

Your Sunday

HAVE YOUR SAY

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IN THE MORTGAGE MINEFIELD

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TEENAGERS SHOW THEIR DOGGED DEVOTION..



FILM OF THE WEEK

ALSO DVDS OF THE WEEK



OH, CAM OFF IT

IN a worrying development, Metropolitan Police officers can no longer enforce a number of traffic offences. New guidelines prevent cops in London taking action against muppets who go into no-entries, drive the wrong way up one-way streets or do illegal U-turns, among other things. And to replace the guardians of our highways? Council enforcement cameras that don't catch uninsured, untaxed or dangerous drivers. With traffic police cut by more than 30 per cent in a decade, our roads will soon be an unsupervised demolition derby.

Quentin

At your service

ABOUT four years ago Graham Swan wrote asking whether he should buy a used Rover 75 MG ZT or an S-Type Jaguar for £15,000. Quentin's advice was to go for the Jag. Graham bought a 3.0-litre V6 Auto and has done about 60,000 miles, enjoying every minute. Graham is now thinking of changing, with a budget of about £20k. Should he go for a Jaguar XK, a Merc or an Audi RS4?

QUENTIN SAYS: Glad the advice worked out. The RS4 is frenetic to drive and costs quite a bit to run. If you want real value, why don't you buy an old-shape XK (pictured)? Early convertibles are down to six grand. Twenty grand should buy you a 05-plate coupe or convertible with 40k miles. Old XKs are insane value.



£1.24M? NO WONDER PAGANI HAVEN'T SOLD THEM ALL

MAYBE the rich are beginning to feel the pinch. Aimed squarely at the seriously well-heeled, Pagani's fastest offering ever, the 233mph 739-horse Zonda R, was launched this week. It may have a unique mix of carbon fibre

and titanium, a lower power-to-weight ratio than a Bugatti Veyron and be able to scorch to sixty in a heart attack-inducing three seconds, but £1.24million is a big ask. Maybe that's why five of the 16 built remain unsold.



Even bolts are aircraft titanium

Fast, pretty..but its timing's terrible

THE motor industry must be cursing its long project development times. And Aston Martin must be cursing the loudest. Leaked photos of its four-door Rapide

supercar make the Porsche Panamera look as pretty as Patrick Moore. But in these straitened times beauty isn't enough. Neither is brawn. Their new V12

Vantage (below) may be the most driver-focused machine AM have made, good for nearly 200mph, but what a time to launch big-buck beltlers like these.



Vantage.. now has V12 lump

British city car heads for 100mpg

THE 100mpg car could be just two years away. Northamptonshire-based Axon Automotive have just been given £2million by the Government to develop their city car, to be made from recycled carbon

fibre that is 60 per cent lighter than steel. Axon claim its tiny 500cc petrol engine will do an easy 100mpg and could be developed to emit less than 60g/km CO2. Let's hope they subsidise the price as well - it does need to be the right side of five grand.



The future's orange... Axon city car

A CITROËN

WHO'D DRIVE IT Drivers desperate for distinction

THERE it was. On the roof of Citroen's secret design HQ in Paris.

Their sexiest car since the iconic DS. Trust me - I saw the DS3 in the flesh and the picture doesn't do it justice.

Meant to be part of a wholesale revolution of the Citroen brand (to include slick new dealerships and service centres), this low and extravagantly-detailed two-door estate looks an absolute honey, and is likely to steal the show when it surfaces properly in Geneva next month.

With underpinnings from the current C3 and Peugeot 207, it'll be lighter, more frugal and better to drive than both. And Citroen pulled off

a masterstroke by parking it next to a Mini Clubman. Suddenly, BMW's best-seller looked boxy and conservative.

DS stands for Distinctive Series, and the DS3 will be followed by the DS4 and DS5 (which I've seen but can't talk about), plugging a gap between premium and mainstream segments, and aiming to bring rarity to the mass market. The DS3 is an astonishingly handsome jewel of a car. If Citroen get the pricing right, the Mini could be looking to its laurels.



Cit's all in the detail... if the price is right DS3 will be a bestseller

Willson

**BRITAIN'S
NO.1 MOTORING
WRITER**



Got a problem?
Email me at
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mirror.co.uk

HELP!
You ask
me



Q MY son will be 17 in April and wants to learn to drive. He is looking for his first car, and has seen a 1992K Vauxhall Nova 1.2 Merit with 25,000 miles, five previous owners and 12 months MoT for £795. Do you think this is a reasonable price, or would he be wasting his money?
- Carol Hill, by email

A IF the Nova's a genuine 25,000-miler,

with documentation to prove it, it's an absolute bargain.

Don't take the seller's word, though. Rummage around for MoTs and bills that confirm the tiny mileage and, if you can, speak to one of the previous owners.

One in five cars in the UK has been clocked.

You need to make absolutely sure this isn't one of them.

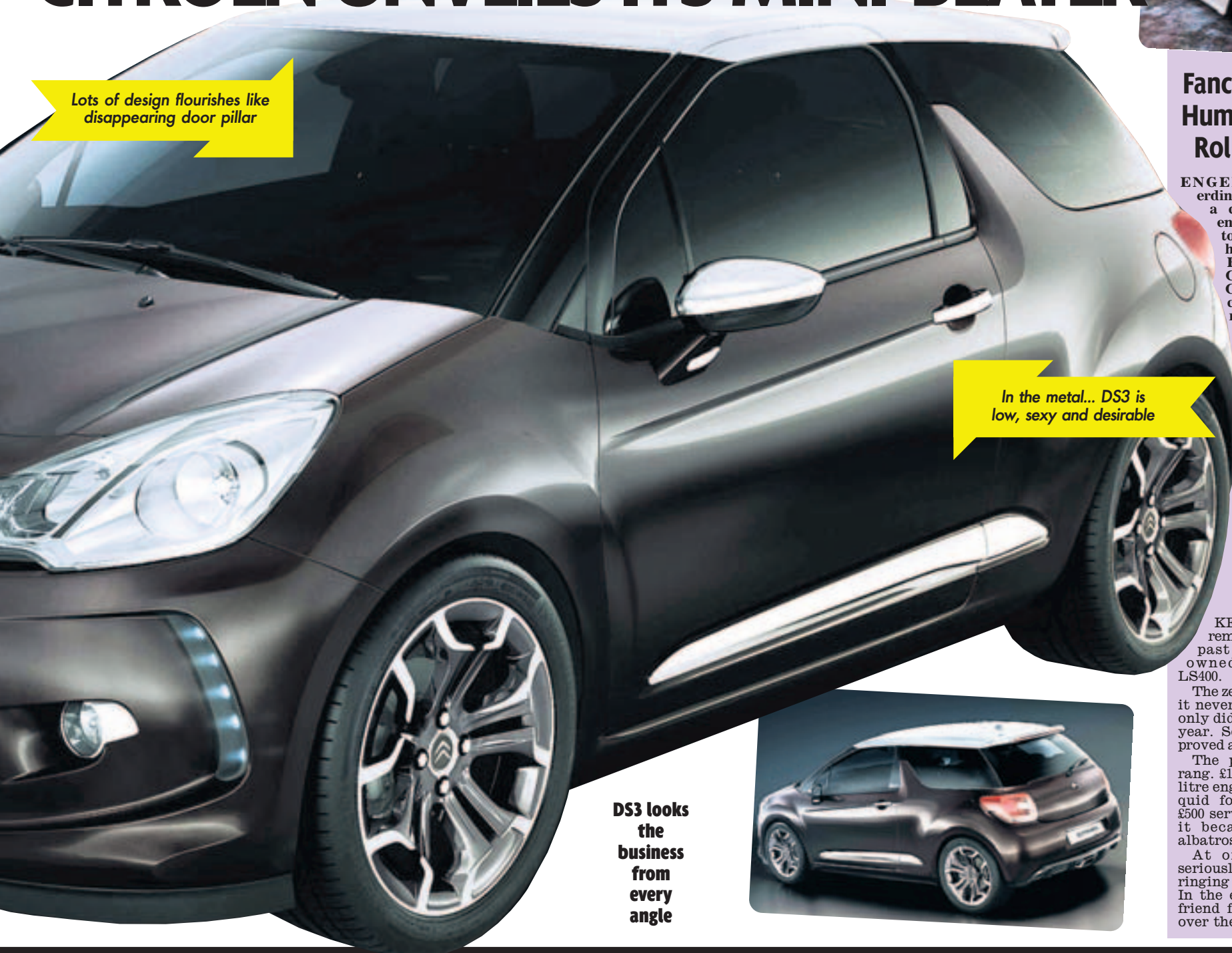


**She's electric..
Forties battery
car goes on sale**

HERE'S one of the cutest electric cars ever made. Back in 1940 the French government commissioned a project for a mass-market battery car, and came up with the CGE Type TB Cabrio, an aluminium front-wheel-drive poppet that even managed to drive 150 miles from Paris to Tours at 36mph.

One of only two survivors, this little gem is up for sale at Bonhams with an estimate of £40k.

OF ALL RIGHT CITROEN UNVEILS ITS MINI-BEATER



Lots of design flourishes like disappearing door pillar

In the metal... DS3 is low, sexy and desirable

DS3 looks the business from every angle



**Fancy a pop at
Humperdinck's
Rolls-Royce?**

ENGELBERT Humperdinck has always been a car man. I once enjoyed an afternoon tooling round with him in his sky blue Rolls-Royce Corniche Convertible, complete with posh reg EH 1.

Now his night-on-the-town Roller has come onto the market at £69,950, a 1970 Phantom VI in wedding white that's done 60k miles.

A dear car ...but a very nice man.

**Reliable..
but it took
ages to go**

KEEN readers will remember that for the past ten years I've owned a 1995 Lexus LS400.

The zenith of reliability, it never went wrong, but only did about 100 miles a year. Selling it, though, proved almost impossible.

The phone just never rang. £185 road tax, a 4.0-litre engine, four hundred quid for insurance and £500 servicing hits meant it became a financial albatross.

At one point I was seriously thinking about ringing up the scrapman. In the end I sold it to a friend for just £250. He's over the moon.