

[Market Watch]



The heritage hub caters for cars from 1963-2003, 350 GT to Diablo

Lamborghini launches heritage department

Opening the company's *Polo Storico* (historical hub) facility recently, Lamborghini chairman Stefano Domenicali said, 'Heritage is the foundation for our future.' The new department will cater for the 9453 cars from the first 40 years of Lamborghini production – that's 350 GT to Diablo.

There are several facets to this project, which has taken two years to bring together. One is to provide certificates of authenticity and conformity, on the lines of Ferrari's 'Classiche' programme. Lamborghini has also created its own dedicated restoration

facility, currently able to handle 12 cars a year and already fully booked for 2017. Partly to assist this, the company is actively remanufacturing components that have become unavailable, using original suppliers where possible.

'Last year alone 200 different parts were reinstated, including body panels, and we now carry €16m worth of classic spare parts for Lamborghinis,' said head of aftersales, Paulo Gabrielli.

The Lamborghini Museum in Sant'Agata has also been revamped as part of the initiative. This holds a frequently rotated two dozen cars out of a total of 69 in a collection that includes all models and most prototypes. We can reveal that plans are in motion to create a larger facility to display many more cars.

For more information, log on to lamborghini.com/en-en/ownership/polo-storico.

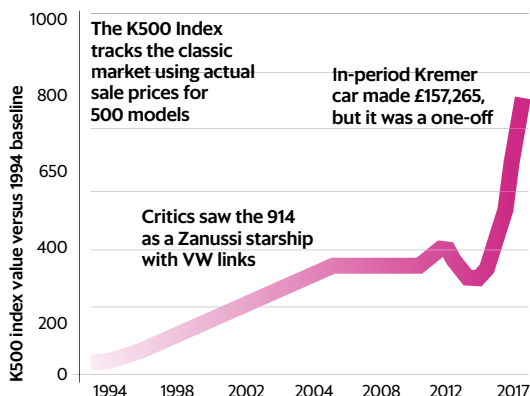
'It has created its own dedicated restoration facility, currently able to handle 12 cars a year. It's fully booked'

[What the K500 market index says about the...]



Porsche 914/6

K500's Simon Kidston: 'Mid-engined, around 3300 made, Le Mans credentials and one of the best badges. What's not to like? Well, it's "appliance styling" never set pulses racing, nor did the VW-Audi connection. Today, the six-cylinder version of Porsche's entry-level 914 flies in the face of appreciation of other contemporaries from Stuttgart. Bonhams sold a Kremer-modified car for €184,000 (£157,265) at *Rétromobile*, but this result might be an outlier for the future.'



[In the trade]



E-TYPE PROJECT TOPS £145K

The cover car for *Historics* at Brooklands' March 4 catalogue lived up to its billing. Against an estimate of £90-110k it sold for a remarkable £145,600. It's a hard number to swallow. Unrestored original Jaguar E-types are a rare sight now, but this was no cosseted low-miler. It was an 85,000-mile late-1962 3.8 Roadster – not even the extra-collectable flat-floor model – with plenty of barn patina and flaking paint. A full-on project, in other words. It may make an easier resto than the average rust bucket, but there's still a lot to spend.



DVLA GIVES THUMBS-UP TO REPRODUCTION BODIES

The Federation of British Historic Vehicle Clubs (FBHVC) and the DVLA have reached an understanding over age-related registrations for rebodied classics. The agency accepts that original bodies may properly be replaced on an existing chassis as they deteriorate over time. It says: 'The [registration] application should demonstrate that the replacement body is one that could have been placed on it from the outset or is of a style... associated with the marque.'



CLASSICS CENTRAL TAKES A HALF-YEAR BREAK

Specialist auction house *Classics Central* has put its business on hold for at least the first half of 2017. Managing director, Justin Lazic, blames the overcrowded marketplace. 'Three or four houses might drop out within the next six months. The recent trend for 5% buyers' premiums is also unsustainable. Auctions that use these and 0% sellers' premiums will go down by July,' he says.