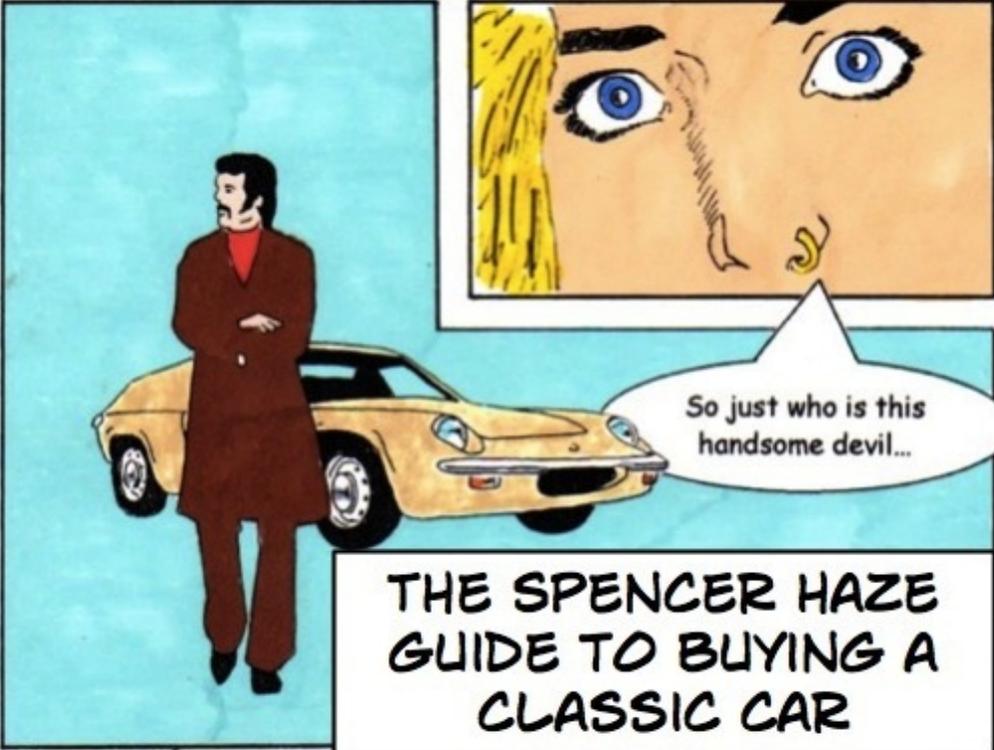


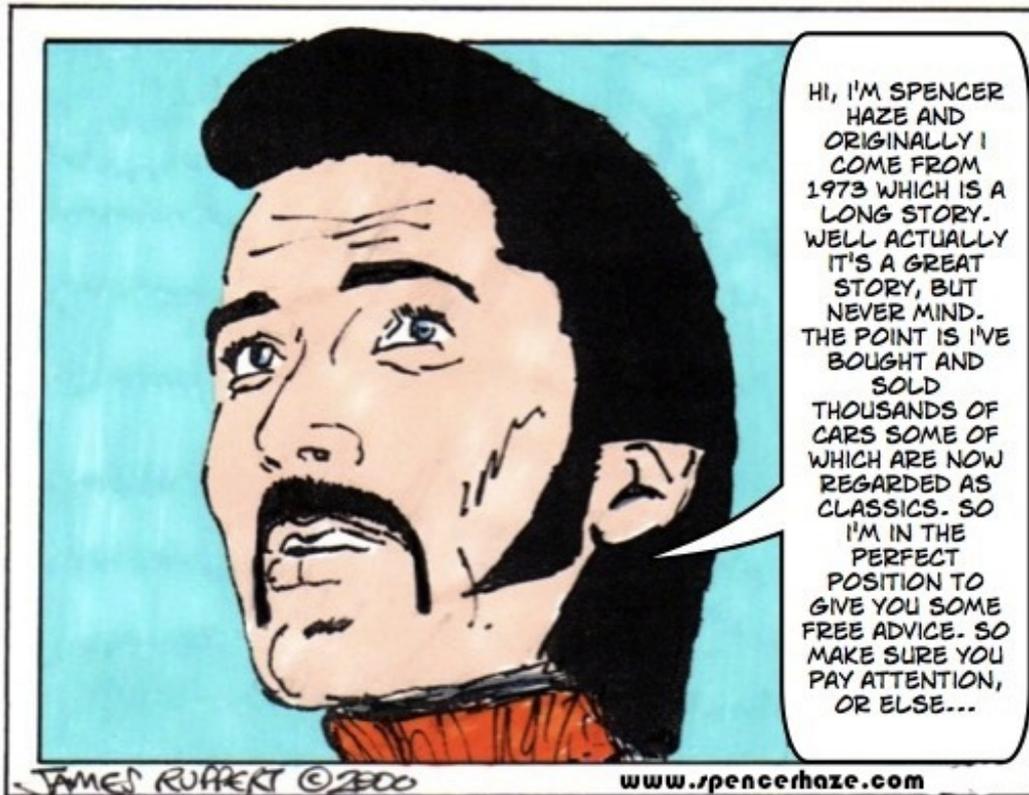
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So just who is this handsome devil...

**THE SPENCER HAZE
GUIDE TO BUYING A
CLASSIC CAR**

JAMES RUPPERT ©2000

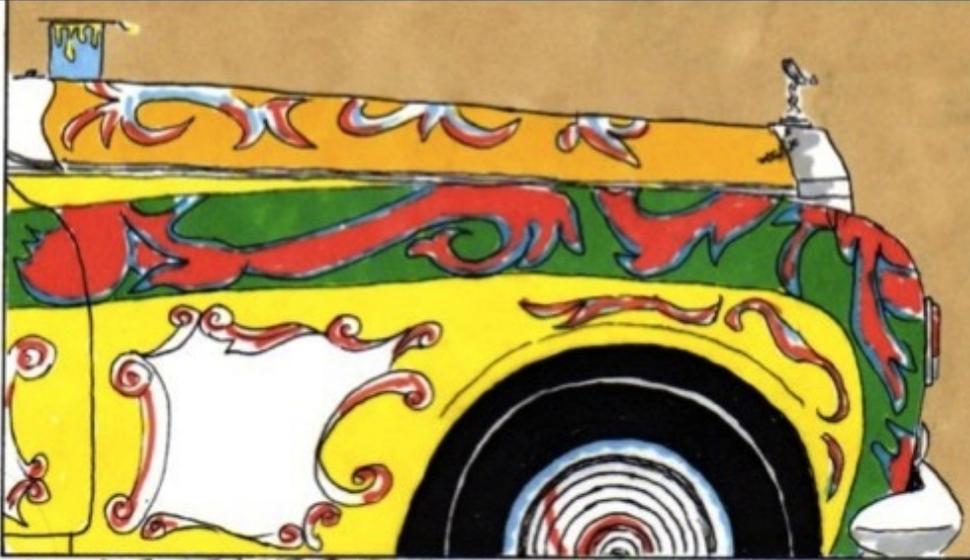


HI, I'M SPENCER
HAZE AND
ORIGINALLY I
COME FROM
1973 WHICH IS A
LONG STORY.
WELL ACTUALLY
IT'S A GREAT
STORY, BUT
NEVER MIND.
THE POINT IS I'VE
BOUGHT AND
SOLD
THOUSANDS OF
CARS SOME OF
WHICH ARE NOW
REGARDED AS
CLASSICS. SO
I'M IN THE
PERFECT
POSITION TO
GIVE YOU SOME
FREE ADVICE. SO
MAKE SURE YOU
PAY ATTENTION,
OR ELSE...

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ORIGINALITY IS EVERYTHING. YOU REALLY DON'T WANT TO SEE INAPPROPRIATE MODIFICATIONS SUCH AS A LAIRY PAINT JOB OR THE WRONG ENGINE. THAT'S WHY YOU MUST DO YOUR HOMEWORK TO FIND OUT THE SPECIFICATION OF THE ORIGINAL CAR. HOWEVER, SYMPATHETIC UPDATES FOR MODERN MOTORING CONDITIONS ARE FINE, ESPECIALLY IF IT MAKES THE CLASSIC EASIER TO OWN AND DRIVE. ALSO MOTORSPORT UPGRADES ARE FINE IF THAT IS HOW THE CAR IS BEING SOLD, OR IF IT IS PART OF ITS HISTORY, WHICH MAKES IT WORTH MUCH MORE. GENERALLY MODIFICATIONS KNOCK A CAR'S VALUE AND ITS FUTURE RESALE APPEAL.



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THESE ARE JUST SOME OF THE SOUNDS YOU DON'T WANT TO HEAR WHEN STARTING A CAR FROM COLD. IDEALLY IT SHOULD TURN OVER AND START EASILY WITH THE MINIMUM OF SMOKE OR DRAMA.

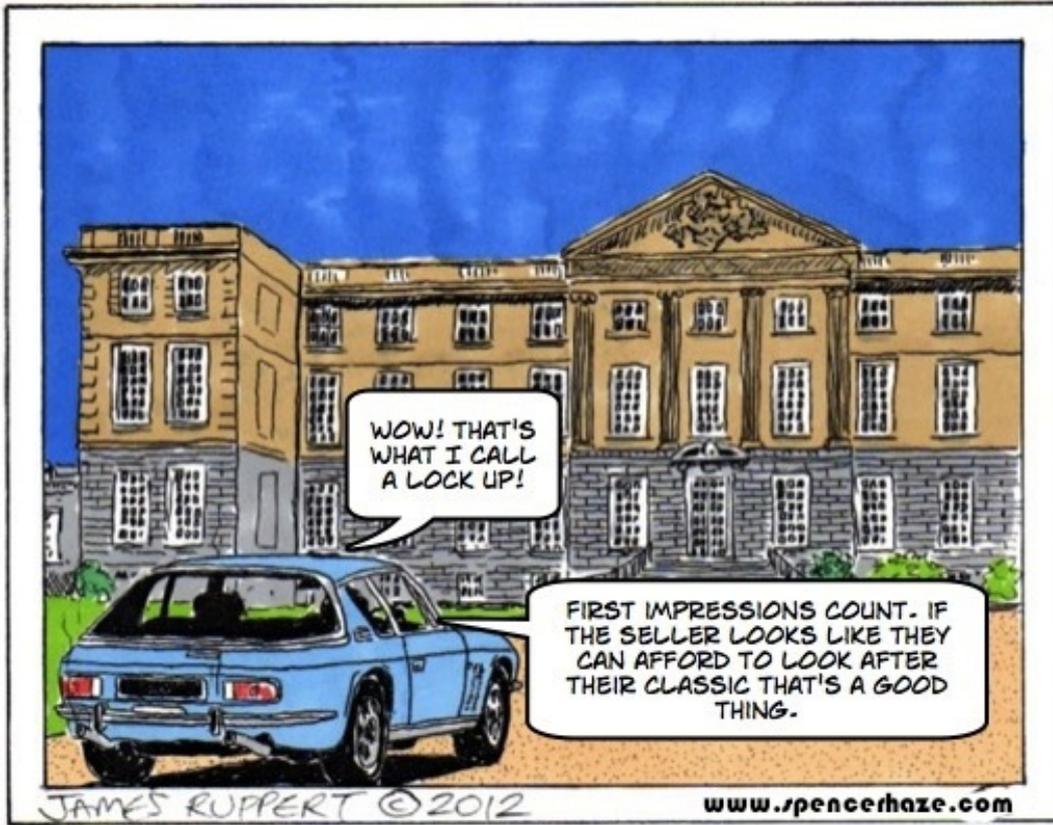


MAKE SURE THAT YOU JOIN THE OWNER'S CLUB FOR THE CLASSIC YOU WANT TO BUY. NOT ONLY WILL YOU MEET INTERESTING LIKE MINDED ENTHUSIASTS JUST LIKE YOU, THEY MAY ALSO POSSESS BOBBLE HATS AND OVERALLS. THAT MEANS THEY DON'T MIND GETTING DOWN AND DIRTY. GIVING YOU GREAT BUYING ADVICE AND THEY MIGHT EVEN COME WITH YOU TO LOOK AT THE CLASSIC OR KNOW SOMEONE WHO WILL. SO FOR THE SMALL PRICE OF MEMBERSHIP YOU'LL GET A LIFETIME'S EXPERIENCE.



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RUST, RUST, RUST.
THOSE ARE THE THREE
MOST IMPORTANT
THINGS TO LOOK FOR
IN A CLASSIC CAR. IF
YOU FIND IT
REMEMBER IT WILL
BE THE MOST
EXPENSIVE PART OF
THE CAR TO PUT
RIGHT. IF THE
MECHANICALS ARE
SHOT THAT'S EASY,
BUT A NEW BODY
COSTS A FORTUNE.



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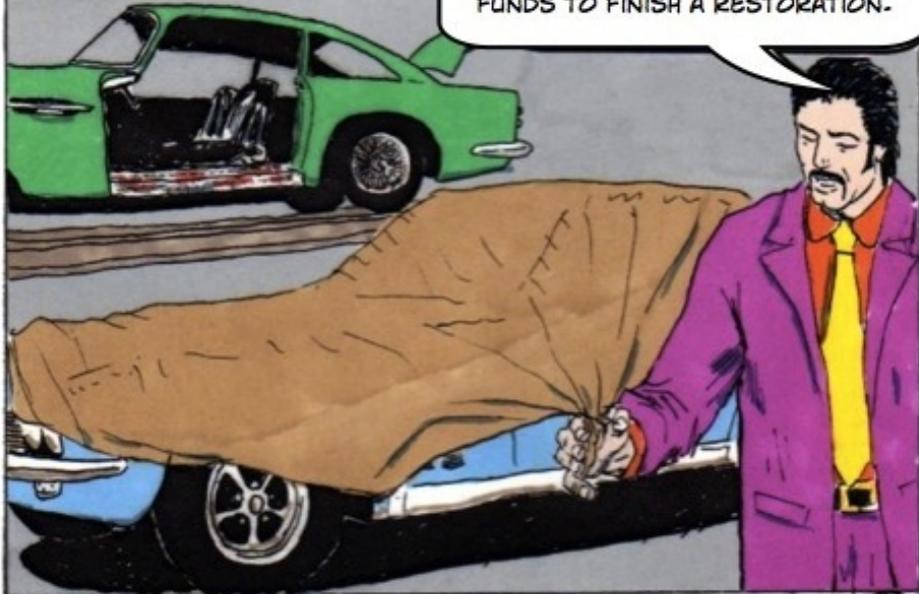


HOW MUCH IS A CLASSIC CAR WORTH?
WELL THAT'S EASY, IT'S WHATEVER
SOMEONE IS PREPARED TO PAY FOR IT.
WHAT YOU MUST DO IS LOOK AT SIMILAR
MODELS AND WHAT THEY ARE FETCHING IN
THE MARKET, BUT REMEMBER THAT YOU
SHOULD ALWAYS BUY ON CONDITION, NOT
PRICE.

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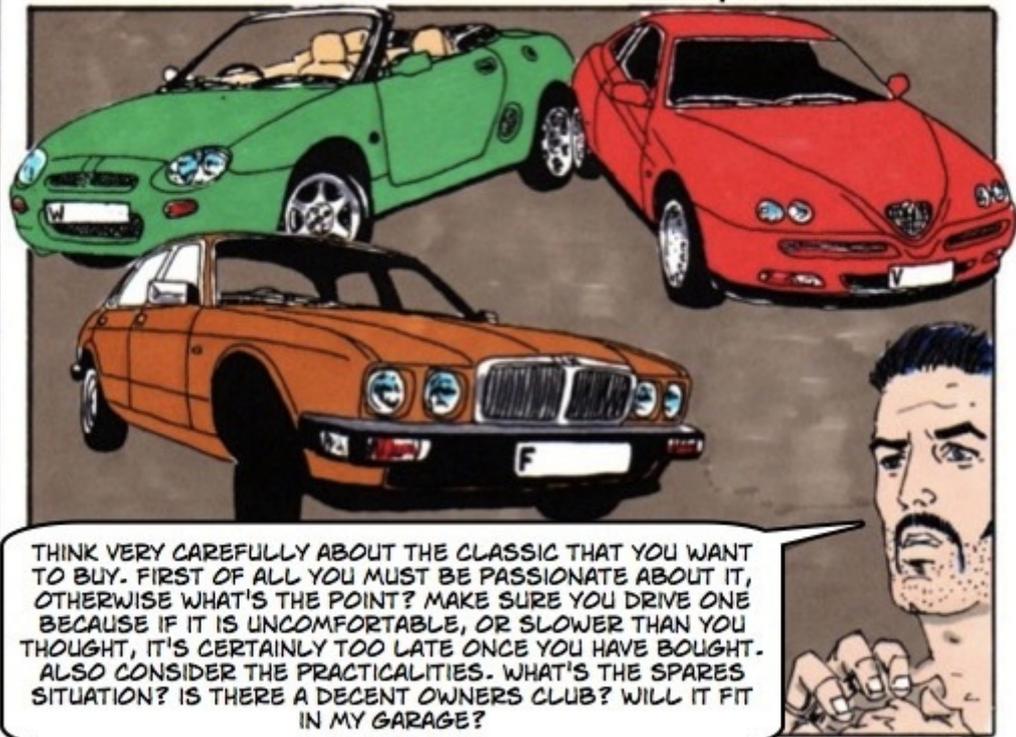
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IT'S GREAT IF A CLASSIC HAS BEEN LOOKED AFTER IN A GARAGE, BUT DON'T GET LUMBERED WITH A RESTORATION PROJECT. LONG TERM IT WILL COST YOU FAR MORE THAN BUYING A TIDY EXAMPLE. YOU MAY NOT HAVE THE SKILLS OR THE FUNDS TO FINISH A RESTORATION.



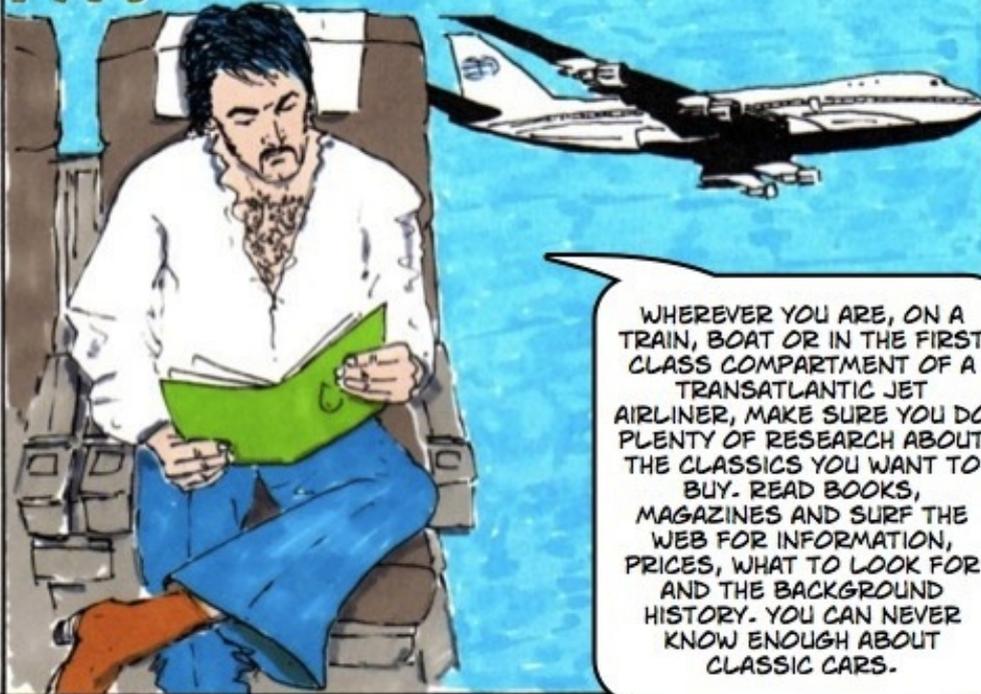
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THINK VERY CAREFULLY ABOUT THE CLASSIC THAT YOU WANT TO BUY. FIRST OF ALL YOU MUST BE PASSIONATE ABOUT IT, OTHERWISE WHAT'S THE POINT? MAKE SURE YOU DRIVE ONE BECAUSE IF IT IS UNCOMFORTABLE, OR SLOWER THAN YOU THOUGHT, IT'S CERTAINLY TOO LATE ONCE YOU HAVE BOUGHT. ALSO CONSIDER THE PRACTICALITIES. WHAT'S THE SPARES SITUATION? IS THERE A DECENT OWNERS CLUB? WILL IT FIT IN MY GARAGE?

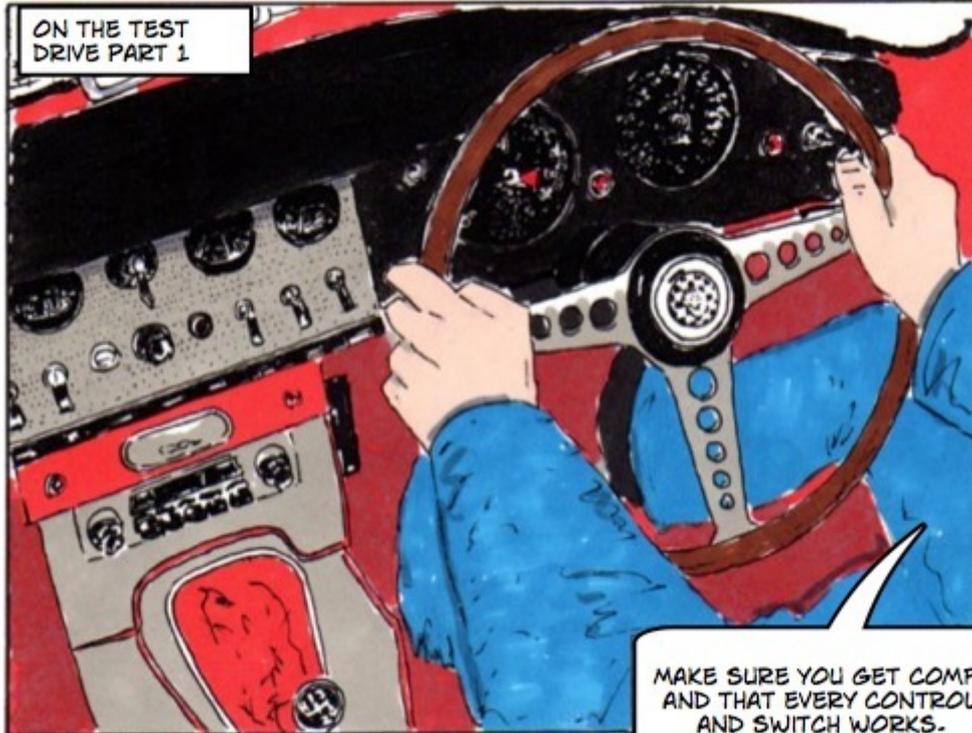
1973



WHEREVER YOU ARE, ON A TRAIN, BOAT OR IN THE FIRST CLASS COMPARTMENT OF A TRANSATLANTIC JET AIRLINER, MAKE SURE YOU DO PLENTY OF RESEARCH ABOUT THE CLASSICS YOU WANT TO BUY. READ BOOKS, MAGAZINES AND SURF THE WEB FOR INFORMATION, PRICES, WHAT TO LOOK FOR AND THE BACKGROUND HISTORY. YOU CAN NEVER KNOW ENOUGH ABOUT CLASSIC CARS.

JAMES RUPPERT

ON THE TEST
DRIVE PART 1



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A man with a mustache, wearing a purple suit, is sitting in the driver's seat of a car. He is holding the steering wheel with both hands. The car's interior is red, and the exterior is yellow. A speech bubble is coming from his mouth, containing text. The scene is framed by a black border.

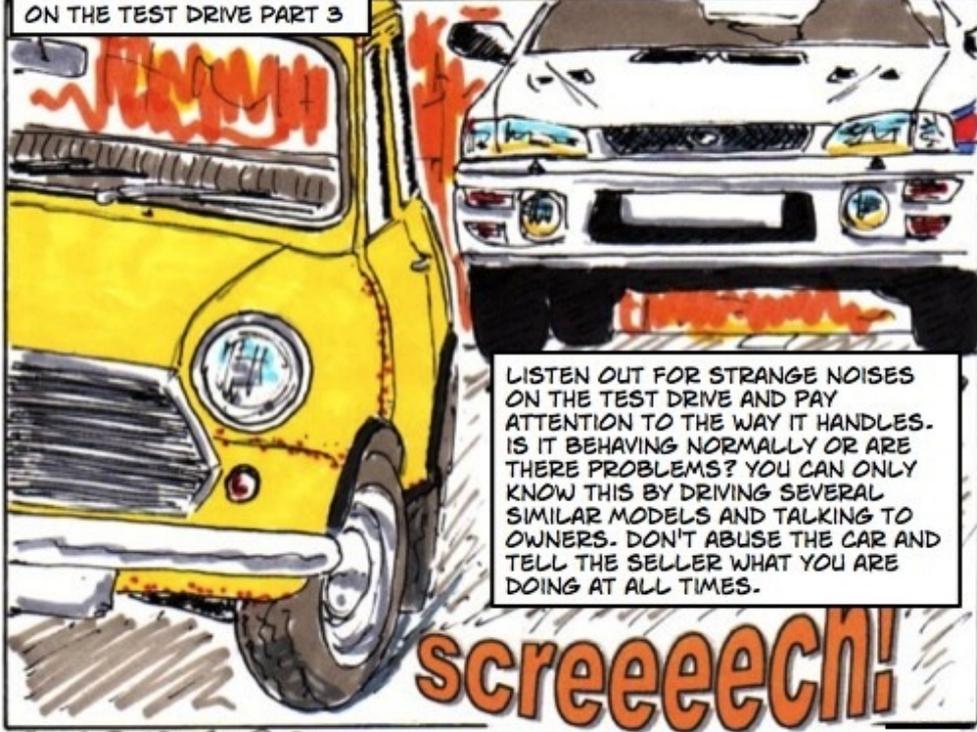
AGREE WITH THE
SELLER ABOUT HOW
LONG THE TEST
DRIVE IS GOING TO
LAST. IDEALLY YOU
WANT AT LEAST AN
HOUR WITH THE CAR
TO GET A GOOD IDEA
OF WHAT IT IS LIKE.
OH YES AND YOU
ALSO NEED TO AGREE
WHERE YOU ARE
GOING DRIVE IT.

TEST DRIVE PART 2

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ON THE TEST DRIVE PART 3



LISTEN OUT FOR STRANGE NOISES ON THE TEST DRIVE AND PAY ATTENTION TO THE WAY IT HANDLES. IS IT BEHAVING NORMALLY OR ARE THERE PROBLEMS? YOU CAN ONLY KNOW THIS BY DRIVING SEVERAL SIMILAR MODELS AND TALKING TO OWNERS. DON'T ABUSE THE CAR AND TELL THE SELLER WHAT YOU ARE DOING AT ALL TIMES.

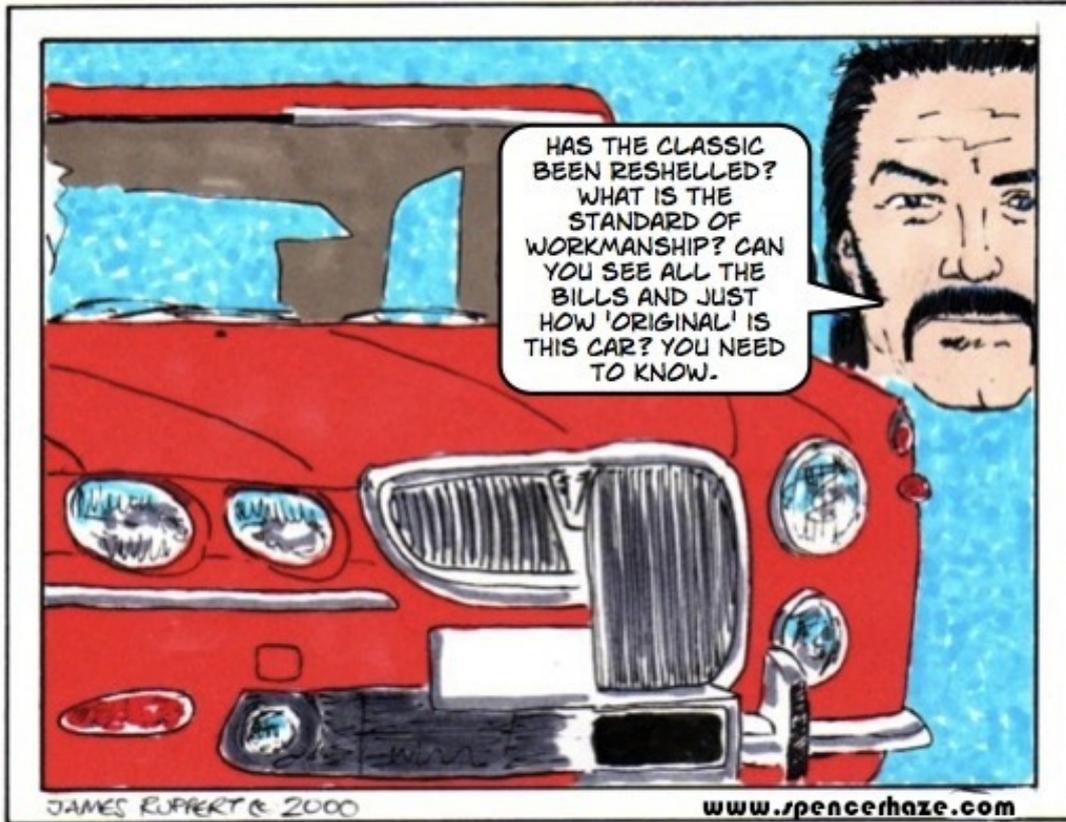
screeeeech!

DON'T BE AFRAID TO DRIVE THE CLASSIC IN A BUILT UP AREA BECAUSE YOU NEED TO KNOW WHAT STATE THE CLUTCH, GEARBOX AND COOLING SYSTEM IS IN. THIS IS A GREAT TEST OF HOW THE CLASSIC WOULD STAND UP TO REGULAR USE AND ABUSE.

'ERE MATE THAT GAUGE LOOKS AS THOUGH IT IS GETTING A BIT SWEATY!



TEST DRIVE PART 4

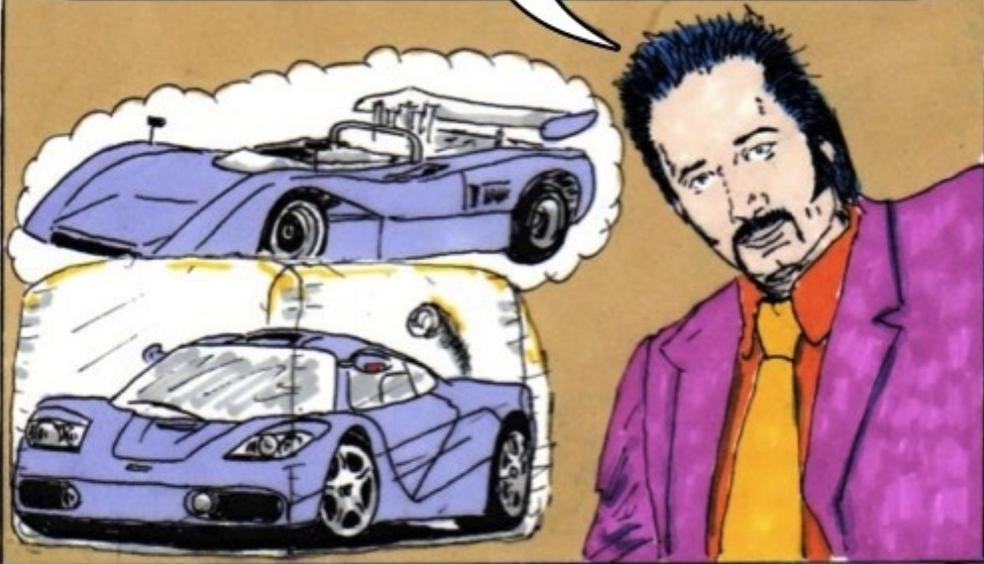


HAS THE CLASSIC
BEEN RESHELLED?
WHAT IS THE
STANDARD OF
WORKMANSHIP? CAN
YOU SEE ALL THE
BILLS AND JUST
HOW 'ORIGINAL' IS
THIS CAR? YOU NEED
TO KNOW.

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SO WHATEVER BUDGET OF CAR YOU ARE LOOKING AT, THE RULES ARE THE SAME. DO YOUR RESEARCH, FIND OUT AS MUCH AS YOU CAN ABOUT THE MODEL. TAKE YOUR TIME AND IF YOU CAN, AN EXPERT WITH YOU TO TAKE A CLOSE LOOK AT THE CAR. NEVER ALLOW YOURSELF TO BE RUSHED INTO A DECISION. BUYING A CLASSIC IS ALL ABOUT YOUR HEART, BUT AT THE SAME TIME DON'T LOSE YOUR HEAD. SO BE CAREFUL OUT THERE. AND ANOTHER THING, ALWAYS BEWARE OF THE DOG.



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