

■ **1-4 CONDITION GUIDE** 1: Excellent condition – concours can be much more 2: Good – sound usable condition 3: Average – running with MoT 4: Project – in need of restoration

IT'S JUST RIGHT

1965 Bristol 408

The ultimate in understated, comfortable motoring, the 408 is definitely a rare sight, and while only 83 408s were built, just 17 of the Mk1s (like this one) left the factory. In the almost obligatory dark blue with black interior, it's an ideal car for someone who doesn't crave attention and it comes with a comprehensive history file, Historics says. With factory-fitted sunroof and air conditioning, as well as power windows, its specification is just right, as is the estimate.



ESTIMATE
**£35k
-45k**



ALMOST UNMARKED

1970 MG Midget

Owned by the vendor for nine years and given a £10,000 restoration in 2003, the next owner of this pleasing MG should still be reaping the benefits of a previous owner's expenditure. With almost unmarked paint and interior, it has plenty going for it, including the fact it's not red. Christmas could be coming very early for one buyer.

ESTIMATE
En/r

MODENA LOOKS, US GRUNT

1964 Apollo 5000GT

The American-built, short lifespan Apollo was influenced by European GTs, especially those coming out of Modena. Californian Milt Brown had the idea of creating his own sports car and he contracted Italian firm Intermeccanica to build the bodies, which were then sent to the USA for the engine and gearbox (Buick 3.5- or 5.0-litre V8s) to be fitted. Historics' example is said to be in good condition and with performance, looks and rarity on its side, should spark lots of interest.



ESTIMATE
**£100k
-120k**

REVIEW CLASSICS CENTRAL, BEDFORD AUTODROME, THURLEIGH. 15 MAY

THREE WORLD RECORDS

Just what a new auction house needs in a packed marketplace

Classics Central is making a place for itself in an increasingly busy auction calendar, and with the low-miles Honda Z600 away at £20,275 it has the landmark a newer house needs.

The Nottingham-based business claimed three world records for this sale – the Honda, as well as a 1990 Ford Sierra RS Sapphire Cosworth at £29,700 and a 1996 BMW 850CSiM at a £28,600. Top price of the day was £31,350 paid for a 1966 Alfa Romeo 1600 Sprint GT.

■ 0115 975 4030 ■ www.classicscentral.co.uk

YEAR/MAKE/MODEL	EST	£SOLD	COND'
1966 Alfa-Romeo 1600 Sprint GT	£35,000-38,000	£31,350	2
1986 Austin Maestro VdP	£1500-2000	£1100	2
1988 Austin Mini City E	£2000-3000	£1375	2-
1991 Bentley Mulsanne S	£6500-8500	£7150	2
1996 Bentley Brooklands	£11,500-12,500	£12,100	2
1995 BMW Alpina B3	£6000-8000	£5500	2
1996 BMW 850CSiM	£27,000-29,000	£28,600	2+
1997 BMW 535i	£2500-3000	£2310	2
1995 Daimler Century 6.0	£3500-4500	£3025	2
1970 Ford Corsair Abbott estate	£6000-8000	£6930	2
1990 Ford Sierra RS Cosworth	£28,500-32,500	£29,700	2+
1974 Honda Z600	£20,000-22,000	£20,275	2++
1964 Jaguar MkX 3.8	£12,000-14,000	£9130	2
1989 Jaguar XJ-S 5.3 Convertible	£12,000-14,000	£11,550	2
1979 Mercedes-Benz 230C	£15,000-18,000	£11,660	2
1979 Mercedes-Benz 230C	£15,000-18,000	£14,575	2+
1979 Mercedes-Benz R107 350SL	£6000-8000	£6600	2
1979 Mercedes-Benz R107 450SLC	En/r	£3630	3
1984 Mercedes-Benz 200T	£3500-4000	£2118	2
1987 Mercedes-Benz 260E	£3500-4500	£3740	2
1992 Mercedes-Benz 600SL	£6500-7500	£5610	2
1995 Mercedes-Benz E220 Cabriolet	£4500-5500	£5280	2
1997 Mercedes-Benz E220 Cabriolet	£8500-9500	£7700	2
1998 Mercedes-Benz S320	£2000-3000	£2860	2
1998 Mercedes-Benz SLK230	£3000-4000	£3025	2
1999 Mercedes-Benz S320L	£2000-3000	£1705	2
2003 Mercedes-Benz CLK500	£5000-7000	£5610	2
1979 MG Midget	£3500-4500	£2750	2
2001 MGF	£1500-2000	£1705	2
1990 Renault 5 Turbo	£6500-7500	£6050	2
1979 Rolls-Royce Silver Wraith	£4500-5500	£4840	2-
2000 Rover Mini Cooper S	£5000-6000	£3850	2
1964 Sunbeam Alpine	£10,500-12,500	£11,500	2+
1968 Triumph Spitfire Project	En/r	£330	4
1976 Triumph Stag	£10,000-12,000	£14,250	2+
1977 Triumph 2500S sln	£5000-6000	£5335	2+
1978 Triumph Stag	£5500-7500	£6710	2
1991 VW Golf GTi 8v 5-dr	£3000-4000	£3025	2



JUST 705 MILES ON THE CLOCK

1974 Honda Z600

It might have been the smallest car in the sale, but ultra-rare tiddlers still make big prices, as this 1974 Z600 showed. From a collection, and with 705 miles on the clock, it really wanted

for nothing, and here was evidence that 1970s Japanese cars have come in from the cold. The punters who gave up the bidding lost out, because another one like this won't be coming along soon.



COUPÉ COUP

1979 Mercedes-Benz 230C

Of all the W123 derivatives, the coupé is most likely to have survived in good order. Classic Central's Milan Brown model was just right, featuring velour trim and steel hubcaps. It had also

covered 26,000 miles from new, and having been found in a garage in the plush Belgravia part of London, re-commissioned and fully serviced. Literally and metaphorically a great find.

AUCTIONS INSIDER
RICHARD HUDSON-EVANS



Lamborghinis go racing

Even though colour-changed and static-stored in Finland for the last 15 years, and therefore liable for additional tax if domiciled within the EU, a 'no reserve' Countach (below) magnetised the investors in Monaco, where it raised €504,000 (£398,160) including 12% RM Sotheby's premium. With the original 4.0-litre V12 still present and roaring well on start-up, the 14th of the 50 Series 1 Countach LP400S reared by Lamborghini in 1978 – with distinctive telephone dial alloys shod with wider Pirellis to help put down the Raging Bull's 375bhp to planet earth – was much viewed by potential tamers as it entered the carpeted underground car park at Le Sporting.

A world record €672,000 (£530,880) was also forthcoming for a 17 years younger Lamborghini, an even more intimidating looking Diablo SE30, one of 150 wild animals bred to commemorate Lambo's 30th anniversary and one of only 15 to factory-upgraded Jota specification.

Among other valuations to blip my lap-top's screen beside the Med, a 1968 Roman-registered Ferrari Dino 206GT, one of 153 aluminium-bodied ones that reportedly had been largely original prior to a recent back to bare-metal repaint, made a more than top estimate €560,000 (£442,400).

The €476,000 paid (£376,040) for a 1982 Renault 5 Turbo was a memorable milestone for the French pocket rocket. Admittedly the record breaker was the ex-Renault Chartres Group IV

'Highest price paid at Monaco was for a Le Mans-raced Ferrari 340 America – £5.7m'

rally car that French Champ Jean-Luc Therier had employed to scuffle through the blizzard to finish fourth overall and be the first two-wheel drive competitor home on the 1984 Rallye Monte Carlo.

The highest priced classic to sell during the four auctions held during Monaco's bi-annual Historic GP weekend (just beating the Bonhams sold £5,723,550 C-Type to top the results table in the Principality) was a 1951 and 1952 Le Mans-raced Ferrari 340 America with still elegant Barchetta coachwork by Carrozzeria Touring. It was acquired for a below forecast €7,280,000 (£5,751,200).

This was the first Monaco gig for the North American House without former RM Europe Chef d'Equipe and gavel-wielder Max Girardo on the rostrum. Fellow RM specialist Peter Wallman has taken up the Euro-reins alongside RM Sotheby's Europe MD Maarten ten Holder.

By the end of a very long evening, 48 or 62% of the 78 classics in the main glossy catalogue had changed hands. And after the 27 cars from the Quattroruote Collection in the earlier session had sold out, 76 of the 105 car entries had sold, taking the overall sale rate to 71% and the premium-inclusive sales total to €27,333,120 (£22.59m).

■ Richard Hudson-Evans has been reporting on classic car sales for more than 25 years.

