

Your Sunday

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MAT & JAMES TAKE ON LESBIAN VAMPIRE KILLERS



FILM OF THE WEEK

ALSO DVDS OF THE WEEK



RING OF QUALITY

THIS week the Metropolitan Police Stolen Car Squad locked up a crim who'd masterminded the ringing of £38million of stolen motors.

Ferrari-driving Richard Shepherd (here's a pic of his house) was banged up for six-and-a-half years for ringing high-tab motors like Mercs and BMWs, which ended up in Africa, Dubai and Singapore.

He also was a dab hand at making false VIN number plates. Cops showed me his work, and his forged chassis plates are the best I've ever seen.

Word is that now Shepherd's out of circulation the quality of ringing has taken a turn for the worse.

Quentin

HELP!
You ask me



LAMBO SELLING FOR A RAMBO PRICE

I'M still waiting for the classic car market to fracture, but there's no sign yet. If anything, it looks like it's firming up. A beautifully-restored 1967 Lambo Miura P400 has just gone on the market for £350k - that's £100k more than would have been asked last year.



Whiff of success.. now it's not the B0



NOT so long ago I told you about Pininfarina's cute B0 electric toddler. I'm glad to see that they've changed the name to Bluecar, and have confirmed production for 2010. With a 150-mile range, quick recharge and 80mph top speed, the Italian design house is hoping to churn out 60,000 a year by 2015.

THIS BENTLEY'S FIT FOR A (FUTURE) KING..

£33K may sound a lot of wedge for an old shape Bentley Turbo, but this one's special. Owned by Prince Charles and finished in thoroughly tasteful Brewster Green with mushroom interior, the long-wheelbase version is stiff with special security features and has done only 32,000 miles. For more details about one of the most important and desirable Turbo Rs in the world, go to www.graemehunt.com



Prince Charles & his Bentley



Not so pretty in pink

..but diamonds don't cut it with Paris

NOT content with painting her Bentley Continental GT in predictable pink, Paris Hilton is rumoured to

have asked a Californian firm to encrust its dashboard with £200k's worth of diamonds. Would someone

please tell this poor, deluded woman that she has all the stylistic sophistication of Homer Simpson?

THE P

WHO'D DRIVE IT
Hopefully rather a lot of people

EXPECTED to be disappointed by the Honda Insight. Compared with the radical Mk I version of the late 90s, it looks just like a Prius.

Where's the audacity and the revolution? At a touch over £15,000, it's the cheapest petrol-electric around, and, with 101g/km CO2 and none of the nasty toxins you get from turbodiesels, the 1.3 hybrid's credentials are squeaky clean. Mind you, I only managed mid-50s mpg and couldn't get anywhere near the claimed 64.2.

The cost-cutting is obvious. The plastics are unyielding and the Jazz suspension feels stiff and wooden. But the price makes hybrids more accessible and it's completely orthodox and unthreatening. Most important, though, the Insight will change your driving style forever.

The dash challenges you to keep the speedo

display green. Use too much throttle and it changes to blue-green, then wasteful blue.

There's also a row of little plants. Get five up and you're an eco superhero. Get none and you're melting glaciers. Soon I found myself trundling along at 50, just to keep my five aspidistras. As a family car, the Insight is decent enough, but don't expect the entertainment of a Golf or a Focus.

Well-equipped and reasonably refined, it'll cost £15 a year to tax, incur no Congestion Charge, entitle you to the odd bit of free parking and make you never want to drive a conventional car again.



TECH FILE

ENGINE: 1339cc petrol-electric hybrid
POWER: 87bhp
0-60: 12.0secs MAX: 113mph
CO2: 101g/km
PRICE: £15,490
IN A WORD: Mainstream green

Willson

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



Got a problem?
Email me at
willson@sundaymirror.co.uk

Q I NOW have a baby girl to transport and would like something high up and built like a tank. The BMW X5, Merc ML and Land Rover Discovery all seem the right sort of size, but I don't like the expensive fuel and road tax. I have thought of buying a petrol automatic version and then converting to LPG. Or should I avoid LPG altogether and go for a

diesel? I have a budget of £10k. – *Keith Dickinson, by email*

A LPG is going to be your cheapest option, but try to find something that's already been converted, as the conversion will cost at least two grand. I'd go for the Disco. I'm looking at one right now on the Autotrader website – 03-plate, seven seats, 55k miles, already converted – for £8,995.



MARTIN and Kath Booth have a 1987D Ford Escort XR3i in mint condition with a genuine mileage of under 10,000. It has had no modifications, no new panels, no welding and is totally unmolested. They also have a 1992 Fiesta XR2i with just over 10,000 miles, which is immaculate and comes with every MoT to prove the mileage is genuine. Neither car has been out in the rain in all the time they have owned them. How much are they worth and where should they sell them?
QUENTIN SAYS:



Recession or not, these his-and-hers XRs are hot property and, with such tiny mileages, completely unique. Original survivors are rare and carry a big premium – these two sound good enough to be sold by one of the posh classic car auctioneers. With the right marketing, you should expect around £7k for the Escort and £5k for the Fiesta. But get some Ford enthusiasts bidding against each other and you could see a total of 20 grand.



FIAT PUNTO BATTLE OF THE HYBRIDS..ROUND 2



Conventional styling will actually attract more buyers



Round the world on one clutch and four plugs

A US motorist has just passed 300,000 miles in a 1987 Honda CRX, changing the spark plugs for the very first time. That's one-and-a-bit times round the world. Alan Ammann says his CRX has always averaged 57mpg, uses no oil, has its original clutch and is only on its third set of brake pads. But he does admit to driving quite gently...

**1 D
LUK 1Y**

DOT 1Y about plates? Here's the sale for you

THERE are some cheeky plates being sold by the DVLA at the end of this month. Apart from the super-striking 1D and 2O, which should make mega money, for a lot less you could have DOT 1Y, reserved at £700, F1 BBS at £1,000, LUK 1Y at £1,000, PEG 1T at £700, OLD 800T at £350 or TOO 81G at a smallish £500. Details at www.dvlaregistrations.co.uk



Insight is easy to drive and has no techno complication