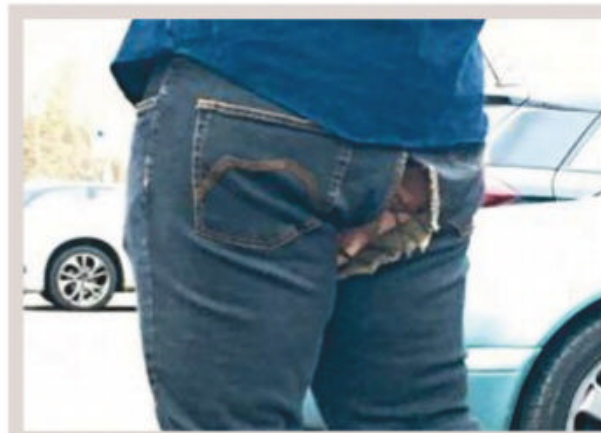
Congratulations Steven

Thousands of you entered our Gaming issue prize, but there could be only one winner – and here he is. Steven Inch has been spending his time driving his dream car – a BMW M3 E46.



Seventh seal

Three 7 Series, meeting at 7pm, under the Seve(r)n Bridge. Sounded marvellous in prospect, but finishing at 4.30am wasn't quite as enjoyable. Kudos to the owners for persisting!



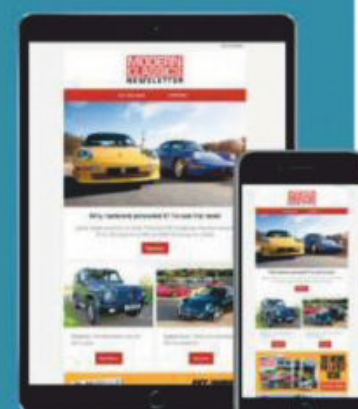
A ripping yarn

Our assistant editor Nathan Chadwick knows how to thread a decent narrative, though on a recent video training course he was in need of a different kind of thread... one to fix his trousers!

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CONTRIBUTORS THIS MONTH



QUENTIN WILLSON
WRITER

Who better to give us proper insight into running an executive express than Quentin, who's owned all of the cars featured at least once. Yes, even the Lexus.



JORDAN BUTTERS
PHOTOGRAPHER

Put his brand-new camera gear to the test on our executive expresses shoot, before jetting off himself for some well-deserved R&R. Not in a private jet, sadly



SIMON THOMPSON
PHOTOGRAPHER

Night shoots are always a test of patience, yet shooting our selection of Sevens took more than most, largely because the tide was coming before we were done...



ADAM SHORROCK
PHOTOGRAPHER

Motorcycle News' in-house snapper makes a rare return to MC's pages this month. Don't worry though, he's not dressed from head to toe in leather, sorry girls.

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EVOLUTION II LHD**

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SOLD AT OUR JANUARY CLASSIC



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QUATTROPORTE
AB4 S-A**

SOLD FOR:
£12,508 INCL. PREMIUM



FURTHER ENTRIES INVITED

THE SCENE

Modern classics in the wild, rocking our world



Bugatti steals the show in Paris

The three ages of Bugatti were at Retromobile as part of the company's *maison pur sang* campaign – but being a *Modern Classics* reader, we're sure that the EB110 GT would have been your bedroom poster car. With scissor doors and four turbos, it was the most evocative of all 1990s hypercars.

PARIS, FRANCE | 5-9 FEBRUARY

RETROMOBILE

Modern classics *avec frites et vin* were the order of the day in Paris, with everyday motors rubbing shoulders with the hypercars

If you've not yet been to Retromobile and are put off by the idea of battling your way to Paris to look at a bunch of unattainable exotica, may we suggest you think again. So its auction was supercar heavy, but there are lots of other attractions, such as brilliant trade stands and a small cars for sale hall.

It's in the latter where the real dreams are made, as among the highly polished Fiat 500s and Citroën 2CVs, there were some highly appropriate modern classics on sale at decidedly down-to-earth prices.

This year's show was dominated by manufacturer displays from Citroën, Peugeot and Renault, as well as FCA Heritage, Bugatti and Skoda. Concepts were in abundance this year, which made it doubly special.

The star attraction was a display of Bertone's finest concept cars from over the years. They included the Ferrari Rainbow (1976), Volvo Tundra (1979), Chevrolet Ramarro (1984) and Citroën Zabrus (1986) – the best non-production work produced by the great Italian design house.



Get your kit off, Panda

FCA Heritage celebrated the Fiat Panda's 40th birthday by showing this 2006 Jolly. Its a tribute to the Beach Cars of the 1960s, and by that, we don't mean it's fit for Blackpool prom.



No fire for the Amercans!

This US-specification Renault Fuego Turbo wowed the crowds on the carmaker's own stand – not least because it was in an amazing shade of metallic gusset brown with matching interior. We're struggling to think of a single reason why American buyers didn't fall for its charms big time.

You'll have to wait 'til Monaco

This Ferrari 550 GTS Prodrive will be for sale at RM Sotheby's Monaco event on 9 May. With 14 ALMS race wins, its estimate of €3-4m seemed fitting. We asked for a go but the answer was 'non'.



PHOTOGRAPHY SUE LONG, JAMES SADLIER



A cool wind blows in...
Trident Classiche displayed ten cars from collector Bernard Guénant. It was this Shamal that caught our eye, though, and not just because Nathan put in a request for it. This one was in better-than-new condition, too.

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A pickup we can live with
Despite having a grille like a Rover's, this 1998 Bertone concept has a German heart. And it's a Retromobile star that looks more modern than most new cars today. The BMW Pickster has a one-tonne loadbay, a 3.2-litre engine and 21-inch wheels. Sounds like your average workman's Amarok today, but just look at it!

The age of electric

Peugeot showed its unsuccessful 1990s EV, the 106 Electric. We'll forgive you for not being excited or wanting to trade in your GTI for it. Factory performance figures quoted a top speed of 56mph, a range of 50 miles, and a 0-30mph time of 8.6 seconds. They've come on a bit since then...

Original Le Mans R8 takes centre stage

Hard to believe that it is, it's now 20 years since Audi won its first Le Mans 24 Hour with the R8 prototype. It was the first of five straight wins – which explains star billing on the Le Mans stand.



Part Volvo, part BX, all Italian
The star of the Bertone display (for us) was this 1979 Tundra concept. Based on the Volvo 343 (so, rear-wheel drive!), its design went on to inspire the Citroën BX.

If you have to ask...

In the cars for sale hall, this 85k-mile Renault 21 Turbo was a case of 'price on application'. We'd love to know what it went for.



This is the age of the Clio Williams

We had to stop ourselves from drooling over this original one-of-2500 1993 Renault Clio Williams limited edition. Although it wasn't the rarest or most valuable car displayed by Renault Classic, this blue beauty with near-zero miles on the clock was a wonderful hot hatch time capsule.



GRAPEVINE

All the stories that matter from the past month

The ban will not restrict the use of older cars.



TIME IS TICKING FOR GAS GUZZLERS

Department for Transport announces internal combustion ban

The future mass availability of petrol and diesel for classics has been put into doubt - as Grant Shapps announces new petrol-powered cars could be banned as early as 2032.

In a surprise move, the Transport secretary said that the ban on internal combustion powered cars could be as little as 12 years away. This follows the Prime Minister's announcement on 4 February that the government would bring forward the existing 2040 ban to 2035. The ban will not place any restrictions on the use of older cars - but independent experts have said that the move to zero-emissions vehicles could lead to a greatly reduced availability of petrol and diesel, with the possibility of increased prices.

The Department for Transport is now encouraging classic fans to share their views on whether a subsequent winding down of filling stations will affect their cars, with a public consultation that will close on Friday 29 May due to be published on their website 'in due course'.

Wayne Scott, communications director of the Federation of British Historic Vehicle

'THE AVAILABILITY OF PETROL AND DIESEL COULD BE IN DOUBT'

Clubs (FBHVC) said: 'It is highly likely that there will still be internal combustion engine (ICE)/hybrid vehicles on the roads for many years after 2035.

'These vehicles are likely to continue the demand and supply for both petrol and diesel. Longer term, we will need to monitor closely the effect that this all has on fuel supply and price due to changing demands. We will also continue to argue to ensure that historic vehicle exemptions remain on a rolling basis.'



▲ Owners of modern classics need not worry.

STIMULATING IMAGES AVAILABLE ONLINE



► The National Motor Museum's Motoring Picture Library (MPL) is now available to view online, affording

unrivalled access to more than a million historic images.

The photos date right back to the 1880s and include motorsport, street photos and sales brochures. National Motor Museum Picture Library Manager, Jon Day, said: 'The aim is to offer a fast, efficient service to car clubs, motoring enthusiasts and advertising agencies.' For more details, head to motoringpicturelibrary.com

V8 MG up for grabs

► H&H is to hammer away a rare MG XPower SV at its Imperial War Museum Duxford sale on 18 March. One of only 82 made, the car - estimated at £45,000-55,000 - has only delivery mileage on the clock and has never been registered.

The MG Owners' Club's Jonathan Kimber said: 'Whoever buys it faces a dilemma. Unregistered delivery-mileage cars really appeal to certain people; it is effectively a brand-new car. handh.co.uk mgownersclub.co.uk



BITESIZE NEWS



Big ticket Viper
The late Lee Iaccoca's Dodge Viper sold for £218,408 (\$285,000) at Bonhams' 16 Jan auction in Scottsdale, Arizona. The then-Chrysler chairman owned it from new in 1992 until his death in July 2019. bonhams.com

Check you're legal

An online Clean Air Zone portal has gone live. The service allows owners to check whether or not they'll be charged to enter a designated low emissions zone simply by entering their car's registration number. London's Ultra Low Emissions Zone (ULEZ), however, remains separate, and retains its own compliance checker. gov.uk/check-clean-air-zone-charge



FAREWELL HOLDEN

► General Motors has chosen to axe the Holden brand, three years after it closed down Australian manufacturing. The last Commodore was built a year ago, and 600 of the remaining staff will be laid off in 2021. During its 160 years in existence Holden has provided strong opposition to Ford in Australian motorsport, and in the 2000s led to the creation of the thunderous Vauxhall Monaro and VXR8. Parts supply, servicing and support will continue for another ten years.



Form an orderly Q for this One-77

► An Aston Martin One-77 with just 300km on the clock is due to be auctioned as part of Bonhams' Aston Martin sale.

This is number 28 of the 77 built, and the sixth built of seven Q-series cars. Q-series allowed for endless customisation, and this one is finished in Frost White with a Kestrel Tan interior, featuring a Bang & Olufsen Beosound sound system.

You might struggle to hear that over the mighty 750bhp V12, or have the time to tune in to TalkSport, seeing as it accelerates to 100mph in 6.9 seconds and on to 200.007mph.

If you've got the expected necessary £1.2m-1.5m to spare, head to Loseley Park near Guildford on May 17. More details can be found at bonhams.com



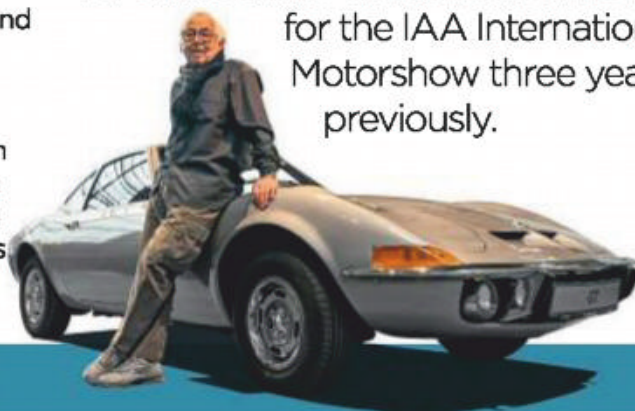
ITALIAN DESIGNERS VISIT LONDON

► The cream of Italian automotive design is to come to London. The event is called 'Wheels and Pencils - the protagonists of Italian car and motorcycle design'. The likes of Alfa Romeo designer Enrico Fumia, Jean Marc Borel and others will be on hand to give lectures, while an artwork built by Scaglietti craftsmen will be on display, along with a selection of historic Italian cars. It takes place on 14-15 March and at King's College London. wheelsandpencils.co.uk

ERHARD SCHNELL

► Opel Calibra designer, Erhard Schnell, died on 9 February, leaving behind a 40-year design legacy with the firm. Schnell's career blossomed with the creation of a styling studio at Opel's Rüsselsheim base, modelled on GM's operation in Warren, Michigan. His team's Opel GT coupé went into production in 1968, influenced by the experimental GT that Schnell crafted out of hours

for the IAA International Motorshow three years previously.



DEALER-FRESH FERRARI

► Ferrari dealer H.R. Owen has recommissioned a Ferrari F355 after spending 12 years in storage in Macau. Very rare in Verde Silverstone and with carbon-fibre bucket seats, it was spotted while the now owner was looking for a 512TR. H.R. Owen recommissioned the engine, exhaust, air-conditioning system, brakes, suspension and bodywork. The next stage is a full repaint, before being submitted for Ferrari Classiche certification. More details at hrowen.co.uk

Hot hatches are the hot ticket

New market research from trackdays.co.uk has found that bookings for 1980s hot hatches were up by a third in the first quarter of 2019, twice

that of supercars. The firm offers experiences in a Volkswagen Golf GTI, Ford Escort RS Turbo and Peugeot 205 GTI among others. trackdays.co.uk



Bentley boys

The Bentley Drivers Club has announced two major dates. The Concours d'Elegance event will take place on 14 June at Dallas Burston Polo Club, near Leamington. On the motorsports front, BDC Silverstone will be held on 8 August.

Journey's end

The much-anticipated Great British Car Journey museum in Ambergate, Derbyshire has been unexpectedly canned. Its planned April opening has now been cancelled.

In a statement the museum's directors said that unforeseen development costs, site flooding and illness had killed any chance of the museum project continuing as originally planned.



The real deal

A Seat Ibiza Cupra GTI is rare enough. This one's even rarer - it's a rally/recce car, used by Gwyndaf Evans and Howard Davies for Seat Sport on the '97 RAC Rally. It's estimated at £7k-9k to sell at the PC Resto Show in March. classiccarauctions.com

Haynes dates

The Haynes Motor Museum has announced its calendar of events for 2020. Future Classics events, for post 1980 cars, happens on 8 March, 5 April, 3 May, 7 June, 5 July, 9 August, 6 September, 4 October and 1 November. It has also announced a series of curator talks on Pininfarina, which is due to kick off in September. haynesmotormuseum.com

ESSENTIAL KIT

Our top ways to waste time this month inbetween drives

1:18-SCALE JAGUAR XJR-15 £176.99

Dutch modeller Cult turns its attention to Jaguar's long-overlooked supercar. It's a superb piece of curvaceous, glossy sculpture. The interior's been faithfully replicated although sadly, the heavily-tinted windows have rendered it near-invisible. cultmodels.com



BLAUPUNKT BREMEN SQR46 DAB £399

This newly relaunched version of the iconic Bremen SQR 46 adds modern performance and short installation depth to the original styling: Variocolour illumination for the buttons and display, Blaupunkt Codem FM RDS tuner and DAB + digital tuner, serial interfaces (including two USB ports, an aux port and SDHC slot) and Bluetooth audio streaming. The radio's iPhone/iPod compatible. An active DAB+ screen antenna is included. blaupunkt.com

FIRE SAFETY STICK FROM £39

Weighing just under 300 grams, even the smallest Fire Safety Stick has more than double the discharge time of a traditional 3.5kg powder extinguisher. It can be stored under your seat, in seat pockets or glovebox. Striking the activator and pointing the nozzle at the base of the flames smothers the fire. Fire Safety stick needs no servicing and has no expiry date. hamiltonclassic.co.uk



1:43-SCALE PEUGEOT 205 RALLYE £39.99

This tiny diecast is an impressive demonstration of what can be done on a tight budget. The interior makes the model – a feast of dials, stripes, and red details. norev.com



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VC100 HAND-HELD VACUUM CLEANER £129

This little vacuum cleaner is extremely light and great for cleaning in even the most awkward-to-reach crevices of your car's interior. The ergonomic design of the handle means that the Kobold VC100 fits perfectly in your hand. The lithium-ion batteries ensures consistently high performance. The LED display constantly informs you of the current charge and battery status. Hang the charging station on your garage wall to ensure you've always got vacuum power when you need it. vorwerk.co.uk



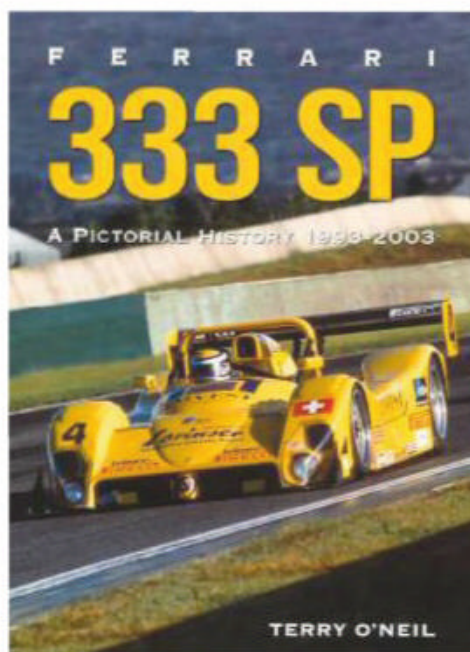
DESIGN BETWEEN THE LINES £35

Ford, VW-Audi and Renault designer Patrick le Quement tells his life story and gives his opinions on the automotive world in this lavish tome. merrellpublishers.com



FERRARI 333 SP: A PICTORIAL HISTORY £115

The last Ferrari to win world championships at the top level of sports-prototype racing has inspired few tomes, making Terry O'Neil's huge 420-pager invaluable. With reference to a vast photo archive and reams of team data, Ferrari authority O'Neil sets the record straight, documenting the career of the car and teams which ran it. He also takes time to explain the rules of WSC, the short-lived formula which bridged the gap between the GT1 rules of the 1990s and today's LMP system, which led to a renaissance in sports-prototype racing. A timely book, as these cars are reappearing on historic grids now. daltonwatson.com



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INBOX

Tell us what you think

BMW X5
ownership
can work,
says Mark.



STAR LETTER Wins a £100 discount voucher* from RH Specialist insurance



In praise of the X5

Referring to Tony Middlehurst's words on the BMW X5 - "Modern not Classic". I found his article very interesting: do I detect a distaste for "Chelsea Tractors" generally, of which the X5 is surely the little grey Fergie?

I'll admit, I've shied away from the 4x4/SUV/SAV style of vehicle. However, I've recently admitted defeat. We needed something with capacity for the family Christmas "full of prezzies" trip, but not another hatch/estate. We need some rear leg room and towing capacity for fairly big trailers, too. So, I've plumped for an old X5 V8. A daft choice, says Mr M, and I take his point - he may be right, but let's have another look at the evidence.

We've got BMW E38 underneath, E39 electrics, fixtures and fittings and E60/61 engines. The spares availability is surprisingly good, there were thousands built, but that means lots being broken. Naturally, on a 100k+, 15-year-old car I've had to fix a few bits and bobs, but it's really not that tricky, and I'm no expert.

So, maybe I'm just getting old, but I think that is what makes a modern classic, or indeed any classic; enthusiastic fans, a loyal following, tech support, memories of fun times, good trips and faithful service. Sometimes, it's not just about the money...

Mark Goldsmith

MC *We have to admit to a certain degree of hypocrisy here. Our gut reaction is to hate SUVs, but JJ owns a Range Rover Classic...*

Who got hot first?

Thanks for doing an article about my favourite hot hatch, the Escort XR3, (February 2020) - it was very interesting. What was also interesting was the bit about what the first hot hatch was. I've always thought it was the Golf GTI Mk1, however I remember Jeremy Clarkson saying years ago that it was the Vauxhall Chevette and I remember in recent years Mike Brewer saying the Fiesta XR2 MkII was the first XR, which can't be right because as far as I know the XR2 Mk1 came out in 1981, so one year after the XR3.

Jonathan Clark

MC *Ah, this old can of worms... There are many cars that had several hot hatch elements before the Golf GTI, like the Mini Cooper, Sunbeam Talbot Lotus etc. Though VW was the first to bring it all together into a package that we all accept as the first hot hatch. That's why it is, and isn't, the first.*



▲ Modern Classics - a hit with the hounds!

Pooch appeal

Hope you like the picture of our Border Collie enjoying MC!

Thanks for a great magazine.

James Mead

MC *Nathan is determined to get more dogs in the magazine. They do seem to suit the old-car lifestyle. What do you think?*

*For full terms and conditions please visit modernclassicsmagazine.co.uk/star-letter-terms-conditions

FACEBOOK MUSINGS



We spotted a lovely MG TF while out and about. Would you have one over an MX-5?



MG over the MX-5 for me, just looks a much nicer car. No doubting the driver appeal of the MX-5 though. Newer one looks better. In the meantime, I'll stick with my 2.8 Z3.

ANDY MCDONNELL



Yes, the MX-5 may be more reliable, but in my humble opinion the MG is a much more attractive car - the '5' interior is so bland, while the TF is more spacious and has a much more usable boot

TIM HERBIE

No. the MX-5 handles much, much better, although the TF is blessed with

an utterly outstanding engine in the 1.8-litre VVC unit.

IAIN TURNER

I have an MX-5, plus a TF and an MGF. MX-5 wins over the MGF by a very short head, with the TF coming a very distant third. Removing the hydroelastic system robbed the latter car of its USP - the excellent ride/handling balance

STUART GRANGER

Nah, I'd definitely have the MX-5 myself - but I'd also happily take the Toyota MR2 of that era over both the Mazda or the MG.

PAUL GRIMSLEY

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▲ Opinion splitting, but definitely not boring.

My car (a poem)

You're dying as you get older
and you're my partner in crime.
You have some odd ways about you
and scare me all the time.
Your stereo is skipping
and your aerial has kinks.
Your exhaust is dripping
and your glove box stinks.
You park wonky on the pavement
and have many parking fines.
You fill me with amazement
and sometimes make it in the lines.
Your gear stick gets jammed
and your pedals are creaking.
Your bumper has been rammed
and your roof is leaking.
Your wing mirrors are chipped
and you have a flimsy drinks holder.
Your seats are all ripped
and your heater makes it colder!
You have flickering dials
and your dashboard needs dusting.
You've done too many miles
and your four wheels are rusting.
Your handbrake is braking
and not how it should!
You have paint that is flaking
and a dent on your hood.
Your piston has misfired
and your air filter is clogged.
Your battery is so tired
and your faults are all logged.
You pass your MoT every year
and always find it hard.
You always fill me up with fear
and empty out my debit card.
You always get from A to B
and seem to find the perfect way.
You make me feel alive and free
and we ride strong every day.

Sam Hunter

MC Nicely put Sam, though I think JJ's poetic output on the state of his fleet currently would contain considerably more expletives.

More than just a game

I have to protest at Alan Otty's letter in the March issue. I loved the Gran Turismo feature – it was so much more than just that one game, and even if you don't play computer games, the cars were great throughout the magazine. That must be better than yet another 'invest now' feature like other boring classic car magazines, surely?

Luke Campbell

Original Playstation material

I realise that I'm a bit late, but enjoying the Gran Turismo love with this issue and one of the previous ones, with the three Silvia's. I guess that means I'm really old enough to be in a car magazine's target demographic!

Here's my copy of the mag, with my OG Gran Turismo disc that I picked up back in the year 2000. I still boot it up occasionally!

Mark Thompson

MC We remember playing Outrun and Sega Rally when they were new Mark, so we certainly felt our age too when putting this issue together. It was huge fun though.



▲ Which video game stars should we try next?

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TWEETS OF THE MONTH



Your opinions in 280 characters



My mum had a Sunburst Red one of these when they were new. Was stolen five times – she only ever used to put £5 of fuel in it, so when it did go, they didn't get far...

CHRIS HORN@CHRISJAMESHORN

You can never have too many Rallyes. Or Xs

CHRIS HARRIS@HARRISMONKEY



Lots of interesting @mdrnclassics on display at the Hythe in Colchester.

PHIL LUCKY@PHILLUCKEE

I've been getting your magazine for two years and love it. My girlfriend got me a subscription for Christmas, too! I was over the moon!

TAPPET MAGIC@TAPPETMAGIC



Return of the Winter Green Nissan Sunny GTI-R!

JON KAY@JONKAYPM

Follow us on Twitter @Mdrnclassics

THE PETROL HEAD

Jethro Bovingdon

'THE MIGHTY 7 SERIES ALWAYS MAKES ME SWOON'

I was excited to hear that this issue of *Modern Classics* would have a big saloon theme. Despite my career having taken me down a path more concerned with sports and performance cars, I do love a big four-door. My dad was a huge fan, which I guess is where my interest started. He had a whole string of saloons, starting with a Series III Jaguar XJ and then running through various BMW 7 Series and the odd foray into other marques, of which the Vauxhall Senator was particularly loved.

I remember the cars in snapshots, really. The Lucas reading lights in the back of the Jag (it was actually a Daimler Sovereign with the 4.2-litre straight-six) with flexi hosing so you could angle them where needed. The ferocious cruise control that would initiate full acceleration as soon as the 'resume' button was pressed, which seemed rather unseemly for the suave saloon, but also extremely exciting for the three boys sat in the back seat.

The Senator wasn't quite as luxurious but, in a world dominated by endless Ford Granadas, it almost seemed exotic. Our particular car was a relatively lowly 2.5i in solid white with a beige interior. It had some ex-police car cool, but sadly wasn't actually an ex-police car (they were 3-litres and often fitted with a manual 'box'). Dad loved it because it handled so much better than the Granadas he'd had previously. I just loved the chunky interior buttons, the raspy noise of the straight-six and the twin exhausts.



A Bangle-penned **BMW 7 Series** is at the absolute top of the big saloon tree in Jethro's mind

I remember it as being pretty quick, but it turns out it had just 138bhp...

However, it was larger BMWs that really cemented my love of big saloons. Dad didn't really get the concept of a lumbering great BMW. These were the days when 'Ultimate Driving Machine' was much more than just a slogan, remember. He'd had an E30 and thought BMWs were small, quick and agile. I can't even remember how he came to try the Seven, but it was love at first drive. His first was a 730i E32 in Dolphin Grey, followed by a beautiful 735i in Fjord Grey

with silver leather, while later there was a full footballer's spec white 750iL E38 with Alpina bodykit and 20-inch wheels. It was an import from Hong Kong and the previous owner was a chap that I'd met through work. He ran a race team and owned, among other things, two McLaren F1s, so it had decent provenance!

So, while I recognise that the current saloon car bargain is probably a Maserati Quattroporte with the 4.2-litre V8 and later automatic 'box, a 7 Series always makes me swoon even more than the Italian. And the one I really want is a Bangle-designed 745Li E65 or 760Li. I can only assume

it's a complete disaster in terms of dodgy electronics, over-complicated engine management systems and god knows what else... but just look at the thing! In long wheelbase form I think it's stunning and gets cooler day-by-day and year-by-year.

Like most of us, myself included, Dad wasn't really a believer in Bangle's vision of a luxury saloon. Too bulbous. Too weird. But one summer's day, I came home in a Titanium Silver 745Li and that all changed. It was dazzling and made every other saloon on the planet seem so plain and pedestrian.

The S-Class will probably always be the luxury saloon car benchmark. But the Seven is just so much cooler. Especially the one that nobody loved. And now you can buy them for less than £2000... Which, sadly, I can confirm is about the cost of running a Renault Clio 182 Trophy for 12 months. Seems pretty good value to me. **MC**

WHO IS...
JETHRO BOVINGDON
Jethro's CV includes some instrumental years spent at EVO with a spell at CAR. He's now a part of the Top Gear America TV lineup.



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THE RACER
Tiff Needell

'AFTER EVERYONE HAD STOPPED, I WAS LEADING LE MANS!'

While British manufacturers may have been able to hold their own against the rest of the world's offerings of 1980s exec barges, when it came to supercars they were really lacking.

Nowadays Aston Martin and McLaren can pretty well match up to anything the competition has but, back then, all we had on the supercar front was the Aston Martin V8 – and that was already ten years old when the decade began!

Ferrari, on the other hand, was producing models like the 512BB and Testarossa with flat-12 boxer engines, the V8-powered 308s and 328GTBs, the 2+2 Mondial and a little something called an F40...

Lamborghini, despite going through a period of receivership, still managed to produce nearly 2000 jaw dropping, V12 Countaches, plus 400 entry-level Jalpas and over 300 completely bonkers LM002 off-road trucks.

With Aston production down to just 30 cars in 1982, a loyal following of die-hards and an injection of new money and momentum from Pace Petroleum's Victor Gauntlett kept the company afloat. But it was tough going for the lumbering, front-engined bruiser against the mid-engined creations offering both V12s and flat-12s.

However, fortunately for me, Gauntlett also added his support to Robin Hamilton's Nimrod Aston Martin sports prototype programme that got me a seat at Le Mans in



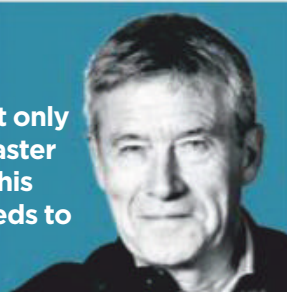
Tiff reminisces about punching above his weight aboard a **Group C** **Aston Martin** back in 1985

1982, at the start of the great Group C era. My Grand Prix dream had faded, but a new professional career had begun.

Unfortunately, like the V8, the Nimrod was already out of date; it was a lardy, pre-ground-effect design from the 1970s that had no chance against the Porsche 956s with their ground-sucking venturis.

In 1983 and 1985 I was back at Le Mans with the EMKA Aston Martin, a car commissioned by Pink Floyd manager and amateur racer Steve O'Rourke and named after his daughter, Emma Kate.

**WHO IS...
TIFF NEEDELL**
After a long career not only as a motoring broadcaster but as a racing driver, his opinion on any car needs to be taken seriously



Aero problems strangled its straight-line performance in '83, but we made it to the end in 17th place and returned with a more competitive set-up for '85 and made our own little bit of Aston Martin history.

I qualified the car 13th overall behind ten Porsches and the two factory Lancias. In a magical opening stint, I worked my way up to third with only the two Porsches that would go on to finish first and second ahead of me.

But with part-timer Steve unable to maintain my level of pace, we were never going to be

able to hold the position in the long-term, so our team manager Michael Cane came up with a cunning plan. Refuelling regulations meant that it took almost a minute to fill the 100-litre tank so, because I was only about ten seconds off the lead, when I pitted for the first time he only half-filled the car and sent me back out again...

By the time everyone else had stopped, I was leading Le Mans. It was only fifteen minutes of glory before I had to stop again and relinquish the lead, but it's still the last time that a car with an Aston Martin engine led the world's most famous race.

With Steve's lack of pace and a few problems besides, we ended up 11th, but at least took the trophy for the first British car to finish. And, to prove how solid the trusty old V8 was, I have a piston in my trophy cabinet that was in the engine for both of those EMKA 24 hours. **MC**

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NEW

THE HOARDER

Keith Adams

'THE Y10 WAS YET ANOTHER AUTOMOTIVE NAMING FAUX PAS'

Don't let anybody tell you car names aren't important. There's a very long list of unfortunately-named cars out there, some of which never made it to production – but rather too many that did. Here I'm going to tell you about one that did, one that's very Italian.

Automotive marketing departments weren't quite as savvy back in the 1980s as they are now – but thankfully, some were on the ball. Consider that the Rolls-Royce Silver Spirit was originally going to be called the Silver Mist (which in German, would translate as Silver sh*t) until someone at Crewe caught it. Or that the Toyota MR2 was renamed the Toyota MR in France, as its pronunciation in French made it sound like the Toyota Merde...

Lancia's problems were chickenfeed in comparison, but calling a car called the Y10 – 'white hen' to us Anglophones – was yet another naming faux pas. But I suspect that this was the least of the Y10's ongoing issues while it was in production.

As the replacement for the Autobianchi A112 (see page 60), the Lancia Y10 was the product of a very mixed parentage. In Italy and France, it was sold as an Autobianchi, elsewhere in Europe, it was the Lancia Autobianchi Y10. And here, in the UK, it was simply known as the Lancia Y10. That shouldn't have been too much of an issue, except that in 1985, Lancia's name in the UK was mud. Or more precisely, rust.

And that's a real shame, as the humble Y10 was a stylish, well-packaged and



Keith recalls the Lancia Y10 – an Eighties micro hatch that never quite hit the mark here in the UK

interesting small car that deserved more success than it ultimately enjoyed.

In a market awash with austere small cars, typified by the Volkswagen Polo and Ford Fiesta, the Y10's plush interior, amazingly-stacked dashboard and designer suit really helped it to stand out from the crowd. Of course, the one that we all remember was the Y10 Turbo. In the mid-1980s, it had that all-important blower and red pinstriping, making it the one to have.

It was certainly entertaining, thanks to 85bhp and kerbweight akin to an empty

crisp packet. Power came from the 1050cc Brazilian Fiat engine with a dinky IHI turbo bolted on and performance was there or thereabouts for a junior GTI of the era – 0-60mph in 9.5 seconds and a top speed of 115mph. Most importantly, this tiny terror was easily capable of keeping a Fiesta XR2 in its rear-view mirror.

Sadly, in the UK, it never took off – mainly due to Lancia's landfill reputation – and was removed from sale here in 1991 after dribs and drabs escaped into the wild.

Today, according to the howmanyleft website, there are ten Y10s currently in the UK, only one of which is a Turbo. So, good luck finding

one. I suspect there will be more than that, languishing in barns and garages, waiting for another day in the sun, but for now there's such little interest or knowledge about these cars that the wait will undoubtedly be a long one. So, it won't be dear – and the chances are, it won't be rusty either.

But back in Italy, this Autobianchi/Lancia crossbreed did rather better and in 1995 it led to the Ypsilon, which is still in production in Italy in second-generation form today. And for anyone who thinks that Lancia is no longer with us, it's great news knowing that the Ypsilon allows the marque to continue, even if it's very much on life support.

Rewind back to 1985, and the Y10 didn't stand a chance. But it wasn't so much its silly name, but rather the badge on its grille, that killed it. Would you have one now? Do you own one? Does it still work? If so, there's something very fortunate about you! **MC**

WHO IS... KEITH ADAMS
Keith founded Modern Classics in 2015, and now edits Parkers.co.uk
Has a weak spot for French metal...



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Words **Nathan Chadwick**
Photography **Jordan Butters**

LEARJET

Five executive chariots with luxury and excess ingrained in their makeup.

W

hat's the greatest car in the world? These days the answer can vary as widely as a Tesla to a Bugatti Chiron, to even the humble VW Golf.

It was very different back in the 1980s. The best car in the world was the top-of-the-line executive express. It was a point of corporate pride, the halo car for the rest of the range. Despite selling in relatively tiny numbers

compared to bulk models, these were the cars that each and everyone in the car firm staked their reputations on.

The late 1970s recession lingered longer into the 1980s in Europe than it did in Japan or America, but it had been killed off by 1982 and, for a certain proportion of the populace – particularly those in the south east – business started to boom as inflation was brought below ten per cent.

With more money sloshing around the system, there were more targets for the plutocrat to fire his wad at. While *CAR* and *EVO* might make a play of the performance car of the year issues, in the 1980s, big barge group tests were the main topic of conversation.

We've gathered five players from that era, charting the changing face of the executive express along the way. Now, did we remember to pack the cigars?



LIFESTYLE

Which can still cut a dash in the City and which is due for retirement?

JAGUAR XJ12 SIII 1979-1992



THE BENCHMARK

This legendary Brit set the executive standard

We can already hear you typing the emails and perfecting your angry Facebook posts. 'That's not a modern classic!', we hear you cry.

We understand that. After all, the XJ shape you see before you has only minor Pininfarina-penned changes to a car first released in 1968. However, it's here as the benchmark, as for British car testers, this was the car to beat. Read any British car magazine of the time and it is the Jaguar that comes out on top, much to the ire of those who wrote in to complain. Was it rose-tinted British patriotism or one eye on keeping the advertising money rolling in from Coventry – or was this ageing great really the best car in the world?

It looks absolutely stunning, after all. It may not be a particularly modern shape, but I can't help but be charmed by the XJ's voluptuous lines. The roll of those front wings, swooping toward the cabin before flowing lustily to the rear via some elegant hips over the rear wheels. It's a delight to take in but, even by 1979 it was about as up to date as shillings. Jaguar knew its market well,

though. Think Jaguar saloon and this mixture of chrome and curves is what instantly comes to mind. This was something that Sir John Egan, the head of Jaguar at the time traded on. In fact the XJ12 SIII was so successful, he pushed back the already overdue all-new XJ40 back a couple of years, allowing extra time for development.

The XJ12 would see a third decade due to a very long British Leyland hangover. Jaguar's hardcore designers were keen to avoid using the Rover V8 as that would have meant the end of independent Jaguar engines, so the XJ40 was specifically designed to make V-shaped engines impossible to fit. Indeed, it took until 1993 for a redesigned XJ40 to take the V12.

And what an engine it is. Its origins date back to racing concepts from 1954, but it made its road car debut in 1971 with the introduction of the E-Type SIII. Already a potent 285bhp when the XJ12 SIII made its debut, 1981's HE version pushed output to 295bhp.

While not a great bump in power, even Jaguar wasn't immune to the effects of the fuel crisis and a nascent

How to feel regal without a trip to Pizza Express.

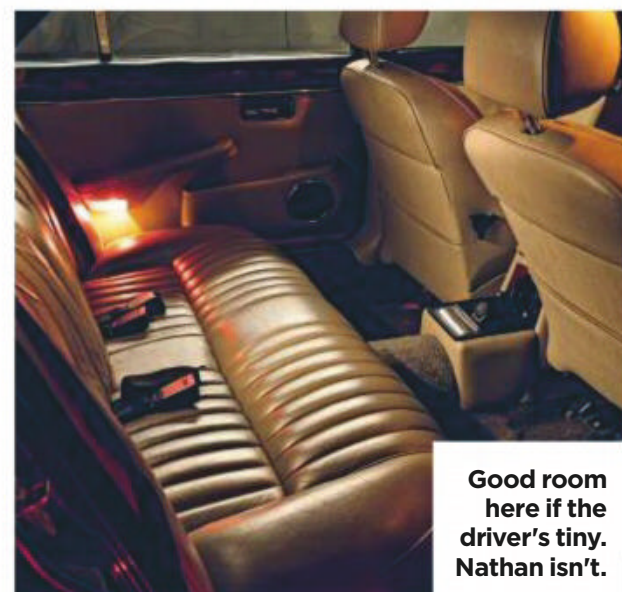
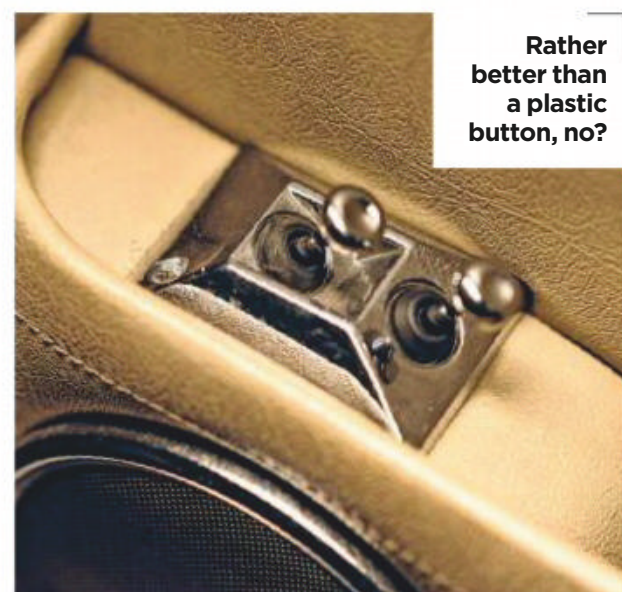


'THINK JAGUAR SALOON AND THIS MIXTURE OF CHROME AND CURVES IS WHAT INSTANTLY COMES TO MIND'

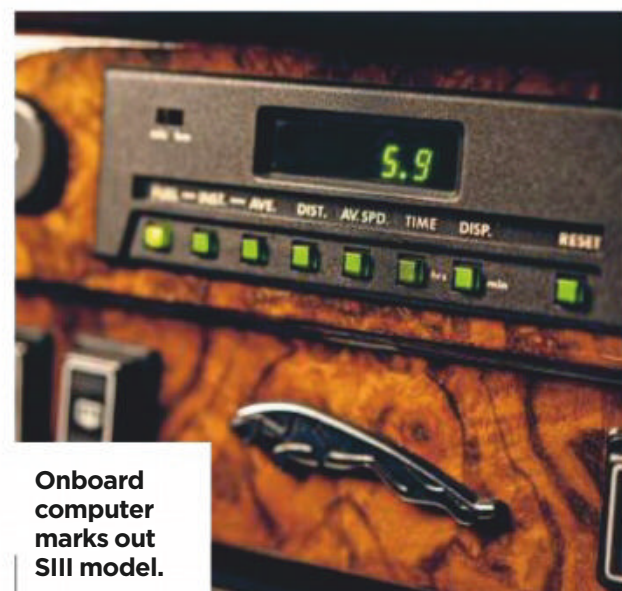
SIII models used GM three-speed automatic.



Rather better than a plastic button, no?



Good room here if the driver's tiny. Nathan isn't.



Onboard computer marks out SIII model.

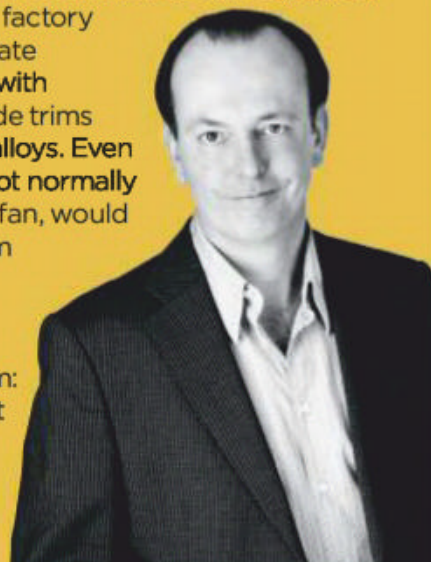
LEARJET LIFESTYLE

Pininfarina helped tweak the SIII shape.



I OWNED ONE QUENTIN WILSON

I ran two 12-pot Series III Daimlers for a while – mainly out of mischief. Five grand bought you a spanker back then. The first was a Cranberry Red H-plate that I regularly drove to France. Set the cruise at 120mph and both fuel tanks would empty in 30 minutes. But it was so serene, quick and handsome. I'd ooze round Mayfair and then waft home down the M40 in a cocooned world of clubby timber and hide thinking that life was really rather agreeable. Then, in homage to Edward Woodward and *The Equalizer*, I bought a factory black G-plate complete with chrome side trims and Kent alloys. Even my wife, not normally an old car fan, would return from Waitrose vibrating with enthusiasm: 'Jesus, that black Jag is fast.'



Old-school charm – who needs punk anyway?





DEALER VIEW
PETER HUGO,
WINSPEED MOTORSPORT
'With the youngest examples now
28 years old, the vast majority will be
suffering from corrosion – many will have
been inexpertly 'bodged' too. Check for
both in sills; wheel arches; boot-floor
valance plus front & rear windscreen
surrounds. It's also ideal to have evidence
of recent service history. For example,
brakes & suspension bushes are
expensive to rebuild if neglected.
XJ12 values are on the up if you
steer clear of the second-
rate ones!'

green lobby. The HE stood for high efficiency with high-compression cylinder heads seeing fuel economy rise by 20 per cent. Around 27mpg at 60mph was remarkable.

But for our rear-based plutocrat, the economy was of little importance – it's torque that mattered, and there was plenty of it. Post-HE models had 319lb-ft from a blissfully easy 3250rpm, transmitted through a three-speed GM auto 'box to the rear wheels via an limited-slip differential.

Despite the looks, the XJ12 is still quick, even by today's standards. If I really wanted JJ to spill his Bollinger, I could hit 60mph in little more than eight seconds before taking advantage of a pre-GATSO age 143mph all-out. However, it's the in-gear statistics that really raise the eyebrow. It takes just three seconds to rouse itself from 30mph to 50mph, and five seconds to go from 50mph to 70mph. That should be more than enough to see off that pesky chap in the white-and-red Rover SD1 with the sirens...

Its potency is matched by its interior glamour. Only the Bentley bests it for that feeling of 'specialness'. It's pure executive study in here, with beautiful natural leather, gorgeous wood and elegant switchgear. The floor-mounted shifter has a thin shaft and almost imperceptible handle that needs only a little yet firm tug to move it into D, while the thin-rimmed wheel allows for fingertip control. It's very much of a different era to the other cars here, and in its own way delightful for it.

It's not all rousing Elgar and back-slapping all round, mind. As befits a body shape in its fifth decade, it's hard not to feel cramped in the front. You can thank the ever-growing nature of humankind over that half-century, but it's easy to feel hemmed in by the door rest or, in harder cornering, that you're falling off the side of the seat squab.

The upside to that hard cornering is that the Jaguar seems to relish it. Fully independent rear suspension really means those clichés about Coventry's ride and handling balance are

absolutely true. It's no sports car, but you can build up a head of steam across swooping A-roads that might otherwise leave JJ lunging for an old copy of the *Financial Times* to hide the shame of a rapidly reproduced eggs benedict if he was in the back of the S-Class.

Front or rear, the Jaguar appeals very much to the heart over the head. But does patriotic fervour still count for much in the Netflix age?

JAGUAR XJ12 SIII

Engine	5343cc, 12-cyl, DOHC
Transmission	RWD, 3-speed automatic
Power	295bhp@5500rpm
Torque	319lb-ft@3250rpm
Weight	1930kg

PERFORMANCE

0-60mph	8.4sec
Top speed	143mph
Economy	19mpg

WHAT TO PAY

Concours	£20,000
Good	£10,000
Usable	£7500
Project	£3000

LEARJET LIFESTYLE

Suit cost as
much as the
bubbly.



RANGE ROVER CLASSIC 1970-1994



SLOANE RANGER

A V8 beast that inspired a new market sector

The Jaguar might be all an executive needs for his or her waft from the City to their country pile, but what if that pile happens to be somewhere chillier and difficult to get to? You also can't very easily take an XJ12 deep into the woods for a spot of shooting and, if you did, you probably wouldn't feel comfortable having a nip of brandy on the tailgate.

Enter the Range Rover. The 1980s was really the decade when this icon of Britishness really came of age – not the 1970s. In the early days, the three-door Rangie wasn't quite the luxury behemoth we know it as today. While significantly more plush than a Land Rover, the first examples of the breed had two doors, vinyl seats and plastic dashboard to make for easy removal of sheep dip and the like. More luxury was added over time, but the key change happened in 1981 with the introduction of four doors.

This was just in time for the rise of the Sloane Ranger, a term coined by Peter York for upper-middle and upper-class types who, despite living and partying in west London, had a huge love for country sports, and could often be seen wandering Kensington High Street in full Barbour regalia. The Range Rover fitted right into that image, and in 1984 the first hints at luxury appeared, bringing an automatic gearbox and leather trim to the party. How very in vogue...

Sure, Range Rover enthusiasts will get all excited at this point, and wax lyrical about its off-road prowess. I can already sense JJ merrily chugging the Bolly in the back seat to make that point. But the luxury Range Rover was never really about that at all and, though a good few were indeed used as shooting breaks or as a posh way to look over your acreage, the truth is that for a lot of Range Rover owners' the extent of using the car's unstoppable off-road abilities was to park it on a grass car park. Solihull knew that keenly.

More important was the perception and the presence. Unlike the sleek Jaguar, the Range Rover is tall, allowing its occupants an elevated view of the road. It was the very literal interpretation of automotive social climbing, looming over fellow road users on the outside lane of the motorway. The huge windows only add to that effect. As an American journalist opined on a trip to the UK at the time, 'the driver enjoys a sort of captain-of-the-ship feeling of being in command at all times'.

There was certainly none of the choppiness of inclement ocean weather. The Range Rover glides along, but without the pure refinement of the Mercedes-Benz nor the Jaguar. After all, it is shaped like a brick, and for the first Vogues, the 165bhp Rover V8 had to lug around nearly 2000kg. It didn't have the effortless shove of the Jaguar or the Merc, but its 200lb-ft gave it good flexibility for overtaking.



JJ now knows Nasdaq isn't a soft drink.



One life, live it (probably in Sloane Square).

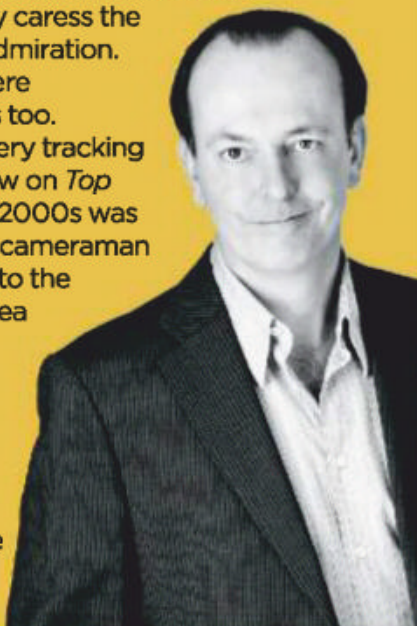


DEALER VIEW
GRAEME HUNT,
GRAEME HUNT LTD

'We always recommend the top spec Vogue SE. It has the modern comfort options that people expect in 2020. Electric seats, windows, sunroof, plus air-conditioning etc. If the electric seats are faulty, it's worth checking why as expensive ECU damage can be the result. Air suspension is preferable though it does come with its own problems. Off-road use doesn't immediately mean you should look elsewhere, just make sure it has been cleaned after.'

I OWNED ONE
QUENTIN WILLSON

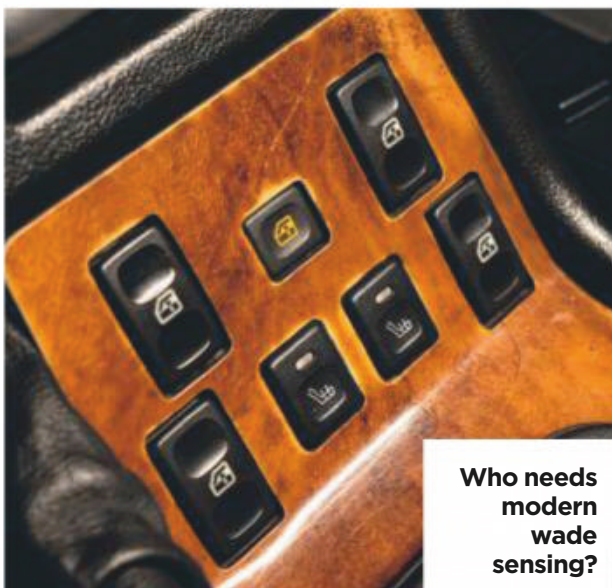
I've owned lots of Rangeys. Six L322s, three L405s, four P38s and more two-door and four-door Classic versions than I can remember. I've done lots of 11 hour drives to Bordeaux without needing the services of an osteopath and, for me, they're still the most omniscient car in the World. And despite the bad press I've never, ever had a problem with a RR – they were all unfailingly reliable. I fondly recall a mint '88 four door in Masai Red that had covered just 5000 miles (I wish I had it now) and a P38 Westminster that was so plush, passengers would involuntarily caress the leather in admiration. But they were workhorses too. Virtually every tracking shot you saw on *Top Gear* in the 2000s was filmed by a cameraman strapped into the rear load area of a Range Rover with the rear hatch jammed open by a microphone boom.



Don't wash this one out with a hose...



Who needs modern wade sensing?



And the best bit: the Range Rover would get you through the worst the British weather could throw at you.

Our car is for sale with Graeme Hunt (graemehunt.com), and as such is a last-of-the-line 1994 soft dash with a '4.0-litre' engine. The interior is about as far removed from the early cars as you can get, short of an Overfinch conversion. There's wood panelling, smooth, soft leather and a reassuring chunkiness to the gear selector and handbrake. It's a deeply comforting, reassuring place to be. It might not have the style of the Jaguar, but the larger seats back up that captain's chair feeling. And because you don't have to crouch to get into it, our ageing plutocrat won't have to worry about a dicky hip or a grazed scalp.

The ride is even smoother on this particular car – it rides on airbags, rather than the coil springs of earlier Rangies. The final original Range Rovers are some

of the best cruising machines you can buy – it feels as if that, after more the 20 years, they'd perfected the formula.

By the end of its life, the Range Rover had become the thing to have for all aspirants, not just the Kensington cognoscenti. It was the car to be seen in.

The Range Rover celebrates its 50th birthday this year, and much of the focus will be on celebrating the early models. While a landmark car, the truly important Range Rover is the four-door model, particularly the Vogue SE. In a flash, the Green Oval had redefined what a luxury machine could look like and be. Nowadays there are few big luxury saloons of the Jaguar's aesthetic. In fact, Jaguar has ditched the XJ altogether. Now it is all about big luxury SUVs, and the Range Rover was the beginning of all that.

The car's purpose may have changed, and some see it as a vast waste of

engineering integrity if you're not fording every stream or climbing every mountain. But look at it another way – our plutocrat's wristwatch might work at 50m below sea level, but he's unlikely to ever find out. But it's reassuring to know that it can, isn't it?

RANGE ROVER CLASSIC

Engine 3947cc, 8-cyl, OHV

Transmission 4WD, 4-speed automatic

Power 190bhp@4750rpm

Torque 236lb-ft@2600rpm

Weight 2090kg

PERFORMANCE

0-60mph 9.9ec

Top speed 112mph

Economy 20mpg

WHAT TO PAY

Concours £35,000

Good £20,000

Usable £10,000

Project £2500

Late-model
soft-dash
RRs now
sought after.

'THE RANGIE REDEFINED WHAT A LUXURY
MACHINE COULD LOOK LIKE AND BE'

MERCEDES-BENZ 450 SEL 6.9 1975-1980



THE PRECISION INSTRUMENT

With a bored-out engine, this Stuttgart special is anything but boring

The S-Class W116 you see here had already been replaced by the W126 by the time that the decade of excess had come around. The new car was more aerodynamic, lighter and came with fuel-efficient engines in a mixture of diesel and petrol flavours, with straight six and V8 options available. Its top-of-the-line model was a huge step forward in terms of refinement too. So why have we chosen the 1970s old stager?

This was the first 'proper' S-Class – it set the bar for the S, and is the one that put Mercedes-Benz at the same level as Jaguar. It also presents a modern take on what luxury could be, especially for 1972, when the W116 was launched.

The exterior is refined and pleasing, if lacking the Jaguar's svelte style. It's not showy, just discreetly handsome. The same goes for the interior – step inside, and other than some pleasing door trim, there's little to tell this apart from the much smaller W123, other than cabin size. The seats are fairly

hard and unforgiving, the cabin layout clear yet unremarkable, and even some of the plastics feel a little rough. The typical Joddrell Bank-sized steering wheel could also act as a deterrent.

But to look at the W116 in this way is to misjudge what you were paying for. All the leather and wood of the Jaguar would mean nothing if you break down or break into several pieces upon a sharp contretemps with something solid. Mercedes-Benz's relative expense reassured you about the nature of the mechanicals. Not only would it be unlikely to fail you, but it could probably save your life.

Work on the W116 began in the mid-Sixties, just as the moral panic

arising from Ralph Nader's Unsafe at Any Speed campaign kicked in. As such, the W116 featured reinforced impact zones, while the roof pillars were noticeably thicker than the car it replaced, as were the doors. The passenger section was designed to be a protected cell, with that long tail and boot designed to dissipate the energy away. Even the rear lights had one eye on safety – the ribbed style was

DEALER VIEW

TONY CAVELL,
BARONS AUCTIONS

'These are very special cars but are also very complicated and expensive to put right. So it's essential you get a good one in the first place. General Mercedes-Benz bits aren't too hard or pricey to find, but the 6.9-specific bits are. Rust is an issue, of course, so check the usual places. Engine and transmission problems are rare but suspension hydraulics can cause a few issues. Check that the tell-tale dash light takes no longer than 20 seconds to go out.'



designed for mud and grime to slide off the majority of the unit, allowing them to be fully visible in bad weather.

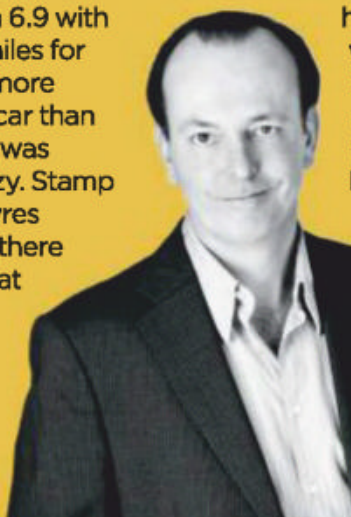
Not that you'd be able to hear much of it, even if refinement isn't quite to Jaguar levels, with some wind noise apparent; the ride, though supple, is still a little firmer than the Jag's.

So far the W116 has been competent, respectable. But where's the magic that transforms it into the 'greatest car in the world' contender? Why pick this over the later W126?

Simple – it comes in the form of two digits. Underneath this bonnet is the

I OWNED ONE QUENTIN WILLSON

I bought a '73 Thistle Green 6.9 with beige velour and 70,000 miles for seven grand and still have more lingering affection for that car than for my £120k SLS coupé. It was legitimately old-school crazy. Stamp firmly on the throttle, the tyres would squeal and you'd sit there slack-jawed in amazement at how quickly this two-ton dragster reeled in the horizon. I drove like I wanted to die and passengers would be reaching for the grab



handles in seconds. Yet, despite all that weight, grunt and sheer mass it handled so precisely. The hydraulic suspension gave it a balance and poise that defied gravity and physics. My party trick was turning out of a side road on half lock and a quarter throttle. The back end would slide out and the rear rubber would smoke. But then, with one casual flick of the wheel it would straighten up, instantly. I perfected it like a magician. People would point and stare.



All the way
to 140mph?
Yes please.

LEARJET LIFESTYLE

6.9-litre M100 engine, a bored out version of the V8 that appeared in the SEL 6.3 and the 600 dictator wagon. Its 286bhp might not sound much, but the whopping 406lb-ft of torque certainly is.

The W126 never got a powerplant that matched the 450 SEL 6.9 for sheer outright heave (the 560 SEL topped out at a 'mere' 336lb-ft). For comparison, Ferrari's F40 pushes out only 20lb-ft more than the 6.9. That's helped this Merc become a cult car, whereas the 560 SEL was simply respected. Aside from a scene-stealing performance in *Ronin*, it also made a memorable appearance in David Lynch's *Lost Highway*. Tuned to 1400bhp, it can be seen pushing a Ford Thunderbird off the road even with the brakes on. It's also said to be the car used to film Claude Lelouche's infamous *Rendez Vous* film (an eight minute blast around Paris with dubbed-on Ferrari 275 GTB noises). The thing is though, none of this makes as much of an impression as driving one yourself.

It's not just the in-gear thump – with only three gears with which to play with, the kickdown feels like you've just been hammered into a Wimbledon wall. That much is to be expected – what isn't is the otherworldly way it continues all the way around the speedometer without a perceptible change in ratio. And by right around the dial, that's 140mph. The sheer pull from around 70mph to 110mph is uncanny, like the earth is inhaling you forwards in one sense-defying gasp. This isn't just fast – it's something far more magical, almost religious than that.

Nothing quite prepares you for the awe as it pulls, pulls and pulls some more. I've driven faster and more torquey cars, but nothing quite feels like the 6.9's irresistible surge towards the horizon.

Then there's the sharp intake of breath when you realise you're doing proper, modern supersaloon speeds in a chassis conceived in the mid-1960s.

The 6.9's hydropneumatic suspension is the icing on the cake. Similar to the system used by Citroën but timing chain-driven, it was why Lelouch used it for his blast around Paris. Aside from smothering even the most worrisome of bumps, there's very little pitch and roll in harder cornering. It doesn't quite have the reassuring poise of the Jaguar, nor the grip in extremis, but you'll happily forgive it for that engine.

Well, maybe if you can stomach 14mpg. And that's if you behave. Which you most certainly won't.

MERCEDES-BENZ 450 SEL 6.9

Engine	6834cc, 8-cyl, SOHC
Transmission	RWD, 3-speed automatic
Power	282bhp@4000rpm
Torque	406lb-ft@2800rpm
Weight	1935kg

PERFORMANCE

0-60mph	7.4sec
Top speed	140mph
Economy	14mpg

WHAT TO PAY

Concours	£60,000
Good	£25,000
Usable	£15,000
Project	£10,000

Interior isn't the most glam, but it's tough.



The jet almost costs as much to fuel.





'THE SHEER PULL FROM AROUND 70MPH TO 110MPH IS UNCANNY, LIKE THE EARTH IS INHALING YOU FORWARDS IN ONE SENSE-DEFYING GASP'

Going on the pull releases handbrake.



Prepare thy wallet for painful fuel 'economy'.



Padded door sides feel great to the touch.





BENTLEY TURBO R 1985-1998

BRITISH BEEFCAKE

This luxurious behemoth packs an eyewatering punch



This late
Turbo R is
actually a
rare Turbo S.

If the Range Rover came of age in the age of excess, then Bentley was resurrected. And it has the crucial intervention of a determined Ford Escort owner to thank...

Bentley was in a truly dire place at the start of the 1980s. Its glorious Le Mans successes at the other end of the century were shrouded in financial disarray, under-investment and recession-led gloom. Just five per cent of the cars leaving Crewe were Bentleys when Vickers took over in August 1980, and the factory's new custodians didn't waste any time in getting to grips with the brand.

Bentley had been experimenting with turbochargers back into the 1970s, using touring car team Broadspeed for

technical help. The first fruit of its labour, 1982's Mulsanne Turbo, improved power by a striking 50 per cent, but there was much more to come. It still looked like a rehashed Rolls-Royce Silver Spirit, which was exactly what it was.

The Turbo R needed something extra, some dynamism to keep pace with what the modern plutocrat wanted. It wasn't enough to be simply driven – owners wanted to get behind the wheel, too. Unfortunately, the Mulsanne Turbo wasn't quite up to the job, as Turbo R engineering director Michael Dunn found out when returning home to Essex. Having overtaken a Ford Escort on the way to Chelmsford, he found he couldn't shake the Blue Oval. He went back to work and suggested chassis

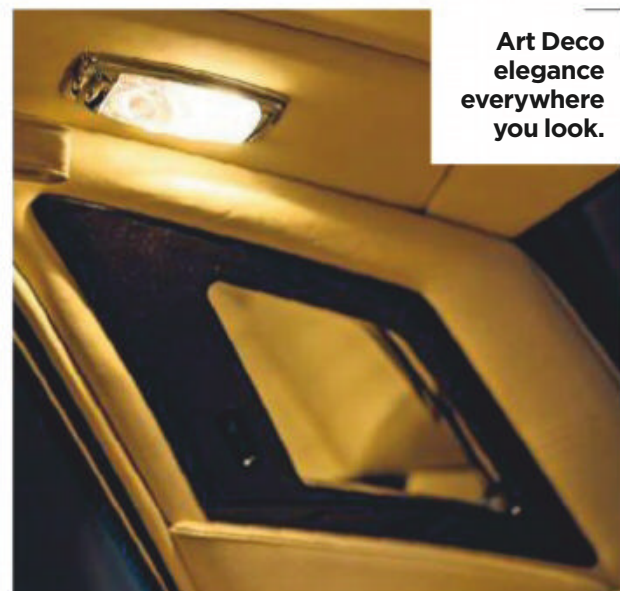


'INTRODUCED IN 1982, THE MULSANNE TURBO IMPROVED POWER BY A TRULY STRIKING 50 PER CENT'

Many seat settings, all leave you a bit cramped.



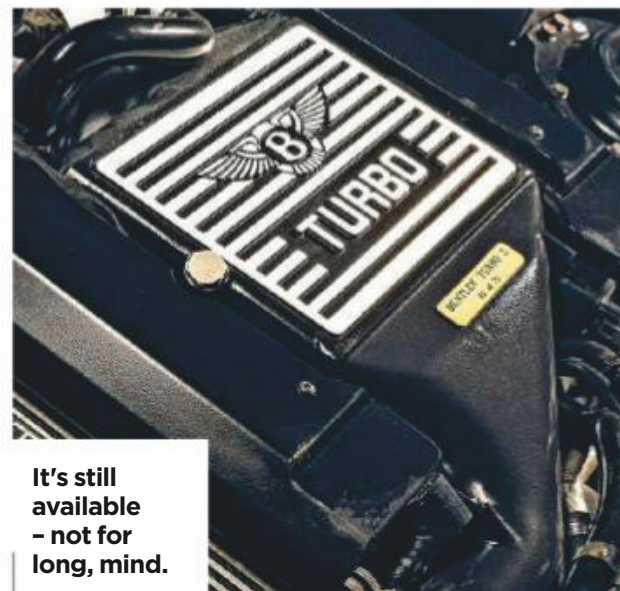
Art Deco elegance everywhere you look.



S-model specific motifs on door cards.



It's still available – not for long, mind.



improvements and fuel injection, which the marketing department declined to countenance other than as an option. Within a few months all Mulsanne Turbos were being fully optioned – Peter Ward, the man employed to turn around Bentley, saw an opportunity.

Dunn increased roll stiffness by 50 per cent, anti-roll bar rates by 100 per cent up front and 60 per cent out back, and increased the damping rate. The rear subframe received a Panhard rod to keep it in check too. To add some sporting elan to the looks, Peter Horbury of design house MGA, later of Volvo and Ford) was

employed to rework the bodywork for a subtly more aggressive look, along with some stylish alloy wheels. With 300bhp and 468lb-ft of torque, it packed eyewatering punch.

Though step inside our car – number 42 of 60 late-model Turbo S examples built (up for sale with Royce Service and Engineering (rsande.co.uk) – and you wouldn't expect such figures. Nothing smells quite like a Bentley, and the quality of the Magnolia and Wildberry hide is simply in another league to the other cars here. The deep, soft carpets, the beautifully rendered wood, the subtle B badging – it all

combines to make you feel special in a way the Jaguar can't quite get close to. It's not perfect, mind – there's not a great deal of space in the cabin, so either don't employ a tall driver or if you're driving get your vertically blessed chums in the back to travel ahead with the luggage. You soon learn to forget these trifling issues when you take in the exquisite metal control surfaces, the evocative analogue dials and the imperious view down the bonnet.

With a whumpf, the enormous engine comes to life. The steering is a lot firmer than you might imagine; 50 per cent heavier than the previous Mulsanne

DEALER VIEW
PAUL BRIGHTMAN
ROYCE SERVICE &
ENGINEERING

'In a firm but slow market we are seeing key models in the Rolls-Royce & Bentley range find good homes for upmarket prices. The Bentley Turbo S, being 1 of 60 cars, is without doubt a model to look out for along with RTs & Brooklands R Mulliners. The S also ticks a box for a buyer looking for a short wheelbase car as I believe only one was built on the LWB floorpan and that was a mistake at the factory.'



While JJ is away, the staff can play...



Turbo. It's by no means equivalent to an unassisted Golf MkI, but it does let you know early that this is rather more than simply a boosted Rolls in sneakers.

There's a poise that belies its size and weight. While the Mercedes-Benz and Range Rover glide you from corner to corner with an almost waterbed-style depth of damping remoteness, the Bentley is different. It still rides in a silken manner, but come to a corner and it's still involved. It's no Elise, but you feel more confident making expedient progress. Then you look down and realise, yes, 402bhp and more than 600lb-ft really do mean you're spearing the horizon at a rate of knots only the SEL 6.9 can live with, and all in blissful serenity. It's a remarkable achievement.

As were the sales figures. By the end of the decade, 40 per cent of all cars heading out of Crewe bore the Bentley badge, and helped Rolls-Royce Motor Cars post a handsome £36m profit; Peter Ward was made chairman and chief executive.

It wasn't to last – the global recession bit, and scores of jobs were lost in a bid to scale back costs. By the time the economic jaws of death had released themselves, the Bentley Turbo R was looking a little out of date compared to top-of-line machines from BMW and Mercedes-Benz, and the engine that saved Bentley was looking at borrowed time thanks to emissions regulations. In the end, the threat of GM engines came and went, with BMW briefly entering the fray before the infamous German advance on Bentley and Rolls-Royce. The Turbo R's powerplant would

I OWNED ONE QUENTIN WILLSON

I got hooked on these and had four in a row – I used them as daily drivers. The surreal joy was feeling the turbo kick in and seeing sixty in six seconds from something the size of the Albert Memorial. I had a green one that made Vicky Butler-Henderson cackle with delight as she barrelled down the Bruntingthorpe runway out accelerating and out braking Tiff following in a Golf GTI. But it couldn't last. On a trip back from a shoot, I was pulled by the cops and got three points and a £1000 fine. I was miffed that Princess Anne had earlier been tugged for nearly the same speed, on the same road, also in a Bentley, but was only fined £500. A timely rap on the knuckles



live to see a new millennium and, as we type, the last few examples of this venerable engine are being built.

Bentley's resurgence couldn't have happened without the Turbo R, with Crewe building some 20,000 of them in all. Despite the numbers, any Turbo R is special, to sit in, let alone drive. It captured the essence of a certain time in booming Britain, charting the change in what made business people tick.

Unlike previous generations who were content to sit in the back and wait to be driven, the Turbo R was for those who demanded to take charge and push forward at high speed.

Its development mirrors the freewheeling capitalist spirit of the time – a small idea was pounced on and developed quickly, going on to reap extensive rewards. A free market car for free market thinkers, if ever there was one.

BENTLEY TURBO S

Engine	6750cc, 8-cyl, OHV, turbo
Transmission	RWD, 4-speed automatic
Power	402bhp@4200rpm
Torque	616lb-ft@2400rpm
Weight	2450kg

PERFORMANCE

0-60mph	6.1sec
Top speed	155mph
Economy	12mpg

WHAT TO PAY

Concours	£20,000+
Good	£13,000
Usable	£9000
Project	£5000

LEXUS LS400 1989-2000

THE FUTURE..?

An Eastern influencer that changed the game

It might not seem it, but this is one of the most important cars of the past 40 years. It shook Stuttgart, Munich and Detroit to its very core, and changed how the titans of the executive car built their cars.

It was a car built out of a fantastical attention to detail, with 60 designers, 1400 engineers, 2300 technicians and 230 support staff given all the time they needed to analyse and outdo the opposition.

It's therefore unsurprising to find that the Lexus looks rather like a W126 Mercedes, but with better aerodynamics. Its 0.29 drag co-efficient was even more wind-cheating than a Nissan 300ZX – a key element of its attempt to make executive transport cheaper to run.

This was a key part of the project. For although it has a 4.0-litre V8 (a V12 was considered, but ruled out on grounds of weight, size and complexity), the team set about honing a flat torque curve and smoothness, rather than thump. Alloy cam followers (a technical first designed to reduce valvetrain inertia), hydraulic engine mounts and a gearbox ECU that regulated engine torque during changes, made the Lexus experience smoother than a Des O'Connor chat up line.

In addition, what hit the established elite hard was its mixture of reliability, low purchase cost and cheaper running. Yes, it has a 4.0-litre V8, but its fuel economy was much better than all of its rivals, putting it into a lower tax bracket in the USA.

The effect on Mercedes-Benz was stark. Its W140 programme was already two years behind when the LS400 was launched, and the Japanese upstart was cheaper and had more gadgets. The Three-Pointed Star reacted by loading its ailing machine with lots of brand-new tech that hadn't quite been finished properly.

Sadly, the LS400 had the wrong badge, at least in the UK, and Europe. As such, even though the LS400 drives with a refinement, smoothness and quality unmatched by even the Jaguar, the Lexus has always been the forgotten executive

car. Times are changing, though – a greater appreciation of Japanese automotive culture among a younger demographic, plus few nice survivors, have led to values creeping up recently.

Stepping inside, it's immediately apparent why. Yes, it lacks the vibrancy of the other cars here, but it's no better or worse than the equivalent S-Class. And



Sat nav one of many optional gadgets.



Plenty of buttons to investigate here...

LS400 sold far better in the USA than the UK.



DEALER VIEW

IAN BROWN
WESTFIELD MOTORS

'The old UCF10 generation is an old car now. We still see plenty of them though as they were properly engineered cars for their day. The engine is bulletproof if the fluid and belt intervals are kept to. Suspension bush wear is pretty common as are corroded exhaust sections. The latter are no longer available so needs patching or replacing with stainless-steel aftermarket. The killer is a failed transmission cooler leaking coolant into the gearbox.'

I OWNED ONE QUENTIN WILLSON

Clarkson would mock my LS400. 'How's your brown Lexus' he'd taunt. That '91 H-plater may not have been in the best colour, but he once paid it the silent compliment of falling asleep in the back. On drives at *Top Gear* shoots the LS400 was so smooth and softly spoken that Tiff would remark 'That's never 140. The speedo's fast'. Such was its monastic silence and silken composure that we'd have debates that **Toyota had made the** early 400s too quiet **and** should engineer some **noise** back in. I covered 100,000 miles in that car. Two **more** followed – blue and **silver** – which between them devoured 150,000 miles without even a brake light bulb.



when you start the engine, an LCD screen comes to life showing all the instrument binnacles. This car might be entering its fourth decade, but this still feels futuristic.

It still feels beautifully smooth to drive, too. No, it doesn't have the reassuring surge of some of the other cars here, but the Lexus glides along. There's no pitch or roll and it's sumptuously refined. The steering lacks the textures of the other cars here, but it's an easy-to-place machine. That allows you time to focus on working out what all the buttons do, such as the automatic tilting and telescoping steering wheel, memory seats and optional Nakamichi sound system.

That's sadly where the outright glee stops, though this is a car that fully deserves respect for its technical prowess and the impact it had. Aside from its dire

effect on Mercedes-Benz, in the USA it outsold Stuttgart, BMW and Jaguar models within a year. By 2000, Lexus had overtaken Cadillac. The East had won.

LEXUS LS400

Engine	3969cc, 8-cyl, DOHC
Transmission	RWD, 4-speed automatic
Power	250bhp@5300rpm
Torque	273lb-ft@4500rpm
Weight	1700kg

PERFORMANCE

0-60mph	7.7sec
Top speed	150mph
Economy	25mpg

WHAT TO PAY

Concours	£8000
Good	£6000
Usable	£2500
Project	£1000

The Modern Classics view

These cars represent a golden era in motoring we're unlikely to see again, Range Rover aside. Not only are big displacement engines disappearing as quickly as these cars accelerate thanks to climate concerns, but the saloon shape has dramatically fallen out of favour thanks to the desire for SUVs.

The Lexus is a stunning technical achievement, but it places fifth in 2020 for much the same reason it didn't find its way to our hearts in the early 1990s. It doesn't quite make you feel special, and if you're a captain of industry, then you probably ought to be made to feel just that. But with so few good ones left, values have started to creep up. Lexus fans are a loyal breed – this is the rational choice.

Next up comes the Jaguar. It is

a beautiful car. A real gem, and one of our finest motoring achievements. But it was already a classic when it went off sale in 1992, and doesn't quite have the 'modern classic' feel. To its fans, of which there are many, that is intrinsic to its appeal.

Things start to get difficult from here on in. The Range Rover takes the bronze step, largely because it can't quite match the others here for 'specialness' or outright thump. It is an important milestone in the development of the executive car, and is now being revered as such.

Now for the final two. The Bentley has

everything going for it – it's a car that goes beyond mere transportation. It's an exquisite jewel that touches all the emotional push points, yet it drives with scarcely believable aplomb.

You're sensing there's a but, and it comes all the way from Stuttgart. A 'normal' S-Class W116 wouldn't win this test – too sterile, too austere, too much like an elongated W123. But the 6.9-litre engine makes the difference. It defines the era of excess because Mercedes-Benz persisted with it through a fuel crisis and a recession, beyond reason. Buying one requires a similar disassociation of pragmatic thought. This is a car to buy because it is the ultimate indulgence, and is thus the ultimate executive excess express. They say absolute power corrupts absolutely. But so does torque... **MC**

THANKS

Aces High, Royce Engineering, Mercedes-Benz UK, Graeme Hunt, the owners – Judy Grant (Jaguar) and Harry Ball (Lexus) and our models.

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BIRTHDAY

Porsche

To mark its 70th, Porsche Classic restored its back catalogue. This 996 emerged first. We drive it to see how Porsche rebuilds its own

Words **John-Joe Vollans** Photography **Jonathan Jacob**

If, like me, you found yourself amid the labyrinthine halls of Birmingham's NEC back in November 2018, you couldn't have possibly missed Porsche UK's display. Fans of Stuttgart's modern-classic era were treated to a visual feast of 20 freshly restored models from the firm's recent history. All were resplendent in 'Liquid Metal Silver'. Ten of the display cars were first-generation Boxsters given the restomod treatment to mark the 986's 20th anniversary. The other ten however, were more interesting still... these consisted of transaxle and air-cooled cars as diverse as the 924 and 928, with 911s well represented – from the 930 to the 996 – and even a 914. Best of all, they were all for sale...

The final car on that stand was the 911 Carrera II (996) that you see before you. This car, the first to sell, was also the first to reach its new owner. The route from NEC to driveway, however, took a little longer than planned, with a few twists to the tale. Was it worth the wait? To find out, I convinced the owner of this Anniversary Porsche to give me the keys for a day and report back.

Alan Bradshaw is a Porsche fanatic who owns quite an enviable collection of 911s. It includes the 3.2 Supersport that appeared in issue 43 of this very magazine, and the 924 Carrera GT that was on the Porsche 924 Owners Club stand at the same NEC Classic Motor Show, which is where he first fell under the spell of this lustrous Carrera 2. So just how good is a 911 restored by Porsche?



Restomod is a term that originated in America but in the past few years has entered the global classic-car lexicon. In essence it means taking an old car and instead of restoring it back to its original factory condition, throwing a whole host of upgrades at it to make it easier to live with in the 21st century. Some would argue that dilutes much of the old-car experience, but for those who like to use their classics regularly there's a strong case to be made for going down the restomod route. From something as simple as Bluetooth-enabled audio with more powerful speakers, all the way up to a change of drivetrain or engine, almost anything goes. The key to a successful restomod, however, is remaining faithful to the original machine where possible. Perhaps there are some different wheels and maybe it sits a little closer to the ground, but the silhouette of the car usually remains unchanged. After all that's a large part of the reason why we identify with old cars in the first instance.

Whether you're a purist or a hardened *Max Power* apologist you can't fail to have noticed that even manufacturers have recently jumped on this particularly lucrative bandwagon. Last year Ford approved some licence-built Boss 302 and 429 Mustangs powered by EcoBoost and Coyote engines and boasting a host of modern tech inside too. But arguably the brand that's become synonymous with the restomod movement is Porsche. A Brit-owned, California-based company called Singer is responsible for that. This tiny firm has been taking the 911 and improving it in almost every way since 2008. Singer's cultural impact and surprising success was such that it kick-started a host of clone Porsche builders, and even Porsche itself sat up and took notice.

With two anniversaries to mark in 2018 (the Boxster's 20th and Porsche AG's 70th), Porsche GB chose to follow

The donor Carrera 2 – note the 'yolky' lights



Singer's lead and commission restomod treatments for 20 of its old models. Top Porsche centres throughout the country were tasked with fulfilling this vision; our 996 emerged from Porsche Swindon. 'The 996 was given to us, once it had been painted, for it to undergo a full mechanical restoration,' says Mark Scholes, Swindon's service manager. 'All the work was carried out by our trained classic technicians. The work included a new engine (yes brand new), new coolant hoses, new tyres, suspension and brake system overhaul plus the fitment of a Porsche Classic navigation system.' As this 996 was the youngest of the anniversary specials the new crate engine came directly from Stuttgart's parts shelves.

To set them apart from the myriad old restored Porsches, all were given a bare metal respray in Liquid Metal Silver. 'The paintwork was entrusted to Dick Lovett Spraymaster, one of Porsche UK's approved body repairers,' Mark points out. Why is that significant?

Bespoke 70th edition gets plaque, cloth & toys.



THE 70TH ANNIVERSARY PORSCHE

The Porsche UK stand at the Classic Motor Show in 2018 was the big reveal come shop floor for the 70th Anniversary special edition models. Half of the 20 cars on display were Boxsters (986s) the other half were made up of an exciting mix of Porsche's back catalogue, the focus of which was very much on modern classics.

The complete list of cars given the Porsche-approved anniversary treatment is as follows; 1971 914 coupe, 1981 924 Turbo, 1982 911 SC coupe, 1986 944 Turbo, 1990 911 (C4), 1993 928 GT, 1996 968 Sport, 1999 Carrera (C2), 2003 911 Turbo and the

Boxsters consisted of four 2000 3.2 S models, five 2001 3.2 S models and one 3.2 S Convertible.

What's telling about this selection is that all were fitted with manual transmissions, even the 928. A suggestion that owners should perhaps enjoy driving these machines rather than just mothballing them.

Other than simply marking the parent firm's impressive anniversary, the other goal of this endeavour was to highlight how capable Porsche UK and its affiliated restorers are at bringing cars back to as new, or better, condition.



Transaxles from 924 to 968 via 928 & 944.

'IT WAS NEW ENOUGH TO RECEIVE A FRESH CRATE ENGINE'



Aerokit ups aggression of all-too-curvy 996.



'LIQUID METAL SILVER WAS PREVIOUSLY ONLY SEEN ON THE 918 SPYDER'

THE FINER POINTS

1 See that dial on the right? Spin it round to 6800rpm to unleash 296bhp. The sound's a treat when you do.

2 The addition of the optional 996 Aerokit meant a new spoiler for the rear end.

3 Cabins retain their period plastic 'charm' though this should probably have been upgraded. At least everything below the gaiter satisfies.

4 Porsche Classic added its discreet

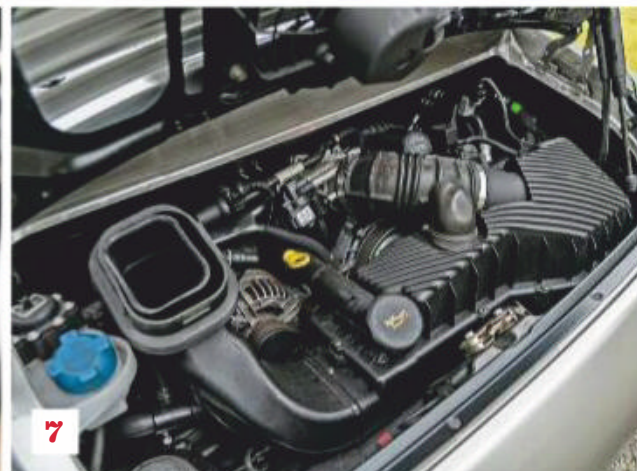
navigation systems to all 70th Editions. Want USB charging? Of course you do, it's not the 1990s anymore after all.

5 Plaque affixed to the passenger side's knee roll explains the car's significance.

6 BBS wheels come from the GT3 parts

bin but look utterly right on this special. They're a lot lighter than the stock rims too at just 13kg each, handily reducing unsprung weight and thus improving the car's handling.

7 The donor car is 20 years old but the new crate engine isn't even run it yet.



NEED TO KNOW PORSCHE CLUB GB

The 996 is still the most affordable 911 and as such has often fallen into the hands of less than ideal owners. There are a few model-specific things to look out for as well, so we put in a call to Porsche Club GB to get some inside buying tips.

► Failure of the IMS (intermediate shaft) bearing is actually rarer than most make out. The cars affected are post-2001

models. Look for oil on the drive where the car has been that might indicate either an IMS or RMS (rear main seal) failure. The former leads to an oil leak at the front of the engine.

► Non-GT & Turbo 996s have similar IMS and RMS issues to the Boxster and Cayman. The only cure is a transmission-out replacement with the superseded OEM part. Aftermarket upgrades with

stand-alone lubrication are also available for ultimate peace of mind.

► Early 996s can suffer from broken gear linkages, but most should have been replaced with stronger items (check the history).

► If there's oil in the coolant, it's likely a cylinder head has cracked, allowing oil into the water jacket.

► Clutches on manual cars have a tough life. New ones are £1k fitted. Check for slip.

I BOUGHT ONE ALAN BRADSHAW



'I've had this car about a year now and it's done around

1500 miles. It's a year 2000 996 C2 but really it's a brand-new car, so it's quite weird in a way. I had the paintwork protected with PPF which Porsche Swindon arranged for me - I didn't want any stone chips on the way home.

'The car recently had its first MoT since purchase

and of course it went straight through.

'The Aero kit makes the car look so different; it handles fantastically with a perfect manual gearchange, thanks to the new gearbox.

'These special cars are a credit to the Porsche Centres that carried out the work. I'd like to thank Porsche Centre Swindon for the continued help and advice 12 months on.'



Well apart from the fact that Liquid Metal Silver was previously only seen on the 918 Spyder (and only then as a £60k option), it's a pain to spray and so was only entrusted to the very best painters. The final finish, though not quite up to the nine layers applied to the 918, proves how right that decision was. It has a deep and highly reflective finish that's only achieved by meticulous preparation, attention to detail and years of experience.

Taking in this special 911 it's hard not to be impressed. The Aerokit, a 996 option the donor car lacked, gives it a

▲ Visually much beefier than a stock 996, isn't it.

▼ Porsche Swindon did everything but the paint.

much-needed shot of steroids, and when twinned with the GT3 wheels, seriously ups the aggression over the stock Carrera. As with the exterior, the cabin feels familiar yet enhanced. 'The interiors of all the Anniversary cars were finished in black with black carpets and black Porsche-logo cloth seat inserts,' Mark tells me. The original 996 seats carry the aforementioned logo cloth in the centre panels, with the bolsters finished in black leather. It's a nice touch that respects what came from the factory while enhancing the sense of occasion.

As this whole project has been spearheaded by Porsche Classic you can see items from its shelves all over this 911. Most notable is its integrated audio/nav system that sits in the middle of the dash. It's a useful 21st century addition that doesn't ruin the late-1990s aesthetic or driver experience. In addition to not needing to have passed your Duke of Edinburgh award just find your way around, this £993 system also comes with a 'media box' allowing you to connect almost any audio device via an auxiliary outlet and two USB slots. Its retro design makes it a near-invisible upgrade too; less invisible is the chrome plaque on the lower dashboard, but it's a special edition after all.

This car started life back in 1999 as a manual 3.4-litre Carrera II and mechanically it remains just that. What has changed, and certainly seems a world away from the



majority of 996s, is the slick, tightly tolerated feel to all of the controls. 'Every effort was made to make this 996 look and drive as it had the day it was delivered new from the factory,' explains Mark. Selecting first gear from cold, for example, does require a little heft, but just before you need to pile on more pressure, the transmission relents. The clutch and steering have a similar new-car feel that even the lowest mileage original 996s, that I've driven, haven't even come close to matching.

Driving a zero-miles Porsche fresh from its maker, I'm certainly not going to push this Carrera hard, though the few ventures into the upper reaches of the rev range reveal that it's certainly keen. Performance is strong; this is a 911 after all, even if it's essentially the entry-level for the 996 generation. The old 911 weight-out-back feel is present of course, but in the pretty miserable conditions that I'm driving this £50k Porsche in, its inherently excellent traction means I'm in little danger of getting into trouble. The chassis feels as tight as the driveline yet the ride remains comfortable. There's additional soundproofing in here too that keeps road noise down without drowning out the engine note when you want it to enter your ears.

Porsche clearly decided very early on with these Anniversary models that they would be capable of regular, even daily use. It would have been all too easy – with the advance in materials and technology – to upgrade them to cater for the track day crowd, though thankfully a more mature approach won through.

'EVERY EFFORT WAS MADE TO MAKE THIS 996 LOOK AND DRIVE LIKE NEW'

The Modern Classics view

Other than nods to former models in its advertising, most European makers spend very little time trying to speak directly to fans of its older models. The majority of effort these days is spent developing and selling electric city cars with all the character and driver engagement of your average milk float. It makes business sense, of course, but leaves most enthusiasts feeling shunned.

Kudos to Porsche then for spending considerable time and effort restoring 20 old cars that will put very little back into the coffers, and do absolutely nothing to bolster new Taycan sales. There's a good reason why more than three quarters of all Porsches built remain on the road and Stuttgart's commitment to its Classic divisions across the globe is a big part of that.

This 996 might lack the adrenaline spike provided by a GT3 RS or even a Turbo with the X50 upgrades, but that's not the point. The pride and attention to detail that's gone into restoring and upgrading it has resulted in a car that would stand out at any Porsche event, anywhere in the world. To reduce it to a show queen would be a shame however; it's far too useable for that. Always the most useable sports car, this 911 is now even more so. **MC**

PORSCHE 911 CARRERA II (996)

Engine	3387cc, 6-cyl, DOHC
Transmission	RWD, 6-speed manual
Power	296bhp@6800rpm
Torque	258lb-ft@4600rpm
Weight	1320kg

PERFORMANCE

0-60mph	5.1sec
Top speed	174mph
Economy	33mpg

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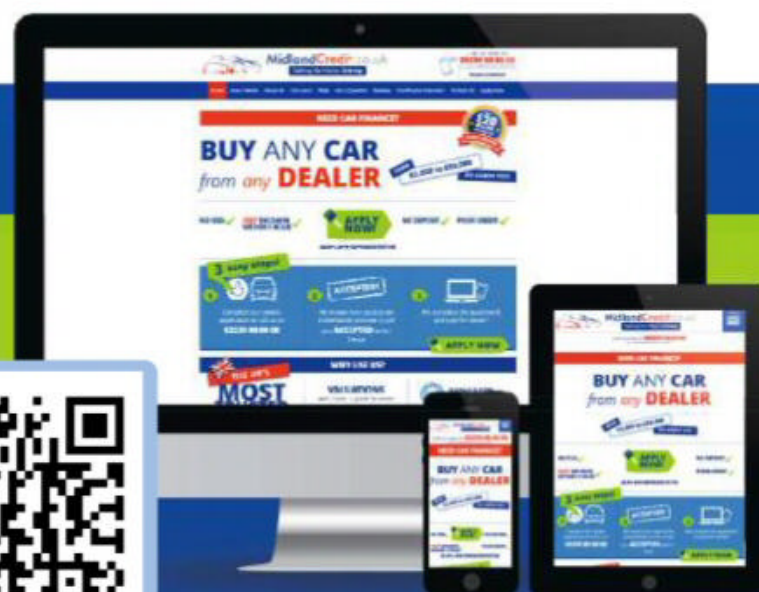


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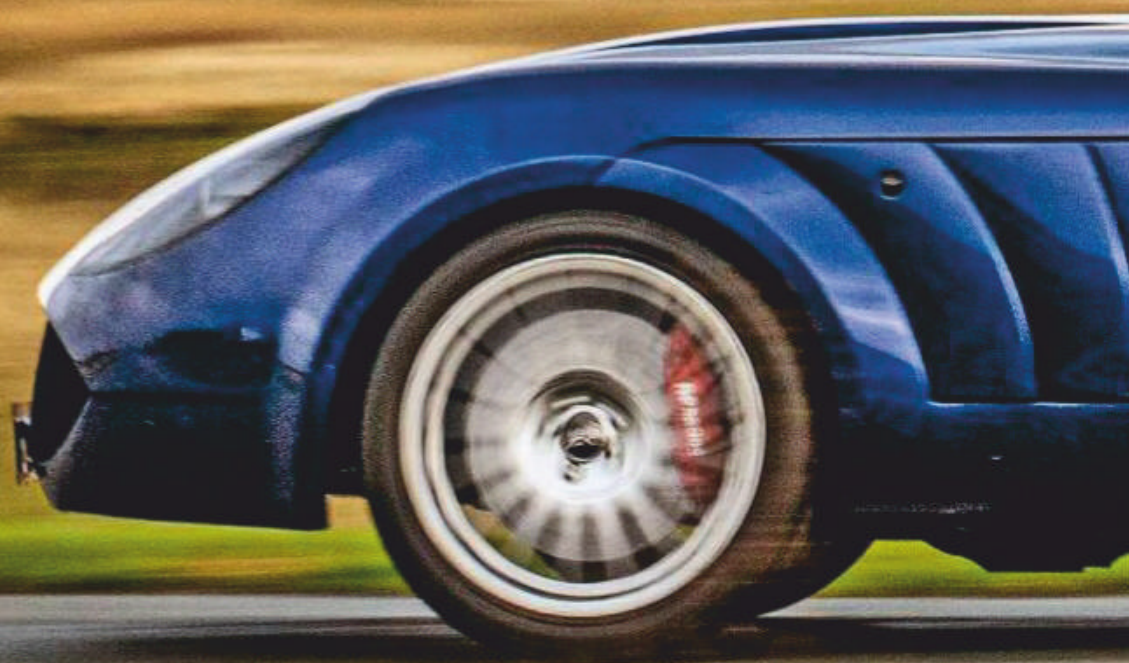


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Words **Will Beaumont** Photography **Justin Leighton**

One man's attempt to resurrect Marcos was curtailed by his death.

LAST WILL. AN



Many of us have a boundless passion and enthusiasm for cars, and often the vehicles in our lives have real significance to us. But it's rare for an automobile to stir deep emotions within us and bring raw feelings to the surface.

The story behind this Marcos TSO GTC, however, does just that for its owner Laura Bermudez. For it's not simply the last TSO to be built, not only because it certainly

wasn't simple to build, but this car is a physical representation of her late partner's legacy. The unique and heart-wrenching story that led to this car's existence is the reason why it gets a pass into a 2020 magazine about classics, even one called *Modern Classics*, despite it having a 2019 registration number.

To understand the importance of this car, we need a bit of a back story. The history of Marcos, or at least the

tumultuous path the company has followed, will be familiar to anyone well-versed in sportscar manufacturing in the UK. There's all the low-volume sports car builder turmoil, including bankruptcy, multiple different owners and investors, as well as enthusiastic people desperate to keep making loveable cars. But Marcos never hit the highs that TVR, Lotus and Morgan enjoyed, and has remained a niche brand few have had a chance to experience.

Now, his partner has prolonged his legacy by finishing the last ever car

D TESTAMENT



'THE STORY BEHIND THIS MARCOS TSO GTC STIRS DEEP EMOTIONS FOR ITS OWNER LAURA BERMUDEZ, AND BRING RAW FEELINGS TO THE SURFACE. THIS CAR IS A PHYSICAL REPRESENTATION OF HER LATE PARTNER'S LEGACY'

Marcos started in 1959 in Wales, but it's in the early part of the Millenium, after the second time the company had gone bust, that's most relevant to this car. At the very start of this century, all that existed of Marcos was a race team in Holland and a UK-based company providing technical support to existing cars. No new Marcos cars were being built.

Until 2002, that is, where there was an exciting new development. A man integral to the modern Marcos story, one who was more than just simply associated with this exact car, came into the picture. Tony Stelliga, a Candian entrepreneur, wanted to revitalise the brand and teamed up with Jem Marsh – one of the original founders of Marcos and the man who lent the first part of his surname to the company – to create Marcos Engineering. Along with their team of ex-TVR, Aston Martin and Noble employees, Marsh and Stelliga started creating new Marcos models, first with the V6-powered Marcasite TS250 and then the TSO.

It's the later car that really helped Marcos announce that it was back. The TSO has all the visual elements that make a Marcos – there's that long bonnet, low roofline and pointy nose with its lights placed on top, almost looking upwards. It was built like a typical Marcos, too, with a steel tubular frame – not a wooden arrangement like the company's early-1960s offerings – and a glassfibre body.

Despite being rooted in tradition, the TSO really does look like a 21st Century car; there are sharp lines, fuss-free panels, big arch-filling wheels and the most gorgeous slashed exhaust pipes. It's not as

outrageous as a contemporary TVR or as understated as an Aston Martin of the same vintage, and that's exactly how it was pitched. It had grunt and performance from a 5.7-litre Chevrolet V8, but it wasn't set up to be too extreme or aggressive.

Stelliga employed the expertise of Prodrive to help tune the suspension of the new TSO and give it the range to be a competent sports car and a relaxed grand tourer. The firm also provided a facility for the car to be built in Kenilworth.

The first TSOs were called the GT2 and R/T, the latter being a droptop version. However, neither of these cars were ever destined to be sold to customers; they were built purely to gauge the reception a new Marcos would garner from the public and the press. Favourable, it turns out – the reviews were glowing and in 2007 Marcos finished the model it would actually attempt to sell, the TSO GTC.

The final car differs only in detail to the GT2, the hard-top prototype Marcos, and has 420bhp from its Chevy V8 or, if the performance pack was equipped, 462bhp. Behind the front-mounted engine is a six-speed manual gearbox, and a limited-slip differential resides on the rear axle. The composite body and compact proportions means the GTC weighs just 1170kg, helping it hit 60mph in just 4.1sec.

The hope and promise that the new, well-received TSO generated only makes the next part of the story all the more difficult to take. After building two prototype TSOs, six customer cars and almost finishing another, Marcos went bust once again and Stelliga grudgingly put the company into administration.



WHO IS... MARCOS

Marcos was founded in Dolgellau, Wales in 1959 when ex-Navy man Jem Marsh teamed up with aviation engineer Frank Costin to design and build a 1.0-litre plywood sports car. The pair combined the first parts of their last names to create the company title, Marcos.

Although their small, wooden car – inspired by the De Havilland fighters Costin had previously worked on – was competitive, the partnership didn't last long. Only six cars had been built before Costin left. His replacement, ex-Lister employee David Adams, redesigned it with a sleek glassfibre body and gullwing doors.

As a result, Marcos rapidly went from

Laura Bermudez will never sell her TSO.



having sold 70 cars in total by 1963 to building 70 cars a week in the late '60s. The cars' construction switched from wooden frames to steel, and a workforce of more than 100 employees were building four different types of car, mostly front-engined, rear-wheel drive sports cars, but also the Mini Marcos.

Then the company launched a luxury four-seater based on the Triumph TR6 called the Mantis. The new car came just as the company had moved from a site in Bradford-on-Avon to a larger, more expensive new facility in Westbury. The Mantis was a flop and Marcos struggled until its assets had to be sold.

Marsh bought back the rights to the name and the early 1980s saw the return

of Marcos, producing around 70 cars a year – some as half-built kits and others nearly finished. The next big leap in Marcos's history came in the early 1990s when it launched the Mantara, a fully built complete car from the factory.

Despite a few successful campaigns, Marcos's racing department was sold to Eurotech, a Dutch engineering firm in 2000, before the whole company went bust again. At least ex-Marcos factory manager Rory McMath managed to set up Marcos Heritage to take over the assets and factory to provide technical support for existing Marcos cars.

Tony Stelliga brought new hope in 2006 with the TSO GTC, but by 2007 the dream was all over once again.



Tony Stelliga (left) with one of two GTC prototypes.

BONHAMS

LAST EVER MARCOS?



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clocks lift
quality aura.

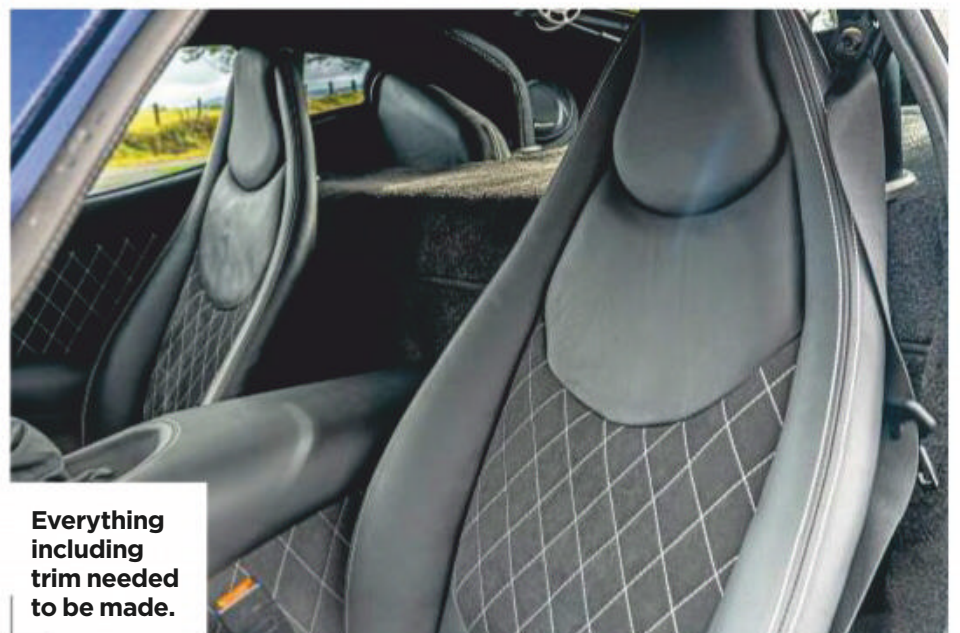
**'LAURA WANTED EVERY PART
TO BE MADE BY THE ORIGINAL
SUPPLIER WHERE POSSIBLE'**

Despite its
sentimental
value Laura
is a driver.

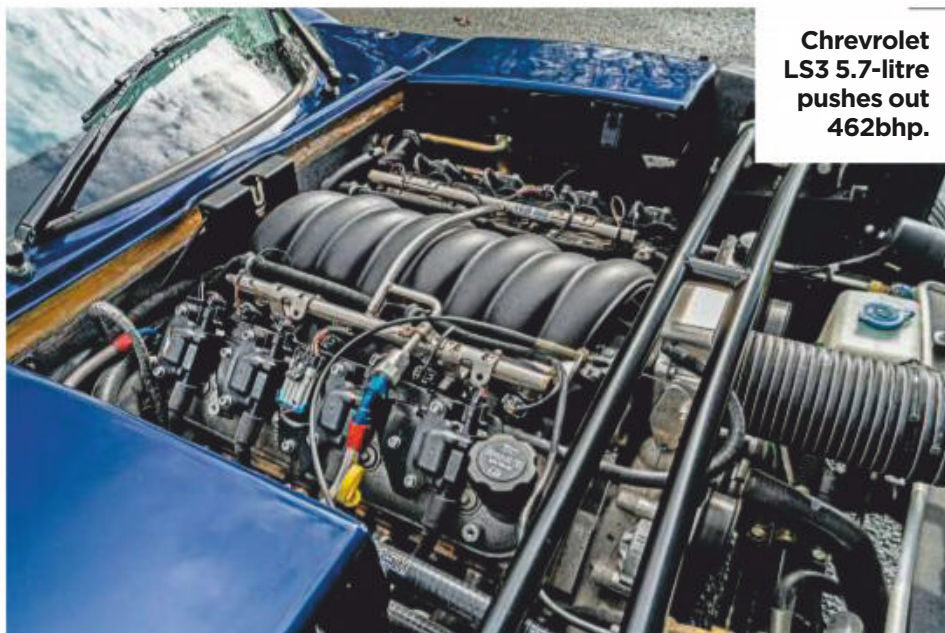




Brand surfaced in 1959 but is no more...



Everything including trim needed to be made.



Chevrolet LS3 5.7-litre pushes out 462bhp.



Neat light position within kam tail rear.

It's Stelliga who is the protagonist in this particular car's tale, too. Laura tells me how she first met Tony; it involves a chance encounter in a bar, an instant connection, them chatting for hours and bonding over cars, as well as many other topics. It's like the start of a modern romance film, a story unfathomable to anyone brought up in an age of online dating and swiping right. But unlike a Hollywood soul-warmer, there isn't the ideal and-everyone-lived-happily-ever-after ending. In 2016, at the age of 55, Tony Stelliga died of a heart attack.

Naturally, Laura was devastated by his sudden death, yet it soon became clear to her she wanted to honour his life, his passions and success rather than simply mourn quietly. The answer to 'how?' was found in what was left of Marcos. The chassis, body and major components of the incomplete TSO GTC still existed, providing the perfect foundations of a truly fitting tribute.

Laura enlisted the help of Ryan Ennion of SP Automotive to piece this complex Marcos puzzle together. The major elements may have been there, and an LS3 Chevrolet V8 may have been relatively easy to acquire, but it was far from a complete

set. Lots of parts needed to be found or manufactured, and because Laura wanted this car to be a Marcos like her husband had imagined, there was a desire for every part to be made by the original supplier where possible – even if it meant persuading companies to make one-offs, like in the case of the car's dials. One element that proved exceedingly tricky was the boot hinges, because the original manufacturer couldn't make the elaborate part any longer. Eventually, a pair from a production TSO were 3D-scanned so they could be accurately replicated.

If constructing this car wasn't complex enough, there was also geography, time delays and the Atlantic ocean to deal with. While the car was being built in Chester, Laura was conducting the project from her home in California. A constant stream of WhatsApp messages flooded between Ryan and Laura so every step of the build process was documented.

None of this makes any logical sense; no-one would decide to create this car if a cost/benefit analysis had been undertaken. Not many people would have thought it was even possible to finish the car,

certainly not as faithfully as Laura has demanded. But once she had decided she was going to finish the last TSO, as she puts it, 'It was always going to happen'.

Now it's complete, Laura has started using it. I mean properly using it. As soon as she collected the car from Chester she embarked on a 900-mile road trip that took her to Scotland, St Andrews, York and then down to Warwickshire to join in on the celebration of Marcos's 60th anniversary. To most, the distance might seem monumental and absurd for a first journey, but for someone used to the vast expanse of the US, like Laura, this is a great way to run-in a new car.

Her TSO might be residing in England right now and registered as a new car here too, but Laura plans to take it back to California; a place where that V8 will not only feel comfortable but will be allowed to really stretch its legs. And as no one understands and knows more about the car than she does, other than Ryan, and there's certainly no Marcos dealer network out on the west coast of America, or anywhere for that matter, Laura will look after and service the car herself.

Since she's far from shy about using it, I ask Laura if she'll take me up the road in her new Marcos. She's happy to oblige and I scuttle around to the passenger side, taking in just how small it seems but how big the TSO's presence is.

A cut in the body allows me to hook my finger under the rear edge of the door to open it and I slide in. The interior feels snug and compact. That's because peering out over the long bonnet isn't the only reminder that there are some serious mechanical components gagging to propel you forward; there's a huge transmission tunnel you have to share the cabin with too.

The V8, although ever-present in the cockpit, doesn't dominate with noise. Well not initially, anyway. It burbles and chunters away pleasantly as we pootle around, waiting for it to warm up. When there's enough heat through the big lump, Laura plants her foot and the low-key motor turns nasty. It barks and the noise rips through the air as only a tuned American V8 can.

Serenity is restored when she eases off the pedal and I can see how easy it must have been to complete the car's inaugural journey; the TSO is smooth

when it needs to be and you've always got the option to break up any motorway monotony with a blast of NASCAR-esque thunder. Even a tiny-islander like myself wouldn't object to the 800-miles-in-one-day dash Laura finished her road trip with if I got to do it in a Marcos TSO.

This is the newest, most recent Marcos on the planet, and with no other signs the company will be resurrected, there's a possibility that this could be the last Marcos, ever. Take into wider consideration that the British motor industry possibly won't be allowed to sell petrol-powered cars after 2035, and it seems even less likely the company will be resurrected again, or that there'll ever be another Marcos.

Ordinarily, such a title would make a car a sure-fire classic, modern or otherwise – no matter what it says on its registration plate. But Laura's TSO isn't a car like any other; its significance is too colossal to her for it to be conveniently categorised into a neat box.

In fact, WX19 HJO is barely even a car now, but a rumbling, rolling, blisteringly fast monument; the most exceptional way anyone could ask to be remembered.

Modern Classics view

The less special TSOs – only by comparison however – are still worthy of the title of a modern classic. They tick a lot of the classic car boxes; they have the credibility, the performance, looks and the rarity. It's an exclusive club being a Marcos TSO owner, remember, there are only eight others out there. And although they might not hold the same significance as Laura's (possibly) last-ever Marcos, and may never conjure up the sort of emotions this TSO does, they are still the last of a generation, the end of an era, and act as a fitting tribute to the marque. Because just like Marcos itself, the TSO deserved greater recognition, more success and to have endured for longer. **MC**

MARCOS TSO GTC

Engine	5665cc, 8-cyl, ohv
Transmission	RWD, 6-speed manual
Power	462bhp@6500rpm
Torque	460lb-ft@5500rpm
Weight	1170kg

PERFORMANCE

0-60mph	4.1sec
Top speed	185mph
Economy	Not much

'THERE'S A POSSIBILITY THAT THIS COULD BE THE LAST MARCOS, EVER'



Exhaust tips follow rear body styling pleasingly.



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ENDANGERED SPECIES NEARLY GONE, NOT FORGOTTEN

THE ITALIAN JOB



Even the most devoted Mini fan could be won over by this early Italian warm hatch. Just don't take too long to have a go in one...

Words **John-Joe Vollans** Photography **Adam Shorrock**

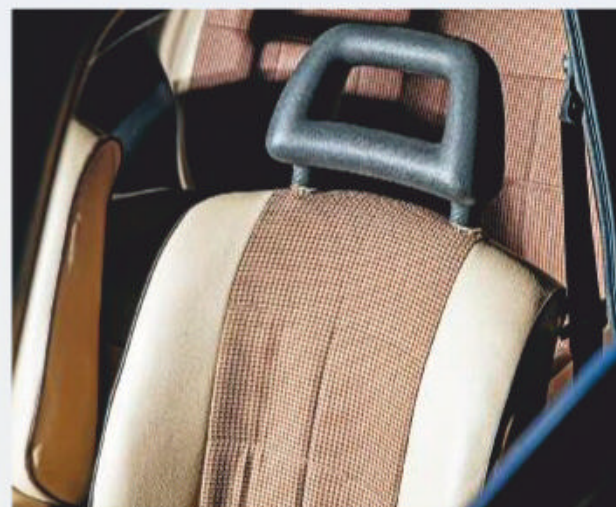
ONLY
16
LEFT



If you've forgotten the rules of driving diminutive, lightweight Italian cars, here's a quick recap. Never brake for corners, always change gear a heartbeat before the valves float and if you can still hear the radio then you're not trying hard enough. Basically, treat it like a hire car and, strangely, it'll reward you. It's contrary to every usual instinct of mechanical sympathy but most little Italian cars (especially Fiats) like being treated rough. There's a reason why the procedure listed above often gets you out of trouble come MoT time. The 'Italian tune-up' might feel wrong to some, but to others, wringing every last inch of performance from a modest machine is one of motoring's great pleasures. If you haven't tried it, go and hire a 500.

The A112 – especially in Abarth form – is just such a fun little Italian. Built upon the template laid down by BMC with its Mini, Fiat took the concept and ran with it. The A112 was larger, of course, and its gearbox was end-on, rather than under the engine, yet it remained light enough to make the most of its wheel-at-each-corner handling. Just as well really as the A112 initially made do with the same 40bhp motor as the Fiat 850. Thankfully Fiat's in-house tuner Abarth turned up the wick. The scorpion-badged firm made the A112 more fun right from the factory, boosting performance and refining chassis dynamics, transforming this humble grocery getter into an unlikely rally star. It was popular too; 125k were sold out of the 1.25million A112s built. So where are they all?

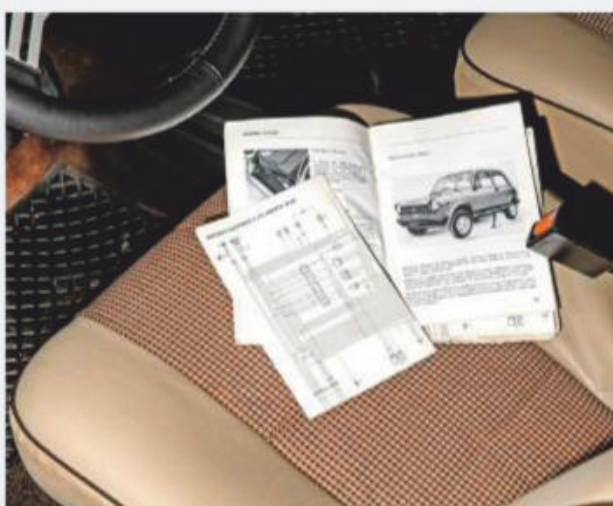
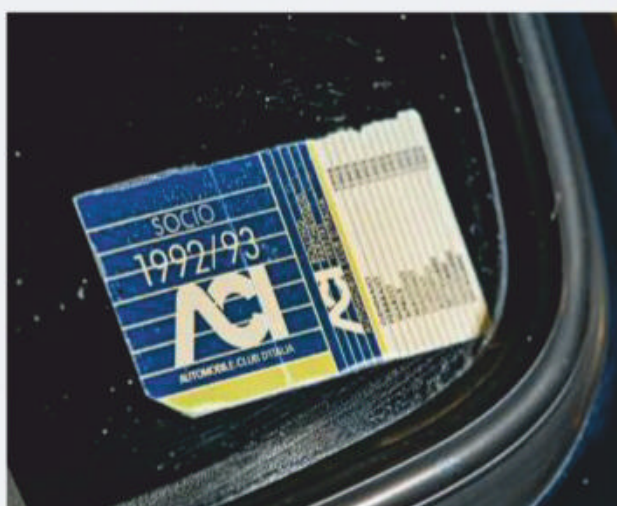
ENDANGERED SPECIES



I BOUGHT ONE DOUG TERRINGTON



'When I moved to Trieste I needed something nippy for getting into town from my smallholding,' says Doug. 'I could have gone with any number of Fiats, but when I first saw the Autobianchi it took me right back to growing up in Manchester – there seemed to be a red one buzzing around where I lived all the time, so I had to have one. So far parts have been ok – some trim can be tricky to get hold of, but it helps that I've learned to speak some of the language. For me it's a great, revvy hatch that the Italians seem to get so right.'



Abarth
Cromodora
alloys a nice
addition.

It's easy to underestimate the significance of this humble little hatchback. Here in Britain it was never a common sight. That's largely due to the fact that of the 408,000 A112s made, 290,000 never left Italy, such was the demand at home. Rightly so too. This little Autobianchi was way ahead of its time when it arrived at the end of the 1960s just as Mini sales began climbing as quick as hemlines. Just like the mini skirt, the Mini car was a must-have accessory for both the fashion conscious and frugal commuter alike.

Over here all other pretenders were just that – perhaps we can't blame the Italians for holding onto A112s then... This little car wasn't just a Mini clone though, it was far more interesting and significant than that. It was in fact one of Europe's first three-door hatchbacks, beating the Fiat 127 into production by 18 months and the Renault 5 by two years. More significant still was the fact that its makers predicted the European lift-back craze of the '70s-'80s way back in the late '60s. Unlike parent company Fiat, Autobianchi was allowed a certain technical and creative freedom to develop new technologies and designs, without the fear of losing huge sales volume. If an Autobianchi model worked well, Fiat rolled out a similar model, in this case the 127.

Yet if you thought the A112's significance to motoring stopped at simply being ahead of the curve you'd be wrong. The Abarth version of the A112 was the first model to be conceived and built by the Scorpion-badged firm since it was swallowed by Fiat. Its significance wasn't lost on its parent firm either, as shown by its first public appearance at the 1971 Turin Motor Show. The usually packed Abarth display featured just two models, the new Formula Italia single-seater and a couple of tuned A112s.

The go-faster Autobianchi was well received by both press and public alike and its success helped to ease Abarth's transition from an aftermarket tuner and race team into Fiat's in-house performance division. Motorsport success had been integral to Abarth since the late 1940s, so Fiat wisely chose to keep the Scorpion racing, though it would rationalise its efforts. Circuit racing involvement effectively stopped under Fiat, with Abarth's attention shifted toward rallying instead.



Displaces 1050cc, but makes a fizzy 70bhp.

'THE A112 PREDICTED THE EUROPEAN LIFT-BACK CRAZE OF THE '70S-'80S'

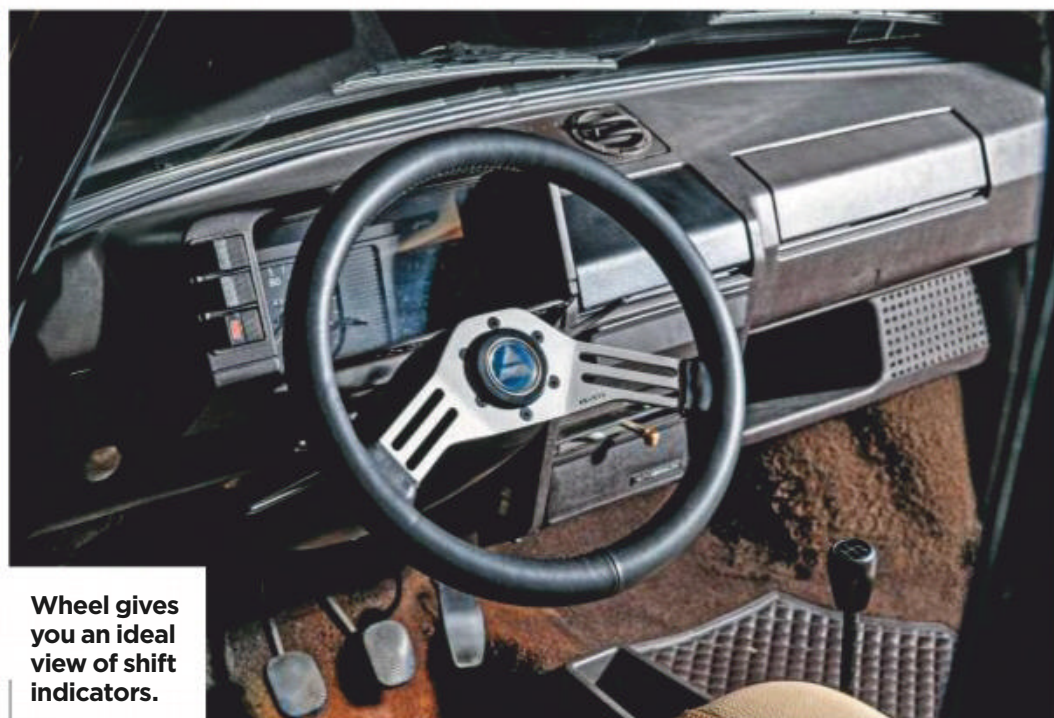
It would prove to be a wise decision in the long run as Abarth's race-car preparation and campaigning skills would be vital to the later success of the Fiat 131 'Mirafiori' and the Group B-slaying Lancia 037 – the only RWD contender to win the WRC outright in the 4WD era. It all began back in 1971 with the A112 Abarth.

Like many on the road today in the UK, this A112 has been imported from Italy. It came over in 2017 and remains near-mint, with a total lack of corrosion – the killer of most A112s, and Italian machines in general from this era. As a facelift, fourth-generation A112, it comes with a taller roof line. A welcome addition for taller drivers like me, yet it's been carried out sympathetically so as not to spoil Gandini's perfectly judged lines. It just misses out on the five-speed gearbox that was standard on true Abarths and many post-1979 A112s, but this isn't really missed – this car's not for cruising...

Offered for sale by Silverwood Cars near Durham (silverwoodcars.co.uk) there's more to this A112 than meets the eye. It started life in 1978 as an A112 E model (Elegant), which meant it got upgraded trim and seats, though was mechanically identical to the base (Normale) model. However, one of its previous owners decided the factory fitted 965cc 49bhp motor didn't unlock enough fun. In its place he added a 1050cc engine fed by a single Weber 32 side-draught carburettor. This came out of a post-1974 A112 Abarth and unlocked 70bhp, which still doesn't sound like a lot, but it's plenty when it only has to shift 700kg. The chassis has also been upgraded to Abarth spec with a strengthening brace installed across the front suspension struts. All-weather grip has been maximised by wrapping those dinky yet gorgeous optional 13-inch Cromodora alloy wheels in a set of Uniroyal Rainexpert tyres.

WHAT TO PAY

Concours
£11,000
Good
£7000
Usable
£4000
Project
£2000



Wheel gives you an ideal view of shift indicators.



'IT'S VERY NEARLY AS EXCITING AS ONE OF ITS MORE POWERFUL WRC SIBLINGS'

The Weber needs a little choke (it's just above freezing after all) before the 1-litre, Fiat-sourced engine grunts to life. A few encouraging prods of the throttle produce some delightful snorts from the engine bay before it settles to a grumpy idle. Unsurprisingly, there's a pretty sporty note to this Abarth engine, and it's very obviously a carburettor soundtrack too – all induction and very little exhaust. In character it's a bit like half a Strada Abarth, which is almost precisely what's resting under that tiny bonnet.

Engine warm and choke in, I can finally grasp the achingly pretty Abarth two-spoke, leather-trimmed steering wheel and go do what Italian hatches do best, turn B-roads into private racetracks. There are plenty of lonely, twisty roads in this part of the world, though to get to them I need to cross some arterial routes. The A112 is wasted on A-roads and dual carriageways. Here its age and lack of a fifth speed are all-too apparent, but as soon as I turn off the beaten track, this little hatch comes alive.

Up near Derwent reservoir there are a few routes that could easily be mistaken for stages on the Monte Carlo Rally. Short, steep climbing straights that end in 180-degree switchbacks. On these roads the A112's proportions, its lightness and instant responses to driver inputs make it feel very nearly as exciting as the rally stars Abarth would go on to produce. It feels genuinely swift. Keep the revs and speed up and this little Italian makes far keener progress than its on-paper figures suggest it's capable of. It just lacks a little adrenaline-fuelling punch.

One of the first hatches on sale in Europe.

The Modern Classics view

In the 1970s the hot hatch changed the automotive world, yet in 2020 most of the firms who were there at the start have forgotten what made their first-generation models so much fun. Hatches were never meant to have a million horsepower, or be laden with gadgets, they were refreshing because they were as light and fun to drive as a sportscar, yet you could make the excuse for buying one purely on practicality. Oh, and you could deploy every last drop of their performance down your favourite B-road.

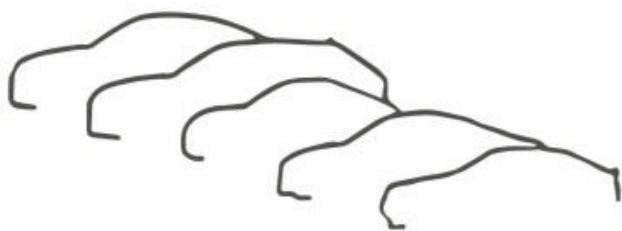
Today, the A112 has been largely forgotten yet simply as one of the models that kicked-off the craze, it demands wider acknowledgment. Beyond that, its ability to thrill behind the wheel, in a way today's hot hatches have forgotten how really makes it something worth cherishing. Low weight, sorted chassis, willing engine and synapse-fast throttle response really is the ideal recipe. **MC**

AUTOBIANCHI A112 (ABARTH)

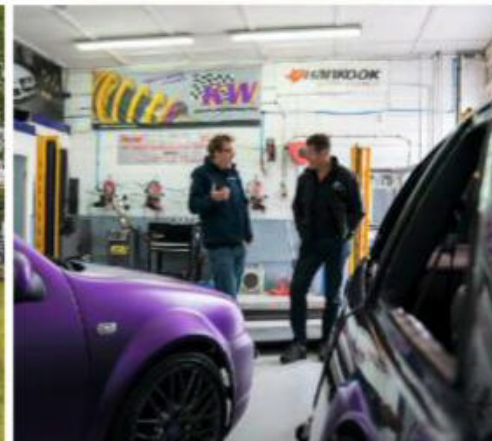
Engine	1050cc, 4-cyl, SOHC
Transmission	FWD, 5-speed manual
Power	70bhp@6600rpm
Torque	63lb-ft@4200rpm
Weight	700kg

PERFORMANCE

0-60mph	10.6sec
Top speed	99mph
Economy	32mpg



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T

he battle to build the world's best executive car was a fierce one, as you'll have seen from our cover feature.

The Lexus might have aced it on its first try, but it took nearly a decade to complete. Even now, Lexus struggles to have the brand cachet in the UK, despite the game-changing LS400 30 years ago.

Membership of the elite executive class can take much longer – just ask BMW.

Its take on the executive class as we know it began in the late 1960s with the E3, but fielding a serious Mercedes-Benz contender would have to wait for the 7 Series line. Even so, it would take Munich around 30 years to break the Jaguar and Mercedes-Benz stranglehold.

Nowadays the 7 Series is up there with the most prestigious executive saloons you can buy – even if BMW's current design direction hasn't gone down well with

anyone other than *Silence of The Lambs* enthusiasts. It's also under threat from downsizing and a shift away from the saloon form in favour of SUVs.

So before it disappears, we've arranged the three greatest eras – E23, E32 and E38 – to chart how BMW went from also-ran to class leader, before it all went slightly awry with the Millennial 7 Series.

Which one still cuts the executive mustard? Let's find out.

THE MAGNIFICENT

BMW's 7 Series is now a byword for executive luxury. But that reputation was hard-earned...

Words **Nathan Chadwick**

Photography **Simon Thompson**



7s



STYLISH, SHARP AND PLAYFUL

The poise of a GT in a four-door body: meet the E23

Taking on the might of Jaguar and Mercedes-Benz is no easy task. For the vast corporate monolith that BMW now is, back in the early 1970s it was a much smaller concern. After all only a decade earlier the company was in financial dire straits and a takeover from Daimler-Benz was on the cards.

A hefty dose of investment and success with the 700 had righted the ship, but when it came to replacing the E3, there were matters more geopolitical in play during the E23's development.

The OPEC fuel crisis of the early 1970s meant that developing a brand-new V8 or V12 to take on Jaguar and Mercedes-Benz would have been quite a leap. Where would the economies of scale have come from? Instead, BMW persisted with straight sixes for the executive express, mostly in M30 form; an engine that was first launched in 1968. Crucially, experiments with more cylinders did continue...

WHAT TO PAY 728i (E23)

Concours
£15,000+

Good
£10,000

Usable
£5000

Project
£3000

The apple didn't fall too far when it came to styling either – its sharknose design cues carried on from the E3, but appeared leaner, shorter and more in keeping with the 6 Series (E24), which was also penned by Paul Bracq in 1970. It's a handsome machine that perhaps seems more exotic now than it did back then. It was called old-fashioned in a 1982 edition of *CAR*, but now – with so few E23s left – it's almost as handsome as the E24.

If anything, it's sharper to drive, as an E24 only has effective brakes after your second hail Mary. Not so in the E23. It was the only BMW of the era with four-pot Girling calipers at the front. It was also the first Beemer to offer anti-lock brakes, and optional self-levelling rear suspension.

It hasn't lost the balance and steering feel from the rest of the range. There's directness and connectedness that give it a playful feeling in the corners that belies its size. It's by no means a sports car, but it feels more like a GT; there's a poise that's clearly of the same blueprint as the E30, E28 and E24.

That was also one of this car's biggest problems. It doesn't feel significantly more special, or different, to other cars in the range – it would be entirely familiar to anyone trading up from a 5 Series.

▼ First use of a 'check control panel' in a BMW.

MODEL CODE

E23

YEARS BUILT

1977-1984



▲ Fuel injection added 13bhp to M30B28 engine.



▲ Sharknose style inherited from previous E3.



4 STAR CLASSICS



THE SPECIAL ONES 745i AND 745i TURBO

There were three versions of the 745i, none of which came to UK shores. In Europe, the 745i was top of the tree, and used either a 3.2-litre or 3.4-litre straight six with addition thrust from a turbo. The name came from the theory that power produced

would be the equivalent of a 4.5-litre engine. Aside from the extra power (248bhp), options included heated and reclining seats, a leather-covered carphone and rear armrest radio controls. The car pictured is for sale with 4 Star Classics (4starclassics.com).

The South African 745i was a very different beast and used the same engine as the M635 CSI and M5 (E28). BMW used it to compete in the South African Modified Saloon Car Championship, winning the title in 1985 in the hands of Tony Viana.



NUMBERS BUILT
285,029

The same goes for the engines – even the UK's full-fat 735i used a variant of the M90 and M30 units that could be found elsewhere in the marque hierarchy, only in the much heavier Seven environs. As such, even in a 735i the experience feels a little asthmatic compared to the low-down grunt available from a contemporary Jaguar or Mercedes-Benz; that is, unless you wake up the kickdown; its 228lb-ft comes in at a fairly lofty 4000rpm. Such characteristics weren't what the class demanded; it wanted smooth torque delivery. In Nigel Hole's fantastic-condition 1982 728i we've got here today, its 177lb-ft comes in at 4200rpm.

With such characteristics it's easy to get carried away and forget this car's primary purpose – with feelsome (for box) steering and relatively high-peak torque, the E23

feels more like an E24 with four doors. It also rides like one too – though perfectly compliant and soft, you feel the pockmarks and grainy surfaces keenly through the wheel and slightly-too-hard seats.

You have to work to make quick progress, but it is rewarding when you do so; this is very much a BMW first, executive car second.

Sadly, that wasn't enough for the E23 to overhaul Mercedes-Benz and Jaguar. For true flagship glory, executives demanded imposing looks like the Merc, or chrome-laden regality like the Jaguar/Daimler. The '7, while beautifully elegant, doesn't quite have the same impact.

However, in 2020 and taken on its own merits, the E23 is a rare delight that appeals very much because of its inherent BMW-ness rather than its pretensions to

the executive car throne. It's a rare reminder of Munich's past age. Finding one is the real issue – very few nice ones still exist, and restoring one is a challenge due to the paucity of available trim pieces.

It is worth it – though it didn't topple Mercedes-Benz back in the day, driving one offers a beautifully Bavarian take on the executive class.

BMW 728i (E23)

Engine	2788cc, 6-cyl, SOHC
Transmission	RWD, 3-speed automatic
Power	181bhp@5800rpm
Torque	177lb-ft@4200rpm
Weight	1505kg

PERFORMANCE

0-60mph	11.5sec
Top speed	118mph
Economy	23mpg

SUBTLE, BUT EFFICIENT

A leap forward for the range and the marque

MODEL CODE
E32

NUMBERS BUILT
311,068

YEARS BUILT
1986-1994



The face of BMW and, indeed, the world had changed markedly in the decade or so since the E23 had been launched. Fuel economy fears had slowed, the worldwide economy was booming and BMW was flush with cash thanks to the success of its 3 and 5 Series models. On track, BMW was the pre-eminent force in touring car racing.

This all meant Munich was aiming big, and with it, set its sights on toppling Mercedes-Benz's S-Class (W126). The E32's initial sketches were made by famed Zagato Aston Martin stylist Ercole Spada, and productionised by Hans Kerschbaum. The result was a body not only cleaner through the air (0.32 compared to the E23's 0.44), but also much stiffer thanks to significantly fewer spot welds and panels. BMW claimed a 50 per cent increase in

torsional strength, in a body that was around an inch bigger in all dimensions.

The big news came with the engines. BMW not only offered sixes (and later a V8), but also a V12 – which came as a body blow to Mercedes-Benz. BMW's decision to add 12 cylinders to its range caused huge repercussions for the S-Class replacement (W140), delaying it by two years as Stuttgart raced to develop its own V12.

BMW hadn't abandoned its Ultimate Driving Machine principles. In fact even though the Bavarians had rightly targeted Merc's aerodynamics and Jaguar's quietness, according to *Autocar* one executive admitted 'regarding chassis and engineering, we don't think we need to improve the old car much...'

The engine range was vast – from the straight-six 730i you see here from Classic

Bahnstormers (classicbahnstormers.com) to the 750i, which pumped out 300bhp and do 50mph-70mph in 3.9 seconds.

Mercedes-Benz still had the edge on interior space, though. The E32 was noticeably bigger than its predecessor, but it didn't feel appreciably roomier. However, if you wanted more space, you could order a longer wheelbase version, a first for the 7 Series.

The instruments are angled towards the driver, and everything is clearly laid out. There is less of the spindly flair of the E23, but there's a subtle elegance to it all. There's some interesting tech, too – the side mirrors tilt down to the floor when reverse parking, there's also a digital mileometer, speed-sensitive windscreen wipers and, an icon of BMWs of this era, the check malfunction module. LEDs flash

THE SPECIAL ONES GOLDFISCH PROTOTYPE

If you think a V12 is extravagant, then look away now. In what must have been a slow day at BMW's powertrain department, the boss – Dr Karlheinz Lange – teamed up with the V12's designer, Adolf Fischer, to deliver their vision of the ultimate 7 Series. In 1987, they decided to add four cylinders to the V12, to create a 6.6-litre, 405bhp monster.

The normal V12 was pretty snug to begin with, so all the original radiators and pipes were junked for two located in the boot. Ducts were cut into the rear panels, and glassfibre scoops funnelled cool air to the radiators. The rear had an enormous metal grille to extract air, and required new lights. The best bit? It used a six-speed manual gearbox.

Unsurprisingly, the BMW board didn't greenlight it. 11mpg in town, anyone? Still, there was one side effect – upon hearing rumours of BMW's 175mph-capable experiment, Mercedes-Benz tried to go two better, exploring the idea of a W18 W140. Sadly it never got built...

BMW AG

WHAT TO PAY 730i (E32)

Concours
£9000

Good
£7000

Usable
£5000

Project
£2000

with increased severity to highlight 35 possible malfunctions. Just as well – BMW used over a mile of wiring in every E32.

All that wiring wasn't just for interior appointments. The E32 saw the introduction of 'ASC', or *Automatische-Stabilitäts-Kontrolle*, a traction control system developed with Bosch and actually announced prior to Benz's ASR system. Where Mercedes-Benz uses applied brakes as the first control device to slow a spinning wheel, the BMW uses engine speed to hold back wheelspin. It's still monitored by the wheel speed and accelerator sensors of the ABS system, but electro-mechanical throttle, ignition and injection control systems manage engine output. You don't feel it working, but the experience behind the wheel is a great leap on from the E23. Compared to a Jag though, there isn't the same sense of 'specialness' that comes from extensive moo and wood. Then again a similar-age XJ feels like a classic. Instead, the BMW feels subtly of its time – offering a clipped, efficient style without the austere environs



▲ Economy bar is hilariously optimistic.

Integrated
telephone
and fax
optional.

of a Mercedes-Benz. Think Business Class lounge rather than Gentleman's Club (Jag) or holding cell (Mercedes-Benz).

Has it lost its innate BMW-ness, though? The car was criticised for the optional Servotronic speed-sensitive steering when new (it was an option). This was perfect for the car's main goal – bullet-fast autobahn blasts. While the steering was light and reactive at car park speeds, at higher velocities your inputs were calmed down. Having more numb steering might be heresy to a BMW fan, but sneezing at three-figure autobahn speeds in lesser machines could leave the emergency services tidying you up with a sponge.

While there isn't the same fingertip deftness to the steering that the E23 has, the E32's more rigid body makes up for it. Push the E32 hard and it responds well – it moulds around you so that it feels like a 5.

It still wasn't enough. The S-Class W126 lasted for two 7 Series generations, but sold 300,000 more than the first two 7s combined. The E32 was a grand leap forward for the range and the marque, proving that Munich had the resources to bring the fight to Stuttgart's door.

There was one area where the E32 perhaps lacks something – and that was the undefineable 'specialness' you got from a Jag. Could the new E38 deliver and topple both Mercedes-Benz and Jaguar?



▲ M30/6 produces 197bhp in 730i form.

BMW 730i (E32)

Engine	2986cc, 6-cyl, SOHC
Transmission	RWD, 5-speed manual
Power	197bhp@5800rpm
Torque	203lb-ft@4000rpm
Weight	1600kg

PERFORMANCE

0-60mph	8.3sec
Top speed	140mph
Economy	22mpg

MUNICH'S ULTIMATE WARRIOR

Years of development helped E38 best BMW's rivals

Mercedes-Benz had been rattled by BMW. Munich's decision to build a V12 had led to an extra two years' delay and hastily added changes to both the exterior and chassis of the S-Class W140. The result was a bit of a mess – it cost a fortune to create, it cost 25 per cent more than its predecessor to buy and was launched slap bang into the middle of a recession.

Slam dunk for BMW, then? Well Munich had its own issues. BMW's chief designer, Claus Luthe, was jailed for manslaughter after an argument with his drug-dependent son in 1990, and external design was taken over by Boyke Boyer. BMW also delayed the introduction of the car for two years – the design was signed off in early 1991. A fortuitous move, considering the negative response to the S-Class W140 and the global recession.

When it appeared in 1994, it was everything the big, bloated Mercedes-Benz

WHAT TO PAY 740i (E38)

Concours
£8000

Good
£5000

Usable
£2500

Project
£1500

wasn't. It's one of the great saloon designs – sleek and elegant, yet still packing an imposing, sinister gait. Most importantly, however, it was quite unlike anything else in the BMW range, 8 Series (E31) aside.

The interior was something else, too. While still not an extravagant flight of fancy, the quality of the leather was much improved, and the vast swathes of leather-covered surfaces, squishy yet supportive seats and huge advances in technology combined to make this 7 finally come to terms with Jaguar's 'specialness'.

The engine choices also reflected a changing worldscape. While petrol-powered six, eight and twelve cylinder motors dominated, a choice of diesels joined the 7 Series class for the first time. The 730d monstered the S300/S350 for power and torque, while the V8 Biturbo 740d would toast the petrol-powered S500 for torque. The full-bore V12 was the customary flagship, boasting a thumping 326bhp from 5.4 litres. The 5.6-litre 380bhp engine from the 850 CSI was considered, but no automatic gearbox could handle the torque...

It was the 740i model that took the lion's share of sales, with 180,254 sold in both short- and long-wheelbase form. Three versions of the M60 series were used, with

▼ **Gadgets galore, but comfort to adore.**

MODEL CODE

E38

YEARS BUILT

1994-2001



▲ **First European car to get inbuilt satnav.**



▲ **'Got any salmon? Sorted! Oh what a carry on...'**



THE SPECIAL ONES THE JAMES BOND CAR

Britain's leading secret agent found himself in a Bavarian licensing deal in the 1990s, and of all the cars that came out of it, this is the one we covet most (the Z8 was an AC Cobra replica...). In *Tomorrow Never Dies*, our man heads to Hamburg to investigate media mogul Elliot Carver's nefarious dealings, and has to escape a multi-storey car park full of

his henchmen. Jumping into the back of the car, Bond pilots it from the back seat using a mobile phone, taking out his followers with a sunroof-mounted rocket launcher, spikes and a BMW badge-mounted wire cutter. Unable to escape, Bond jumps out before leading the remaining goons to the roof, whereupon the E38 is driven off the roof and into

a rental office. The chase required 17 740is badged up as 750is, and that wasn't the only deception. Other than the final shot of the 7 Series falling to earth (which was shot in Hamburg), you're looking at Brent Cross shopping centre car park. Four E38s were adapted to be driven from the



ALAMY

rear floor, using video monitors to see where it was going – it took three weeks to shoot two minutes of action.

NUMBERS BUILT
340,242



displacements between 4.0-litres and 4.4, all with a smidge over 282bhp. Critically the torque figure grew from 295lb-ft to 325lb-ft, giving all the outside lane urge you could want.

It drove well, too. Ride comfort was improved thanks to new multi-link rear suspension and optional electronic dampers. The BMW had the measure of its Jaguar rival, and thanks to tightly reined in body control, there was none of the pendulous roll you'd find in a W140. BMW had nailed it, then?

In many ways yes. Other than strong opposition from Audi's aluminium A8, the BMW was deemed the better executive back in the day. Only it doesn't quite feel like a BMW from behind the wheel.

It's still a good steer – responses are direct, and the body control and traction

are superb, meaning you can really hustle this 7 along a B-road. However, you do feel detached from the experience. Throttle response and steering feel are dampened down, while the smooth automatic gearbox is less amenable to excitable driving.

Munich itself felt this too, so introduced a Sport model, with stiffer suspension, sportier seats and tastier interior and exterior trim. Some Sports had an altered diff ratio too, plus a modified torque converter that allowed for extra revs to be unleashed.

The S-Class W140 still sold more in its lifetime (more than 400,000), but it never had the critical success that the E38 had. The E38 is revered as the finest 7 Series, and is currently enjoying a renaissance in appreciation and values. The only problem is finding low-mileage examples that

haven't had expensive maintenance neglected for the sake of lowering springs and 'sikk rimz'. Persevere and you'll find one of the greatest executive cars ever made, with an engine to suit any purpose. If you're just looking to cruise, the 728i is more than enough. Our choice would be a 740i – it combines the best bits of Jaguar and Mercedes-Benz into a glorious whole.

BMW 740i SPORT (E38)

Engine	4398cc, 8-cyl, DOHC
Transmission	RWD, 5-speed auto
Power	282bhp@5400rpm
Torque	325lb-ft@3600rpm
Weight	1925kg

PERFORMANCE

0-60mph	7sec
Top speed	155mph
Economy	23mpg

The Modern Classics view

Choosing the best 7 Series very much depends on what you're looking for – do you want the best executive *car* or the best executive *BMW*?

If it's the former, then the E38 is the clear winner. Not only does it look great from the outside, but it feels special to be in too. Despite it not really feeling like a BMW to drive (unless you plump for a Sport model), it's still a much better steer than the Mercedes-Benz of the same era, and on a par with the grace and opulence of a Jaguar. The perfect 1990s executive car? It's hard to bet against it.

There's a but on the horizon – in trading in some of that BMW-ness to master the (S) class, it's lost a little magic. The E23 has that writ large, from its distinctive sharknose looks to the whine from its big six engine, but perhaps is one saved for the most ardent BMW fans. There are very few left, and running one isn't the easiest. They're a great, characterful experience – imagine an E24 with space for five and

with proper brakes, and you're not far off. Values have risen because there are simply so few left, yet still restoration will make no fiscal sense, but we salute you if you do (and people have, and will continue to do so). It's a great BMW, if not a great executive car.

That leaves the E32, perhaps the best of both worlds. With a wide choice of engines and transmissions, timeless good looks and steering that, when pushed, almost has you believing you're in an E30 (but with better brakes), it's a great car to be driven in and drive. It's also the one to buy now – they're already becoming scarce, and the very best 3.0-litre cars are now pushing five grand and beyond. Not so long ago even a 750i was in banger territory. It's such a robust car that, setting aside any corrosion issues, could happily slip back into daily use.

Whichever one you choose, you'll more than likely be in Seventh heaven. **MC**

'THE 7 SERIES E32 IS
PERHAPS THE BEST OF
BOTH WORLDS'

Thanks to
the owners
for the very
long night!

Mardi Gras Motorsport

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YOUR DRIVES

Send yours to editorial@modernclassicsmagazine.co.uk

Weir all in agreement: the Cossie's a true icon.



FORD ESCORT RS COSWORTH

Mark McClelland 'Like all fast Fords they have rocketed in value recently, but rightly so'

Year 1993
Mileage 83,000
Acquired July 2017

Worst car FSO Polonez
Best road A712 Galloway Forest/Clatteringshaws Loch
Dad drove Minis, Datsun 120Y Estate/180B SSS, Cavalier (MkII)

Why the Escort Cosworth?

In 1992 as a young lad serving in the Royal Navy I'd stick magazine pictures of fast cars to my bunk wall, including the new Escort RS Cosworth. I fell in love with it instantly, but could never afford to buy one – never mind insure it. In 1994 while spectating at the Scottish Rally Malcolm Wilson let me sit in the Michelin Pilot Escort RS Cosworth rally car at the service area. I was even more smitten from that moment on, and dreamt of one day owning my own. In 2017 I finally achieved that long-held dream.

What's the best bit?

The whale tail rear spoiler – it's just so iconic.

What's the worst bit?

Mine does not have rust issues, so probably security – you just can't leave it anywhere in

public unattended without constantly worrying about whether it's been stolen.

Any modifications?

Yes: 18in Motorsport-style alloy wheels, K&N panel air filter, adjustable boost, stainless de-cat exhaust system.

What's it like to run?

Fairly easy to get service parts but some Escort RS Cosworth-specific parts can be difficult to find or carry a premium price.

What clubs and specialists help?

Graham Goode Racing and Burton Power stock parts; the Escort RS Cosworth forum is a good port of call for info and parts.

Any advice for buyers?

Have very deep pockets when it comes to

buying one. Like all Fast Fords they have rocketed in value recently, but rightly so – the Escort RS Cosworth is a hand-built rally car for the road, so will always be collectable. Always check for rust, accident damage, engine issues and electrical faults.

Any funny mishaps?

Within a few weeks of ownership I was having a little 'play' with a motorbike and on full boost the car burst an old coolant hose, spraying coolant at high pressure out of a bonnet vent and all over the biker. We both came to a safe stop and as he removed his full-face helmet I realised it was a friend. Thankfully he wasn't hurt, being protected from the hot coolant by his helmet and leathers. The car suffered no damage and all the coolant hoses were promptly replaced.



▲ Mark and his Cossie with a couple of hangers-on.

PORSCHE 911 C4 (964)

Jamie Waterston 'Essentially it has the perfect blend for a useable modern classic'

Year	1991	Worst car	Vauxhall Belmont
Mileage	100,000	Best song	The engine is my soundtrack
Acquired	March 2019	Best road	Out via Ashbourne and just hit the Dales

Why the 964?

When I was a teenager the film *Bad Boys* came out, featuring a 964 Turbo – from then on I always wanted one. When the time came, I knew I wanted a manual with good history and at the right money – that was about it.

What's the best bit?

The 964 is beautiful from every angle. It was the first four-wheel drive Porsche and also has power steering, aircon and ABS – so I have all the character and fun of a classic aircooled Porsche, but I know she stops, is easy to turn in car parks, and I won't need a shower after a run out on a hot day. Essentially it has the perfect blend for a useable modern classic. It also had the first self-raising spoiler, which operates at 50mph. It was way ahead of its time, which is why it has aged so well!

What's the worst bit?

I care too much about her, so she only goes out in the dry.

Any modifications?

I refreshed the suspension, lowering it 30mm all round with Bilstein B6 shocks and Eibach springs. The gold classic

Fuchs-style rims are courtesy of John Sage at Group 4 Wheels. I had the lightweight flywheel and was suffering with a stalling issue, so I added the Steve Wong 911 chip which catches the revs at 750rpm and fixes the issue. Finally I opted for just the wording on the side decal rather than a full-length sticker to keep it clean and simple.

What's it like to run?

Surprisingly good on fuel and I send all my Porches to Zuffenhaus Porsche who are very reasonable – £500 a year will keep it on the road in good health.

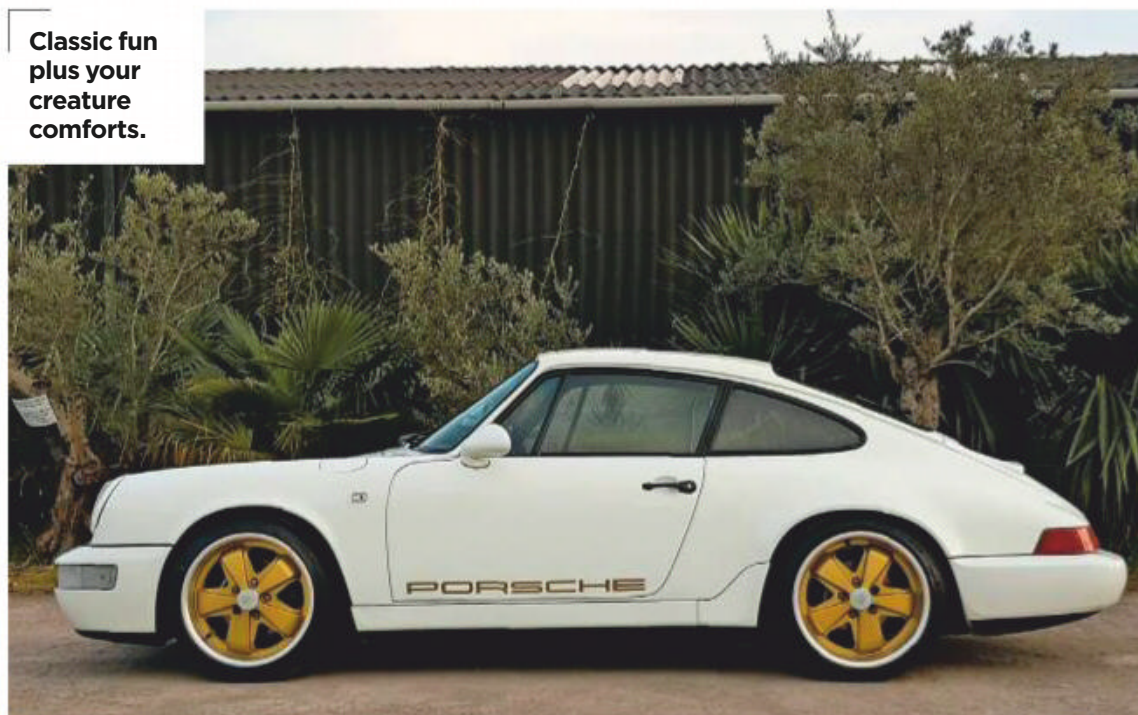
Any advice for buyers?

Check the history and all receipts – regular servicing is important. Also look for any signs of rust; the sill covers can hide a lot of what lies underneath, window edges can rust and rubbers will shrink over time. Recorded work on the belts, clutch, etc. is always good, as is a top-end rebuild or any serious engine work. Manuals will always maintain stronger residuals, as with all 911s.

Any funny mishaps?

Nothing to note, just be warned – they get a lot of attention!

Classic fun plus your creature comforts.



ALFA ROMEO 75 AMERICA V6 POTENZIATA



Giljan Van de Moortel
'The car has an amazing feel to it while driving'

Year	1991
Mileage	145,000 km
Acquired	July 2019
Dream car	Alfa Romeo GTAm 2000
Dream trip	Alfa Romeo Museum in Arese
Best road	The Flemish Ardennes

Why the 75?

The 75, for me, is the epitome of Alfa Romeo. It turns heads, has a great drivetrain and some odd features that would most likely drive the modern Audi or BMW owner mildly mad. It's fine in modern traffic, seats four and looks stunning. The car has an amazing feel to it while driving.

What's the best bit?

At the risk of sounding clichéd, the Busso engine – amazing noise and performance for a car of its age.

What's the worst bit?

The driving position. I've changed the seating rails so it slides back further, and replaced the steering wheel with a Momo for more leg room. An extended hub can help.

Any modifications?

Just the above so far, but I wouldn't be opposed to a new set of wheels and some stiffer suspension either.

What's it like to run?

If you spend some time looking around, parts can be found reasonably cheaply. Maintenance advice can be found on the Alfa Romeo forum, so the costs aren't ridiculous.

What clubs and specialists help?

Mainly the Dutch alfaclub forum offers a lot of advice, but on drives you tend to meet knowledgeable people.

Any advice for buyers?

Check the bodywork for rust (jacking points/sills, arches and around the boot). The centro documentazione at Alfa Romeo can also give you factory build details of your car based on the VIN number.

Any funny mishaps?

A week after buying the car one of the rubber 'donut' drive couplings shattered. At first I thought something had broken in the gearbox, but luckily it was a reasonably quick fix.



Aftermarket 17in alloys beef up this Barchetta.



FIAT BARCHETTA

Stuart Major 'I love being able to get the roof down on nice days and see the admiring looks'

Year	1997	Best road	Transfagarasan/Stelvio Pass
Mileage	66,000	Best car film	Italian Job (original)
Acquired	December 2015	Other hobbies	Cycling, running, keeping fit

Why the Barchetta?

Its drop-dead gorgeous looks. I also love owning a very rare car. Underneath the shell it is basically a sporty Punto, so it's cheap to run – and cheap to insure as a classic car. They're all left-hand drive, but that doesn't bother me.

What's the best bit?

Being able to get the roof down on nice days and see the admiring glances.

What's the worst bit?

They all leak – that's why Fiat put in rubber flooring! They leak in three places: the roof rubber elbow joint, the bottom door sill rubber, and below the rear window if you're parked nose-down on a slope. If you're going to own one, park it in a garage or use a car cover. Try to get one with leather seats as cloth seats get stained very easily from water ingress. I bought a hard top for mine, but it still leaks!

Any modifications?

I've changed the 15in steel wheels for 17in Team Dynamics alloys to give it a

more contemporary look. I've also had the hard-top headlining recovered with black suede too.

What's it like to run?

Parts are still readily available from Fiat dealers and scrap merchants. A full service is just less than £200 about every two years, depending how many miles you do. I'm fortunate enough to have a specialist Fiat Barchetta garage five miles away. Tax is about £150 a year and classic car insurance about £120.

What clubs and specialists help?

I'm a member of the Fiat Barchetta Owners Club UK. Specialists out there include DTR and barchettaparts.com

Any advice for buyers?

Do a free MoT history check, check all inner/outer wheelarches for corrosion. Inspect the roof for any rips or gaps that may allow further water ingress. If the car has been imported, ensure that the headlights are UK-legal. Check the shut gaps, inner boot and under bonnet for any signs of accident damage.

NISSAN SKYLINE GTS-T



Rob Howell 'Leave some room in your budget for rear tyres!'

Year	1996
Mileage	35,000
Acquired	2019
Dad drove	The best has to be a Ford Capri
Dream car	Shelby Cobra 427
Other hobbies	I race yachts in the Solent

Why the Skyline?

Gran Turismo II, in a nutshell! Loved that game as a teenager and since then I've always wanted one. This year, after finding out what was supposed to be our second and final child was actually going to be my second *and* third child, I realised I had to get rid of my Focus ST to buy my wife a bigger car. It's not even remotely practical for a big family, but I thought it's now or never!

What's the best bit?

That engine – its great. You've got to rev it, but when the turbo kicks in it launches the car. It sounds great too!

What's the worst bit?

It leaks and rusts like you wouldn't believe!

Any modifications?

Rota Grid Drift 18in alloys, smoked side indicators and a DAB radio but that's about it really. It has a factory-fitted Aero Package and Nismo front grille already so I think it looks great.

What's it like to run?

Costly! It takes super unleaded and does about 23mpg. You can order almost any parts you want from Japan, but it's expensive. Nissan offers a lot of historic parts, but again not cheaply.

What clubs and specialists help?

There's a great garage ten miles from me called Garage-D. There's a few Skyline clubs on Facebook with a wealth of knowledge.

Advice for buyers?

Rust. The strut tops in the engine bay are the main issue. They leak around the bootlid and rear lights, so check the boot floor. The engines, if serviced regularly, are pretty bulletproof, but make sure any mods have been done properly. And leave some room in your budget for rear tyres!

Any funny mishaps?

Not really, although I smack my head on the boot catch pretty much every time I open it.





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OUR DRIVES

Tales of running modern classics in the real world

BENZ HIS OWN RULE

JJ spends near the equivalent market value of his 190E on its repaint – good job he's not selling it any time soon then...



This old Mercedes-Benz does strange things to me. All I need to do is sit in it and I once again fall under its spell. The whiff of 1980s-era

M-B – or is that fungus? – fills my lungs as I grasp the leather wheel and fire up its big six-cylinder engine. That's all it takes – I'm hooked. If I even think of selling it, one brief drive is enough to convince me otherwise.

This is a driver's Mercedes-Benz too, as it has three pedals rather than the immeasurably more common pair. The five-speed manual is the ideal tool to deploy every last rpm, which I do on a regular basis in order to soak up the audible magnificence of the M103 engine. Then there's the Sportline additions and the Bilstein B6 dampers, both of which enhance the driving experience of what was already a pretty neat-handling saloon.

Now for the bad bit. Even the youngest 190Es are 26 years old, so 30-year old unrestored survivors, like mine, can be forgiven for starting to look tatty. When I bought mine five years ago it had a few minor bits of corrosion here and there, but nothing that suggested it was ready to



throw away. However, the years have taken their toll. Though it has still survived better than most, the usual grot spots around the front wings have broken through into full-on rust holes. A few other stranger areas have also succumbed. Under the rear lights and an area of the roof just outside of the sunroof's sweep have weirdly rotted. Both of these are tricky spots to sort. I'm happy to weld a few repair panels – in fact I've done just that to the boot floor and the jacking point on this 190E – but tackling top-side repairs and paint is beyond me.

During a fortuitous conversation at last November's NEC Classic Motor Show with Sean Fleetwood of the Scirocco Register (trying to palm my Storm off on him) he gave me Ant Thomas' contact details. Ant owns Rustrepublic – a Nottinghamshire-based restoration shop that takes on everything from servicing and mechanical overhauls to full restorations. My 190E, it turns out, is somewhere in between...

Just before Christmas I gave Ant a call and fate seemed to step in to direct proceedings. Already well known in VW circles, he was keen to up Rustrepublic's reputation across all classic marques. It also turns out that he actually runs a 190 himself (no 'E' – it's a carburettor model) so didn't need much convincing to take mine on. Not even remotely worried by the WhatsApp

▲ JJ's 190E preps itself for paint by falling apart.

▼ Odd spots of corrosion didn't put Ant off.



▲ It turns out the 190E has had previous repairs...





Emma Airey, Head of RH Insurance tackles insuring our drives
'Having previously re-mortgaged my home to pay for a restoration, I know only too well how costs can spiral. Fortunately, with RH, there are no admin fees for premium adjustments. This means JJ can ensure his cherished 190E is adequately insured right through the process. His policy may only change to reflect the car's new value.'

Call 0333 043 3911 or visit rhspecialistinsurance.co.uk



'Perhaps a little low,' JJ admits. It will rise...

'30-YEAR OLD UNRESTORED SURVIVORS, LIKE MINE, CAN BE FORGIVEN FOR LOOKING TATTY'

shots of my 190E's less glamorous angles, the next step was to take the car to him for a closer inspection. He still didn't wince at any of the grot spots, so with a cuppa in one hand and the chequebook in the other, a deal was done and I handed him the keys.

If, like me, you are used to doing all of your own maintenance/restoration work, it's an odd sensation to give it all over to someone else. But having seen several of Ant's previous restorations and the cars in his workshop, I have no doubt that his team will do a top job. Not to mention it'll actually be done a lot sooner than if it was down to me.

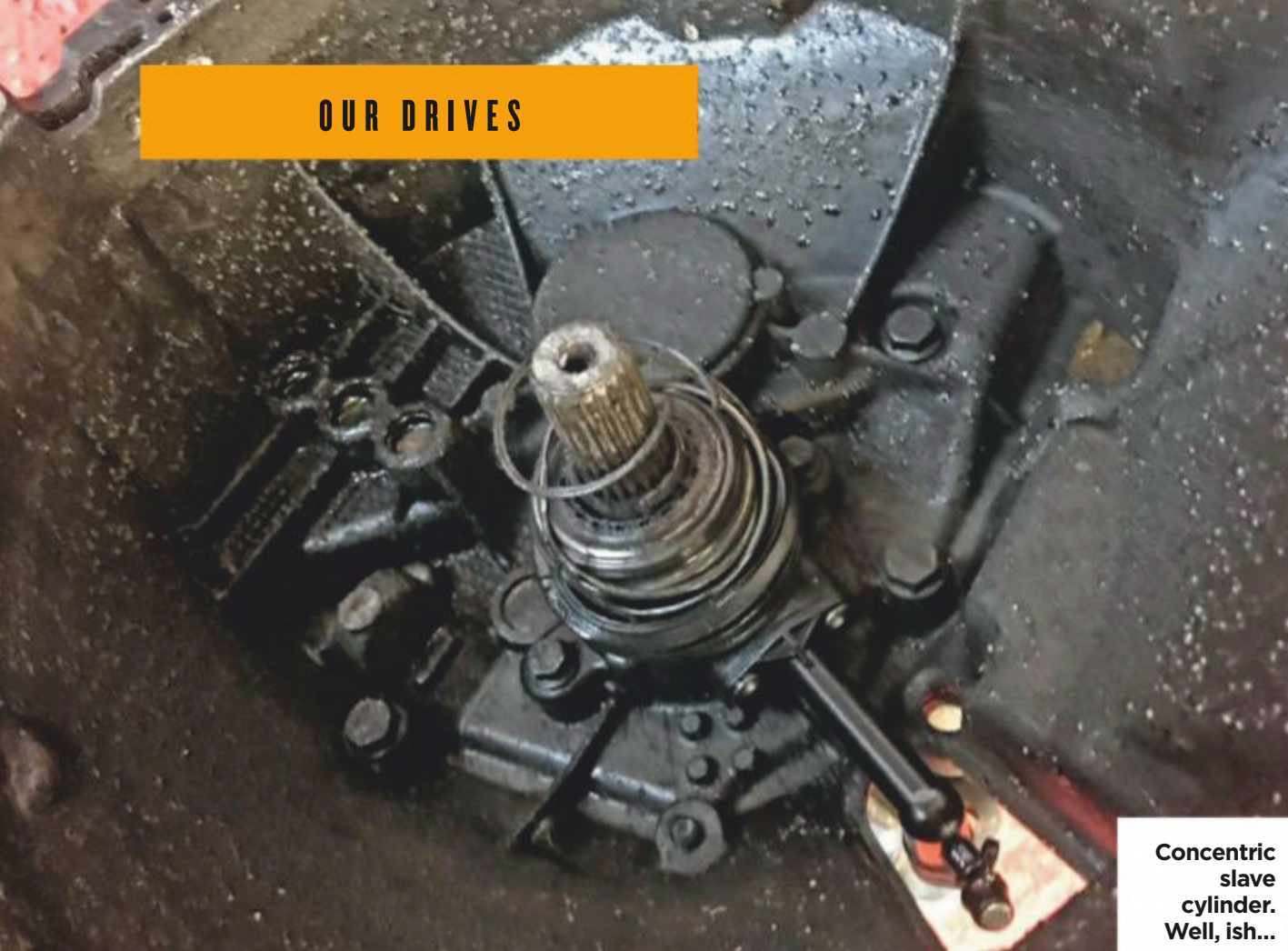
Time has become a lot more precious to me these days. Also, I know deep down that many of the grand plans I have for several of my cars will likely never come to fruition. So it feels good to know that at least the 190E will emerge this spring looking the way I've always seen it in my head.

I dabbled with the idea of changing the colour, but apart from the increased cost and time, white just suits its lines too well. There aren't many shades that evoke the spirit of the 1980s quite like white. This is also an ideal opportunity to upgrade a few visual elements of the car with period upgrades

– all of which would have been available to order from your Mercedes-Benz or AMG accessory brochure in August 1990. We will be checking back in with Ant and the guys at Rustrepublic (rustrepublic.co.uk) over the next few months, but in the meantime why not check them out yourself? JJ

MERCEDES-BENZ 190E 2.6

Year	1990
Acquired	Sept 2015
Mileage	165,716
Costs	£4500



Concentric slave cylinder. Well, ish...

CLUTCHING AT... WELL NOT A LOT

Twin Spark Alfa sparks a mild panic attack for Nathan



It started with a low gravelly noise. Then panic. Twin Spark engines aren't known for reaching the mileage mine has and, as it ticked over

293,000, from behind the wheel it sounded like something was going badly wrong. Could it all be over before the 300k mark?

Up to then the 156 had been charmingly comfortable for long trips. Peterborough to Plymouth and back again did cause some headscratching, but it performed well, even if it wasn't particularly swift. Happily, when I got out, it became clear the not-so-dulcet tones were distinctly clutch-related. Good news – until I heard of how much of a pain they are to replace.



▲ Making Alfa friends at Gloucester Services.

Obviously replacing a clutch is beyond my skills, so, off it went to Autosportivo near Bedford (01234 378163) for a new one. Boss man Antonio Damiano had quite a job removing the subframe to fit the new one. 'It just kept fighting me,' he said. Eventually, after many hours of sweat, a new clutch and concentric slave cylinder were installed.

While there, it was thought a good idea to change the coolant tank – the previous owner had reported the need to top it up every week. All in all an expensive job – the final bill was three times the cost of the car – but then this is no ordinary 156.

Unfortunately, it celebrated its new clutch in style by taking a sabbatical from onward movement a few weeks later. I'd used the wife's BMW for a few days, which obviously wouldn't do, so it refused to even light the dash, let alone prime the fuel pump. Charging the battery didn't help, and when the AA chap tried new fuses, they blew.

Eventually the AA guy managed to get it started, so I took it to Express Autocare (expressautocare.co.uk) in Peterborough (I didn't trust it to get to Bedford). It turned out to be the switch at the end of the ignition barrel – apparently it had burned out, so the immobiliser couldn't switch itself off. A secondhand unit from eBay and I was away again. Another £100, but it seems to be fine now. And she's worth it. **Nathan**

ALFA ROMEO 156 TWIN SPARK

Year	2004
Acquired	February 2018
Mileage	293,710
Costs	£700 (clutch/ignition)

THE REST OF THE FLEET

Ups and downs from the other cars in MC's collection



1995 TOYOTA CELICA



'The Celica is currently my only form of transport after the BMW failed to proceed in spectacular fashion (see below) and the Volvo remains turbo-less. I chose to reward my Toyota's steadfast loyalty by hammering it around Silverstone at the Vintage Sports Car Club's Parallel Pomeroy Trophy meeting. It needed some rear tyres before this, so the multitude of handbrake turns didn't exactly improve the situation: more next month.' **JJ**



2004 ALFA ROMEO 147 GTA



'It's a little early in the year for a long trip in the GTA – both for its sake, and that of my wallet – but I've been exercising it regularly. The Toyo Proxes T1-Rs are largely good. I do miss the initial bite of the Pirellis, but I'm enjoying the little bit of slip the Toyos give me later on in the corner – the Pirellis, along with the previous suspension settings, made it handle like an old Audi. Much like the rest of the car, they reward initial faith.' **Nathan**



1999 BMW 535i (E39)



'In nearly two years of owning this 5 Series I've done just 6000 miles. I've largely kept it for long high-speed journeys, where it shines and has a slim chance of providing acceptable economy. Though feeling I wasn't using it enough recently, I took it for a trip to my workshop, that was the plan at least... Instead it made it four miles before a flashing engine light heralded a horrendous noise and lack of forward progress. It might be terminal...' **JJ**

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However, if you'd prefer to use your own supplier, there's not much more to pay – £125 excess. This is much less than what the full retail price on a windscreen might be – especially for rarer modern classics where replacements can be tricky to find.

Furthermore, you can also claim for bodywork damaged by scratches from broken glass.*



RH Specialist vehicle insurance's Emma Airey says, *"I have personally benefitted from RH's windscreen repair and replacement cover on several occasions over the past decade. It was reassuring to know I had windscreen cover and I was able to book a convenient appointment for the windscreen technician to repair or replace my screen at home or their nearest fitting station. My E46 M3's windscreen, which had a heated element and tint, suffered a large crack whilst travelling on the A14. This was swiftly replaced with an identical item by National Windscreens".*

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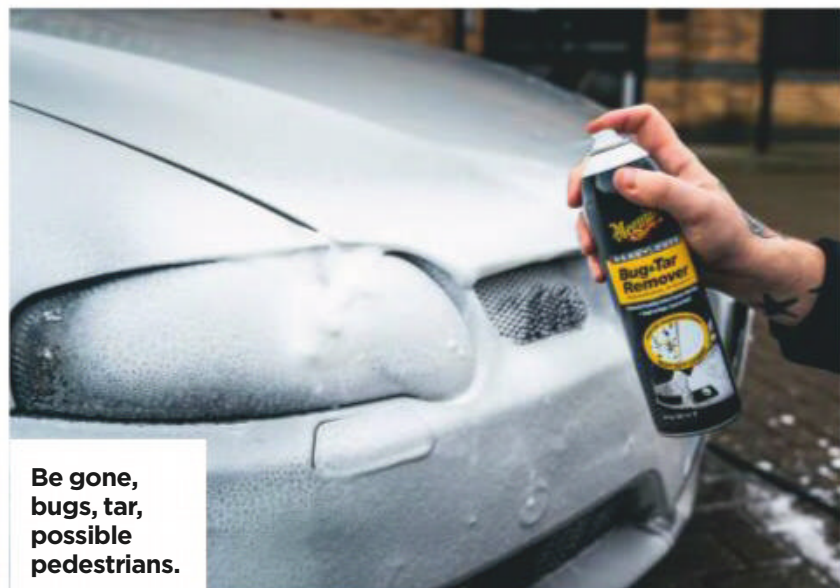
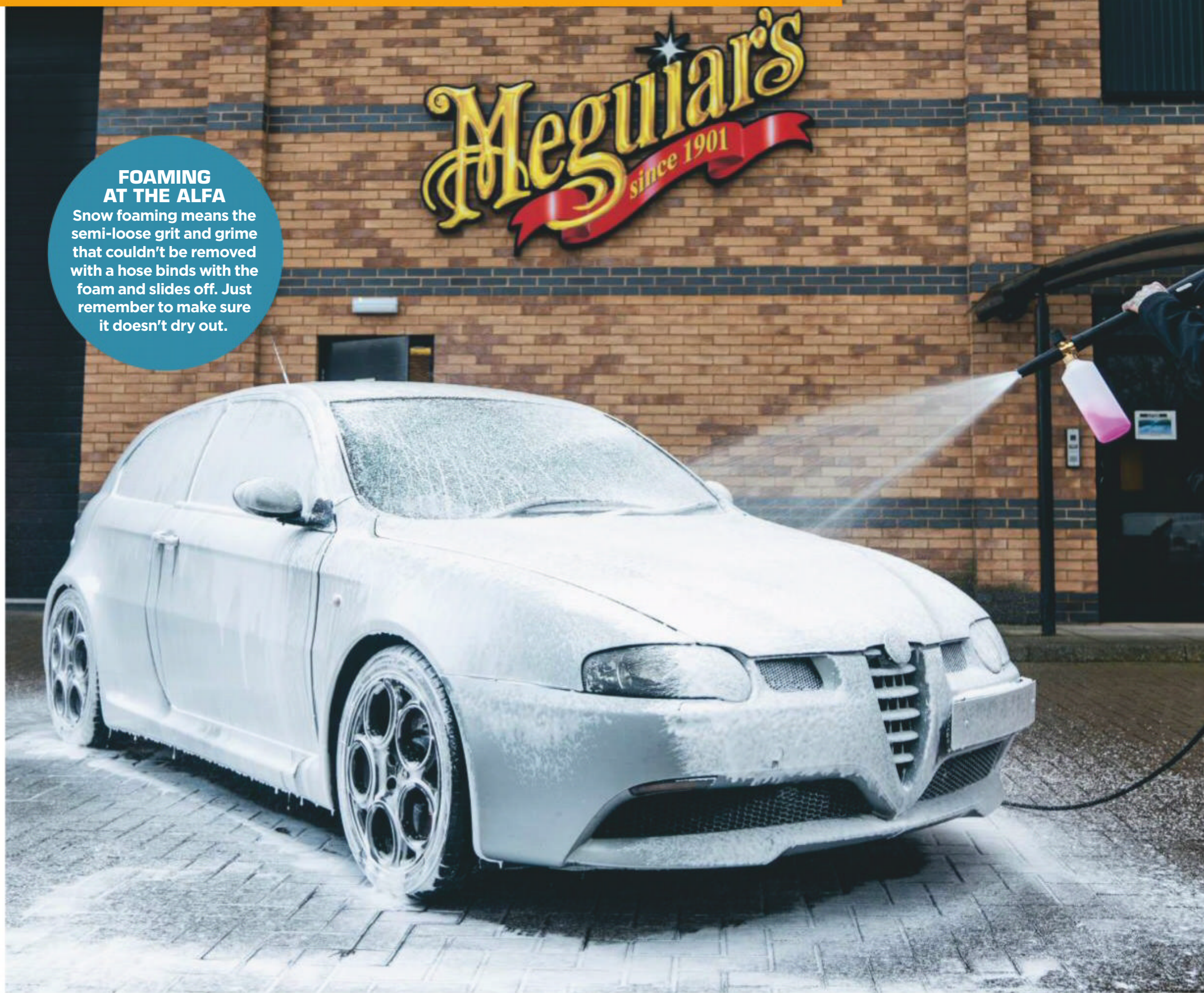
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DAY IN THE BAY

Go from detailing novice to a hero in 12 easy steps with Meguiar's

FOAMING AT THE ALFA

Snow foaming means the semi-loose grit and grime that couldn't be removed with a hose binds with the foam and slides off. Just remember to make sure it doesn't dry out.



Be gone, bugs, tar, possible pedestrians.

The cleanest it's been for many, many months.



MEET DALE

Dale Masterman is a key part of Meguiar's UK. The team's fleet of cars include a Renault 5 GT Turbo, Ford Crown Vic and Dale's Merc W114. He's turning a Jag S-type R into a track toy too.

WASHING, REMOVING TAR & SNOW FOAM

Time to let Nathan's Alfa Romeo 147 GTA's paintwork actually feel fresh air after months languishing beneath road grime



The beginning of every good detailing session obviously involves removing any grime that's built up over time.

The first, and most obvious course of action is to jetwash your car to remove as much of the loose debris as possible. Happily, the Alfa's extremities held up to the spray, and none of the paint peeled off.

Now, if your father brought you up to use washing up liquid, the old man was wrong. Washing-up liquid and other household detergents contain chemicals that will eat away into your car's paint protection, leading to a dull finish at best, and at worst, lead to corrosion further down the line.

To do it properly, Meguiar's UK's Dale Masterman and I will be getting busy with the snow foam. If you've never used it before, it's quite a sight – but don't be concerned. A good snow foam won't damage the paint or wax coatings.

We're using one part (100ml) of Ultimate Snow Foam Xtreme Cling Wash to five parts water (500ml) in the foam cannon bottle. The foam has a unique formula that doesn't strip wax or coatings. After applying it to the whole car, allow it to dwell until the foam begins to break, but don't allow it to dry or freeze on the surface. Then it's time to rinse the car again – there's no need to worry about it draining away into the road, unless one of your neighbours is easily perturbed by the ending of *Ghostbusters*.

Next up comes hands-on cleaning. We're using Meguiar's Ultimate Wash and Wax for this in one bucket, and clean water in

another bucket for rinsing. This Meguiar's bucket has a grate to trap grit at the bottom. Because I'm a bit of a tart and it's winter, we're using warm water in a second bucket, but the Meguiar's mitt isn't just to keep my extremities attached. Not only does it allow for a more direct contact with the surface of the car and an intuitive approach to on-car pressure (say for spoilers or other trim pieces), but it's also extra-absorbent, which means it carries more suds and water than a microfibre, so it lifts and cleans more dirt. It's machine-washable, too.

Dale says it's best to work from the top

'WASHING UP LIQUID HAS CHEMICALS THAT WILL EAT AWAY INTO YOUR CAR'S PAINT'

down, moving from side to side, to avoid swirls. Be sure to rinse and squeeze the mitt often before gathering more suds.

Once that's done, rinse the car down with the jetwash to get rid of any remaining shampoo and to drain any pooled water; that makes drying much easier.

The next stage is drying – time for some elbow work. After shaking out Meguiar's drying cloth and pulling off any tags, fold it in half and apply firm pressure, drying surfaces in straight lines. Next job? Paint correction. See you next month. **Nathan**

Something similar in JJ's browser history...

Two buckets technique, or 'Dual Hyacinths'.

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TRADE NEWS

All the latest results from classic sales around the UK

STOP THE PRESS



The Corolla that brought in the dollar

A forgotten hot hatch always raises an eyebrow (especially so since we championed five of them a few issues ago), but after Anglia Car Auctions' 25 January, sale that eyebrow was somewhere near Sweden.

The 1990 Toyota Corolla GTi 1.6 that was somewhere in the mid-section of the day had been bought a year ago from someone who had stored it for nine years of his 20-year ownership. Its most recent MoT was in 2010, when it had covered 102,918 miles. It was offered as a restoration project, though other than a steering wheel that had gone grey in its old age, the interior looked complete and in good nick.

The Corolla GTi is a rare car – from 4300 on the nation's highways in 2001, numbers have dwindled to 58. That means it's very rare, but even so, pre-match thoughts were that its £1000-£1500 estimate was a little fanciful.

How wrong we were. When the buyer's premium was added, the final figure was £3816.

Now, as lovers of all things hot hatchback and mildly obscure, we obviously commend the bidders on this one. However, a tough road ahead lies in finding parts, but we wish the new owner well in their quest. Just one thing though – if you're out there, can we feature it when you've finished the restoration?

More details on the sale can be found at angliacarauctions.co.uk



Trending: C4 Corvette

One to buy!

C4 Corvettes are not for everybody. For starters, unless converted, you will be looking at a left-hand-drive car – and that's a stumbling block for many. Then there are gripes about poor quality, overly stiff suspension and underwhelming power outputs.

Yet, some perspective is required. For starters, the C4 often cost half that of similarly performing European rivals, so you could forgive it for being a little crude. They were also sensitive to specification, with many featuring upgrade packs that made them decidedly unforgiving. Sure, the

on-paper figures were often not impressive – but most C4s weighed around 1400kg; even the lowly early 205bhp Crossfire-engined variants could scoot from 0-60mph in under seven seconds.

Buyers seem to be coming around now, as prices have been creeping up; this 1987 model, with the Tuned Port Injection engine, sold at an SWVA auction in January for £8768 including premium. That's serious money for a pre-facelift automatic C4. Fortunately, there are still bargains to be had. If you want some durable V8 fun, keep an eye on the classifieds for 1989-on cars with the six-speed manual transmission.

Get a US history check if you're looking at an import, as UK checks won't reveal any past overseas issues.

Boosted budget Porsche

► **No, not that kind of boosted Porsche. At Anglia Car Auctions on 25 January, this smartly presented 924 Turbo went under the hammer and sold for just £5936, including premium – falling a fair way short of its £7000-£8000 estimate.**

It had recently received a fresh timing belt and tensioner, new discs and pads all round, a comprehensive service, refurbished wheels and new Pirelli tyres. There wasn't even a questionable number of past owners, either and even the mileage didn't raise eyebrows, clocking in at an eminently sensible 74,200 miles.

There was some reason for its low sale price, though; there was the odd rough edge and the MoT history revealed a significant amount of underbody work. Still, if you were looking for a car to have fun in without



having to worry about every dint and scratch, it was an affordable route into turbocharged Porsche ownership.

That all said, the winning bidder might end up kicking themselves a bit – as the same car sold in December for just £3441 at a CCA sale. Mind you, if you're not there then it's a bit moot. If they're happy with it, and enjoy it, they've not done badly for six grand.

A really smart 924 Turbo will often set you back well in to the five-figure range.

Accessible and reliable V8 fun

► Many long to own something with eight cylinders under the bonnet, but buying such a car for comparatively sensible money can be a trick. You could go for something old, with all the associated problems and drawbacks that age brings, or something a bit more modern – but then tales of cylinder liner issues, questionable timing chains and costly repairs might put you off.

There is the odd exception, however, such as the Vauxhall Monaro. It's a smart coupé, with a 5.7-litre LS1 V8 and a six-speed manual gearbox.

They're uncomplicated and easy to look after – and a standard early 328bhp car, from 2004, will get from 0-60mph in six seconds flat. They're not ideal for tackling twisty country roads in standard form, mind, as the gear change, weight and steering does leave a fair amount to be desired.

You can forgive it that, though, given how little you will pay for one. This example was in excellent shape, yet it sold for just £6850. It's not uncommon to see them for around this kind of money, either, and you will find higher-mileage cars for even less.

This Monaro had a set of matching Pirellis and an aftermarket exhaust.



Oddball Subaru is no budget buy

Auction action!

Okay, so this is a little off-piste – but who among us has often glanced at a Skoda Felicia Fun or similar and thought, 'Yeah, that'd be a bit of a laugh.' The Subaru 284 – marketed as the BRAT and Brumby in other markets – is admittedly a bit of a curiosity and something not liable to pop up on the radar of many a reader.

They are, however, increasingly collectable and often command several thousands of pounds. You might justifiably balk, but this 138,206-mile 284 recently sold at Anglia Car Auctions for £4346 including premium.

It's not the only one of its type to command decent money in recent history. One sold at a Mathewsons auction for £6020 towards the end of 2019, and some have been drifting around with heady five-figure estimates.

There are some interesting things about these pickups, too. They all had Subaru's distinctive four-cylinder boxer engine and all-wheel drive; yes, people have carried out WRX conversions and similar, making the compact 284 far more evocative.

Anyway, one to keep a casual eye out for. If your neighbour mentions they've got a Subaru pickup in their garden, it might be worth closer investigation.



This 284 came with history and recent new brakes.

CAUGHT OUR EYE

The team's favourite cars on sale this month



1988 MERCEDES-BENZ 560 SEC

On sale at: Graeme Hunt
(via classiccarsforsale.co.uk)

Price: £36,750



'Few cars epitomise the glorious old-school Mercedes-Benz image better than an SEC, especially in gold. F1 drivers plus even Brian Sewell, drove them. This one's only done 61,000 miles. Unleashing all 300bhp of it is a deeply pleasing thought...' JJ



1993 LANCIA DELTA EVO 2

On sale at: Private sale
(via classiccarsforsale.co.uk)

Price: £42,250



'All the luxury barges in this issue are great, but it's got me yearning for some maximum attack driving. Few cars are more adept at that than a Lancia Delta Integrale. This one's done just under 89,000 miles which means it's been properly used. That's a good thing.' Nathan



1994 JAGUAR XJ6 SOVEREIGN

On sale at: Jaguar West London
(via classiccarsforsale.co.uk)

Price: £7995



'This month's XJ12 is a lovely thing, but the fuel consumption would sour the enjoyment. I fancy this stunning XJ40 4.0-litre. Even though it's UK spec, it's been owned by fastidious Japanese owners, and is due to be shipped over. Rare in the X300 Sapphire Blue, too.' Simon

THE AUCTION FINDS THAT GOT AWAY



1985 Bentley Turbo R

LOW-COST LUXURY

Sold for £6138 at SWVA, 31 January

► If our lead feature triggered some inner lust to run off and live your Learjet life, this would have been the ideal gateway into inexpensive upmarket classic ownership. This Turbo R had done 96,722 miles and had a comprehensive history, a recent service and no MoT horrors; the interior was in great condition, too. All in, this Bentley sold for £6138.



1997 Rover 623 GSi Automatic

BARGAIN WINTER HACK

Sale details: Sold for £455 at SWVA, 31 January

► Rover's 623 GSi was a pleasingly competent saloon, with a refined engine, decent chassis and comfortable interior. Not something we'd usually make a beeline for, but this 78,000-mile car sold for just £455. It had an MoT until June, no horrors in the history file and just three owners from new. Throw some consumables at it, tidy it up a bit and revel in some low-cost motoring.



1988 Peugeot 205 1.9 GTI

TWO GRAND FOR A GTI

Sold for £2226 at Anglia Car Auctions, 25 January

► You can still find a bit of affordable hot-hatch action if you nose around a bit... this 1.9-litre 205 GTI sold for £2226 at ACA. Recommissioning was required, as it had been parked since 2015, but it was all there. It had also been put through an MoT, revealing a list of easily tackled issues and making it more of a known quantity.



1991 BMW 850i

BUDGET BAHNSTORMER

Sold for £6784 at Anglia Car Auctions, 25 January

► If you're looking for some wedge with an edge, how about a V12 BMW? This 134,797-miler had spent a long time laid up, but it had a recent MoT with only a few minor advisories and reportedly drove very well. It looked in good shape, with a clean engine bay and smart interior. Titivate it a little, settle back and enjoy that V12.



1986 Porsche 924S

A 924 TO COSSET

Sold for £7632 at Anglia Car Auctions, 25 January

► The recent ACA sale served up another 924, this time in S specification. Unlike the Turbo version covered on the previous spread, this was a smarter and more original car than appeared in much better condition. With a warranted 75,500 miles, the first owner had it for 26 years – and the car had reputedly been garaged its entire life.



2000 Jaguar XK8

SLEEK JAG, SENSIBLE MONEY

Sold for £2959 at SWVA, 31 January

► Here's another V8 coupé that might prove tempting: an XK8. This car had 142,000 miles and incomplete history, but it was reputedly otherwise in good order – and, after fees, it sold for £2959. You'd have to keep an ear open for timing chain noise, mind. Interested? Best keep tabs on the online classifieds, as you will occasionally see these Jaguars for similar money.

AUCTION SCHEDULE

Where to go for your own modern classic bargain...

MARCH

Wednesday 4

Brightwells Classic & Vintage

Easters Court, Leominster

brightwells.com

Wednesday 4

H&H Live Online Auction

Online

online.handh.co.uk

Saturday 7

Historics Ascot Racecourse Sale

Ascot Racecourse, Ascot

historics.co.uk

Wednesday 18

H&H Duxford Classic Car Auction

Imperial War Museum, Duxford

handh.co.uk

Thursday 19

Dorset Vintage & Classic Auction

Henstridge Airfield, Henstridge

dvca.co.uk

Saturday 21

Bonhams MPH

Bicester Heritage,

Buckingham Road, Bicester

mph.bonhams.com

Saturday 21

Mathewsons

Pickering, North Yorkshire

mathewsons.co.uk

Sat-Sun 28-29

CCA Practical Classics Restoration Show Sale

The NEC, Birmingham

classiccarauctions.co.uk

Sunday 29

Bonhams Goodwood Members' Meeting Sale

Goodwood Estate, Chichester

bonhams.com

APRIL

Saturday 4

Anglia Car Auctions' classic sale

King's Lynn, Norfolk

angliacarauctions.co.uk

Wednesday 8

Charterhouse Auctions

Royal Bath & West Showground, Shepton Mallet

charterhouse-auction.com



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TRADE VIEW

Insider info on the modern classics to snap up now

ITALIAN (TWIN) SPARKLE

Rare Alfa is ideal for collectors and enthusiasts alike

You'd know that you were speaking to an enthusiast if, upon asking them to list some classic quick hatches, they mentioned the Alfa Romeo 145 Cloverleaf. It's a car well regarded among automotive devotees, after all; its quirky styling, eager Twin Spark engine, gratifying handling and excitable manner make it more interesting and tempting than staid contemporaries such as the VW Golf GTI MkIII.

When new, the 2.0-litre Twin Spark engine put out 148bhp at 6200rpm and 138lb-ft at 4000rpm, which was good enough to propel the 1240kg hatch from 0-62mph in 8.4sec. Wound out to the nines, it'd hit 130mph – and, driven sensibly, it'd average north of 30mpg.

'They're good fun and definitely pokey,' says Luke Miller, owner of Italian car specialist Italicar. 'It's of an era when Alfas were reliable and comfortable; they're also of the price range where you haven't got to worry about it, as they can be bought for reasonable money and enjoyed.'

The Cloverleaf variant of the 145 arrived in the UK in 1996 and lasted until early 2001. There are not many road-legal cars left, however. According to the DVLA, as of the



Engine rattle might be cam variator.

'QUIRKY STYLING, EAGER ENGINE AND AN EXCITABLE MANNER'

end of 2019, just 77 examples were actually on the road. On a more positive note, 199 are reportedly SORN – so there could be good projects or potential runners out there if you're prepared to put the legwork in and find one for yourself.

To put the surviving numbers in perspective, there are some 6500 Peugeot 205 GTIs left on the DVLA's records. The earliest examples of the Cloverleaf are now also knocking on the door of 25 years old, so heading towards distinctly classic territory.

'They seem to have gone under the radar a bit,' says Miller. 'They were never the most sought-after car when new, as the marque was a little forgotten in that era; I think they're due a bit of a resurgence.'

That said, there is a fair bit to look out for if you're considering a Cloverleaf. For starters, it's suggested that the timing belt and tensioner should be changed every 36,000 miles or three years. Corrosion can also be an issue and, of course, age-related wear and tear can mean that the running gear will need attention.

Fortunately, even good cars are still sensibly priced – despite their rarity. Higher-mileage examples often command around £2000, while the asking price for even the most immaculate cars ranges from £4000-£6000.

You'll often encounter Japanese imports, too, which are generally in far better condition underneath.

Projects can be picked up for hundreds of pounds, but bear in mind that reviving a long-dead 145 could be costly unless you're willing to do the work yourself. 'You do have to be a bit careful as they are old,' says Miller, 'but, despite their age, they are relatively dependable cars.' **MC**

An uncommon hatch that's worth a gamble

► The first iteration of 145 was dubbed Phase I, and ran until 1999. The Phase II cars, as well as a fractional power increase, benefitted from upgrades such as colour-coded bumpers and different grilles – and these appear to be the least common variant. Expect to pay under £1000 for a project and £2000-£3000 for a smart example. Some are already asking up to £6000 for perfect Cloverleafs. Check the service history, in any case.



WHO IS... LEWIS KINGSTON
Award-winning road tester who's forever trawling the classifieds and auctions for gems. When not at a sale he's in the garage.



NEXT MONTH

MAY 2020 | ISSUE 48

ON SALE
1ST APRIL

**MODERN
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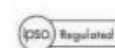
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LOTUS EVORA

An Evora is a great choice for those seeking an engaging sports car, provided you keep an eye out for a few potential pitfalls

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Those looking for a mid-engined sports coupé with impressive credentials will often instantly head straight for a Porsche

Cayman. It's a sound decision; it's a prevalent and easily found car that's gratifying to drive and easy to live with.

However, in this process, many might overlook the less common Lotus Evora – which may actually prove the more interesting option for some. At its launch in 2009, it was the first all-new Lotus since the Elise from 1995. The first variant was the four-seat 2+2,

which featured a 276bhp Toyota-sourced V6. It transpired to be superb to drive, with sublime steering and a remarkably supple ride and comfortable cabin.

Today, you can get behind the wheel of a serviceable Evora for upwards of £20,000. If you want more performance, there's the 2010-on supercharged S variant – featuring 345bhp – that starts at around £30,000 used.

These early iterations of the Evora can suffer from some issues, however, which could blight your ownership. Read on for the absolute low-down.

Essential CHECKS

Engine

▶ Both the Evora and Evora S feature a Toyota-sourced

3.5-litre V6, which provides reliable and fuss-free power. 'To be honest, the engines are pretty good,' says Geoff Downhill, owner of official Lotus Heritage repair centre Esprit Engineering. There can, be issues on the ancillary front. 'The only thing to look out for is if the car's air con doesn't work – if it's not cold, or the compressor isn't cutting in, it's caused by the condensor at the front rotting away,' says Downhill. The fittings can also be problematic and replacement parts are often required. 'We did one and it cost about £800 to fix,' says Downhill. The wiring to the alternator can also be damaged by water ingress, so don't assume a charging system fault is necessarily a duff alternator. Otherwise, check for obvious signs of mechanical distress and make sure servicing has been routine and of a suitable standard.

Transmission

▶ 'On the manual ones, check the clutch and when it was last

changed,' says Downhill. 'It's about a 30- or 40-hour job to change it – you really want to buy one that's had a clutch within the last 25,000 miles.' Some cars also suffer from a poor shift action, caused by faulty shifter cables. These can be adjusted or replaced, but many were fixed during an official recall. 'It should be in the history,' says Downhill. Automatic IPS – Intelligent Precision Shift – versions of the Evora and the Evora S are also available, which feature a six-speed torque converter-based transmission. 'They're very good,' says Downhill, 'and there was recently an update out which made the change even better.'

Suspension

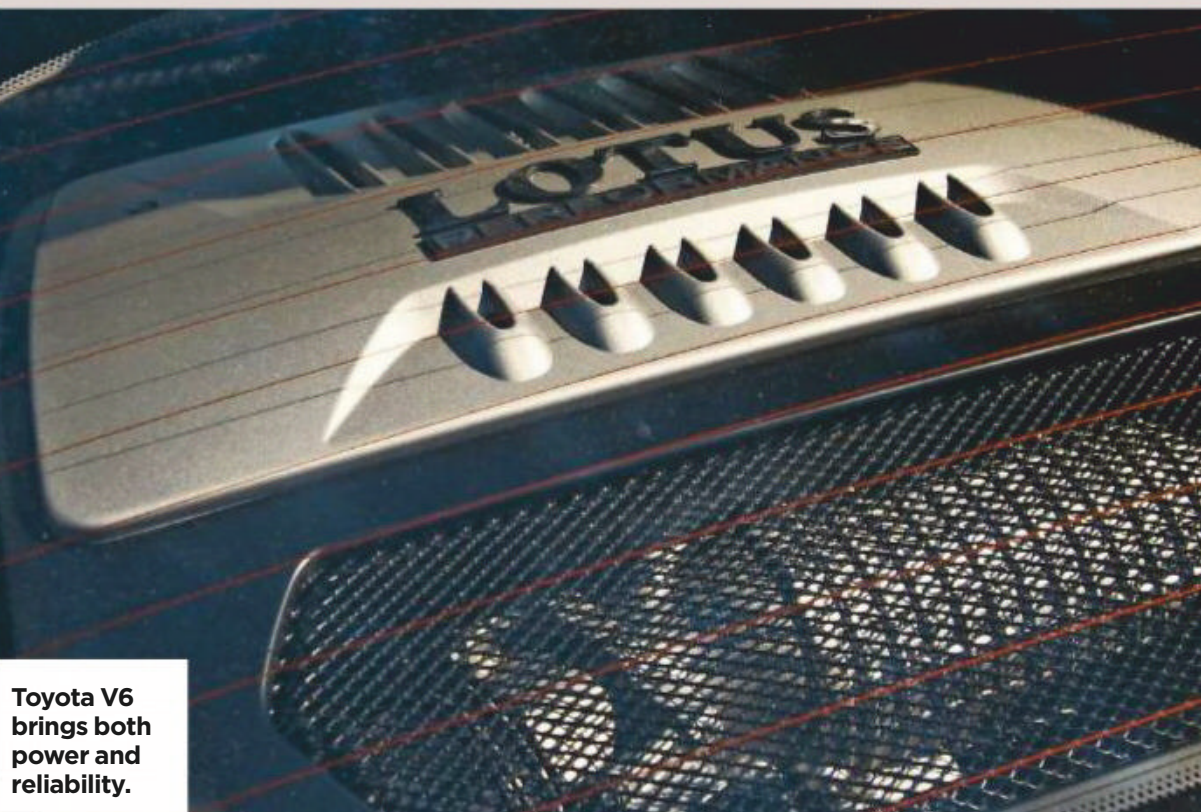
▶ The suspension set-up of the Evora is one of its highlights; it features forged aluminium unequal-length double wishbones all round, Bilstein gas dampers and Eibach coil springs. It's a durable set-up, which rarely suffers from problems. 'It all appears pretty good,' says Downhill. Do listen out for any odd noises, though, and make sure any Evora tracks straight – and look for signs of uneven tyre wear, which would indicate an alignment issue; this could be

the result of that wheel taking a hit or damage at that corner.

Body & Structure

▶ Underpinning the Evora is a tough all-aluminium tub with a bonded deformable front structure and a welded galvanised deformable rear structure. Issues are rare and it's a similar story for the composite exterior panels. Due to the high-performance nature of these cars, however,

Brit Russell Carr designed the Evora.



Toyota V6 brings both power and reliability.



Andrew Evanson, senior operations manager of **Lancaster Insurance**, reveals the benefits.

'The Evora is a fabulous lightweight GT and, through our discounted insurance scheme for members of Club Lotus, we insure a number of them. The earliest ones are a little over ten years old now and good, low mileage examples are in demand. This is undoubtedly a prime example of a modern classic we really rate.'



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or visit
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it's absolutely essential to invest in a decent history check. You'll want to pay close attention to the headlights, too. 'Make sure the lights are solidly mounted,' says Downhill. 'If the car's been involved in any bumps or scrapes, the plastic mounting tangs break off – a new cluster is about £1200 and they're not readily available.' Repairs are possible, though.

Brakes & Steering

▶ Servo-assisted AP Racing four-piston calipers provide the stopping power, and the Evora's steering is hydraulically assisted. 'All that's pretty bulletproof,' says Downhill. Consequently, just ensure that there is no excessive wear to the brake consumables and that any potential purchase stops straight and steers

precisely. Parts aren't overly expensive; the Elise Shop charges £164 for a pair of cross-drilled discs and £80 for a set of pads. Track-oriented parts, that said, are more costly. Tyres need not break the bank, mind – as even a high-quality 255/35 ZR19 for the rear shouldn't cost more than £150.

Interior & Trim

▶ You will often encounter many minor issues with Evora interiors, mostly relating to poor-quality materials and issues with the door handles. Look out for signs of water ingress as well. 'There was an A-post issue where the trim was deforming,' says Downhill. 'We've not seen any here, as it was related to high temperatures in hot countries.'



▲ Remember to pack lightly.



▲ Minimal distractions at the wheel.



▲ The Evora has quite a lot of it.



▲ That's 160 litres of boot space...

BUYER'S FILE

OWNING

I BOUGHT ONE MICHAEL TAYLOR



'Even after ten years of (loving) abuse the car handles like it's on rails. I had the opportunity to visit the Brecons twice last year and it coped amazingly well. Being

British does tend to put a lot of people off, partly due to the 'Lots Of Trouble, Usually Serious' catchphrase, which really isn't true; reliability-wise, I can't really complain. It's a hand-built sports car, so you will get a few niggles – common things on these, especially with the early cars, are window regulators needing replacement, boot struts getting lazy and small leaks in the foot wells or boot.'



Sleek body has a drag coefficient of Cd 0.337.



Supple Recaro seats await once inside.

WHAT TO MOD

IMPROVING THE BREED

There are plenty of upgrades available. An exhaust system from 2bular Performance Exhausts is a good starting point; you'll gain a more evocative exhaust note and a little more power. A non-valved exhaust system for an Evora costs just under £900, for example. De-cat pipes and free-flow catalytic converters are also on offer. Alternatively, you could consider one of Hangar 111's performance kits, which includes an exhaust system, high-flow air filter and remap. They're not cheap, costing several thousand apiece, but are turn-key

proven packages. Essex Autosport also offers remaps, allowing you to unlock more power.

If you're considering track use, you will probably want to uprate the Evora's brakes, too. Hangar 111 offers a front upgrade kit, costing £1500, which adds larger and lighter discs that are much more resistant to fade. You've also got lightweight wheel options, expensive Nitron dampers and more to pick from, should you want to eke out even more performance. Check out German specialist Komo-tec, too, as it offers an extensive array of high-performance parts – including carbon panels and high-capacity radiators.



INFO

2009 LOTUS EVORA 2+2

Engine	3456cc, 6-cyl, DOHC
Transmission	RWD, 6-speed manual/auto
Power	276bhp@6400rpm
Torque	258lb-ft@4700rpm
Weight	1382kg

PERFORMANCE

0-60mph	5.1sec
Top speed	162mph
Economy	33.2mpg

SERVICING COSTS

Annual service	£275
Major service	£937

CLUBS

SELOC

seloc.org

Lotus Drivers Club

lotusdriversclub.org.uk

SPECIALISTS

Esprit Engineering

espritengineering.co.uk

Back on Track

backontrackmotorsport.co.uk

Castle Sportscars

castlesportscars.co.uk

Hangar 111

hangar111.com

WHAT TO PAY

Concours	£35,000
Good	£26,500
Usable	£20,000
Project	£15,000

INSURANCE QUOTE

Policy based on a 2010, £30k Evora, £324.94 with a £500 excess comprehensive.

Quote based on a 39-year-old self-employed person with no points on their licence, living in Peterborough. Car is garaged, 3000 miles per year and with comprehensive cover. Call 01480 587018 for your quote.



Disclaimer: Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.

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COST NEW
£32,000
PRICE
£7495

VOLVO 850 T-5R

Have your cake *and* eat it – performance and family practicality in a cult retro package

If you enjoyed the Volvo 850 T-5R feature a few issues back, and fancy a slice of scintillating Swedish seduction, you may have struggled to find good UK-market examples. Over the past few years, dozens have been imported from the road salt-devoid environs of Japan – including this one.

The paint, suitably seductive in black, is in excellent condition, with recent work to the bonnet, bumpers, sideskirts and roof. We didn't find any corrosion in the body and a brief look underneath revealed much in the way of cleanliness. The alloy wheels are in excellent condition

and the tyres have plenty of tread remaining.

The interior is in excellent condition, with only minor creasing in the front-seat leather and some puckering on the rear seats. The Alcantara sections are a little rough on the steering wheel, but it's nothing serious.

As it's a Japanese car, the dials read in kilometres, so do remember to be careful near speed cameras. It's just had a new heating resistor fitted. All other touch points and interfaces are in fine condition, and the instruments light up as they should.

The car comes with its full Japanese service history, which

has handily been translated. It says it's had its cambelt done in Japan in 2016, just before it came to the UK in 2017.

It comes complete with its export certificates and an inspection report carried out in Japan. It's also starred in the recent Netflix TV series *The Stranger*.

The engine fires up straight off the key and settles to a smooth, even idle. Get more energetic with the throttle and there's a delightfully raspy retort from the vast five-pot, punching you towards the horizon with adrenaline-filled glee. Settle back and it hauls along well off-boost, too.

The automatic gearbox is super-smooth, shifting through the ratios without slurring or hesitation. The suspension is a little firmer than, say, a M-B W124, but it's still comfortable. We detected no peculiar noises or odd vibrations. Brake pedal feel was excellent, and the tyres failed to tramline on our test.

The T-5R is a cult car – this one looks good and comes with a much more detailed service history than you'd expect from a Japanese car.

That, plus recent paint, make this ready to play for a cool, retro family chariot. **MC**



VOLVO 850 T-5R

Year	1995
Mileage	106,122
On sale at	IGM Pedigree Motors igmpedigreemotors.co.uk

SPECIFICATIONS

Engine	2319cc, 5-cyl, DOHC
Transmission	FWD, 5-speed auto
Power	237bhp@5280rpm
Torque	221lb-ft@2100rpm
Weight	1410kg

PERFORMANCE

0-60mph	6.9sec
Top speed	152mph
Economy	25mpg

INSURANCE QUOTE

► **Policy £155, with £150 excess. Free legal cover and agreed value available.**

Quote based on a 39-year-old self-employed person with no points on their licence, living in Peterborough. Car is garaged, 3000 miles per year and with comprehensive cover. Call 0800 085 5000 for your quote.



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CHOOSE YOUR VOLVO 850

- 1991: 850 production begins; initially saloon-only with a choice of 2.5-litre or 2.0-litre engines.
- 1993: The first hint of sportiness appeared, with the 2.3-litre T5.
- 1995: Limited-run T-5R appears with 243bhp. Engine tuning was by Porsche, who also had a hand in styling the leather and Alcantara interior. Just three

- colours are available – Cream Yellow, Stone Black and Olive Green Metallic. However, some special colours were available.
- 1996: 850 R appears, with a greater choice of colours and a reworked engine, now pushing out 250bhp (manual) and 240bhp (auto).
- 1997: Production ceases.

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AS SEEN ON TV

VOLVO 850 T-5R ESTATE. Automatic. Black. Recently imported from Japan. This superb car has full service/inspection history, a full bookpack and two keys. MOT'd to 11/2020. 171,000 kms (106,000 miles). Usual T-5R specification including ECC/Air-Con, ABS, 17" Alloys, Tailgate Spoiler, Electric Seats, Electric Sunroof. We have carried out much work to this iconic 90's performance estate including new tyres and more. Drives like an 'R' should and looks especially good in this colour. Very Original throughout; the only modifications appear to be Bilstein B4 dampers and upgraded stereo. *This car is currently appearing in the Netflix drama 'The Stranger', as driven by Paul Kaye*£7,495



TOYOTA CENTURY 5.0 V12. 1997. Great example of the second generation version of Japan's Rolls Royce. This is the only car made by the Japanese to feature a V12 engine. Finished in Metallic Rindo Grey with Lambswool interior. Full service/inspection history and 119,000 miles. Features include rear massage seats with electric adjustment, 3 speed + overdrive auto transmission, rear passenger foot rest, rear vanity mirrors and much much more. Included is the full bookpack, toolkit, rear passenger walkman and remote controls. Built for comfort rather than speed with an amazing level of quality, luxury and presence.....£7,495



FORD MONDEO 2.5 V6 GHIA X MANUAL. 1999/V. Panther Black/Raven Leather. This unusual Mondeo has covered just 64000 miles and has a factory fitted RSA pack body styling kit. It's had just one owner from new and Full Service History from its supplying main dealer. All the usual Ghia X refinements including Cruise Control, electric drivers seat, premium stereo system, trip computer etc. We have replaced PAS pipes and all brakes. Give it a couple more years and we'll wonder where cars like this have all gone! This a very useable and tidy example of an executive family car that is disappearing from our roads as SUV's sadly take over. Come and have a look£2,495



VOLVO 960 3.0 24V ESTATE AUTO. 1996, 204 bhp, 78000 kms (48000 Miles). We have another superb RWD 6 cylinder Volvo estate coming from Japan that is due with us in late March. This grade 4 example is finished in dark metallic green with tan leather and will be prepared to our usual high standards and UK registered. Keep an eye on the website for updates, likely price of around£5,900

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ASTON MARTIN VANQUISH SDP

A thundering British GT with bespoke paint and a hoofing great V12 under the bonnet

The market fluctuations of the past year or so have made big-beast GTs like the Vanquish a relative steal right now.

That's especially true of the more special versions. You're looking at an SDP (Sports Dynamic Pack), which acted as the precursor to the S special edition model. S models lead the way in terms of values – you'll need an extra £30k to get in to the cheapest of those.

That makes the SDP intriguing – more details on what the pack contains are below – as it presents a more focused drive

compared to the standard car. But first to this car's condition – it really is immaculate all over. Sharp-eyed viewers will note the Ferrari Tour de France Blue paintwork, which is even across the body. We couldn't find any blemishes to it or the glass/rubbers. The wheels are perfect, and the Yokohama Advan SpotV10s have plenty of tread remaining.

Inside there's just some customary age-related creasing on the seats, plus some minor wear on the armrest handle and a tiny nail mark on the steering wheel. Otherwise the smart

Obsidan Black interior (with Talilors Grey headlining) is seemingly brand-new. Notable options include parking distance sensors, heated front seats, sat-nav and power-fold mirrors.

It's easy to understand why it presents well, judging by a thick paperwork file and largely yearly servicing at AM dealers. It had an extensive round of automotive spa treatments at Aston Martin Works in 2017, with fresh rear lower suspension arms and right-hand upper and lower rear damper bushes. The car will also be fully serviced by the vendor before it is sold.

If you have never driven a Vanquish then this is as full-blooded as British GTs come, with its mighty V12 bellowing and barking in the manner of an aggrieved rugby coach. Only much, much faster. The steering isn't quite as fingertip-sharp as a Ferrari of similar age, yet its cornering prowess can still get the blood up. We didn't experience any running faults during our time with the car.

This is an excellent and rare strain of the Vanquish, and one that's hard to inoculate yourself against. Very few cars were produced in this colour, so if you've a thing for TDF, this could be a rare chance. **MC**



ASTON MARTIN VANQUISH

Year	2004
Mileage	16,857
On sale at	Nicholas Mee, nicholasmee.co.uk

SPECIFICATIONS

Engine	5935cc, 12-cyl, DOHC
Transmission	RWD, 6-speed semi-auto
Power	460bhp@6500rpm
Torque	400lb-ft@5000rpm
Weight	1835kg

PERFORMANCE

0-60mph	4.4sec
Top speed	196mph
Economy	15mpg

INSURANCE QUOTE

► **Policy £1280, with £550 excess. Free legal cover and agreed value available.**

Quote based on a 39-year-old self-employed person with no points on their licence, living in Peterborough. Car is garaged, 3000 miles per year and with comprehensive cover. Call 0800 085 5000 for your quote.



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CHOOSE YOUR ASTON MARTIN VANQUISH

- 2001: Aston Martin Vanquish launched with 5.9-litre V12 and semi-automatic gearbox.
- 2003: Car is facelifted with new wheel options and better interior; Uprated Brembo and Pagid brakes added.
- 2004: Sports Dynamic Pack (SDP) features stronger and stiffer uprights and wheel

- assembly, dropping ride height by 5mm. Steering rack is 20 per cent quicker. Bigger brakes with six-pot calipers, lightweight alloy wheels. Vanquish S replaces the standard car later in the year.
- 2006: Factory manual gearbox conversions become available.
- 2007: Final 50 cars get special trim as the S Ultimate Edition.

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2015 ASTON MARTIN DB9 GT 'BOND EDITION' £135,000

A fitting tribute to the highly successful Aston Martin and James Bond 50 year relationship, the DB9 GT Bond Edition announced in 2015 attracted global attention, with ultimately only 38 examples being delivered in the UK, of the eventual 141 built. Finished in Spectre Silver with Obsidian Black hides and Silver stitch, this example is complete with its entire complement of special issue equipment, which includes an 007 Limited Edition Omega Aqua Terra wrist watch with accessories, display case and books, all contained within the originally issued 20" Globe-Trotter suit case. All remaining unused.

The exclusive car we are delighted to offer, a UK supplied car, has covered just 960 miles from new, during its single previous ownership. A modern classic, extremely rare and built before the conclusion of production of Aston Martin's most successful model ever and coinciding with the ending of first generation of production from the marque's Gaydon factory before the introduction of the 'Second Century' models that followed. The collectability and future appreciation of this wonderfully evocative, rare and desirable collectors car, is undoubted.



2004 Aston Martin DB7 Zagato £299,950



1997 Aston Martin V8 Vantage V550 £220,000



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2007 Aston Martin DB9 Volante £39,950



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PORSCHE 993 C2 TARGA

Low mileage and flawless condition inside and out mean this Targa stands out from the crowd

There's much more to the mid-1990s Type 993 Carrera than being the final generation of air-cooled 911. For starters, its slippery shape looks fantastic from any angle, while its revised rear suspension is a big step forward in both comfort and grip over the 964.

This one has a very strong pull, just by looking at it. Apart from being barely run-in with just over 15k showing on the odometer, the fact this one is a manual, rather than Tiptronic, further adds to its appeal.

The Zenith Blue paintwork has been beautifully preserved, being free from swirl marks and

scratches, while panel gaps are even throughout. A small number of stonechips are only visible while closely scrutinising the front. Glasswork is largely free of chips and scratches.

The 17-inch Speedline split-rim alloys are period correct to the Targa and wear Pirelli P Zero tyres with decent tread. If we're being very fussy, the split rim bolts show light corrosion and there is some very minor kerbing to the passenger-side rear, but overall the wheels present very well.

The inside is consistent with the car's low mileage. There's no wear to the grab handles or steering wheel, while the seats

only have some very mild creasing on the bolsters and on the edges of the seat squabs. All of the electrics worked.

The car's history folder shows that this Targa has been serviced at regular intervals by specialists Merlin Cambria Porsche and Porsche Centre Wilmslow, and it has three former keepers. It's covered just 3800 miles in four years.

Throughout our test the ABS light remained illuminated with additional warning lights appearing intermittently as a result of a charging fault which the vendor will resolve before the car is sold.

Engine response is excellent, pulling keenly even from low revs, while the power delivery is silky smooth right up to the higher reaches of the rev range. Pedals are tightly spaced and offset, but it's surprising how quickly you adapt. Steering is accurate and requires only minimal inputs at the wheel. There were no untoward knocks or clonks from the suspension, likewise interior trim was free from rattles.

Condition and low-mileage set this Targa apart from the rest, more than justifying an asking price at the top end of the model's value. **MC**



PORSCHE 911 TARGA (993)

Year	1996
Mileage	15,343
On sale at	Hendon Way Motors hendonwaymotors.co.uk

SPECIFICATIONS

Engine	3600cc, 6-cyl, DOHC
Transmission	RWD, 6-speed manual
Power	285bhp@6100rpm
Torque	251lb-ft@5250rpm
Weight	1402kg

PERFORMANCE

0-60mph	5.3sec
Top speed	171mph
Economy	24mpg

INSURANCE QUOTE

► **Policy £1250, with £1000 excess. Free legal cover and agreed value available.**



Quote based on a 39-year-old self-employed person with no points on their licence, living in Peterborough. Car is garaged, 3000 miles per year and with comprehensive cover. Call 0800 085 5000 for your quote.

CHOOSE YOUR PORSCHE 993

- 1993: Carrera is launched as rear-wheel drive only C2, with 270bhp 3.6-litre engine, plus new multi-link, double-wishbone suspension. Body variants include both coupé and cabriolet.
- 1995: All-wheel drive Carrera 4 released. It's joined by the 300bhp 3.8-litre Carrera RS, 408bhp twin-turbo 3.6 911 Turbo

and 430bhp GT2 limited edition, of which 57 are made.

- 1996: Carrera 2 engine uprated to 285bhp with Varioram inlet ducting. Targa also debuts with panoramic glass sliding roof, in addition to C4S, which has Turbo body, suspension and brakes, plus special trim.

- 1998: Production ends.



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1996 MERCEDES E220 COUPÉ 17,000 MILES. One lady owner. Purchased new from Brunswick Mercedes and meticulously maintained by them and Mercedes Croydon. Totally immaculate and original. Said by many, the best of the last quality built Mercedes Benz's. IF only the best is good enough this is the one..... **£15,995**



1984 MERCEDES 280E ONLY 22,000 MILES. Finished in immaculate original Lapis Blue with unmarked Blue Velour upholstery. ONLY 22,000 MILES. Comes with a Full Service History and MOT's dating back from 1989. Immaculate Stunning Car, must be the best one on the market. INVESTMENT! **£18,995**



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1985 JAGUAR XJ-SC V12 AUTO. Finished in immaculate Sebring Red with black hide and black Targa top. Service history and old MOT's. Very well looked after example and comes with the XJC Number Plate. These XJ-SC's are becoming very rare and in this condition a really sound investment **£15,995**



1993 JAGUAR XJS V12 COUPE. This exceptional example was first registered to Jaguar cars Browns Lane Feb 93 then sold to its last and only owner Dec 93. Only 58,000 miles with 23 service stamps. Flamingo Metallic with Doeskin hide. Very hard to find in this condition. Not to be confused with a normal 26 year old Jaguar..... **£15,495**



1984 JAGUAR XJS V12 HE. Stunning XJS finished in Gloss Black with Doeskin Hide and original Starfish Alloy Wheels. The last owner was a doctor who owned the vehicle since 1986, 32 years and only covered 41,000 miles. With 42,702 miles since new this is a Superb example and very hard to find another like this..... **£14,995**



1983 MERCEDES 240D. Finished in Ivory Pearl with Sienna red interior. Totally original having never been painted or welded. Only 3 owners from new and comes with MOTs from 1988 to present. Stunning example of a genuine Mercedes W123 **£14,995**



2007 MERCEDES 5.0 CLS. Finished in immaculate Mercedes Brilliant Silver with unmarked Black Hide. Top of the range 5.0 Petrol. Climate control, electric heated seats with 3 memories, front/rear parking sensors, Mercedes Command System, Sat Nav/video. Very fast and surprisingly economical. Top of the range future classic in top condition..... **£6,995**



2000 MERCEDES 320 SL V6. Finished in immaculate brilliant Silver with unmarked grey leather. Full Mercedes Main Dealer History. 59,000 miles. Comes with hardtop, softtop, CD Multi changer, wind detector and hard top stand. Exceptional low mileage car with history to match. **£13,995**



2000 JAGUAR XKR SUPERCHARGED. Finished in immaculate Jaguar Topaz with Doeskin hide and 20" Paris Split rim Alloy wheels. 84,000 miles with full documented service history. Comes with all original books, tools, hood cover etc. Immaculate Jaguar Supercar for only..... **£12,995**



1997 MERCEDES 320SL. Finished in immaculate brilliant silver with unmarked black leather and black hood. ONLY 51000 miles from new with a full service history and old MOT certificates and invoices to confirm the very low mileage. Very hard to find low mileage and well looked after SLs like this one. **£11,995**



1978 MG MIDGET. Was part of the Jaguar/Land Rover collection with only 18000 miles recorded, has MOT's dating back to 1993. Apart from the paintwork the car looks to be original and in very good condition in keeping with the mileage. Very attractive. **£8,995**



2004 JAGUAR XJ6 AUTO SE. ONLY 2 OWNERS FROM NEW. Finished in immaculate British Racing Green with unmarked black hide. Only 46,000 miles. This is the one with the Alloy body and air suspension V6 petrol engine. Very quiet and comfortable. Comes with all original books, service book, 2 sets of keys and unused spare wheel..... **£7,995**



1996 MERCEDES E220 AUTO ESTATE 7 SEATER. Finished in immaculate brilliant Silver with unmarked grey trim. Full Service History 11 main dealer and 3 specialists. Now done 126k. Electric Sunroof and Electric windows. Not many of these around in this condition, especially with 7 seats. Exceptional **£6,995**



1993 FORD MONDEO 1.8 LX Finished in Stardust Silver with Opal trim. Only 2 owners and ONLY 25,223 miles from new, supported by Ford Main Agent service history stamped to 1999 and receipts up to 2007. The car has been in storage since 2007. Comes with the original book pack and wallet. **£4,995**

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MASERATI BITURBO SPYDER

A magnificent example of the car that really saved the legendary marque's bacon

If this concours-winning Biturbo looks familiar, it graces the cover of the *Brooklands Maserati Cars Performance Portfolio 1982-1998*.

As befits a car with that billing, the paintwork is absolutely mint. We couldn't find even a single blemish anywhere on the exterior, and all the chromework and rubbers were in excellent nick. The usual Biturbo rust traps – around the base of the windscreen, under the front grille and along the sills – are absolutely clear of rot. The alloy wheels are clear of damage, and

each one wears well-treaded Dunlop SP Sport 490s.

The interior is almost as immaculate as the exterior. Aside from the time-related creasing in the leather, there was some discoloration (which was due to be sorted after we left). Otherwise the dashboard was warning light-free, and everything worked. The only blemish was a minor chip in the wooden steering wheel wood.

There are two big files of receipts, plus the original book packs and brochures. Delve into the paperwork and you'll see regular servicing at marque

specialists like Autosshield and McGrath Maserati going back decades. Recent expenditure points to a fresh cambelt (as well as a service) in mid 2019, while the clutch and slave cylinder were replaced in 2018.

The twin-turbocharged V6 fires up to a throaty burble that sounds more like a V8 than a traditional six pot. Acceleration is vivid – there's plenty of torque off boost, and large amounts of it when the turbos are lit up. Despite this, it's a tractable car for pootling about. The steering is light but accurate, and in this excellent example, without slack or wandering.

Pedal feel is extremely good, with strong, progressive brakes and no tramlining under load. There were no peculiar knocks, vibrations or rattles from the suspension. The ZF dogleg gearbox works well, albeit with the customary reluctance into second when cold, but it soon becomes silky-smooth with extended use.

This has to be the best RHD Biturbo Spyder on the market at the moment – the paintwork, provenance and quality of the drive mark it out above the herd. £19,950 doesn't seem a lot for such a rare slice of exotica, let alone one this good. **MC**



MASERATI BITURBO SPYDER

Year	1987
Mileage	43,323
On sale at	Richard Grace Cars, richardgracecars.co.uk

SPECIFICATIONS

Engine	2491cc, 6-cyl, SOHC
Transmission	RWD, 5-speed manual
Power	192bhp@5800rpm
Torque	220lb-ft@3000rpm
Weight	1345kg

PERFORMANCE

0-60mph	7.2sec
Top speed	135mph
Economy	18mpg

INSURANCE QUOTE

► **Policy £165, with £100 excess. Free legal cover and agreed value available.**

Quote based on a 39-year-old self-employed person with no points on their licence, living in Peterborough. Car is garaged, 3000 miles per year and with comprehensive cover. Call 0800 085 5000 for your quote.



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- 1984: Biturbo Spyder launched at the 1984 Turin Motor Show. Built by Zagato, its wheelbase is 4in shorter than a coupe. Home-market got a 2.0-litre V6, while export destinations got a 2.5-litre.
- 1986: Fuel injection is introduced; car is now called the Spyder i.
- 1989: The first Gandini facelift

- sees new mirrors – applied to the coupe a year earlier. It's called the Spyder i 90. Export engine increased to 2.8 litres. Automatic gearbox available on request.
- 1991: Spyder II introduced featuring another Gandini restyle, with Ranger rear limited-slip diff. 2.0-litre cars got 24v engines.
- 1994: Production ends.

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£13,950

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1994 FERRARI 512TR – UK RHD, ONLY 29,000 MILES



£160,000

Stunning Rosso Corsa, unmarked crema hide, 29,000 miles with folder full of history and UK Ferrari main dealer and specialist provenance, very recent four new tyres, new front pads and discs and completely refurbished alloys. Undoubtedly one of the lowest mileage UK RHD 512TR's available, and certainly the finest example

1987 VW GOLF GTI CABRIOLET



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most relevant will be hand-
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ALFA ROMEO GTV 2001, 127500 miles, MoT, service history, drives well, engine is perky, gearbox is precise, steering is eager, 3 keys, spare wheel present, all dials and warning lights work., GBP, 1250 Oxford, tel: 07876232135



AUDI S3 2009, 93000 miles, Full service history, good condition, 2 keys, last MoT no advisories, Black Edition, automatic headlights, automatic wipers, privacy glass, bluetooth., GBP, 9500 Hampton, tel: 07881291432



BENTLEY CONTINENTAL GT 2005, 6100 miles, 1 owner from new, maintained regardless of cost, full 15 Bentley main dealer service stamps in it's history book, extensive file, everything works perfectly., GBP, 39995 Newcastle upon Tyne, tel: 07971736412



ALFA ROMEO SPIDER 85000 miles, Only 4 previous owners to myself, original RHD UK car, owned for 4 years, previous owner for over 25 years, older exterior renovation/repaint, original interior, MoT., GBP, 30000 Ryde, tel:07773158012



AUSTIN MAESTRO 1987, 0 miles, Good condition all round, 6 months MoT remaining, all receipts available since I have owned (none before), GBP, 750 Burton-on-Trent, tel:07922583573



BMW 3 SERIES 1984, 14000 miles, One lady owner, loads of old MoT's, receipts for previous work, is in excellent condition inside and out, drives superb, been maintained regardless of cost., GBP, 11750 Slough, tel:07826516731



ALFA ROMEO 146 1995, 102000 miles, Very good condition, 10 months MoT no advisories, boxer engine, never welded, no warning lights on, all works as it should, big service history, 156 alloys., GBP, 1695 Axminster, tel:07718302896



ALPINE-RENAULT A610 1994, 64000 miles, Fully restored, owned by me for seven years, comes with a full service history, full body restoration by Renault Alpine tuning services, complete respray., GBP, 22000 Droitwich, tel:07885115214



AUSTIN MAYFAIR 1987, 74019 miles, Has been recently resprayed, Tahiti Blue with a White roof, much work done, good running condition, been in the family 20+ years, MoT till April 2020., GBP, 2750 Sheffield, tel: 07368230995



BMW 3 SERIES 1999, 63000 miles, Full service history, 2 owner, immaculate condition, sadly a non starter, Stone Grey leather interior, SORN, log book, paperwork, 2 keys etc., GBP, 1500 London, tel: 07956989815



ALFA ROMEO GTV 2002, 112295 miles, GTV number plate and teledials, mileage will rise slightly as the car is used regularly, owned this car since May 2015, invoices, MoT is until 27th April., GBP, 900 Catshill, tel:07720020247



ASTON MARTIN AMR1 2019, 1600 miles, Very rare, V8 4.7 litre, immaculate condition, collectors item, less than 50 vehicles produced globally in this colour/design, beautiful drive., GBP, 119000 Stoke Bruerne, tel:07476533169



AUSTIN METRO 1993, 22845 miles, 5 door, excellent condition, no rust, new cam belt and water pump fitted recently, MoT Aug 20, please call for more information., GBP, 1750 Poole, tel:07711991247



BMW 320 61000 miles, Service history, electric window x4, PAS, alloys spares or repairs, bottom end knocking, running for loading purposes, please call for more information., GBP, 2350 Holmfirth, tel: 07730484889



ALFA ROMEO GTV 2000, 122000 miles, Good condition, leather good, new cam belt kit, water pump, alternator & balance belts all replaced last year, tyres & exhaust good, GBP, 2500 Torquay, tel:07939588021



AUDI 100 1986, 139808 miles, Very rare with Kamei x 1 tuning, garaged for 5 years, very good technical condition, driven from Lithuania to UK without any issues., GBP, 1450 Wolverhampton, tel:07448022174



BENTLEY ARNAGE 1999, 96990 miles, Finished in the most attractive dark blue, magnolia hide, last owner had vehicle for 10 years, all original paint, drives as it should, lots of work has been done., GBP, 11750 Birmingham, tel:07792 327356



BMW 320 1988, 137000 miles, Lots of work carried out by professional mechanic, rust free, please call for more information., GBP, 4700 London, tel:02072290841



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BMW 330 2005, 138000 miles, Full history, brushed aluminium trim, cruise control, original toolkit, alloys with Yokohama, leather interior & steering wheel, MoT Jan 2021, GBP, 2495 Brinscall, tel:07873388061



BMW E46 69000 miles, 330ci sport, mint throughout, hasn't seen rain for 15 years, hardtop, sat nav, TV and bluetooth, always garaged, private plate not included., GBP, 5000 Wellingborough, tel:07894821586



CHRYSLER PT CRUISER 2007, 46000 miles, MoT to 17 October 2020, full leather interior, immaculate interior, recent battery, service history, 3 previous owners, V5C log book in my name., GBP, 1250 ., tel:01536 515851



DODGE VIPER 1992, 9000 miles, 1 previous Spanish owner, with less than 9000 miles, all previous Spanish MoT's and service documents, handbooks etc, more pics and info on request., GBP, 45995 ., tel: 07788 526569



BMW 520 64800 miles, BMW 520i, 1983, Dreamy, smooth, low mileage, one owner, very good condition, the car drives really well, 64000 miles, recently serviced, GBP, 6000 Liverpool, tel:07518893752



BMW M3 1998, 89000 miles, Stunning car, show winner, comes from a private collection, full service history, all MoT's, lots of paperwork, 3 previous keepers, purchased in May 2004., GBP, 21995 Pleasley, tel:07811722742



CITROEN C6 2008, 104000 miles, Most of the history, wonderful car, owned this car for over a year and loved every minute, never let me down, MoT until November 2020, new battery., GBP, 2450 Swindon, tel: 07799360565



FERRARI 355 1996, 17100 miles, Stored for the last 6 years, serviced and cam belts before being stored, full service history, just had new battery fitted, starts first time, great all round condition., GBP, 75000 Bridgnorth, tel:07977140468



BMW 6 SERIES 2006, 102000 miles, Black interior, 4800cc, V8, VGC, MoT Apr 2020 (no advisories), 3 previous owners, power steering, CD, Bluetooth, c/locking, GBP, 5975 North Frodingham, tel:07706924992



BMW Z3 2000, 18300 miles, Extremely Low Mileage 18349, GBP, 9950 Brentwood, tel: 07802 266025



CITROEN ZX 1993, 111000 miles, MoT'd till May, bodily it's good, interior is all up together, no history with it, only had 2 previous local owners, drives well, pulls hard, typical French gear change., GBP, 1250 Christchurch, tel:07759767659



FORD CAPRI 1986, 135000 miles, Good condition but needs some TLC, MoT runs out on 20/1/2020, new clutch, new rear bumper, new steering rack and steering coupling., GBP, 3800 Kinross, tel: 07714227129



BMW 730 1987, 131730 miles, Stunning car in good condition but with age related marks, engine and gearbox are in fantastic working order, interior in great condition, thousands spent., GBP, 4000 Westward ho, tel:07736809870



BMW Z3 77000 miles, Beautiful looking, long MoT to Sept 20, ready for summer, in excellent condition throughout, recently serviced, no body rust, new exhaust, leather interior., GBP, 2100 Codsall, tel: 07501901154



DAIMLER SOVEREIGN 1986, 69475 miles, Dream car of my dad's, he bought in the UK, currently on Dutch license plates, predominantly used on sunny days, stored in his garage in the Netherlands., GBP, 7900 Voorburg, tel:0031652596077



FORD CAPRI 1985, 67000 miles, FSH, full MoT, no advisories, full documentation, rustproofed from new, 15" RS alloys, a lovely honest car., GBP, 21995 Liverpool, tel:07721690681



BMW 8 SERIES 85574 miles, Very rare, no rust, and not one mark on the paint work, is in excellent condition throughout, fast appreciating classic, MoT 20/20, 3 sets of keys., GBP, 25950 Shinfield, tel:07977 060870



CHEVROLET EL CAMINO 1980, 100000 miles, Total restoration required, registered, DVLA documents, interesting number plate, spares, please call for more information., GBP, 2100 Tunbridge Wells, tel: 07800949180



DAIMLER V8 1997, 79000 miles, Total spec, superb condition, medical condition reason for sale, please call, GBP, 8000 Peacehaven, tel:01273516720



FORD CAPRI 1983, 100000 miles, Stunning inside & out, 200 bhp, performance s/s exhaust, deep dish Revolution alloys, no cracks in dashboard, MoT May., GBP, 15000 Sheffield, tel: 07307659357



BMW E30 96393 miles, High compression, full MoT until 9th Oct 2020, vehicle was purchased in 2018, full service, all drive belts replaced, is in very good condition not concours, dry stored., GBP, 9500 Chichester, tel:07966483668



CHEVROLET SUBURBAN 2000, 73000 miles, 8 Seater, 6.5 Litre V8 diesel, Holden Australia eighth generation version of the famous American Chevrolet/GMC Suburban, no expense spared., GBP, 5500 Glasgow, tel:07752 392387



DODGE CHARGER 2008, 146000 miles, Ex Chief of Police's car, I brought this car into the UK in 2018, have had all 4 tyres replaced, all decals have been replaced, all lights and sirens work, no smoke., GBP, 10500 Leeds, tel:07584668664



FORD CORTINA 1983, 0 miles, 1.6 litre, Crusader estate, 5 speed g/box, unleaded, beige with grey fabric trim + wood door trim, MoT'd 1 year, GBP, 2850 Dundee, tel: 07446860989



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FORD ESCORT 1988, 68000 miles, 80 spec, owned since 2009, done around 4,000 miles in that time, cam belt & steering rack replaced, QuickSilver stainless exhaust., GBP, 10000 Ilminster, tel:07814176347



FORD ESCORT 1980, 75000 miles, Classic, great condition, 2.0 Pinto engine, MoT'd and taxed, roll cage, coil overs all round, disc brakes all round, quick rack steering, central alloy fuel tank., GBP, 15000 Coldstream, tel:07766896307



FORD FIESTA 1986, 49800 miles, Original beauty, in superb unmolested condition, in my ownership since 2013, MoT in September which passed with no advisories, no dents or rust, runs/drives., GBP, 3250 Urmston, tel:01617488186



FORD PUMA 2000, 42826 miles, Own this up and coming appreciating modern classic, super clean interior, has been dry stored previously, body in excellent condition for age, no rust., GBP, 1995 Canvey Island, tel: 07785936180



FORD ESCORT 1993, 35791 miles, 1.8 diesel turbo, 1 previous owner, full Ford service history, MoT'd, immaculate original condition, best any where., GBP, 2997 ., tel: 07583242285



FORD ESCORT 1986, 130000 miles, In very good condition inside and out, drives great, only 2 owners, full years MoT, please call for more information., GBP, 2250 Harlow, tel:07973398820



FORD FIESTA 1999, 91732 miles, Loads of service history, air bag light is on, MoT and service due 15th July 2020, future classic, rare at this spec, new battery, exterior is in good condition., GBP, 695 Watton, tel: +447444703606



FORD SIERRA 1983, 0 miles, Ford development vehicle, copy of Australine race car, 2.0 LT 5 speed, 205 engine, owned 20 years, 3rd owner, old MoT documents, garaged., GBP, 26000 Southend-on-Sea, tel:01702 511707



FORD ESCORT 2002, 42000 miles, Second owner, the van has had £2000 spent on it, outstanding condition, 1.4 petrol, GBP, 4250 Runcorn, tel: 01928561041



FORD ESCORT 1982, 80500 miles, Beautiful example, early, very rare, been loved by its recent owners, recently had a full engine rebuild, MoT until 02 October 2020, bodywork/paintwork exceptional., GBP, 18500 Rayleigh, tel:07483267015



FORD MONDEO 2000, 42012 miles, Affordable future classic, VGC throughout, new tyres all round, new front brake discs + pads, cam belt kit re raced 18/01/2020, GBP, 1295 Elm, tel:07484340329



FORD SIERRA 1984, 64000 miles, Excellent condition inside and out, all service history and MoT's, genuine and well looked after, original bill of sale, original unmarked wheels., GBP, 9500 Waltham Abbey, tel:07752378021



FORD ESCORT 1995, 33000 miles, Here you have a future classic, priced for a quick sale, great for a renovation project, little body rust, standing for a few months but used regularly before., GBP, 450 Brierley Hill, tel:07808 696969



FORD ESCORT 1996, 77000 miles, One owner from new, always garaged, nice condition, PAS, service history, drives well, clean car., GBP, 990 Southampton, tel: 02380462390



FORD ORION 1988, 99500 miles, Completely genuine and unmolested vehicle, owned this vehicle for over 31 years, have all it's previous MoT certificates, never failed., GBP, 4500 Formby, tel: 07530519347



HONDA CIVIC 1980, 88500 miles, 1 owner from new, MoT 6 months, needs work to air conditioning motor., GBP, 300 Sunningdale, tel:01344 622251



FORD ESCORT 1989, 57000 miles, 1600i convertible with rattle snake body kit. Rare model with low mileage. Has had a major overhaul. Sold with full service & new MoT., GBP, 10000 Thatcham, tel:07709255550



FORD ESCORT CABRIOLET 1985, 59450 miles, Limited Edition, owned this stunning car for just over 6 years, with service book and old MoT's, full bare metal respray, new roof, never welded underneath., GBP, 7500 Minster on Sea, tel:07976410032



FORD ORION 1986, 22159 miles, Amazing time warp condition, original, bright and shiny paintwork, beautiful interior, engine starts on the button, in A1 condition, drives as you would expect., GBP, 4850 Shaftesbury, tel:07974082293



HONDA PRELUDE 1990, 85670 miles, I have owned almost 5 years, lots of history, wants for nothing, always been garaged, in excellent condition throughout, looks fantastic., GBP, 4500 Edinburgh, tel: 07863179535



FORD ESCORT 1986, 106986 miles, 10 former keepers, been in warm storage since 2008, untouched, small folder full of receipts totaling thousands, would need very small restoration, 2003 full respray., GBP, 11250 Warwick, tel:07507644311



FORD FIESTA 1999, 63391 miles, 1.4 Zetec, MoT June, lots of history, previous lady owner for 20 years, very good condition, Ford service book stamped, full V5, GBP, 995 Minster on Sea, tel: 07927290291



FORD P100 1983, 13281 miles, 3L V6 Engine, 1 year MoT, 2 previous owners, all original, running condition, clean engine & straight buck, viewings welcome., GBP, 9500 Mildenhall, tel:07931467424



ISUZU PIAZZA 53001 miles, 17 inch alloys and original alloys, had very little use in the last five years, has been run regularly, kept in a very dry clean environment., GBP, 2995 Threemilestone, tel:07769838479



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ISUZU PIAZZA 1987, 70000 miles, Ultra rare, bought this just over 6 years ago, been dry stored, fabulous original car, luxurious interior, starts on the button and drives, paintwork shines really well., GBP, 2995 Langho, tel:07989405311



JAGUAR SOVEREIGN 2006, 177000 miles, Cream leather, this car runs well, everything works, economical, 35 average MPG, please call for more information., GBP, 2350 Canterbury, tel:01227372435



JAGUAR XJ 1999, 108000 miles, Supercharged, extensive history, in excellent condition inside and out, MoT to August 2020, all rust underneath has been professionally removed, waxoiled., GBP, 3995 Norwich, tel:07709932474



JAGUAR XJS 1995, 77000 miles, I have owned for about 4 years, previous 10 years it was in a cocoon, all the classic extras, passed it's MoT every time with no issues, very nice, reliable., GBP, 9950 Rickmansworth, tel:07878558905



ISUZU TROOPER 1991, 128600 miles, Rear/four/low ratio drive, serviced, improved, I was hoping this was going to be my forever car but left leg demands auto, extensive resto in 2016., GBP, 4950 Midhurst, tel:07845 961178



JAGUAR SOVEREIGN 1999, 114000 miles, Superb, I have owned for the last two & a half years, I am the second owner, was a special order, excellent inside and out, always been kept in a garage., GBP, 2950 Edenbridge, tel:01732862292



JAGUAR XJ 1996, 84700 miles, 3.2, service history, very good condition for year, phone calls only., GBP, 3800 ullapool, tel: 07763404349



JAGUAR XJS 1991, 74000 miles, Limited edition of only 250 models, excellent interior and exterior condition, all 'Le Mans' extra features, FSH plus MoT, only been 2 owners., GBP, 24000 North Berwick, tel: 01620 248226



JAGUAR S-TYPE 2005, 92600 miles, 6 spd, 2.5 V6 Sport, PAS, grey leather unmarked, FSH, old MoTs/bills. E/m E/W memory seats, alloys, radio, CD, 2 keys, GBP, 3895 Plymouth, tel:07979272548



JAGUAR SOVEREIGN 1998, 117690 miles, Sport alloy wheels recently fitted, new tyres, MoT until Oct 2020, needs some TLC on the paintwork and new interior roof lining, been in the family few years., GBP, 2200 Bury, tel:07546144011



JAGUAR XJ 1991, 65000 miles, Fully loaded, 12 months MoT, exceptionally clean interior, electric seats, electric windows, electric mirrors, full size spare wheel., GBP, 3795 West Kingsdown, tel:07802807171



JAGUAR XJS 1991, 56445 miles, Stunning, 6 registered owners from new, comes with old style V5, FSH, handbook, MoT's, invoices, MoT to October 2020, always well maintained., GBP, 19995 London, tel: 07795692333



JAGUAR S-TYPE 2007, 44700 miles, The last one, Stratstone Limited Edition 50 of 50, rare, paintwork has had enhancement detailing, perfectly straight along both sides, interior is in fine order., GBP, 13990 Wereham, tel:07853208298



JAGUAR SOVEREIGN 1998, 124650 miles, With private registration included, new engine fitted at 78,000 miles courtesy of Jaguar warranty, large history pack comes with the car, MoT May 2020., GBP, 2595 Preston, tel:07944253178



JAGUAR XJ 2000, 66000 miles, MoT to December 2020, full service history, only one previous owner from new, always garaged, please call for more information., GBP, 8000 Spalding, tel:07429099346



JAGUAR XJS 1989, 75000 miles, Great condition, MoT, service history back to when I acquired it in 2011, always been garaged, used as a weekly run around, pleasure to drive, private number plate., GBP, 8000 London, tel:07786635423



JAGUAR S-TYPE 1999, 70400 miles, 10 months MoT, in absolutely fantastic condition inside and out, great wheels, tyres, engine, gearbox, car has been serviced by Jaguar., GBP, 3000 Bolton, tel: 07958294094



JAGUAR X-TYPE 1995, 136425 miles, MoT until June 2020, in present ownership for 14 years, but now rarely used, hence reason for sale, fitted tow bar and electrics, alloy wheels., GBP, 980 Rugeley, tel:01543 492170



JAGUAR XJ 55000 miles, MoT, lots of history, never welded, mint interior, small paint blemish, PX WHY, GBP, 2500 London, tel:07958720960



JAGUAR XJS 1988, 82000 miles, MoT until 21/06/2020, full respray 2004, no rust around arches or lower sills, unmarked lattice alloys with matching tyres, large history folder., GBP, 8950 Alsager, tel: 07793720231



JAGUAR S-TYPE 2005, 84868 miles, Owned for 3 years, has some tasteful additions, new radiator, has been garaged, interior is excellent as is the exterior, MoT will be to Feb 2021., GBP, 4750 Walpole Saint Andrew, tel:07941283294



JAGUAR XJ 2009, 110000 miles, Beautiful, two tone paintwork, fully serviced including new water pump, brakes after MoT, and new timing belt 400 miles ago, MoT till Jan 2021., GBP, 5950 Murthly, tel:07368816917



JAGUAR XJ6 2004, 114 miles, Appreciating future classic, last homage to the 'original' XJ6 "3 box shape", aluminium body so no rust, very nice condition, new MoT until 17/02/2021., GBP, 3695 Warminster, tel:01985 219489



JAGUAR XK8 1997, 36000 miles, Cherished, garaged and dry weather only car, I've owned the car for 2 years and the previous owner had it for 19 years, full service history with Jaguar specialists., GBP, 10995 Radyr, tel:07740179856



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JEEP CHEROKEE 1995, 109000 miles, Two owners, blue, black leather interior, good condition, please call for more information., GBP, 3995 Catshill, tel: 07507394885



LAND ROVER DEFENDER 1999, 92000 miles, Been in the same family since new and always well looked after, MoT till 31st May, excellent condition for it's age, drives beautifully, 100% reliable., GBP, 14500 Teigngrace, tel:07791350312



LAND ROVER RANGE ROVER 1994, 152056 miles, Soft dash, equipped with a manual gearbox, velour seats and four new tyres, MoT until October 2020, previous owner replaced timing belts., GBP, 5500 Allesley, tel:07736393314



MAZDA MX-5 2000, 77000 miles, With matching hardtop, 1.6 petrol, MoT till 8/7/2020, comes with hardtop cover and hangers, not mint but in good condition, please call for more information., GBP, 1495 Penrhyndeudraeth, tel:07811462244



LANCIA DELTA 1993, 88751 miles, All original, fully badged, original engine (not boosted), no accident damage, no rust, under coated, full service history, runs and drives great., GBP, 42250 Wilmslow, tel: 07765047276



LAND ROVER FREELANDER 2002, 75011 miles, One of only around 11 still on road, becoming collectible as a future classic, garaged and SORNED over winter, will be getting new MoT in the next week., GBP, 3995 Glasgow, tel:07803042618



LAND ROVER RANGE ROVER 1981, 43800 miles, A real time-capsule, maybe one of a kind, totally unrestored, rust free, not had to be welded anywhere, original paint and interior trim, German Mot and papers., EUR, 49000 Schoeneck, tel: +4961878245



MAZDA MX-5 1999, 67900 miles, 1600cc, 1 lady owner, runs sweetly, comes with hard top and additional set of steel wheels with winter tyres, GBP, 2000 Strathaven, tel: 01357440219



LAND ROVER 110 2004, 107000 miles, A rare full spec, subtle comfort and economy upgrades, very clean underbody and chassis, professionally maintained, always undercover, FSH, MoT 07/09/20., GBP, 16250 Derby, tel:07778315339



LAND ROVER RANGE ROVER 2002, 99312 miles, Very rare car. MoT till 3/12/20 with no advisories, outstanding condition inside and out, a much loved vehicle, service record, is used primarily for shows., GBP, 7495 Nether Whitacre, tel: 07831142177



LOTUS ELAN 1991, 155000 miles, Huge service history, much work done, new gearbox, clutch, 4 good Michelin tyres on S2 wheels, hood in very good condition., GBP, 6500 Choppington, tel:07973191631



MAZDA MX-5 1997, 59900 miles, Mark 1, excellent example, MoT Oct 2020, in perfect running order, lady owner, garaged, non smoker, electric windows, CD/radio., GBP, 5300 Bawtry, tel:07706619988



LAND ROVER 88 1983, 37000 miles, 12 months MoT Jan 2021, a good honest example, original chassis, some history well looked after, would make a great project, 3 more MoT's until MoT/tax free., GBP, 6250 Hexham, tel:07835915002



LAND ROVER RANGE ROVER 1997, 165000 miles, Been stored for 3 years, head gaskets done last November, requires recommissioning, excellent bodywork, will make very good simple project., GBP, 1950 Warminster, tel:01985 219489



MADISON GT 1987, 5108 miles, Ford based, chassis is well protected and in new condition, mechanically sound, currently registered in the Republic of Ireland, easily detachable tow bar., GBP, 8495 Glenamaddy, tel:00353833251361



MAZDA MX-5 1991, 63500 miles, Very rare, complete re-spray, 4x new tyres with 17" refurbished wheels, new brakes all round, fully serviced, electric windows (need attention) hard/soft top., GBP, 2600 Wickford, tel:01268762512



LAND ROVER 90 1989, 89500 miles, One owner from new, FSH, soft top, tow bar, 5 tyres-lots of tread, good condition, requires a little bit of TLC, starts and drives beautifully., GBP, 5999 Southampton, tel: 07736552670



LAND ROVER RANGE ROVER 1997, 105500 miles, Excellent, incredible history file, invoices of over £30k, i have spent over £6k in my 3 year ownership, recent MoT passed with no advisories, very honest car., GBP, 3250 Alton, tel:07597099124



MAZDA 121 2000, 117000 miles, Rare car, 1.25 Zetec S, wife's car for last 16 years, nice condition throughout, MoT May 2020, only 383 mls since last MoT, GBP, 575 Basildon, tel:01268414634



MAZDA MX-5 2002, 80000 miles, Unique, genuine retro classic in very good condition, MoT until May 2020, some essential service history, hard to fault this car, supremely reliable, currently garaged., GBP, 3450 Stafford, tel:07840957946



LAND ROVER DEFENDER 1995, 64000 miles, Very good and original condition, always looked after & waxoiled, some service history, new MoT and ready to go, fitted with autowatch and pedal lock., GBP, 18000 Margate, tel:+44 7746 185152



LAND ROVER RANGE ROVER 1994, 180000 miles, Comes with original green leather book pack, handbooks, some service history, 2 factory keys and alarm remotes, restoration project, headlining ok., GBP, 2200 Crawley, tel:07961066648



MAZDA MX-5 2001, 107000 miles, Race prepared, stunning, well sorted, excellent rust free sills and chassis, removable hard top, light weight Cobra tyre seats, passed last MoT, ready to go., GBP, 4250 Whixall, tel:07714771720



MAZDA RX-8 2006, 35534 miles, Supplied and maintained by same Mazda dealership since new, 2 former keepers, FSH and two sets of keys, MOT until 4/2020 but will be renewed prior to sale., GBP, 3450 Brixham, tel:07966947334



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MERCEDES-BENZ 190E 1993, 100000 miles, With service history, new MoT, car drives beautifully, central locking, alarm, ABS, 2 sets of keys, original Mercedes over mats, bodywork is excellent, virtually unmarked., GBP, 2995 Ewell, tel: 07836564529



MERCEDES-BENZ 230 2000, 63000 miles, Nice condition for year, 6 months MoT, starts, drives absolutely superb, main dealer service history, vehicle is on SORN, recognised as a future classic., GBP, 1550 Rochford, tel:07501 868931



MERCEDES-BENZ 420 1986, 200000 miles, Dark brown leather, very good condition, drives as it should, clean all round, selling as have another car now, please call for more information., GBP, 4500 Glasgow, tel:07912934583



MERCEDES-BENZ C-CLASS 1996, 72000 miles, Very good condition, very clean under bonnet and boot floor, MoT Oct 2020, runs nice, used everyday in my ownership, GBP, 1595 Sheffield, tel:07899822858



MERCEDES-BENZ 190E 1987, 49500 miles, Immaculate, stunning, electric sunroof, period Alpine stereo, electric aerial, Good Year tyres all round-new, superb condition, please call for more details., GBP, 4250 Stowmarket, tel:07554361397



MERCEDES-BENZ 230 1982, 112735 miles, Lovely modern classic, MoT up to 9th October (Passed with no advisory issues), will become tax & MoT exempt in 2 years time (March 2022), very reliable., GBP, 5495 Harrow, tel:07957447240



MERCEDES-BENZ 500 0 miles, 8 seater in excellent condition, no rust, always garaged, professionally stretched by Coleman Milne in 1988. MoT's, GBP, 8995 Marple, tel:07908942110



MERCEDES-BENZ C-CLASS 1996, 55700 miles, Outstanding condition, been in same family last 25 years, regularly maintained, full history, rust free, looks and drives like new, Ziebart treated from new., GBP, 2995 Walmer, tel:07799850327



MERCEDES-BENZ 190E 1993, 73000 miles, Limited Edition model, full MoT, excellent condition throughout, 8 hole alloy wheels with new tyres, waxoiled, ABS, original Blaupunkt sound system., GBP, 4250 Otley, tel:07831345647



MERCEDES-BENZ 300 1989, 19000 miles, Same owner for 19 years, 2 previous owners, full history known, grey leather interior, unused for 4 years, GBP, 1000 London, tel:07702317161



MERCEDES-BENZ 500 1983, 154000 miles, MoT June 2002, excellent black leather interior, tow bar, sun roof, expensive 560 alloy wheels, excellent condition, GBP, 6000 Morton, tel:07933108280



MERCEDES-BENZ C-CLASS 2000, 86000 miles, Only 86K mls, old MoTs for proof, engine & g/boc perfect, drives smooth, any trial, selling due to buying smaller car, GBP, 995 Kingswinford, tel:07947767402



MERCEDES-BENZ 190E 1993, 108000 miles, Unmarked black cloth upholstery and maroon overmats, ABS, lots of service/MoT history, excellent condition and 12 months MoT., GBP, 2850 Otley, tel:07831345647



MERCEDES-BENZ 320 2003, 33000 miles, Beautiful, two owners. Luxurious cream leather, walnut dash and steering wheel, MoT valid until September 2020, drives beautifully, full service history., GBP, 4500 Tunbridge Wells, tel:07808033220



MERCEDES-BENZ 500 2000, 58000 miles, Blue black, W reg, auto, top spec for the model including television, full leather, bought for daughter's wedding 15 years ago, GBP, 4500 Sheffield, tel:07720272000



MERCEDES-BENZ CL-CLASS 2000, 100000 miles, Grey leather interior, MoT, good condition, please call for more information, GBP, 2200 Surrey, tel: 07539864909



MERCEDES-BENZ 200 2001, 115000 miles, 5 speed, genuine rust free example, full Mercedes main dealer history, current MoT till August 2020., GBP, 1295 Kettering, tel:07881 461123



MERCEDES-BENZ 380 1985, 172000 miles, Good useable car engine running sweetly, good wheels and tyres, interior tidy, privacy curtains to rear, working electric sunroof, GBP, 2750 Thurlby, tel: 07539074242



MERCEDES-BENZ 500 1984, 88606 miles, In the family since new, full service history, Mercedes-Benz Club valuation A £10,300, paint work needs some attention, please call for more details., GBP, 10699 Merstham, tel:01737645348



MERCEDES-BENZ CL-CLASS 2004, 91700 miles, Believed to be the only one in UK finished in Designo Mystic Blue, full MB main dealer service history, 12 months MoT, FSH., GBP, 28500 Shinfield, tel:07977 060870



MERCEDES-BENZ 200 1989, 206000 miles, White/black, MoT 2021, no advisories, must sell, too many cars, GBP, 2000 Burntwood, tel:01543673286



MERCEDES-BENZ 420 1990, 120000 miles, Great condition, well kept original exmaple offered by classic car enthusiast, unabused, clean, massive folder of receipts, invoices, documentation., GBP, 14999 Potters Bar, tel:07951958792



MERCEDES-BENZ C-CLASS 1994, 94000 miles, 12 months MoT, very good condition inside and out, lots of service history, all tyres good, drives very well, currently SORN, no radio fitted., GBP, 1700 Green Lane, tel:07557414967



MERCEDES-BENZ E-CLASS 1994, 192000 miles, Good, usable example, owned the car for almost two years, full service history, many receipts for work carried out by previous owners, daily driver., GBP, 1595 Dumfries, tel:07717163232



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MERCEDES-BENZ G WAGON 2007, 100000 miles, Ex Germany, recent full Mercedes-Benz inspection and service, leather upholstery, heated seats, beautiful condition inside and out, extra seating in the rear., GBP, 31995 Ideford, tel:07802150015



MERCEDES-BENZ SL-CLASS 1989, 67000 miles, Hard and soft top, owned this car for the last 24 years, summer use only, full Mercedes service history, recent new radiator, excellent condition., GBP, 39995 Hull, tel:01482329045



MERCEDES-BENZ SLK-CLASS 2000, 86300 miles, Spares included, owned since 2016, lots of love and care lavished on the car, MoT till 18th September 2020, stack of stamps in service book, drives beautifully., GBP, 1750 Wigan, tel:07891841341



MG F 1997, 68000 miles, Half leather with factory hard top, full history, updated head gasket, cambelt & all the gubbins, exceptional throughout, garaged., GBP, 1295 Marle Green, tel:07941299810



MERCEDES-BENZ G-CLASS 1991, 59808 miles, The car is powered by a naturally aspirated diesel engine mated to a 5-speed manual transmission and 3 locking differentials. Modifications include later-model wheels, aftermarket projector lights and a Pioneer stereo., EUR, 12000 Ystad,



MERCEDES-BENZ SL-CLASS 1996, 81000 miles, Petrol, the vehicle is in good condition with no outstanding work, one previous owner, please call for more information., GBP, 15000 ., tel:01435661331



MERCEDES-BENZ SLK-CLASS 1997, 146666 miles, Nice car for the summer, drives well, roof works, new battery and front tyres, MoT till October 2020, good condition for year, black leather trim., GBP, 995 Swindon, tel:01793764840



MG TF 90000 miles, An original English car which has been restored over 9 years, reconditioned gearbox, full details and further photos available on request., GBP, 24950 Bovey Tracey, tel:07836351699



MERCEDES-BENZ R129 1999, 89400 miles, 3.2 V6 facelift model, factory fitted extras, full service history with 11 service stamps, sold with 12 months MoT, lovely condition throughout, reg number included in sale., GBP, 7495 Otley, tel:07831345647



MERCEDES-BENZ SL-CLASS 2008, 89000 miles, Excellent condition, AC1800 spent in the last 18 months, 517 bhp, please call for more information., GBP, 18500 Otley, tel:07860383357



MERCEDES-BENZ SLK-CLASS 131000 miles, Nice, selling on behalf of a friend, lovely with nice clean interior, MoT until July 2020, please call for more information., GBP, 1100 Smethwick, tel:07930558397



MG TF 2003, 77021 miles, 1.6, one owner, MGOC, full service history, all bills, tonneau, windstop, 4 x 16" Toyo Proxes, glass HRW, s/s water pipes, Lolarm, MoT., GBP, 950 Winchester, tel:07976 625051



MERCEDES-BENZ R129 1990, 101900 miles, Hard and soft top, heated memory seats, remote central locking, hood is as new condition, not using it, lovely service history, MoT when sold., GBP, 8950 WARE, tel:07836711336



MERCEDES-BENZ SL-CLASS 2000, 117000 miles, MoT to June 2020 (no advisories), original matching carpets & door cards, full service history from Mercedes main dealers July 2001, clean HPI., GBP, 6500 LONDON, tel:02083337335



MERCEDES-BENZ W123 1984, 136000 miles, Rare five speed gearbox, MoT until October 2020, very good condition inside and out, can be insured for around £130 on classic car insurance., GBP, 4895 Hartlepool, tel:07944614343



MG TF 2002, 10160 miles, MoT August, 11 spoke wheels, 4 pot caliper disc brakes, new radio/CD, battery, aerial, engine bay brace, reverse sensors, GBP, 5500 Rochdale, tel:01706341283



MERCEDES-BENZ S-CLASS 1998, 123000 miles, Original, well cared for, excellent bodywork and stunning leather interior, MoT until October 2020, owned the car for 5 years, drives without fault., GBP, 5750 Clitheroe, tel:07575 748057



MERCEDES-BENZ SL-CLASS 1999, 83000 miles, Stunning, no expense spared since I have owned it, been ceramic coated and now the body work is perfect, inside has been recoloured, brand new set of mats., GBP, 17995 Hunstanton, tel: 07879452054



MERCEDES-BENZ W201 1988, 98000 miles, Non runner due to electrical fault, sound body will need a repaint, CD player, alloys, complete and solid car, ideal project, trailer away., GBP, 1200 Saint Leonards, tel: 07535114818



MINI COOPER 2003, 120000 miles, Fitted with a huge options list, leather interior seats and trim, totally refreshed mechanically, remote central locking, adjustable steering column, carpet mats., GBP, 4395 Chalgrove, tel:07775995098



MERCEDES-BENZ SL-CLASS 1998, 90000 miles, Gorgeous, practically unmarked, no rust, de-badged with AMG alloys, new tyres, straight 6 engine, service history, MoT until Oct, grey leather heated seats., GBP, 9800 Yatton, tel:07890761238



MERCEDES-BENZ SLK-CLASS 2001, 28000 miles, Immaculate condition, full Mercedes service history, been in my ownership for the last 12 years, only used in summer, special order interior, large history file., GBP, 5995 Hull, tel:01482329045



MG F 2000, 64000 miles, VVC, head gasket at 30K with remote QED thermostat. Belts @ 30K and again 62K, full black leather interior, many improvements, GBP, 1200 Stainburn, tel:07769872358



MINI COOPER 2003, 120000 miles, Fitted with a huge options list, leather interior seats and trim, totally refreshed mechanically, remote central locking, adjustable steering column, carpet mats., GBP, 4395 Chalgrove, tel:07775995098



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MITSUBISHI GTO 1991, 57000 miles, Service history, very good condition, 4wd, with overdrive, please call, GBP, 10000 Willingdon, tel:01323 485200



PEUGEOT 205 1990, 105000 miles, Regarded as one of the best hatchbacks ever made, paintwork looks great, glass is in excellent condition, very clean car, HPI clear, 12 months MoT, thousands spent., GBP, 7500 Wednesbury, tel:07852868971



PORSCHE 911 1998, 92679 miles, Pristine condition throughout, first of the water-cooled engines, 22 year old beauty is owned by a Porsche enthusiast, full service history, garaged every night., GBP, 26950 Dawlish, tel:07415784529



PORSCHE 944 1983, 73000 miles, Excellent condition, current MoT runs out in August 2020, thick file of service history, bought this car early this year, interior in excellent condition., GBP, 5995 Wrexham, tel:07599134449



MITSUBISHI GTO 0 miles, Wide body, 4 wheel drive, 4 wheel steer, unadulterated sports car, 5 years no advisories on Mot, please call for more information., GBP, 5400 Buckingham, tel:01280 822492



PEUGEOT 205 1989, 168000 miles, Recent exhaust, car has been 100% reliable, needs restoring & possible respray, call for further information., GBP, 1000 Midsomer Norton, tel:01761569058



PORSCHE 928 1988, 76 miles, On Spanish plates, ITV until April 2020, not exactly a barn find, has an MoT and drives superbly, in storage from 1992 until April 2019, car in Spain at the moment., GBP, 21000 Ravenfield, tel:07535974508



PORSCHE 964 1992, 76400 miles, Full main dealer / Porsche specialist service history, original documentation, immaculate condition inside and out, lovely car, RS steering wheel., GBP, 42500 Thurston, tel:07794670451



NISSAN MICRA 1993, 3000 miles, 3 door, 5 speed, all MoTs, new MoT, as new, 3000 miles, photos available, please call for more information, GBP, 3795 Bedford, tel:01234213871



PEUGEOT 205 1987, 115000 miles, New MoT, Phase 1, service history, cam belt & water pump done, new discs, pads, rear axle, exhaust., GBP, 8000 Glastonbury, tel:07890563281



PORSCHE 928 1988, 58000 miles, Very rare, one of 42 cars made, massive history file, owned since 2012, meticulously maintained, unrestored, original car in superb condition., GBP, 74928 London, tel:07966207865



PORSCHE 964 1990, 127000 miles, Linen leather, has CUP options, top end rebuilt at 90000 miles, new brakes, perfect mechanical condition, been sitting, loaded including a/c., GBP, 28500 Shanklin, tel:07463 938393



NISSAN MICRA 1993, 23076 miles, 988 petrol, MoT end Oct 2020, reliable car, 2 lady owners, tyres good, spare wheel never used, some welding on sill last MoT, genuine car, GBP, 875 Lucton, tel:01568780237



PEUGEOT 205 106000 miles, Road legal competition car, in need of reconditioning and small amount of welding, extra set of wheels, full cage and competition seats and belts., GBP, 2250 Shoreham, tel:07774 655951



PORSCHE 944 1990, 95500 miles, Truly stunning, very original, unmolested, new MoT passed in November this year, comprehensive service history, extensive folder of history, lots of receipts., GBP, 12500 Sevenoaks, tel:07500427421



PORSCHE 993 1995, 85000 miles, Last of the air cooled Porsche's, arguably the best built and the most reliable, everything has been done as required and comes fully serviced and ready to go., GBP, 42995 Towcester, tel:07935315573



NISSAN PATROL 1994, 79706 miles, 1/60 4.2 TDI. Travel the world, I left it too late. All extras, new tyres, alarms, e/windows, front & rear winches, GBP, 0 Peacehaven, tel:01273516720



PEUGEOT 306 2001, 79600 miles, Full service history, full leather interior, new cambelt/tensioners/water pump, front discs/pads, front tyres, MoT till November, well maintained and in good condition., GBP, 695 southport, tel:07895 817186



PORSCHE 944 1989, 129000 miles, Good, solid, 2.7 engine, 10 months MoT, tidy but as with all old cars there is room for improvement, possible swap or p/exchange for something interesting., GBP, 4750 Stonham Aspal, tel:07979653185



PORSCHE 996 2002, 84000 miles, Full history, 6 speed manual, please call for further details., GBP, 19500 Farnborough, tel:07798505151



NISSAN SUNNY 1990, 50000 miles, 5 door, totally original even the carpet mats, full service history, will sell with new MoT, no rust, extraordinary condition inside and out, GBP, 2195 Ipplepen, tel:07970873049



PORSCHE 911 1999, 38000 miles, C4 tiptronic S, t reg, MoT Oct 2020, FSH, no texts, GBP, 18000 Spalding, tel:07541310419



PORSCHE 944 1986, 122000 miles, Incredibly well cared for, drives fantastically well, has been dry stored for most of its life, cosmetically perfect, factory options, new NCT till Nov 2021., EUR, 22000 Galway, tel:00353858725593



PORSCHE 996 2002, 80000 miles, Lovely original and very well maintained, 3 previous owners, owned since 2013, bills for all repairs and upgrades, all MoT's and services, private reg available., GBP, 16955 Gargrave, tel:01756748715



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PORSCHE 996 1999, 90000 miles, Beautiful, will be sold with new MoT, I have done absolutely everything mechanical and operational, brand new hood with glass insert., GBP, 19995 Ideford, tel: 07802150015



PORSCHE BOXSTER 2004, 69000 miles, 2.7 facelift, silver black good spec, MoT 02/01/2021, no advisories, battery conditioner, waterproof cover new tyres, GBP, 7999 Wickhamford, tel:01386830255



ROLLS-ROYCE SILVER SPIRIT 1982, 46000 miles, Deep ocean blue, magnolia hide, many invoices, including original delivery/advice note from RR, MoT certs, GBP, 6250 Newport, tel:07971232446



SAAB 9-3 1998, 100000 miles, Good condition, daily driver, many recent parts, in good mechanical condition, new centre exhaust, new plugs, leads, shocks all round, good tyres all round., GBP, 495 Steyning, tel:07584796635



PORSCHE 996 1999, 69896 miles, FSH, beautiful, current MoT till 21.09.2020 (passed 10.09.2019 with no advisories), full stamped service book, invoices, handbooks, 2 keys, fantastic condition., GBP, 16495 Tarleton, tel:07951109576



PORSCHE BOXSTER 2000, 43000 miles, Mint inside and out, you will not find a Porsche as nice and well looked after for the year, 12 months MoT, history, dream to drive, number plate not included., GBP, 10000 Dudley, tel:07946383970



ROLLS-ROYCE SILVER SPUR 1988, 80360 miles, Perfect wedding car, MoT due 15th May 2020, 4 owners, purchased by me in 2010, new battery fitted in 2017, over £5400 spent with Rolls Royce specialists., GBP, 19995 Southwater, tel:07885330200



SAAB 900 1991, 114000 miles, Non turbo, good condition, starts and drives, no MoT, been dry stored, passed the past 3 tests, only bad point is rust and paint peeling., GBP, 2500 Rhyl, tel:07869730869



PORSCHE 997 2005, 69000 miles, Only 3 previous owners, owned this car for 3 years, in exceptionally good order, excellent paint work, interior is very good, 2 keys, history file, no oil leaks., GBP, 19500 Sturminster Newton, tel:07462333209



PORSCHE CAYMAN 2006, 69300 miles, Car has a full service (OPC and independent) history, next service due May 2020 (Minor), everything on car is standard, lots of history with the car., GBP, 14250 Weston-on-the-Green, tel:07730313333



ROVER 100 14800 miles, 1.1, mileage from new, MoT August 2020, excellent condition throughout, recent cambelt fitted, service history, invoices., GBP, 1495 Hindley Green, tel:01942 253868



SAAB 900 1989, 52000 miles, Immaculate car, on SORN since 2002, full service history, been kept garaged since she passed away in 2002, started regularly, will have a new MoT on sale., GBP, 14000 Farnham, tel:07977469156



PORSCHE BOXSTER 2001, 74000 miles, Top Porsche specification car in superb condition with Porsche service history, over £26000 spent on new I.M.S bearing, radiators, so drives superbly., GBP, 10750 Nottingham, tel:07446881808



ROLLS-ROYCE SILVER SPIRIT 1986, 71000 miles, Original, beautiful example, private plate being sold with vehicle, 4 previous owners, 3 keys, full service history, MoT 9/6/2020, original brown RR hand book., GBP, 9850 Carronshore, tel:07976 566375



ROVER 75 2003, 128000 miles, A three owner car well looked after with FSH, MoT March 2020. In very good overall condition with 10 track multi CD player, GBP, 600 Suffolk, tel:01787584128



SAAB 900 1983, 46500 miles, Great condition, fantastic example, rare, been stored indoors for the past 20 years, bodywork is in great shape, brand new MoT if required., GBP, 4000 Wembley, tel:07928 786448



PORSCHE BOXSTER 1999, 110000 miles, Full respray, new hood, leather seats, new 911 lights, ready for summer MoT, GBP, 5000 Ilford, tel:07973763448



ROLLS-ROYCE SILVER SPIRIT 1983, 54000 miles, 4 door, 6.8 litre, original condition inside and out, private sale., GBP, 12000 Co. Donegal, tel:00353879431582



ROVER 75 2002, 116000 miles, Good clean condition estate, nice cream leather interior, recent new clutch and flywheel, 2 previous owners, years MoT, GBP, 795 Brentwood, tel:01277219062



SUZUKI CAPPUCCINO 1994, 13800 miles, immaculate showroom condition, only 2 owners, 658cc 3 cylinder engine turbo charged, limited to 84mph-110mph without limiter, 3 panel metal hard top., GBP, 5000 Brockworth, tel:01452 862968



PORSCHE BOXSTER 1999, 100000 miles, 2.5 tiptronic, done just under 400 miles since a full engine rebuild, full leather interior, is in immaculate condition, very early model, very high spec, perfect., GBP, 8995 ., tel:07768 625713



ROLLS-ROYCE SILVER SPIRIT 1983, 54000 miles, 3 previous owners, MoT Feb 2021, excellent service history, pristine example, drives beautifully, bodywork is in immaculate condition., GBP, 8775 Kettering, tel:07564048876



ROVER 827 1990, 79046 miles, Luxury, excellent condition, top of the range executive model, all the features, everything electric, great runner, has its MoT, owned it for 3 years., GBP, 2500 Chetnole, tel: 07946154305



SUZUKI SWIFT 2000, 17000 miles, MoT 10/11/20, 5 door, 5 spd, g/box, electric windows, central locking, 1 owner from new, as new, good first car, GBP, 1600 Annan, tel:07565333319



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TOYOTA CARINA 1992, 30000 miles, Time warp example, original book pack is also present, only had 2 previous owners, interior is unmarked, spare wheel never been used, original wheel trims., GBP, 3395 LEEDS, tel: 07491444737



VAUXHALL CAVALIER 1995, 89000 miles, Limited Edition, 1 of 14 left on the road and decreasing by the day, not your usual project car, fantastic example, well loved classic, all handbooks, both keys, FH., GBP, 1000 Atherton, tel:07837192953



VOLKSWAGEN GOLF 2002, 42000 miles, Well cared for example of one of the best Mk4 Golfs ever made, clean, MoT till 31 July 2020, 2 previous owners, absolute joy to drive, service book, receipts., GBP, 7500 Worthing, tel:07838493002



VOLVO 940 1996, 38500 miles, Exceptionally clean & honest example, five alloys have been refurbished and fitted with new Avon tyres, few age related marks but this car is 99% there., GBP, 3500 Willenhall, tel:07970936787



TOYOTA FJ 1981, 114 miles, Fully restored some years back and retains many original features, truly is an honest and rustic example, lots of fun and smiles, uprated suspension., GBP, 22750 King's Lynn, tel: 07545282051



VAUXHALL NOVA 1989, 49000 miles, Long MoT, lots of history, owned the car for around two years, been a joy to own, stack of history, bodywork is very good for it's age, structurally solid., GBP, 1500 Newquay, tel:07850324125



VOLKSWAGEN GOLF 1981, 183732 miles, Meticulously finished restoring in 2012, everything has been given rust protection, runs fantastically, been garaged since restoration., GBP, 19000 Braunton, tel: 07776316592



VOLVO C70 2000, 64500 miles, 2.4 non turbo manual (rare), 3 owners, myself for the past 19 years, very very good condition for a 19 year old car, dealer service history., GBP, 2000 Llanelli, tel:01269845195



TOYOTA LAND CRUISER 1998, 159071 miles, MoT till December 2020, fair condition., GBP, 1750 Hull, tel:07901 600259



VOLKSWAGEN BEETLE 2000, 107000 miles, 2 owners, i bought it in 2013, beautiful to drive, never had a problem, completely reliable, roof mounting bike carrier is included for free., GBP, 1500 London, tel:07492779979



VOLKSWAGEN GOLF 2008, 106213 miles, Stunning, full history, 2x fob keys, no doubt this is a future and appreciating classic, Hankook tyres, Diamond Ct 18" alloy wheels, auto dimming mirror., GBP, 7000 Dullatur, tel:07970220557



VOLVO S70 1997, 140000 miles, Ex Hampshire Special Branch vehicle, cloth interior, Webasto glass tilt/slide sunroof, police map, fitted a leather steering wheel, very well maintained., GBP, 1995 Bournemouth, tel:07747598727



TOYOTA MR2 1992, 79000 miles, Excellent, clean, original example, T-bar, only 2 owners, much of it's life has been spent in Athens, UK car, large pile of service history, clutch August 2018., GBP, 5999 Chearsley, tel:07768333810



VOLKSWAGEN CAMPERVAN 99110 miles, A lovely Splitscreen Campervan in extremely good condition which has been well looked after. It is garaged all year round in a heated garage. History provided., GBP, 22000 Gourrock, tel:07711086779



VOLKSWAGEN GOLF CABRIOLET 1992, 160000 miles, Great condition, needs some TLC for the interior, 11 months MoT, taxed and SORN, had this car for 16 years, well looked after, exterior is pretty good., GBP, 6250 Shenfield, tel:07391104159



VOLVO V70 2002, 114000 miles, 2.4 petrol, auto, MoT Oct 20, recent service, recent belt, please call for more information, GBP, 895 Stevenage, tel:01438311781



TOYOTA RAV 4 245000 miles, One of the few VX models left, been professionally panels off resprayed to an exemplary quality, wheels professionally refurbed, mechanically spot on., GBP, 2995 Romford, tel:07958735087



VOLKSWAGEN GOLF 2007, 110000 miles, Wonderful, a bona fide classic, in great condition, full service history, MoT to July 2020, leather, sunroof, 18" alloys, paintwork is smart., GBP, 5750 Darlington, tel: 07879118777



VOLKSWAGEN PASSAT 2001, 120000 miles, Grey leather and suede, heated trim, p/s, c/l, e/w, factory alloys, full service history, a long MoT, getting rare now, please call for more information., GBP, 1995 Epsom, tel:07973340442



VOLVO V70 1998, 207000 miles, Reasonable service history, spent quite a bit of money on it, MoT until the end of September, drives lovely, 75 left on the road now., GBP, 3995 Bournemouth, tel: 07747598727



VAUXHALL ASTRA 1995, 54000 miles, Excellent condition, been very well looked after, full service history, lots and lots of paperwork, 12 months MoT, interior is mint, struggle to find one in this condition., GBP, 1700 Northampton, tel:07475433883



VOLKSWAGEN GOLF 2003, 52000 miles, Excellent, one lady owner example of this potential classic, full main dealer service history, PAS, central locking, climate control, CD multiplayer., GBP, 3995 London, tel:07711636060



VOLVO 850 1996, 80000 miles, Fabulous condition, MoT until Oct 20 with no advisories, totally original, major service, Japanese import 2017 and in fantastic condition., GBP, 7500 Hampton Hill, tel: 07793460612

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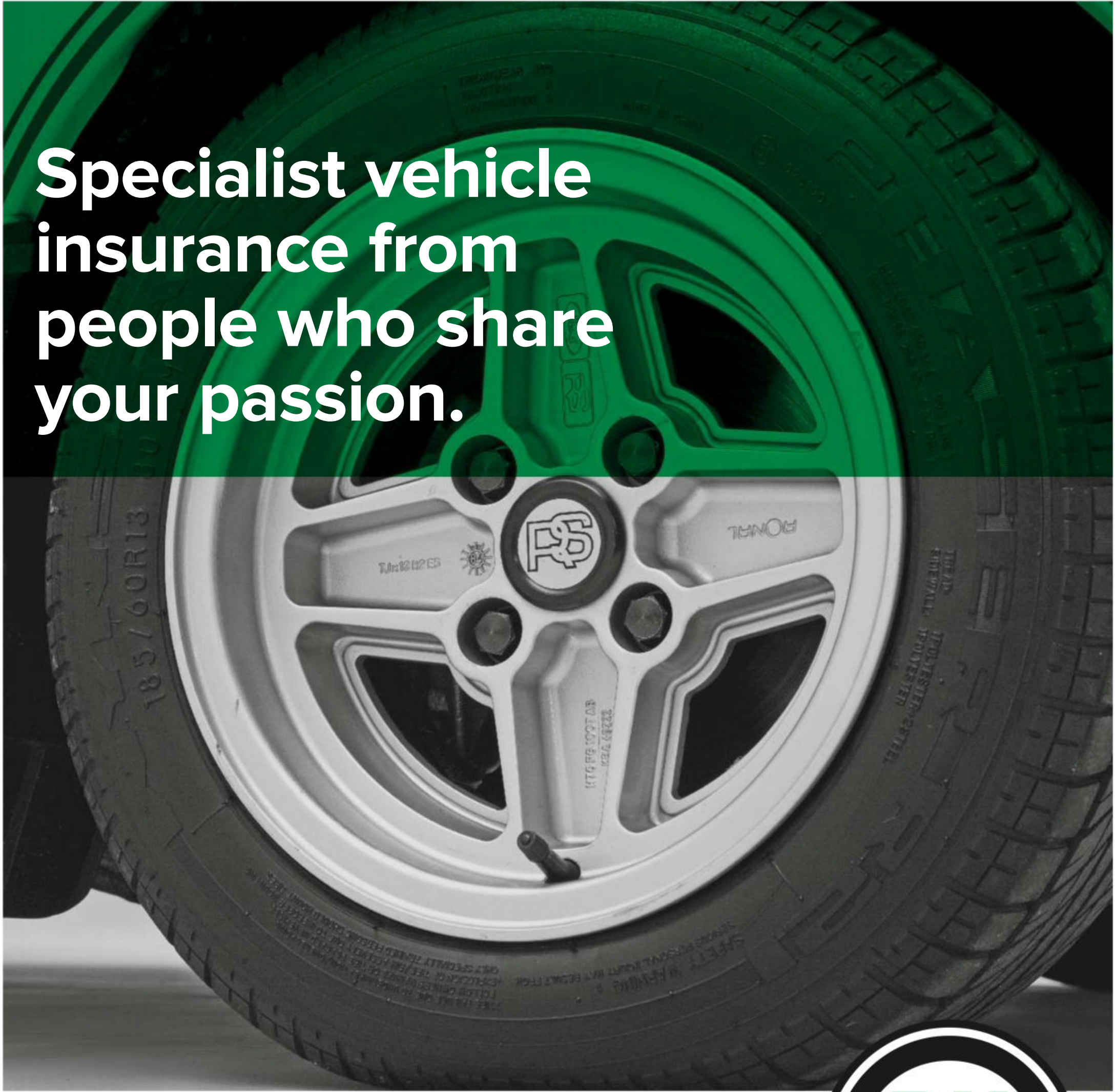
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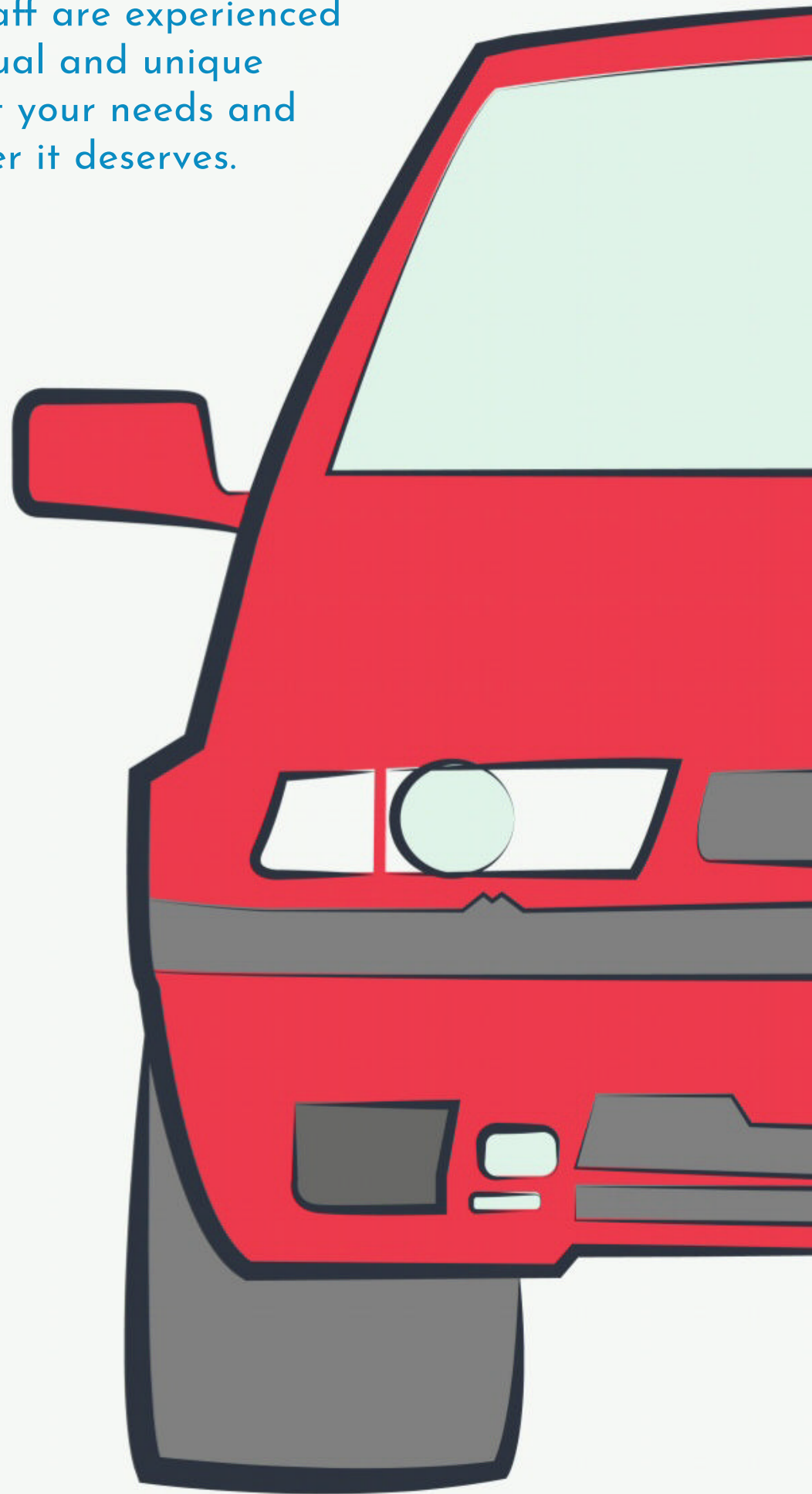
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HYUNDAI COUPÉ

It had pretty styling and Porsche-fettled dynamics, but the British buying public smelt something fishy

Words **Tony Middlehurst**

The Americans used to name a lot of cars after fish. Who can forget the Corvette Manta Ray and Mako Shark, the Plymouth Barracuda, and of course the Pontiac Tench?

Hyundai went down this fishy route when it launched the Coupé, the 1996 replacement for the dismal Scoupe. Outside Europe, the Coupe was the Tiburon, which is the Spanish word for shark. Compared to the slabby Scoupe, that first-generation Coupé was an absolute riot of curves. Nothing else in the price bracket had anything like the same visual impact.

Italians are famed for their ability to ignore quite serious flaws in a car as long as they look great reflected in a shop window, but even they loved it, buying more of them than their own homegrown Fiat Coupe.

Even British High Street proles who weren't remotely interested in cars liked Hyundai Coupés. A lifestyle mag I was working for in 1998 commissioned a big vox pop survey in which members of the public were shown pictures of 25 stylish motors from which they had to nominate the sexiest one. Yeah, I know, sorry – times were

different then. Aston's DB7 was the clear winner, with the Volvo V70 T5-R in last spot just ahead of 'no idea, mate', but the highest non-exotic in the list was the Hyundai in a very creditable sixth place.

That was quite something, because the Hyundai brand had a very low British profile in 1996. Hyundai UK was still nine years off, and the British operation's lack of clout meant that cars coming into the UK had to have alarm/immobiliser systems retro-fitted as soon as they docked in Southampton. These units often went wrong, or right if you didn't trust your alarm clock to wake you up in the morning. The Coupé would often oblige.

Over-eager alarms weren't the reason for the Coupé's failure to stimulate UK buyers, however. The main problem seemed to be a feeling that a sharp-handling, good-looking

Korean coupé simply could not be trusted, even if it did have Porsche-designed rear suspension and a low price tag. Hyundai cleverly tried to rectify this buyer suspicion in 1999 by releasing the RD2 facelift, a vehicle ugly enough to reassure any skeptics that the Coupé really wasn't too good to be true. In South Korea this model was called the Tiburon Turbulence, which neatly described the gastric state of all who beheld its toadlike frontal aspect.

Hyundai quickly canned that one, returning in 2002 with the in-house-designed gen-two GK Coupe, a much more European car that deserved better engines than a couple of anonymous fours and an oddly soulless and underpowered 2.7 V6. Once again the UK market failed to respond and the Coupé died here six years later, although it continued in Korea as the dashing handsome – and rear-wheel drive, dammit – Genesis Coupé right up to 2016. If only Hyundai's brand had been strong enough in the UK in the mid-1990s to sustain that first Coupé, we could all be driving around in 348hp 3.8-litre V6 RWD Genesis Coupés right now. Flipping flippety flip! **MC**

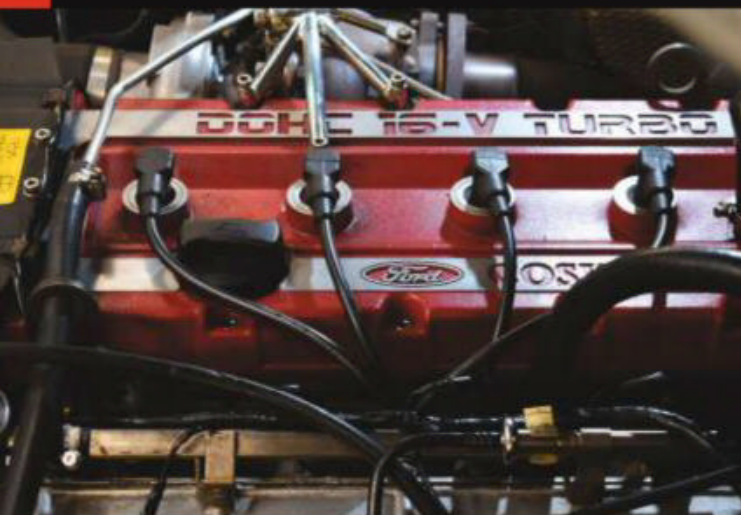
**'A SHARP-HANDLING,
KOREAN COUPE COULD
NOT BE TRUSTED'**



The Hyundai Coupé was a tasty bit of Tiburon.



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