1958 JAGUAR XK150
Engine
3442cc, in-line six-cylinder
Time owned
Three months
Mileage
51,056
Power
210bhp @ 5500rpm
Torque
216lbft @ 3000rpm
Performance
Top speed: 125mph; 0-60mph: 9.1sec
Cost new
£1840
Value now
£27,000

1958 JAGUAR XK150

RUN BY GRAEME HURST *graeme.hurst@emap.com*

Safety first (and quick)

WHEN IT comes to debating the effectiveness of safety belts in open top classic cars, I've always subscribed to the 'better to have them and stay with the car in an accident' concept – but my previous XK150 was too rusty to mount any belts safely. With the new one, there was no excuse.

Like Quentin, I called Quickfit Safety Belt Services (020 8206 0101, www.quickfitsbs.co.uk). The company is one of the most experienced in the business and has fitted bespoke safety belts to most popular classics as well as many coachbuilt cars.

Effective quick release catch

Owner Stuart Quick suggested fitting a pair of horizontally mounted inertia-reel units at the top of the wheelarches as this would allow the belts to pass over the occupants' shoulders. The only snag was that the belts would go over the top of the folded soft top frame, complicating things when the time came to erect it. Quickfit solved that with a pair of detachable hooks and an eyelet on the B post end of the sill, allowing the belts to pass over or under the frame.

To create anchor points for the buckles, the thin-walled gearbox tunnel was strengthened with a pair of brackets, bolted to the chassis.

Meanwhile, I selected the charcoal grey webbing (one of 30 colours) and watched the belts get made up on site.

Strapped in on the way home, I immediately felt safer – and more inclined to use the XK's performance.

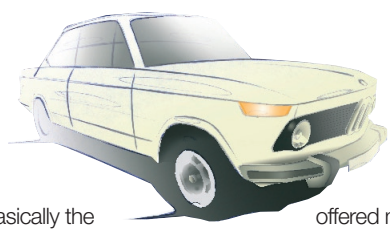
Chrome buckles help give a period look

Inertia reel belts sewn up on site

1974 BMW 2002
Engine
1990cc, in-line four-cylinder
Time owned
39 months
Mileage
111,800
Power
100bhp @ 5800rpm
Torque
116lb ft @ 3000rpm
Performance
Top speed: 108mph
0-60mph: 10sec
Cost new
£2699
Value now
£1500

1974 BMW 2002

RUN BY GLEN WADDINGTON *glen.waddington@emap.com*



New home found for '02

THE BMW's V5 document has a new name on it: Mike Reed of Nottingham. He was the last in a long line of people who came from all over the country to check the BMW out. He was also the one who best understood that you can't buy a miracle for £1500.

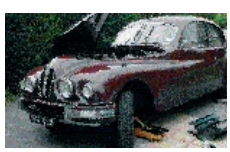
Most of the potential buyers hummed and hawed over the BMW's slightly scruffy bodywork, but were encouraged by a test drive. Basically the '02 was in great shape structurally and mechanically but needed new rear wheelarches, doorskin and front wing repairs and some new paint to make it look shiny and new.

Regular *Classic Cars* reader Mike Reed realized that there was a good couple of years' use in the car before any serious work will be needed and offered me £1500 in readies. He drove away in it the same day. Hope you enjoy it as much as I did, Mike.

I'd insured the '02 on a 3000-mile policy with RH Specialist Insurance for a very reasonable £94. Even more reasonably, RH has transferred the cover to my NSU Ro80 for no additional charge. Now all I have to do is get it running again. CC

FLEET UPDATE

Ford Mustang
Graeme Hurst
Recently seen on the streets of Cape Town when my uncle took it out for some exercise. No problems reported – so I miss it even more.



Bristol 401
Martin Gurdon
The modern(ish) paint, called Malaga Red (why Malaga?) keeps going flat round the car's derrière, but it still keeps running well.

Rochdale Olympic
Malcolm McKay
Rescued from London lock-up and hauled up to Buckinghamshire, then to Macclesfield for the annual Rochdale show.

Ford Escort
Mike Goodbun
Torn between mild and stainless steel options for replacement exhaust system. Stainless appeals, but ensuing bankruptcy doesn't.

Jaguar XJ6
Martyn Moore
Visit the 'Special features' section of: www.classiccarsmagazine.co.uk to read the editor-in-chief's XJ6 Series 1 online diary.