

Doris

My 1938 Morris Eight 4 seat tourer.

Lucy

My 1934 Austin 7 Saloon.

2003 BMW E46 325CI M-SPORT

nice example of the much loved E46 BMW. A 2.5 straight 6 remapped to 250bhp with 650cc siemens deka injectors, polished and ported, lsd and a few other mods to boot this is a quick car that always impresses

Sublime to ridiculous

Whilst looking around for a Jag for my brother, he came across this Lexus LS400 in the drive of a house near him. I'd always liked the look of them and when he told me it was only £1500, my late wife and I went for a test drive. That was eight years ago and it is my ultra reliable daily driver. Power and quiet luxury, I love it.

My other classic car is a Wartburg 1.3 Tourist (vw derived engine) off eBay for £1400. Delivered from Slough at 5am a couple of November's ago by 'the mad Hungarian' who imports Wartburgs and Trabants. In the mid 70's my dad bought a two stroke Wartburg Knight which I borrowed while I was at music college in Cardiff. As is often the case, nostalgia made me buy this one and it causes quite a stir wherever I take it. There's only two 1.3 estates in the country, so mine is very rare.

Baz

An eBay special from Merthyr Tydfil. Owned for 3plus years, does everything and goes everywhere I want it to .

1956, 94,500 948cc, spitfire wheels.

Post War Austin

1948 Austin 16.

I was initially attracted to the car because of it's colour. Had been looking for a Riley RMB but as I was being particularly picky my search was slow. Thirties car styling is attractive to me and as the '16' is an upgrade of a Pre-War car, namely the '12' I was hooked. It was for sale in Altrincham so I thought it was worth a look. Several boxes of

history came with it, including loads of receipts, letters, the names and addresses of ALL the previous owners the first of which had been Edinburghs' Chief Constable ! I have been able to get images of every house it has been registered to (bar one) including one in South Carolina, USA ! On purchase the condition is much as you see it now but I have done many small jobs like converting the trafficators to the flashing sort and the ignition to electronic, not that you'd know. the first owner, Sir William Booth Rennie Morren CBE has quite a history himself, you should 'Google' him. We use the car regularly for runs and shows and even once the Big Shop. This one's a keeper.