



# classiccars

## DS DESIRE

How to buy Citroën's chic techno-marvels while they're still a good buy



DS PALLAS £12K

ID19 £8K

DS19 £8K

SAFARI £10K

DÉCAPOTABLE £85K

### INSIGHT

#### PORSCHE 356 GLÖCKLER

Carrera granddaddy driven

#### MERCEDES SL500

Is the wedgy 1990s soft-top ready for classic status?

+ Why Jo Siffert's talents had top sports car racing teams fighting




**NOMAD SPORTS RACER**  
*Shed-built to take on the world*

**ROVER P5 BUYING GUIDE**  
*Bag some luxury, avoid the misery*




**TRIUMPH'S UNIQUE FURY**  
*How the future looked in 1965*



## 'Healey is officially the fastest

**THE DENIS WELCH** Motorsport-built replica of the 1954 Austin-Healey Endurance car has officially broken 17 speed records, including the International 1000km and UK 100-mile records.

The record attempts took place at Bedfordshire's Millbrook Proving Ground in November 2009 but have only just been ratified by motor sport bodies the FIA and MSA.

Owner Martyn Corfield and Jeremy Welch covered the 1000km at 148.22mph to claim

the International 1000km (Group 2 Class 8 non-supercharged) record, despite Corfield spinning down the banking at almost 150mph. The works 'Healey team originally posted a speed of 132.81mph at Bonneville, USA, in 1954.

The duo's UK 100-mile record of 150.48mph is the fastest of any car in the UK, beating Prodrive's 147mph record set in October 2000 with a Volvo S60 T5.

For full details, see [www.healeyendurance.com](http://www.healeyendurance.com)



## Tom Walkinshaw, 1946-2010



**MOTOR RACING MAESTRO** Tom Walkinshaw lost his battle with lung cancer on December 12, aged 64.

The no-nonsense and often controversial Scotsman founded TWR in 1975 and took Jaguar to European Touring Car Championship victory with the Group A XJ-S V12 in 1984, leading to three World Sports Car Championship titles – including two Le Mans 24-hours wins – with purpose-built Group C XJR endurance racers.

TWR-prepared Mazda RX-7s had already given Win Percy the British Saloon Car Championship driver's titles

in 1981 and '82. TWR would also have claimed the championship with the Rover SD1 Vitesse in 1983, having won all 11 races, but the team endured relentless eligibility wrangles that ended up in the High Court. TWR also won the BTCC in 1998 with Volvo's S40.

Teaming up with Benetton in F1 as Group C was petering-out, Walkinshaw was instrumental in recruiting designer Ross Brawn and driver Michael Schumacher, who won the 1994 title under Walkinshaw's engineering direction. However, time served at Ligier and Arrows failed to repeat that success.

A TWR subsidiary built the Jaguar XJR-15 and XJ220 supercars, followed by other road car developments including the Aston Martin DB7, RenaultSport Clio V6 Mkl, Ford Puma, Volvo C70, Nissan R390 and Holden HSV saloons.



## Simon Kidston

### *What to buy – and what to sell – in 2011*

**I**T'S THAT TIME OF YEAR when magazines publish their collecting recommendations for the year ahead – so here goes My day job focuses on cars with lots of zeros at the end of the price and here it's easier to predict what's going up and what's going nowhere. Buy the very best, the general rule says, and long-term you won't go far wrong. That's great for those who can afford it, but it gets trickier if, like me, your tastes forever seem to exceed your means. So what's around that's worth a punt, and what carries a health warning? Here are my tips to suit every pocket.

**Less than £20,000:** You'd be hard pressed to have more fun with your clothes on than in a Sixties Fiat 500 or a Mini Moke. They're cheeky, cheap to maintain and will help you to blag access to the paddock in even the smartest events. If you prefer Timberlands to Tods, maybe a World War Two-era Willys or Ford Jeep is more your thing. Either way, these just keep going up in value and won't look out of place when surrounded by the red car collection that you'll probably build up later in life (after buying a Harley).

**Less than £50,000:** At the risk of flattering our editor Phil Bell, I suggest you follow his lead and look for the very best fixed-head Jaguar E-type Series 1 your life savings will buy. The original 3.8-litre version, complete with uncomfortable seats, scary brakes and crunchy gearbox is the one to go for as it's the E-type in its purest, ground-breaking form. Its 50th birthday celebrations this year won't suddenly see values rocket, but the media interest won't hurt either. If Jaguar had built just dozens instead of thousands they'd be worth more than most Ferraris: that's the flipside to success. A Fiat Dino Spider, preferably the 2.4, is another one to consider, but with only 424 2.4s built and a costly rust habit, you'll have your work cut out.

**More than £50,000:** It's hard to find hidden value among the usual Latin exotica, so you'll need to be clever. Regular readers will know I've fallen for the charms of a late Eighties Aston Martin V8 Vantage, the so-called X-Pack variant (even more horses to overwhelm the Sixties-designed chassis: great fun) and I'd recommend these big GTs to anyone with a family, although a disregard for greenhouse gases and fuel bills will also help. If you want something more chuckable, but still usable, early Porsche 911s are great cars. Go for a 2.4S: it's got more grunt than the first ones without the flashy add-ons or the price tag of the 2.7RS. It would be my recommendation for the classic to drive every day. If you're jockey-sized, very brave and think well ahead, buy a Seventies or early-Eighties F1 example. When we're all legislated off the roads these will become hot property for track use, and tomorrow's TV-fed collectors will remember the Bernie Ecclestone F1 era far better than Juan Manuel Fangio in his Maserati 250F. Sad, but true.

Which leaves one question: what to *sell* in 2011? If it's big, heavy or intended to be chauffeur-driven, you're probably too late already. If it's got 16 cylinders, four turbochargers and 1000bhp, I hope you're buying it secondhand. If it's new and there's a waiting list, get out while you can and don't be greedy. And the golden rule? The car to sell in 2011 is the one you didn't drive once in 2010.

*Simon Kidston lives and works in a world filled with the finest classics. In between acting as a consultant to collectors and performing as the multi-lingual presenter at top European events, Geneva-based Simon ([www.kidston.com](http://www.kidston.com)) finds time to enjoy his own cars, including a Porsche 911 Carrera 2.7 RS and a Lamborghini Miura SV.*