

WE START THIS NEWSLETTER WITH THE VERY SAD NEWS, THE PASSING OF DOREEN MAHAFFEY, BELOVED WIFE OF SEAN.

DOREEN WAS A KEEN CLUB MEMBER AND DESPITE HER PAINFUL DIFFICULTIES, WAS CHEERFUL AND ALONG WITH SEAN NEVER MISSED A CLUB MEETING OR OUTING.

THE COMMITTEE AND MEMBERS OF OUR CLUB SEND THEIR HEARTFELT CONDOLENCES TO SEAN AND FAMILY AT THIS TIME.

R.I.P DOREEN

WELCOME TO THE JOINT SEPTEMBER/OCTOBER NEWS LETTER.

HELLO ONCE AGAIN EVERYONE.

(CONT'D), AS DISCUSSED IN MARCH THE COMMITTEE CONTINUE TO UNDERTAKE REVIEWS LOOKING AT RECOMMENDATIONS REGARDING THE SAFEGUARDING OF OUR MEETINGS. AS A COMMITTEE WE HAVE A DUTY OF CARE TO ALL MEMBERS AND VISITORS, ADDITIONALLY MEMBERS HAVE A DUTY OF CARE TO EACH OTHER. NOTE:- WE HAVE HAD AN INCREASE IN THE NUMBER OF COVID INFECTIONS. IT IS ANTICIPATED ALAN WILL ONCE AGAIN BE TAKING TEMPERATURE READINGS AT OUR JULY MEETING.

WE HAVE ATTEMPTED TO KEEP UP TO DATE RE-COVID REGULATIONS. AS A RESULT, WE SHALL UPDATE THE ACTIONS TAKEN REGARDING THE COVID ISSUE, TAKING GUIDANCE FROM LOCAL AND NATIONAL DECRETOS.

ANOTHER WELCOME ALL OUR NEW AND EXISTING MEMBERS TO THE CLUB AND HOPE YOU ENJOY YOUR TIME WITH US!!!! WE APPEAR TO BE GROWING IN NUMBERS

CLUB EVENTS

AT THE MAY MEETING A LARGE AMOUNT OF DISCUSSION TOOK PLACE AROUND THE TOPIC OF MEETINGS, VENUES AND EVENTS, RUNS OUT ETC....ALAN PROMOTED THE PROPOSAL OF MEETING EVERY TWO WEEKS UNDER THE GUISE OF
“BRING OUT YOUR CLASSICS”

LET’S SEE IF WE CAN IMPROVE ON THE NUMBER OF EVENTS PLANNED FOR THE COMING MONTHS.

WE HOPE THE OUTINGS CALENDAR WILL FILL UP QUICKLY DURING THE SUMMER AHEAD, WITH ANTICIPATED ENTHUSIASTIC INPUT FROM OUR MEMBERS.

WE HAVE AN UPDATE REGARDING EVENTS ON OUR CALENDAR .

JULY - VACANT

AUGUST - VACANT

MALCOLM SEPTEMBER - AWAY DAYS DRIVE. PROVED A GREAT SUCCESS YET AGAIN

OCTOBER - WILL AND CHARLI TO ARRANGE

NOVEMBER - VACANT

DECEMBER - (CHRISTMAS LUNCH AND RUN) KEN & JACQUELYNE TO ARRANGE

MONTHLY REMINDER:- THANKS GO TO MALCOLM & JEAN ONCE AGAIN FOR THIS YEARS’ 3 NIGHT 4 DAY AWAY TRIP.

I STILL REQUEST ANY INTERESTING ITEMS YOU MAY HAVE SUITABLE TO PRINT IN THE NEWSLETTER. I DO RECEIVE ITEMS FROM MEMBERS BUT NOT MANY, SO PLEASE GET YOUR THINKING CAPS ON.

MEMBERS CONTRIBUTIONS:-

FROM CHAS:-

NOEL GALLAGHER SELLS CLASSIC JAGUAR SPORTS CAR FOR EYE-WATERING SUM

NOEL GALLAGHER HAS SOLD HIS CLASSIC JAGUAR SPORTS CAR FOR £125,000 — HAVING NEVER DRIVEN IT IN THE 25 YEARS HE OWNED IT.

THE OASIS STAR BOUGHT THE 125MPH SOFT-TOP DURING THE BAND'S HEYDAY IN 1997 BUT NEVER PASSED HIS TEST.



3NOEL ORIGINALLY PURCHASED THE CLASSIC SPORTS CAR IN 1997

A MYSTERY BUYER IS BELIEVED TO HAVE SPLASHED OUT £15,000 MORE THAN THE £110,000 NOEL PAID FOR THE 1967 VEHICLE.

HE HAD SAID HE WOULD HAND IT DOWN TO DAUGHTER ANAIS, 22, BUT HE CLEARLY OPTED AGAINST THAT.

THE JAG, WHICH HE PUT UP FOR SALE IN MARCH, WAS LAST YEAR USED IN A MUSIC VIDEO FOR THE SINGLE WE'RE ON OUR WAY NOW BY HIS BAND HIGH FLYING BIRDS.

IT FEATURED THE CROWN ACTOR MATT SMITH, 38, AND ACTRESS GALA GORDON, 29, CUDDLING UP AS THEY DRIVE AROUND LONDON.

NOEL, 55, HAS PREVIOUSLY BRANDED THE JAGUAR MKII ONE OF HIS "MOST EXPENSIVE MISTAKES".

HAVING ORIGINALLY PLANNED TO TAKE LESSONS AND GET A LICENCE, HE DROPPED OUT OF DRIVING SCHOOL AFTER JUST ONE SESSION.

HE SAID: “MY £110,000 JAGUAR JUST SITS IN THE GARAGE. IT’S BEEN THERE SINCE THE ’90s. “I THOUGHT WHEN I BECAME A FULLY-BLOWN ROCK STAR, I WAS GONNA NEED A CAR. SO I GOT A MKII JAGUAR FROM 1967, THE YEAR I WAS BORN. I THOUGHT I’LL EASILY HAVE LEARNED TO DRIVE.”



NOEL PREVIOUSLY BRANDED THE JAGUAR AS ONE OF HIS 'MOST EXPENSIVE MISTAKES'

LONDON CLASSIC CAR DEALER HURST PARK AUTOMOBILES SAID THE MOTOR, WITH ITS PLUSH RED LEATHER INTERIOR, HAD BEEN BOUGHT BY AN ANONYMOUS BUYER.

LOOK THIS ONE UP ALSO:-

<https://www.thesun.co.uk/motors/19470161/stunning-classic-cars-are-stolen-banger-race/>

FROM JANE SHERGOLD.

A SHORT STORY WRITTEN FOR HER GRANDCHILDREN. “THE OWLS” :- PLEASE READ IT ON OUR WEB PAGE.

5 WAYS TO PROLONG YOUR CLUTCH’S LIFESPAN

IF YOUR CAR HAS A MANUAL GEAR BOX, YOUR CAR WILL HAVE A CLUTCH. CLUTCHES ARE INFAMOUSLY SUSCEPTIBLE TO WEAR, AND GETTING A MECHANIC TO REPLACE IT CAN COST UPWARDS OF £500! LUCKILY, BY MAKING A FEW TWEAKS TO YOUR DRIVING STYLE, YOU CAN DRASTICALLY INCREASE THE LIFESPAN OF YOU CLUTCH, SAVING YOU BOTH TIME AND MONEY IN THE LONG RUN. LETS TAKE A LOOK.

1. AVOID “RIDING THE CLUTCH”

IF THE CLUTCH IS PARTIALLY DISENGAGED, WHEN IT COULD BE ENGAGED OR DISENGAGED THEY YOU ARE KNOWN AS “RIDING THE CLUTCH”. ESSENTIALLY IT MEANS THAT YOU WILL BE ADDING UNNECESSARY STRESS IS CREATED BETWEEN THE FLYWHEEL AND THE CLUTCH DISC, WHICH SPEEDS UP THE WEAR OF THIS PART. RESTING YOUR FOOT ON THE CLUTCH PEDAL IS AN EXAMPLE OF RIDING THE CLUTCH; IF YOU KICK THIS HABIT, YOU COULD SAVE £1000s IN THE LONG RUN

2. DON'T USE YOUR CLUTCH TO SLOW DOWN

YOU **REALLY** SHOULDN'T USE YOUR CLUTCH TO SLOW DOWN. THAT'S WHAT YOUR BRAKE PADS ARE FOR. AND A BRAKE PAD REPLACEMENT ON A FORD FOCUS WOULD COST YOU AROUND £60. A CLUTCH REPLACEMENT IS CLOSER TO £400! YOU WOULDN'T USE A LAPTOP AS A HAMMER WOULD YOU?

3. DON'T JUST FIND THE BITING POINT, KNOW THE BITING POINT

FOR LEARNER DRIVER FINDING THE CLUTCH BITING POINT IS AN EASY INTRODUCTION GETTING YOUR CAR MOVING WITHOUT AN EMBARRASSING STALL. BUT ONCE YOU'VE THROWN AWAY THOSE LEARNER PLATES (AND FURRY WING MIRROR DICE) IT TIME TO STEP IT UP A GEAR. RATHER THAN FINDING THE BITING POINT, SLOWLY RELEASE THE CLUTCH PEDAL, HOVERING OVER THE BITE POINT BEFORE LIFTING. THE MANOEUVRE IS A LITTLE TRICKIER, BUT WILL VASTLY INCREASE THE LONGEVITY OF YOUR CLUTCH.

4. BE DECISIVE WITH YOUR CLUTCH CONTROL

AS WITH RIDING THE CLUTCH, SLOPPY CLUTCH CONTROL CAN ADD UNNECESSARY WEAR ON YOU CLUTCH. IF YOU DON'T ENGAGE OR RELEASE THE CLUTCH CONFIDENTLY, THEN YOU CAN END UP HOVERING IN THE MIDDLE, WHICH CREATES ADDITIONAL STRESS ON YOUR CLUTCH PLATE. A LITTLE PRACTICE CAN GO A LONG WAY, SO NEXT TIME TRY THINKING ABOUT THE MOVEMENTS YOU WANT TO MAKE ON THE CLUTCH PEDAL BEFORE YOU MAKE THEM.

5. MAKE FULL USE OF THE PARKING BRAKE

LEAVING YOUR CAR IN GEAR IS AN EASY WAY TO STOP YOUR CAR FROM ROLLING DOWN THE HILL , BUT USING THIS AS THE SOLE TECHNIQUE TO PREVENT A RUN AWAY VEHICLE PUTS A LOT OF STRAIN TO THE CLUTCH. NEXT TIME, USE THE PARKING BRAKE IN ADDITION TO LEAVING YOUR CAR IN GEAR, AS THE PARKING BRAKE CAN HELP CARRY THE LOAD.

THE BOTTOM LINE

IN THE END IT COMES DOWN MOVING BETWEEN ENGAGING AND DISENGAGING THE CLUTCH ONLY WHEN TRULY NECESSARY. IT WILL NOT ONLY EXTEND THE LIFESPAN OF YOUR CLUTCH, BUT WILL ALSO SAVE FUEL AND BRAKE PADS. IT REQUIRES A LITTLE PRACTICE, BUT YOU'LL BE ABLE TO REAP THE REWARDS IN THE LONG TERM.

CLUTCH MAKING A FUNNY NOISE OR DOESN'T FEEL RIGHT? OUR MECHANICS ARE HERE TO HELP! [START YOUR BOOKING HERE.](#)

IF YOU'RE NOT SURE WHAT IS WRONG WITH THE CAR BOOK

A DIAGNOSTIC INSPECTION – ONE OF OUR MECHANICS WILL COME OUT TO WORK OUT WHATS WRONG WITH YOUR VEHICLE. IF YOU'RE SURE THAT YOU NEED A CLUTCH REPLACEMENT, SELECT THAT OPTION FROM THE REPAIRS OPTING DURING THE BOOKING PROCESS.

ITEMS FOR SALE.

NO CURRENT ITEMS FOR SALE. PLEASE REFER TO THE WEBSITE FOR ITEMS OF INTEREST REGARDING HIRE OR LOAN.

IF YOU HAVE A VEHICLE OR EQUIPMENT FOR SALE OR KNOW OF ONE THAT MIGHT BE OF INTEREST TO OUR MEMBERS PLEASE LET WILL OR MYSELF KNOW.

TOPICAL ITEMS.

GOING UP! 7 SIGNIFICANT RISERS IN THE CLASSIC PRICE GUIDE



TO SOME IT MUST LOOK RELENTLESS: AT A TIME WHEN THERE AREN'T MANY GOOD PLACES TO PUT YOUR MONEY, AND LIVING COSTS ARE RISING QUICKER THAN WAGES, CLASSIC CARS AT TIMES APPEAR TO BE OUTPACING THEM BOTH. WHILE NOT ALL MODELS HAVE GONE THE SAME WAY, THE HAGERTY PRICE GUIDE HAS SHOWN THAT THE VALUES OF SOME CLASSICS HAVE SOARED THIS YEAR DURING A TIME OF CHANGE IN THE CLASSIC CAR MARKET. THE EIGHT CARS BELOW THEN ARE 2022'S MOST SIGNIFICANT RISERS. THE APPEARANCE OF A COUPLE OF SUPERCARS IS INEVITABLE, BUT THE HUMBLER

MODELS JOINING THEM SHOW YOU DON'T ALWAYS NEED TO SPEND BIG MONEY TO MAKE MONEY.

HOW MUCH IS YOUR CAR TO INSURE? FIND OUT IN FOUR EASY STEPS

LAMBORGHINI MIURA LP400



AVG DEC 2021: £730,000

AVG JUN 2022: £1,136,250

INCREASE: 56%

LAMBORGHINI MIURA VALUES HAVE ROCKETED OVER THE PAST YEAR-OR-SO. NOT ONLY HAS HAGERTY SEEN RECORD PUBLIC SALES SUCH AS THE \$2.415M SILVERSTONE AUCTIONS PRICE IN RIYADH LAST NOVEMBER, BUT OUR INSURED VALUES HAVE ROCKETED: UP 29% IN THE US AND A MASSIVE 160% IN THE UK.

THIS BIG UPLIFT PROBABLY SUGGESTS THAT MORE MONEY IS BEING SPENT ON RESTORATIONS AS WELL AS A GENERAL INCREASE IN VALUES, BUT ONE THING IS CLEAR: YOUNGER BUYERS ARE NOW PURCHASING THE MODEL, WITH THE

NUMBER OF OWNERS BORN SINCE 1965 INCREASING A HUGE 44% OVER THE YEAR.

CITROEN 2CV 'RIPPLE BONNET'



AVG DEC 2021: £14,450

AVG JUN 2022: £17,558

INCREASE: 22%

ACROSS THE CHANNEL, PRICES OF ORIGINAL, LOW-MILEAGE FRENCH CLASSICS HAVE BEEN ACHIEVING PHENOMENAL PRICES AT AUCTION AS GALLIC COLLECTORS SNAP UP THE ICONS OF THEIR MOTORING HERITAGE.

ALTHOUGH WE HAVEN'T YET SEEN THE FEEDING FRENZY THAT LED TO AGUTTES SELLING THREE LATE 2CV 'CHARLESTON' MODELS, EACH ACHIEVING OVER €100,000 (AND ONE TOPPING OUT AT AN ASTONISHING €141,960) THE UK VALUES HAVE BEEN INCREASING, ESPECIALLY FOR OLDER EXAMPLES.

LOTUS ESPRIT S2 COUPE



AVG DEC 2021: £18,300

AVG JUN 2022: £21,960

INCREASE: 20%

ALTHOUGH THE HAGERTY PRICE GUIDE TRACKS THE BASE ESPRIT S2, ITS VALUE HAS CERTAINLY BEEN INCREASED IN RECENT MONTHS BY HIGH-VALUE SALES OF ITS LIMITED-EDITION SIBLINGS. WITH ESPRIT S2 TURBOS REGULARLY NUDGING OVER THE £50,000 BARRIER AND BOTH SILVERSTONE AUCTIONS AND THE MARKET BY BONHAMS SELLING JPS VERSIONS NORTH OF £60,000 LAST YEAR, THIS WEDGE SEEMS TO BE PLACING ITSELF FIRMLY IN THE SIGHTS OF NEW COLLECTORS.

THE REVISION OF THE JPS BRAND THANKS TO THE UNVEILING OF THE RADFORD 62-2 DIDN'T HINDER MATTERS, SEEING AS IT WAS EVERYWHERE ON SOCIAL MEDIA.

LAND ROVER SERIES I



AVG DEC 2021: £29,963

AVG JUN 2022: £35,800

INCREASE: 19%

A REPORTED RISE IN SERIES I LAND ROVER VALUES MAY SEEM STRANGE, AS UK AUCTION RESULTS HAVE BEEN SKETCHY IN 2020, WITH JUST OVER 50% OF THOSE OFFERED FAILING TO SELL. NEVERTHELESS, THERE HAVE BEEN SOME STRONG RESULTS IN EUROPE: BONHAMS SOLD A 'REBORN' LAND ROVER AT

ZUOTE LAST OCTOBER FOR €115,000 AND ARTCURIAL SOLD A SWB VEHICLE FOR €59,781 AT LE MANS CLASSIC IN JULY.

HOWEVER, HAGERTY MUST ALSO HOLD OUR HANDS UP HERE: WE CHANGED THE WAY WE CLASSIFIED THESE VEHICLES IN OUR LAST UPDATE, SEPARATING OUT THE WHEELBASE LENGTHS. THIS MAY HAVE SKEWED THE FIGURES A LITTLE.

MCLAREN F1



AVG DEC 2021: £12,825,000

AVG JUN 2022: £15,050,000

INCREASE: 17%

THE MCLAREN F1 HAS UTTERLY COME OF AGE IN THE LAST 12 MONTHS.

SUDDENLY, VERY SENSIBLE PEOPLE IN THE TRADE WHO KNOW WHAT THEY ARE TALKING ABOUT ARE DISCUSSING THE CAR AS THE NATURAL SUCCESSOR – AND POTENTIAL USURPER – OF THE PREVIOUS KING, THE FERRARI 250 GTO.

THE GROUND WAS SET BY THE 1995 EXAMPLE SOLD BY GOODING & COMPANY AT PEBBLE BEACH 2021 (THE 'CREIGHTON BROWN' CAR PICTURED) FOR AN ASTONISHING \$20,465,000, NEARLY \$5.5M OVER ESTIMATE. AGAIN, IT'S THE YOUNGER MONEY BUYING THEM: 56% OF THOSE WHO HAVE TAKEN OUT HAGERTY POLICIES ON THE CAR IN 2022 ARE GENERATION XERS.

MASERATI BITURBO BASE COUPE



AVG DEC 2021: £11,425

AVG JUN 2022: £12,740

INCREASE: 12%

ALL VERSIONS OF THE MASERATI BITURBO HAVE RISEN IN HAGERTY PRICE GUIDE VALUE IN 2022, BUT IT WAS THE BASE MODEL THAT GAINED THE MOST.

IN REAL TERMS, IT'S NOT A HUGE JUMP, BUT FOR THIS ONCE VERY UNLOVED CAR IT'S A MOVE IN THE RIGHT DIRECTION.

WITH THE IMPENDING RETURN OF RADWOOD TO THE UK, BRUTAL TWIN TURBOS THAT SUCK SMALL ANIMALS FROM HEDGEROWS AS YOU PASS ARE COOL AGAIN, AS IS BOXY STYLING AND SLIGHTLY CRAZY INTERIORS, ALL ATTRIBUTES THIS CAR HAS IN SPADES.

FORD CORTINA Mk III 2000E



AVG DEC 2021: £9000

AVG JUN 2022: £9860

INCREASE: 10%

THE 'COKE BOTTLE' STYLING OF THE Mk III CORTINA IS CURRENTLY A REAL RETRO HIT WITH GENERATION X ENTHUSIASTS AS WELL AS OUR FESTIVAL OF THE UNEXCEPTIONAL AFICIONADOS. ALTHOUGH THE TOP-OF-THE-RANGE

EXECUTIVE MODEL HAS TAKEN THE PRIZE, INCREASING BY A BIG 10%, ALL VERSIONS OF THE CAR HAVE INCREASED IN PRICE AS THE EXTRAORDINARY SALE AT MATHEWSONS IN MARCH OF A 1973 1600L SHOWED: WITH A TOP ESTIMATE OF £8500, IT SOLD FOR A RECORD £25,886.

WHY VALUES OF THE JAGUAR E-TYPE IN AMERICA ARE LEAVING THE UK STANDING



TRENDS ARE ALL WELL AND GOOD, BUT SOMETIMES TASTES CHANGE.

SOMETIMES, THAT CHANGE COMES REALLY QUICKLY.

TAKE THE JAGUAR E-TYPE AS AN EXAMPLE. IT'S ONE OF THE MOST FAMOUS BRITISH CARS EVER MADE, AND RIGHTLY SO; SPEAK TO ANYONE WHO WAS A CAR-MAD CHILD IN 1961 WHEN IT WAS LAUNCHED, AND THEY'LL TELL YOU OF THE IMMENSE IMPACT THE FIRST SIGHT OF THOSE SWEEPING HAUNCHES AND COWLED HEADLAMPS MADE ON THEM. IT ALSO TRANSFORMED JAGUAR,

PLACING THE BRITISH SPORTS CAR AT THE CENTRE OF A WORLDWIDE EXPORT SUCCESS STORY.

BUT HAGERTY'S VIEW OVER THE LAST COUPLE OF YEARS IS THAT THE KIDS FROM SIXTY YEARS AGO ARE STARTING TO FADE AWAY. IF THEY HAD EVER WANTED TO OWN AN E-TYPE, THEY HAD PROBABLY ALREADY ACHIEVED THEIR GOAL AND HAD ONE PARKED IN THEIR GARAGE. THE YOUNGER MONEY NOW FLOODING THE MARKET LOOKED AT THE CAR, AND IT DIDN'T REALLY FLICK THEIR SWITCHES AS MUCH AS THE COUNTACH, 911 TURBO AND TESTAROSSA DID. WE USED THIS TO EXPLAIN WHY VALUES OF ALL E-TYPES, EVEN THOSE THAT WERE HUGELY COLLECTIBLE IN THE MIDDLE OF THE LAST DECADE (SUCH AS THE VERY EARLY OUTSIDE BONNET LOCK AND FLAT FLOOR CARS), WERE TRENDING DOWNWARDS.

BUT SOMETHING STRANGE IS HAPPENING. THIS WEEK, A JAGUAR E-TYPE SOLD ON BRING A TRAILER FOR \$395,000 (INCLUDING FEES) – ABOUT £325,000. ALTHOUGH IT WAS SEEMINGLY WELL-RESTORED, IT WASN'T ONE OF THE MOST "COLLECTIBLE" MODELS: A 1967 4.2-LITRE CAR IN CARMEN RED IS NICE, BUT NOT THE PURIST'S 3.8-LITRE IN OPALESCENT SILVER BLUE. BUT ASSUMING THE SALE IS GOOD (AND THERE'S A LOT OF ONLINE CHATTER), THAT'S NOT JUST A STRONG SALE BUT A BALL BEING KNOCKED OUT OF THE PARK AND INTO THE CAR LOT NEXT DOOR: IT'S OVER \$30K MORE THAN THE US HAGERTY PRICE GUIDE'S CONDITION #1 'CONCOURS' VALUE.



1967 E-TYPE

HOWEVER, IT'S NOT AN OUTRIGHT RECORD. RM SOTHEBY'S SOLD A 1966 4.2 ROADSTER BACK IN 2013 FOR \$467,500. HOWEVER, THAT WAS AT THE HEIGHT OF THE E-TYPE PRICE FRENZY, AND THE CAR IN QUESTION WAS A THREE-TIME 100-POINT JCNA NATIONAL CHAMPION. IT'S WHAT HAGERTY CALLS AN 'OUTLIER' BECAUSE IT'S A ONE-OFF.

IT'S EASY TO DISMISS THE LATEST HIGH SALE AS ANOTHER OUTLIER OR CHALK IT UP TO THE FRENZIED ATMOSPHERE AT BRING A TRAILER. YET THERE ACTUALLY HAS BEEN AN UPWARD TREND THAT MAY HAVE BEEN GOING ON BELOW THE RADAR. IN THE US, HAGERTY DATA SHOW THAT THE MEDIAN VALUE FOR E-TYPES THAT PEOPLE HAVE CALLED US ABOUT INSURANCE FOR HAS INCREASED IN THE LAST 12 MONTHS FROM AROUND \$90,000 TO AROUND \$108,000.

WE CAN ALSO SEE CONSISTENT EVIDENCE THAT THESE "BOOMER CARS" HAVE BEEN RISING ONLINE FOR SOME TIME BEFORE THIS SALE. LOOK AT ALL BAT

RESULTS, AND THERE HAS BEEN A MARKED UPSHIFT IN VALUES OVER THE LAST COUPLE OF YEARS. BACK IN 2018, JUST ONE SERIES 1 E-TYPE SOLD ON THE SITE FOR MORE THAN \$100,000. BY THE END OF 2020, THE FIRST FEW HAD TOPPED \$200,000. THEN, IN THE PAST 16 MONTHS, THINGS WENT A BIT WILD: A TOTAL OF 13 EXAMPLES SOLD FOR OVER \$250,000 WITH FOUR SELLING FOR OVER \$300,000 IN 2022 SO FAR.

BUT... AND THIS IS A BIG BUT... THE RESURGENCE IN E-TYPE VALUES SEEMS TO BE AN AMERICAN PHENOMENON. IN THE UK, VALUES HAVE BEEN STEADY OR EVEN DECLINING – THE UK HAGERTY PRICE GUIDE AVERAGE FOR A SERIES I 4.2 ROADSTER REACHED A TEN-YEAR LOW IN JANUARY 2021 OF £91,200, A FIGURE THAT HAS ONLY JUST STARTED TO RISE AGAIN. THE PEAK, CONCOURS VALUE FOR THE '67 MODEL SOLD IN THE 'STATES IS £144,000 HERE.

FIVE YEARS AGO, NEARLY 90 PER CENT OF THE SERIES I E-TYPES COVERED BY HAGERTY WORLDWIDE WERE OWNED BY DRIVERS BORN BEFORE 1965. TODAY, THAT'S CLOSER TO 65 PER CENT.

IT'S ALL ABOUT THE NUMBERS, SAYS WILLIAM HEYNES, THE UK-BASED RESTORER WHOSE ATTENTION TO DETAIL HAS FOUND HIS CARS REACHING THE PEBBLE BEACH LAWN (AND HE SHOULD KNOW, AS HIS GRANDFATHER BILL HEYNES DESIGNED THE XK ENGINE). "THERE JUST AREN'T THAT MANY GOOD RESTORATIONS IN THE US AT THE MOMENT," HE TOLD ME. "AND THOSE WITH REAL PROVENANCE AND ORIGINALITY – TOTALLY FACTORY-BUILT BODIES AND A CLEAN, ACCIDENT-FREE MONOCOQUE – ARE ALMOST IMPOSSIBLE TO FIND IN AMERICA. THOSE GOOD ONES OUT THERE ARE VERY RARE, AND VERY DESIRABLE."

THE ACCEPTANCE OF THE E-TYPE AS A TRULY IMPORTANT COLLECTOR CAR IS ALSO QUITE A NEW THING, HEYNES NOTED. "FIVE YEARS AGO, THERE WASN'T AS MUCH INFORMATION OUT THERE ON THE EXACT SPECIFICATION OF THE CARS, BUT RECENT BOOKS HAVE RECTIFIED THIS. ALSO, THE MODEL IS

SUDDENLY BEING ACCEPTED INTO THE TOP TIER OF MOTORING EVENTS; WOULD A ROAD-GOING E-TYPE HAVE MADE IT TO PEBBLE BEACH UNTIL THE LAST COUPLE OF YEARS AND BE ACCEPTED AS A PRESERVATION CAR? I DOUBT IT.” SO, ARE E-TYPES COOL AGAIN, AND IF SO, WHY? MAYBE IT’S THAT RETRO FEEL: THE 1967 MODEL SOLD ON BAT COMBINED THE VERY BEST OF THE ORIGINAL CAR’S DESIGN – COVERED HEADLAMPS, TOGGLE SWITCHES, ELEGANT BUMPERS – WITH THE TORQUEY 4.2-LITRE ENGINE. IF YOU WANT A COMPETENT, BEAUTIFUL BRITISH ROADSTER, YOU WON’T GO FAR WRONG WITH THIS.

“WITH DISC BRAKES ALL ROUND, INDEPENDENT REAR SUSPENSION AND A CAR THAT WILL OUT-PERFORM MODERN TRAFFIC AND EASILY REACH 125-130 MPH, IT’S A LOT OF CAR FOR YOUR MONEY,” HEYNES OPINED. WHAT HE DIDN’T SAY WAS THAT HE, ALONG WITH HIS PARTNER, PHOTOGRAPHER AMY SHORE, DETAIL THEIR METICULOUS REBUILDS THROUGH SOCIAL MEDIA. THIS IS BRINGING THE MODEL OUT TO A NEW GENERATION. FIVE YEARS AGO, NEARLY 90 PER CENT OF THE SERIES I E-TYPES COVERED BY HAGERTY WORLDWIDE WERE OWNED BY DRIVERS BORN BEFORE 1965. TODAY, THAT’S CLOSER TO 65 PER CENT.

THEN AGAIN, IT MAY ALSO JUST BE A NUMBERS THING. BACK IN 2018, VALUES WERE RELATIVELY LOW, SO MANY OWNERS FELT NO INCENTIVE TO SELL. WHEN PRICES STARTED TO RISE, IT ENCOURAGED MORE CARS OUT OF THE GARAGES AND INTO THE CLASSIFIED ADS. AS THE VALUES INCREASE, SO THE TEMPTATION FOR OWNERS OF THE VERY BEST CARS TO PART WITH THEM GROWS TOO.