



**Sale 234**

**An Auction of Classic & Performance Motorcars**

**25th June 2025, Millbrook, Bedford**







#### ON THE COVER

## 1957 Bentley S1 Continental HJ Mulliner Fastback

Entered from The Merlin Collection

**Estimate: £250,000 - £300,000\***

Reg No: WOY 6

MOT: July 2025

Chassis No: BC92BG

**Find out more on page 114**

105

# Welcome to the auction



Welcome to our inaugural sale at the amazing Millbrook Proving Ground. We feel privileged to be here while so many of the world's best-known manufacturers use it to test their latest designs (please bear with the onsite security arrangements) and because of the role it has played in so many of Britain's best-loved motoring shows not to mention the occasional Bond film!

The Millbrook Sale will become an integral part of our auction calendar and our flagship Home Counties venue (at least while renovation works at IWM Duxford continue). We will be returning later in the year and three times during 2026, so we are delighted that this first catalogue is so strong.

The three Bentley S Series Continentals make a wonderful contrast. The S1 Fastback is a truly stunning machine (indeed we feel it could well be the best on the market), while the S2 'Manx Tail' is one of the famous McLeod cars and the S3 Continental a well-travelled machine in a great colour combination.

We have 'before and after' Aston Martin DB6s, a restored car that's ready to enjoy and a project machine which can be tailored to its new owner's specification. There's also the unique McLaren Carbon Metallic Aston Martin Vantage V550 and an only slightly less rare Aston Martin Virage 'Wide Body' Volante.

Supplied new to Richard Boyle, the 9th Earl of Shannon, the beautifully restored 1960 Mercedes-Benz 190SL has covered a warranted 39,900 miles from new which almost seems extravagant in comparison to the 9,000km travelled by the 1995 Dodge Viper RT/10 Roadster.

Not quite as fast as the Dodge, the 1905 Delaunay et Bepv 20hp Landaulet has previously completed the London to Brighton Run and has an appeal all of its own as a big-engined, exquisitely detailed, chain-driven Edwardian.

The twenty-one 'No Reserve' lots encompass everything from a pizza van masquerading as a 1985 Citroen Arcadiane through to one of the best driving Bentley Turbo Rs we have encountered (a significant model in Bentley history celebrating its 40th Anniversary this year).

As ever if you have any questions about the cars please do not hesitate to ask. We hope you can join us at The Millbrook Proving Ground on June 25th but if not, we look forward to welcoming you at one of our other venues.



Colette McKay, H&H Managing Director

# Notes for intending purchasers

**Prospective purchasers are respectfully advised to read the Terms and Conditions of Sale carefully before bidding on any lot, as they form the terms of your contract with us, whether or not you are a successful bidder.**

## Admission

H&H has the right at its sole discretion, without assigning any reason whatsoever, to refuse admission to any of its sales or indeed its premises to any person. The purchase of a catalogue does not constitute an entry ticket or guarantee entry.

## Bidder Registration

All intending buyers are required to complete a Bidder's Registration Form. This will enable you to bid at the sale by means of a number allocated to you. All prospective bidders must provide photographic identification and bank card details to verify their identity. Lots sold will be invoiced to the registered bidder.

## References

We reserve the right to request banker's references from prospective purchasers and these should be supplied in time to allow them to be taken up prior to the sale. Failure to comply with this could result in the facility to bid being withdrawn.

## Currency Converter

Solely for the convenience of bidders, a currency converter is provided at H&H sales. The rates quoted for conversion of other currencies to pounds sterling are indicative only and provided by our partner Argentex. We will not be responsible for any errors, inaccuracies or omissions in the currency converter.

## Bidding Increments

In the case of Commission, Telephone and Online Internet bidding, the following increments will apply:

Under £1,000	At the Auctioneers discretion
£1,000 - £2,000	£100
£2,000 - £5,000	£200/300
£5,000 - £10,000	£500
£10,000 - £20,000	£1,000
£20,000 - £50,000	£2,000/3,000
£50,000 - £100,000	£5,000
Over £100,000	At the Auctioneers discretion

## Premium

Purchasers are reminded that a Buyers' Premium is payable on all lots and is subject to VAT at the prevailing rate. The rates are from:

Motor Cars	12.5% (minimum of £250)
Boats	12.5% (minimum of £250)
Motorcycles	15% (minimum of £50)
Scooters	15% (minimum of £50)
Registrations	20% (minimum of £50)
Bicycles	20% (minimum of £10)
Automobilia	20% (minimum of £10)

## Insurance

Please be reminded that the insurance is the buyer's responsibility from the fall of the hammer.

## Warranty

H&H is acting as the agent of the Seller in offering his lot for sale by auction. We cannot and do not inspect each lot in detail to verify the Seller's description - often we only see it shortly before the Sale. Therefore, we cannot and do not take responsibility for the condition of the lot or the accuracy of its description. This is the reason for our very specific terms as to roadworthiness (Condition 19.1) and absence of warranties (Condition 12.1), which intending purchasers should read carefully.

## Commission / Telephone Bids

We will make reasonable efforts to execute commission and telephone bids when instructed provided they are received by 5pm the day before the Sale. Lot(s) will be bought as cheaply as is allowed by other bids and reserves. Where more than one commission bid is submitted at the same winning amount, the commission bid submitted to the Auctioneer first will be the winning bid. We reserve the right to request a refundable deposit of approximately 10% of the intended bid amount.

## Payment

For immediate clearance of Lot(s) full payment must be made to H&H Classics Limited by means of Visa Debit or Credit Card, Maestro, MasterCard, Cash up to the GBP equivalent of €10,000 or Interbank Transfer by 12.00 noon the day following the sale. In any event purchasers are reminded that clearance

of Lot(s) may only be effected once we have received cleared funds in our account. For Purchasers wishing to pay by bank transfer our bank account details are as follows:

NatWest, 23 Sankey Street, Warrington, Cheshire, WA1 1XH

Account Name: H&H Classics Client

Account Account No: 58868984

Sort Code: 01-09-17

BIC: NWBKGB2L

IBAN: GB20NWBK01091758868984

## Racing Cars & Documentation

Buyers are reminded that the presence of an old HVIF (FIA papers) or other documentation does not constitute a 'promise' on behalf of the MSA or other issuing authority that they will be re-issued on demand. A car's application for a Historic Technical Passport will be subject to the prevailing regulation in Appendix K and can be reviewed, much the same way Veteran Cars can be re-dated, as new information comes to light. The Issuing Authority can refuse to issue new papers. Any prospective purchaser should check the position of the Lot prior to bidding.

## Veteran Car Club of Great Britain Dating Plates and Certificates

When mention is made of the Veteran Car Club of Great Britain Dating Plates and Certificates in this catalogue it should be borne in mind that the Veteran Car Club of Great Britain does from time to time review cars already dated and, in some instances, where fresh evidence becomes available, alter the date. Whilst the Club makes every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## Export Licence / Dates

Export licences may be required for any lot manufactured or produced 50 years or more prior to the date of export from the U.K. It is the responsibility of the buyer to obtain the licence and correct documentation prior to the exportation of the lot.



PLEASE NOTE: We have been advised that vehicles registered on, and imported from, the Isle of Man are not subject to Import Duty.

#### Vehicle Identity and Competition History

Any motor vehicle is sold as a collector's item and not as a means of transport. Buyers are specifically warned that any vehicle sold as such may well have had parts replaced and paint renewed or be made up of parts from other vehicles the condition of which may be difficult to establish. The Auctioneer has to rely on information as to the date, condition and authenticity provided by the Seller and does not provide its own description, and does not and cannot undertake its own inspection of vehicles or other Lot and it is the responsibility of the Buyer to ensure that the Lot conforms to the description in the catalogue. The Auctioneer cannot check or verify the authenticity of the chassis or VIN number under which a vehicle is offered, but relies on the Seller's description. Buyers should take particular care to verify in advance the authenticity of a vehicle that is claimed to have important racing, rallying or 'ex-works' history as it was common in period for a competition vehicle of a single identity to have more than one chassis, body or other mechanical components. This may have happened several times, both in a vehicle's 'works' career and thereafter in private owner hands. Sometimes 'works' vehicles were fitted with different registration plates, so that a vehicle could meet a particular event's start date deadline. These historical factors may lead to there being in existence multiple and competing claimants to the same vehicle identity.

#### Removal of Lots

A representative of our preferred transport provider E.M. Rogers will be present at the sale to assist with any transport requirements. All lots are held at the purchaser's risk at the fall of the hammer and must be removed not later than 1pm on the day following the sale. Please note, if lot(s) are not removed by then the standard charges as stated in our Terms and Conditions will apply.

## Register to bid in 3 easy steps

Registering to bid with H&H Classics is free & can be easily completed in the auction hall, via our website or by contacting a member of our team; E:info@HandH.co.uk or T:+44(0)1925 210035

### REGISTERING TO BID

#### 1. Let us know who you are:

When attending one of our auction venues, please visit the bidders registration desk and provide photographic identification on arrival. This is a quick and easy process.

If you wish to bid online in one of our Classic or Online Auctions you can easily set up an account by selecting 'Register to Bid | Sign In' at the top of our website and completing the steps. This can be done at your convenience prior to the auction commencing.

Commission bids can be submitted through your online account prior to the auction commencing or by completing the commission bid form at the back of this catalogue.

For telephone bidding, please download, complete and return our Telephone Bidding Form to info@HandH.co.uk. We will call you on the day, prior to your lot being offered and talk you through the process.

#### 2. Verify Your Identity:

Please provide photographic identification at our Classic Auction venues such as Drivers Licence or Passport. For online & telephone bidding we require you to enter your card details allowing us to confirm your details with the issuing bank fully encrypted through Opayo (formerly SagePay)

#### 3. Complete Registration:

Whether you are in the room, online by commission or live on the telephone you will be allocated a paddle number upon agreeing to our terms and conditions of sale.

YOU ARE NOW READY TO BID - GOOD LUCK!



Scan this code for further information about registering to bid, or visit our website.



# Our History

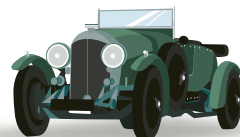


First Auction at  
Pavilion Gardens, Buxton  
H&H is established  
by Simon Hope

1993

Damian Jones  
joined H&H

2005



1929 Bentley 41/2 Litre  
(ex Woolf Barnato)  
Sold: 537,600  
(resold: £874,00 in 2018)

2011



1960 Ferrari 250 GT SWB  
1967 Ferrari 275 GTB/4  
Sold combined: £9,758,320



2015

1999

1968 Lotus 49 F1  
Single-seater (ex Rob Walker)  
Sold: £367,500



2007

First Auction at  
Imperial War Museum, Duxford

2012

Colette McKay  
joined H&H  
1922 Brough Superior SS80  
'Old Bill'  
Sold: £292,500



2017

First Auction at  
National Motorcycle Museum

1964 Ferrari 330GT  
Nembo Spider  
Sold: £609,500  
1996 Subaru Impreza  
WRC '97 (ex Colin McRae)  
Sold: £235,750





1969 Honda Z50A  
John Lennon's monkey bike

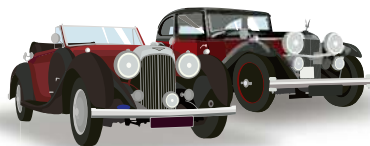
Sold : £56,250

1969 Honda CB750 Prototype

Sold : £157,500

First fully digital  
catalogue launch

**2018**



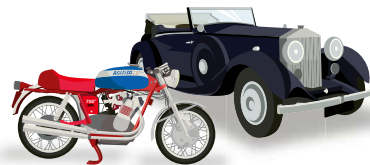
1934 Alvis Speed 20SB  
Vanden Plas 'Flatback' Saloon

Sold: £103,500

1938 Lagonda LG6 Drophead Coupe  
(ex Prince Bernhard)

Sold: £209,300

**2020**



1973 MV Agusta 750 S

Sold: £98,900

The late Rob Ridings Collection  
sold to benefit the RNLI and other charities

Sold: £870,000

**2022**

**2019**

1930 Brough Superior SS100

Sold: £416,250



**2021**

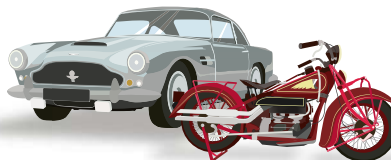
H&H became an  
Employee Ownership Trust

1962 Aston Martin DB4 Series IV

Sold: £360,000

1937 Indian Four 437

Sold: £95,450



**2023**



1968 Rolls-Royce Silver Shadow Convertible  
(ex Michael Caine)

Sold: £135,000

1936 Jaguar SS100 2½ Litre  
(ex RAC Rally winning)

Sold: £393,000







# Upcoming Classic Auctions



## July

Wednesday 9th July

National Motorcycle Museum  
Classic Motorcycles & Vintage Scooters



## July

Wednesday 30th July

The Pavilion Gardens, Buxton  
Classic, Collector & Performance Motorcars



## September

Wednesday 10th September

Kelham Hall, Newark  
Classic, Collector & Performance Motorcars



[www.HandH.co.uk](http://www.HandH.co.uk)

# Auction Information

Auction Venue	Millbrook Proving Ground, Station Road, Bedford MK45 2JQ
Viewing times	Tuesday 24th June 2025 from 12pm Wednesday 25th June 2025 from 9am
Sale times	Wednesday 25th June at 12pm
Bidding	Bidding will be available live at the venue Online at <a href="http://www.HandH.co.uk">www.HandH.co.uk</a>   Telephone   Commission
Buyer's Premium	Motorcars: 12.5% plus VAT Registration Numbers: 20% plus VAT Online bidding surcharge: 1% plus VAT
Buyer Enquiries	+44 (0)1925 210035   <a href="mailto:sales@HandH.co.uk">sales@HandH.co.uk</a>



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More information and full terms & conditions are available via our website:  
[www.HandH.co.uk](http://www.HandH.co.uk)





## 1952 MG TD

1

**No Reserve\***

Reg No: 781 XUA

MOT: Exempt

Chassis No: TD21165

Manufactured on 21st October 1952, chassis TD21165 spent the majority of its life in the United States, though little is known of its early history. The MG was repatriated to the UK in the early 2000s, presumably restored by the gentleman who imported it—including conversion to right-hand drive and refinishing in an attractive Red with a contrasting Tan leather interior. Registered as '781 XUA' on 4th April 2007, the car was shortly thereafter sold to the current owner's late husband, on 31st March 2008.

In current family ownership for the past 17 years, '781 XUA' has been used and enjoyed sparingly as part of a two-car garage. It has made regular appearances at local shows and events, most notably the local steam shows, and comes complete with a tonneau cover. The hood is said to be in good working condition. Now unused for two years and offered for sale following the recent passing of its owner, '781 XUA' presents a lovely opportunity for a well-presented TD that would benefit from some light recommissioning. Included with the vehicle is a small history file containing photographs of the car at the time of restoration, sundry documents, and the current V5C document which records two former UK keepers.



## 1964 Citroen 2CV

2

**Estimate: £9,000 - £11,000\***

Reg No: EBY 785B

MOT: Exempt

Chassis No: 1646049

First registered in November 1964, chassis 1646049 is an early 'AZA' model, featuring the new rear door orientation, speedometer, and notably lacking the 'custode' third rear window introduced on later models. Finished in 'Gris Rose', the car remained in France for the majority of its life before being imported to the UK during 2018. Now registered as 'EBY 785B', the car was subject to considerable expenditure around 2019–2020. Of particular note, in May 2020 the engine and gearbox were replaced and the front brakes overhauled for good measure - at a total cost exceeding £5,000. 'EBY 785B' was acquired by the current owner in 2023. Following purchase, the bodywork was tidied, including the bonnet being repainted, and the car has since been enjoyed on occasional trips to local shows. Now offered for sale as the vendor seeks to reduce his collection, the car is accompanied by a history file that includes a large number of invoices and receipts for parts and labour, photographs from a previous owner, a Declaration of Importation and NOVA Certificate. Also included are a dashboard layout printout, gearbox layout printout, and the current V5C document, which records four former keepers. A small selection of sundry spares is also included, along with a tailored car cover and a 6V charger.





## 1931 Austin Seven RM De Luxe Saloon

3

**No Reserve\***

Reg No: TV 4096

MOT: Exempt

Chassis No: 134960

Introduced in January 1931, the RM was the last of the short (6ft 3in) wheelbase saloons. Only produced for a year or so, surviving examples are few and far between. Finished in the special order combination of Blue over Black with a Silver swage line, this delightful RM Saloon was also specified with wool cloth trim and upholstery. A 'De Luxe' model supplied new to Percy Newsome Esq via Austin's Nottinghamshire agents, its sunshine roof was installed by local firm J. Richards of Hucknall Rd. Taken off the road in 1961, the Seven spent the next forty-seven years in a shed. Subsequently treated to an extensive, photographically documented restoration, 'TV 4096' is still deemed to be 'possibly one of the best RM Saloons in the country'. The seller further informs us that the Austin is 'believed to be a low mileage car which starts on the button and runs and drives beautifully. Winner of awards and subject of a magazine cover (included) the car comes with a large amount of paperwork and related ephemera, including an Austin Seven Centenary Medal and Centenary Rally plates. While in my ownership it has been professionally cared for by Austin 7 specialist David Wall at the Toad Hall Workshops, Hoveton, Norfolk'. A decidedly rare and special Seven.



## 1955 Triumph TR2

4

Home market car, current twenty-four year ownership and great history

**Estimate: £12,000 - £15,000\***

Reg No: TAS 306

MOT: April 2026

Chassis No: TS5417

According to the accompanying extract from The Standard Motor Company Ltd's production records, chassis TS5417 was completed on February 3rd 1955 between 9:30am and 10:30am. Finished in Signal Red with Dark Red Vynide upholstery and Fawn weather gear (the same combination it pleasingly sports today), the TR2 was supplied new via Wests Triumph of Lincoln. Records on file date back to 1959 and show that J.F. Reiger Esq of London bought the two-seater the following year for £377. Entering the current ownership in 2001 with a warranted mileage of 54,000, the TR2 has been well maintained since then. Used for numerous trips to Le Mans Classic, 'TAS 306' was treated to a thorough engine overhaul by Anglian Triumph Services in 2016 and has further benefited from the addition of a hi-torque starter motor, alternator, negative earth electrics, electric fan and uprated four-row radiator. Starting readily and driving well during our recent photography session with the low-down torque and chuckable handling that typify a good TR2, 'TAS 306' is a very reluctant sale. Patinated cosmetically but in rude health mechanically, it will be driven to UTAC Millbrook. Well worth a read, its history file includes correspondence with the factory about preparations for Continental motoring and a current MOT certificate valid until April 2026 (issued at 77,768 miles).



## 1923 Morris Cowley 'Bullnose' 2-Seat Tourer with Dickey

5

No Reserve\*

Reg No: PD 6735

MOT: Exempt

Chassis No: MC11927111

This extremely pretty Cowley has history dating back to 1983, when it belonged to Joyce Robinson of Brentwood, Essex. Mr. Denis MacGowan, also of Brentwood, acquired it the following year, at which stage we understand it was little more than a rolling chassis. He duly set out to rebuild it and put it back on the road, which he had succeeded in doing by 1991, choosing to reconstruct the car with the charming two-seater-plus-dickey body style. Parts of this process are documented in a collection of photographs illustrating the project at different stages.

Upon its completion, the Cowley was enjoyed by Mr. MacGowan for many years, with one other owner purchasing it prior to the vendor's acquisition in 2020. Considering it was renovated some 35 years ago, the paint and exterior still present extremely well, but that is perhaps not surprising as it is only likely to have been used for local journeys and rallies. An impressive run of MOTs spans the period 1991 to 2013, with the most recent showing no advisories. However, 'PD 6735' has more recently entered a period of hibernation – it has not been MOTed since 2013 or taxed since 2022 – so is likely to require some light recommissioning before venturing onto the roads. A current V5C and historic V5s are included.



## 1994 Nissan 300 ZX Twin-Turbo

6

Estimate: £10,000 - £12,000\*

Reg No: L75 PGW

MOT: September 2025

Chassis No: JN10RGZ32U0010940

Named as CAR & DRIVER magazine's 'sports car of the year' a record seven times between 1990 and 1996, the Z32-generation 300ZX was powered by a 24-valve DOHC 2960cc V6 engine in both normally aspirated and turbocharged guises. With a reputed 300bhp/283lbft on tap, Motor Trend magazine found one of the latter capable of 0-60 in 5.5 seconds and 165mph.

First registered as 'L75 PGW' in May 1994, the same year that Nissan stopped officially importing the 300ZX to the UK, this particular example belonged to its last owner for sixteen years. Reportedly kept garaged during that time, the 2+2-seater was treated to a brake overhaul (rejuvenated callipers, new discs / pads) and refurbished alloy wheels not long before the vendor acquired it. Entrusted to JDM specialist Performance Auto Works LLP for a check over since then (£418), the Nissan has also benefited from a service and cambelt change (£800) and some paint correction (c.£700). A desirable 'twin turbo' model, the 300ZX passed its last two MOT tests with 'no advisories'. Pleasingly retaining the original covers for its targa roof panels, 'L75 PGW' is equipped with the responsive four-speed automatic transmission and is said to be 'a very nice example which drives extremely well'. Offered for sale with a good history file, Kenwood stereo and tool kit.



## 2002 Bentley Arnage R

1 owner and just 19,000 miles from new!

**Estimate: £11,000 - £13,000\***

7

Reg No: MF52 CEN

MOT: None

Chassis No: SCBLC37F03CH09052

There are garage finds and there are garage finds – any Bentley which is rediscovered after years stashed away is an exciting prospect, but when that Bentley is a highly original, low-mileage, one-owner car, it's surely even better. This 2002 Arnage R in Silver Pearl is all those things, and beneath the layer of dust it looks to be in fine shape.

It was purchased new by the late owner from Bentley Manchester for £147,913 and in 2004 it was fitted with a new engine by authorised dealership JCT, but it has mainly enjoyed a life of light use, with six services recorded prior to 2017, when it was laid up after just 19,000 miles. Since then, it has been permanently garaged and the battery has been kept on trickle-charge. Consequently, it fired up without difficulty when we took our photographs, although it goes without saying that basic recommissioning will be required before it can go back on the road.

Aside from being in lovely condition internally and externally, another highlight of the Bentley is its impressive history file which, among other things, includes the current V5C, many old MOTs, the original sales invoice and specification sheet, original sales literature, plus the owner's handbook, Quick Reference Guide, tracker pack and spare keys.



## 1932 Wolseley Hornet Eustace Watkins Coupé

**No Reserve\***

8

Reg No: YY 7740

MOT: Exempt

Chassis No: 113133/75

H&H have had the pleasure of handling the sale of several of these very rarely seen Coupés, but without a doubt this example is the most ornate, and probably also the most original. London based dealer Eustace Watkins commissioned numerous body styles which were typically coached by Whittingham & Mitchell or Salmons and Sons. Car number 113133 dates to 1933 and retains most of its original fittings which includes deluxe options such as dual wind-up windows, dual door-pockets on each door, wind deflectors on the windscreen and passenger windows and faux hood irons.

Delightfully now presented in a condition that makes it ripe for oily rag preservation, the vendor has advised that he acquired it during 2014 from a deceased estate to form part of his large private collection and during his ownership he has treated it to an engine overhaul in the hopes that he'd one day be able to regularly use the car. The vendor states that the car is in 'running condition' but will require 'further TLC' to see use back on the road. An incredibly worthwhile project, this possibly unique Wolseley is supplied with the rear quarter bumpers, original running boards that are described as 'past it but good templates' by the vendor and is also supplied with the V5C.



# 2009 Bentley Continental GTC Mulliner

9

Low miles with excellent service history

**Estimate: £25,000 - £30,000\***

Reg No: GN09 GYC      MOT: March 2026

Chassis No: SCBDE23W08C059464

Introduced at the New York Motor Show in April 2006, the Bentley Continental GT Convertible (or GTC) proved an immediate sales success. A very near match for its Coupe sibling, in dynamic terms, with similar 190mph performance, the Convertible utilised the same crushingly powerful twin-turbocharged 6-litre W12 engine, Torsen-based permanent four-wheel drive system, massive ABS-backed disc brakes and sophisticated all-round independent air suspension. Electro-hydraulically operated, the Bentley's luxuriously padded fabric roof not only stowed away neatly but also provided almost Limousine levels of refinement. Electro-hydraulically operated, the Bentley's luxuriously padded fabric roof not only stowed away neatly but provided almost Limousine levels of refinement. Reputedly capable of over 190mph with the top down, the GTC featured two sturdy steel hoops concealed beneath its rear headrests, which could be deployed if an impending roll was sensed. Arguably more of a 2+2 than a true four-seater, the Bentley could raise or lower its hood at speeds of up to 20mph, always a bonus in capricious British weather conditions.

Specified in Beluga Black with Beluga hide upholstery and Piano Black Wood veneer, the Mulliner pack also included drilled alloy sport foot-pedals; a gear lever finished in knurled chrome and hide; diamond quilted hide to seat facings, doors and rear quarter panels; embroidered Bentley emblem to seat facings and 20-inch two-piece alloy sports wheels (GTC only). First registered on the 24th April 2009 and supplied by Sevenoaks Bentley, it has been serviced by a main dealer and with specialists, totalling 11 stamps. Having covered just over 2,500 miles per annum, 'GN09 GYC' was recently serviced at Bentley Hampshire at 40,187 miles (24th April 2025) at a cost of £1,100. Said to 'drive as well as it looks', the W12-powered convertible is offered for sale with V5C Registration Document, book pack and two keys.





## 1969 Lotus Elan S4 Fixed Head Coupe

10

Rare 'Black Badge' model

**Estimate: £19,000 - £21,000\***

Reg No: XJD 103G      MOT: Exempt  
Chassis No: 36/8510

Brainchild of Lotus design and development engineer Ron Hickman, the Elan was introduced at the 1962 Earls Court Motor Show. Based around a steel backbone chassis (a.k.a. the 'Chapman Bracket') clad with lightweight fibreglass bodywork, the newcomer boasted such niceties as all-round independent suspension, four-wheel disc brakes, pop-up headlights and integral bumpers. Powered by a 1600cc (initially 1500cc) 'twin-cam' four-cylinder engine mated to four-speed (later five-speed) manual transmission, the diminutive Lotus rewrote the class rulebook in terms of ride, handling and performance. Arriving during March 1968, the S4 was only in production for two or so years and is understood to have accounted for just 1,929 sales.

First registered in West Ham on January 3rd 1969 (or so its 'XJD 103G' number plate would imply), chassis 36/8510 was bought by Mrs Jennifer Tromans of Stourbridge a decade later. Retaining the Lotus for the next twenty-eight years, she entrusted it to the likes of marque specialist Paul Matty for repairs and maintenance. Treated to a new chassis and wiring loom in 1988 and 1989 respectively, the Elan has been further enhanced since being acquired by its current registered keeper during 2007. As well as a new dynamo (2008), alloy fuel tank, facet pump (2013), fresh Rotoflex couplings (x4), sundry polyurethane suspension bushes and a replacement fuel pressure regulator (2020), the two-seater had its cylinder head and valve-gear thoroughly refurbished (2021). Much of the work was carried out by Clydesdale Classic Cars with associated bills totalling some £11,276.95. The last major invoice on file was issued by MR Vehicle Repairs in December 2022 for overhauling the Weber carburetors (£1,464). Presenting as an older restoration (at least cosmetically) and still proudly sporting its 'Black Badges', this appealing Elan is offered for sale with V5C Registration Document and history file dating back to February 1979.



# 1995 Dodge Viper RT/10 Roadster

11

Just 9,000km from new

**Estimate: £55,000 - £65,000\***

Reg No: M2 VPR

MOT: None

Chassis No: 1C3CRC5E3RV101059

It may have been the embodiment of Americana, but a very small number of Dodge Vipers were supplied new to Europe, and this aggressive RT/10 was among them. It was originally shipped to Germany, with a German identity card stating that it was granted approval on 31st January, 1995. The service book carries the stamp of Gewerkstatt GmbH, a Chrysler-Jeep dealer in Bochum, western Germany, which presumably sold the Viper new, though the first entry in the service book is dated 6th July, 1995, and stamped by Autozentrum 2000 GmbH in Cologne.

It seems as though our Viper was treasured as a collector's piece virtually from the day it left the showroom floor. It had been brought into Britain by 2000 and was registered on 21st June that year, originally as 'M768 FWV', although the private number 'M2 VPR' was issued weeks later on 10th July. It was subjected to its first MOT in April 2000, at which stage it had covered only 4,798km (2,981 miles). The first British owner sold the Viper in February 2001, and the second kept it until April 2009, using it only very lightly. By the time they parted with it, it had covered less than 8,100km (approx. 5,000 miles).

Since 2009, the Dodge has been with the same enthusiast owner, a former member of the Viper Club of America, who has appreciated it for its condition and rarity, and has opted to preserve it as a time-warp rather than take to the roads like a bat out of hell (strong though the temptation must be with that tantalising V10 under the bonnet). It saw some light use up to 2012, when its most recent MOT was issued, but has been kept off the road since, so that it survives today having covered a grand total of 9,061km (5,630 miles).

Its condition is correspondingly outstanding. The paint is very good, the engine bay presents extremely well and the interior barely looks as if it has been sat in. Despite its rather Spartan appearance, a heater and air-conditioning, the original radio-CD player and a cigarette lighter make the cabin a surprisingly comfortable place, provided one enjoys the background soundtrack of an irrepressible V10 – but who doesn't? And while Vipers are typically reserved more for dry-weather motoring, it's reassuring to know that the car retains all its original weather equipment, including the Targa top, side screens, and tonneau cover – again, all in excellent condition.

As well as the weather equipment, the car is complete with some original German-language owner's literature, specifically the *Kundendienst Scheckheft* (service book), *Bedienungsanleitung* (instruction book) and the European dealer directory. It is additionally



supplied with the current V5C, MOTs issued between 2000 and 2012 and some Viper Club of America material. While there are a few invoices on file, it goes without saying that the Dodge has barely required any maintenance with such little use.

Having been off the road now for more than 10 years, some recommissioning will probably be required before the car is driven again, but the Viper started readily and ran well during the recent photography session. It would be a pity not to drive the car at all, even if the focus is on preservation, and it is really worthy of being shown. While Dodge Vipers may not be typical *concours* machinery, we can't help thinking that if this one was judged on originality, it would probably score excellent marks. It is by no means easy to find survivors like this – so many have suffered at the hands of heavy-footed speed merchants – so for any connoisseur of supercars, muscle cars or 'youngtimers', this example presents an opportunity not to be missed.







## 1970 Citroën D Spécial

12

**Estimate: £10,000 - £14,000\***

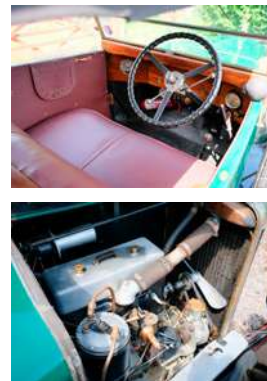
Reg No: WRP 29H

MOT: Exempt

Chassis No: 3914620

We are pleased to present a really lovely car from the first year of D Spécial production. Its British history begins in 1986, when it was imported from Germany and entered a period of long-term family ownership. The car has been regularly maintained and fitted with electronic ignition, a stainless-steel exhaust, an improved alternator and Mercedes rear seat belts. Possibly the proudest moment in this Spécial's life was being taken to Paris for the 50th anniversary celebrations of the DS from 6th to 9th October, 2005.

The previous owner sold the car in March of this year and is said to have started it every day. The MOT record provides evidence of past owners' attentive maintenance, and the present MOT is valid until February, 2026. It seems to have only been used very lightly between 2005 and now, with the mileage increasing from 81,700 to 85,700 miles. Some paintwork correction has recently been undertaken, although a pleasing patina remains in evidence. The car is only for sale now because the new owner is a keen collector and has to make room for more cars. Sold with a current V5C, the Spécial also comes with a remarkable three boxes of history dating back to the 1970s.



## 1924 Standard Warwick SL04

13

**No Reserve\***

Reg No: BF 4703

MOT: Exempt

Chassis No: 44347

First registered on 4th July 1924, this particular Standard Warwick is finished in Green over Black with Burgundy leather interior. A continuation logbook shows it belonged to David Walker Laurie of Grangemouth by August 1949. It passed to William Oliver Body of Pickering in 1951 and remained with him for ten years, before briefly going through Midgeley Bros Ltd of Harton Moor Garage in 1961 and entering the ownership of Macharg, Rennie and Lindsay Ltd of Glasgow. As Standard-Triumph main agents, Macharg, Rennie and Lindsay fettled the chassis, wiring, hood and paintwork. It was then displayed in their showroom alongside a 1913 Standard and the latest Triumphs of the 1960s. Sold through auction at Beaulieu in 1980, the Warwick went via a Glasgow dealer to an Austrian buyer who kept it for 18 years. Repatriated in 1998 by Malcolm Elder & Son, it remained with them until 2006. Subsequent owners included Mr E. Luke and Mr C. Morris before being re-registered as 'BF 4703' and acquired by the current owners in July 2009. In current family ownership, it has enjoyed local events and benefited from an engine overhaul in c.2010. Accompanied by a charming history file and spares including a spare engine, it now requires light recommissioning following a period of storage.





## 1977 Rolls-Royce Silver Shadow II

14

**Estimate: £10,000 - £12,000\***

Reg No: TRR 773R

MOT: June 2026

Chassis No: SRH 30729

Finished in a stunning Metallic Burgundy with Cream leather interior this Shadow II was acquired by the vendor in 2020. Used regularly, the car is said to drive very well and be in good mechanical order. The paintwork presents well whilst the interior has a pleasing light patina. Now displaying some 113,700 miles on its odometer, it is offered with Swansea V5, original Rolls-Royce owner's handbook and current MoT to June 2026.

Inspired by a new generation of more driver-orientated luxury cars, the Rolls-Royce Silver Shadow II was announced in February 1977. While most rivals could not be viewed as direct competition (if only on cost grounds), they illustrated the increasing importance the buying public was placing on chassis dynamics. Thus, while the new model utilised the same four-door monocoque bodyshell, mellifluous 6750cc V8 engine and smooth-shifting GM400 series automatic gearbox as the outgoing Shadow, it gained a front air dam, larger one-piece bumpers, revised front suspension geometry and power-assisted steering. Undeniably better to drive, the Shadow II further benefited from the adoption of a more ergonomic fascia and split-level air conditioning. Still trimmed with the finest quality leather hides, wood veneers, chrome fixtures and carpets, it treated occupants to a uniquely cossetting experience.



## 1981 Jaguar XJ12 HE

15

**No Reserve\***

Reg No: VWR 432X

MOT: Exempt

Chassis No: JBALW3CC326804

Elegantly finished in Silver with a Dark Blue Vinyl Roof and trimmed internally with a Dark Blue Leather interior, this desirable 12-cylinder variant of the XJ Series III was first registered in the Leeds area and is said to have been previously owned by a former CEO of The Kraft Heinz Company as his chauffeur driven gentleman's express. Acquired from a deceased estate by the vendor, it has remained in his ownership since 2015 after previously selling it and then buying it back.

Today, the Jaguar is a handsome car that presents in very original condition, but due to lack of use the vendor acknowledges that it is time for it to be sold. Running well and driving around for the photography session, the big cat will need some TLC prior to using on the road, most notably of which is the power steering system. The vendor rates the car as having 'good bodywork' and is sure that when it is cleaned up the interior trim can be rated as 'very good' and certainly makes the indicated mileage of just under 70,000 miles very credible.



# 1967 Chevrolet Corvette Sting Ray

16

Warranted 51,500km / c.32,000 miles from new

**Estimate: £68,000 - £78,000\***

Reg No: Unregistered

MOT: T.B.A

Chassis No: S110112

"One glance at the new Corvette tells you that it is faster and sportier than its predecessors. And when you drive a Corvette Sting Ray, either the Convertible or the fastback Sport Coupe, you find that excitement is far more than skin deep" (Car & Driver, October 1962).

Arguably the most iconic Corvette, the 'Sting Ray' (or C2) variant was introduced for the 1963 model year. Heavily influenced by GM Design Chief Bill Mitchell's XP-87 'Sting Ray' racer not to mention Chevrolet's striking XP-720 fastback prototype, the newcomer's styling was primarily credited to Larry Shinoda. A clean sheet design, the C2's ladder-frame chassis sat on an 8ft 2in wheelbase and featured five cross members, all-round independent suspension (a Corvette first) and large-diameter drum brakes. Differing states of tune and a choice between carburetion and fuel injection meant that the small block 327 cu in V8 engine fitted to all debut season 'Sting Ray' cars was quoted as developing anywhere from 250hp – 360hp. Thanks to the efforts of Zora Arkus-Duntov, Kai H. Hansen, Carl C. Jakust, H.F. Barr and E.J. Premo, the 'Sting Ray' was not only lower, narrower and shorter than its forebear but also faster, better balanced and more aerodynamic. Progressively improved, the last-of-the-line 1967 cars sported a revamped interior (complete with transmission tunnel mounted handbrake), five (rather than three) front wing side louvers and Rally wheels, while four-wheel disc brakes came as standard.

Assembled and supplied new in The Netherlands, this truly remarkable Corvette remained there until 2022 when the vendor brought it over to the UK. He informs us that the Chevrolet is a matching numbers example and is happy to warrant the notably low odometer reading of 51,500km (c.32,000 miles) as correct because of the amount of time the car spent on static display with first Andre Boer's renowned Dutch Corvette Museum and then Wander Automotive (a Dutch General Motors dealer since 1924). Although, the Museum had carried out a degree of refurbishment during 2006-2007, the seller decided to have the Sting Ray properly gone through and brought up to MOT standard. The four-wheel disc brakes were overhauled with new callipers all-round. The Power Glide automatic transmission and torque converter were overhauled by specialist Competition Transmission Services of Hertfordshire and then reinstalled with a new centre mount bush. The wiring was checked and renewed as necessary with a new starter motor, alternator and electric washer pump fitted plus the ignition system refreshed (new coil, spark plugs etc). The inlet and exhaust manifolds were powder coated as were the rocker covers. A custom built twin exhaust system with stainless steel end pipes was added and the 327 cu in (5.3 litre) V8 treated



to a new Holley 600CFM carburettor. Replacement parts were kept to a minimum (hence the header tank being TIG-welded rather than simply renewed) but the decision made to refresh the factory paintwork in its original Eckhart Blue metallic hue with the underside and wheelarches being finished in Satin Black. However, the exceptionally well-preserved Teal interior and White soft-top were left alone. The aged and quite possibly first set of tyres (complete with thin Red wall striping) have been retained but their place has been taken by new White-walled rubber. Accompanying paperwork includes an original White Dutch registration logbook, letter from the former MD of Wander Automotive and numerous restoration bills / photographs. The Convertible has been NOVA declared with all duties paid and will come to sale with a fresh MOT. Should it remain on these shores then the new owner can become the first UK registered keeper. Having had over £48,000 lavished on it during the past three years, this stunning Sting Ray is worthy of a place in another major 'Vette collection.







## 1975 Volkswagen Beetle 1303S Karmann Cabriolet

Estimate: £10,000 - £12,000\*

17

Reg No: HBN 490N

MOT: Exempt

Chassis No: 1152119756

An original Karmann Cabriolet, chassis 1152119756 is understood to be a genuine UK right-hand drive example, which was coloured green during its early years before being painted in red as it presents today. It is evident from inspection that the little soft top has been subject to extensive works during its life, with floor pans and heater channels that are described to be in 'excellent' condition by the vendor, and prior to the vendor's ownership it was also subjected to in-depth mechanical reworking which included a brake overhaul including the fitment of new disc brakes plus an engine overhaul. During the vendor's ownership, the Rostyle wheels were removed and widened pressed steel wheels replaced them, although the rostyles are available.

Now offered for sale as the car does not get as much use as the vendor would like, 'HBN 490N' is described as 'excellent' mechanically, with the bodywork, paintwork and transmission described as being 'very good'. The interior is described as 'in need of TLC' by the vendor due to some stretching of the original, preserved velour seating, although it remains complete and unturned. Supplied within the history file is the V5C, some backup invoices for work performed, two workshop manuals and some magazines that relate to the Beetle.



## 1995 Jaguar XJ6 Sovereign

No Reserve\*

18

Reg No: M92 SUX

MOT: June 2026

Chassis No: SAJJHALG3BJ732173

Introduced in 1994, the X300 XJ6 was the first XJ produced entirely under Ford ownership and featured a return to a quad headlamp arrangement reflecting the more visually pleasing aesthetics of earlier models. Powered by the capable 3239 cc AJ16 inline-six cylinder engine featuring electronic 'distributor-less' ignition system, it came with a host of luxury features as standard. Displaying a warranted c.55,000 miles, this top of the range Sovereign was first registered under the mark MB 721 on 1st January 1995. The current cherished registration number M92 SUX is included in the sale. Finished in Topaz Metallic with Ivory leather interior it has been in dry storage since coming into the current ownership in November 2020. Supplied with its book pack and assorted invoices including a differential overhaul costing £1300 in April 2022, this cosseted Jaguar is also accompanied by a current MoT to June 2026. Serviced by Jaguar up to 45,000 miles, it has been cared by specialist independents since.





## 1971 Datsun 240Z

19

**Estimate: £20,000 - £25,000\***

Reg No: MRD 730J

MOT: May 2026

Chassis No: HS3029377

This LHD 240Z was purchased by our vendor in 2000 directly from the widow of the car's first and only owner - Mr Lamar Smith of Santa Monica. A 'dry-state' California car from new; it was imported to the UK and registered during 2002. The low mileage covered has remained at just 29,570 since arrival in Britain as the car was purchased as an investment - it has now been in dry-storage (and until recently) hadn't been driven for more than two decades. This is a rare manual transmission US-Market car, with most American 'Z's being specified with automatic transmission. It is in effect a one owner car, as the vendor has never driven it since purchase. However, before being offered for sale, the decision was taken to recommission the car and put it through an MOT test. A number of replacement parts were fitted including a new fuel tank and slave cylinder and the car later passed with zero advisories. Originally orange in colour, but subsequently repainted grey early in its life, this 'Z' features a number of desirable features including air conditioning and a heated rear windscreen! Described as "extremely solid and highly original throughout", MRD 730J is offered with comprehensive history including the car's original service book, handbook, warranty card, UK and USA registration documents, together with receipts and other correspondence relating to works carried out on both sides of the pond.



## 1991 Range Rover Vogue EFI

20

**Estimate: £12,000 - £14,000\***

Reg No: J684 ENW

MOT: October 2025

Chassis No: SALLHAMM3EA479664

In its original guise, the Range Rover proved so popular that it was produced with only minor updates until 1996. First registered in August, 1991, and sold through Farnell Land Rover of Bradford to Wilsden Autos of Wilsden, West Yorkshire, it survives in very good condition thanks to a life of light use and regular, sympathetic maintenance. It has only covered some 91,000 miles from new and the service book reveals regular dealer servicing up to 1999, while a collection of invoices from Dennis Golding Motor Engineers of Chingford reveals some of the maintenance that was performed during the late 1990s. Cosmetically, the Trocadero Red metallic paint and the Windsor Grey velour interior present very well, with new front wings having been fitted within the last 10 months. Some light refurbishment was completed in March of this year, with the vendor having the headlining and sunroof aperture retrimmed by Nationwide Trim of Redditch and the wheels refurbished and newly painted by Supreme Wheels of Milton Keynes, with new tyres fitted as well. The vendor reports that it "drives really nicely" recently completing a 200-mile trip returning 20mpg! Offered with a history file including the book pack with the original stamped service book, collection of MOTs back to the 1990s, two sets of keys, previous invoices, and current V5C document.

# 1976 Ferrari Dino 308 GT4

21

## No Reserve\*

Reg No: NPK 86P      MOT: Exempt  
Chassis No: 11844

According to historical documents presented to us, chassis 11844 was supplied through Maranello Concessionaires to Lazenby Garages Ltd of Rothley Leicester and first registered on the 2nd March 1976 as 'MJU 889P'. Specified in the attractive colour scheme of Marrone Metallizzato over a full Magnolia leather interior, the 2+2 was kept by Lazenby Garages until July 1976, when ownership was transferred to Geoffrey Rayner Ltd of Droylsden, Manchester. Several changes of ownership passed, plus plate changes which included 'OAR 217P', '57 MOB' and most recently as 'NPK 86P', plus colour changes to Brown, back to Blue and then to Yellow, before it was painted in the current TDF blue during the 2010's and acquired by the vendor in 2017.

An extensive maintenance record has been kept for the Dino, with invoices dating back to 1978 on file. Highlights include a bodywork overhaul in 1990 by Moore Tech Engineering of Cobham for some £9616.17, plus a top-end overhaul in 2003 which included the fitment of a new cylinder head and exhaust valves plus replacement carburettors. In the vendor's ownership, the car has been subjected to further extensive works including the fitment of an upgraded ignition system, major works to the carburettors including a complete strip-down and overhaul and various improvements to the general operation and cosmetic condition of the car. In total, works during the vendor's ownership total over £4,600.

Now offered for sale due to the vendor having a thinning out of his collection, the Bertone-designed coupé is now described by the vendor as in need of further cosmetic improvement but can be enjoyed as a 'rolling restoration project' as it has been recently. Offered complete with the previously mentioned extensive history file with back up invoices documenting maintenance, a believed complete ownership history plus MOT's dating back to 1979 which back up the believed genuine indicated mileage of 38,220 miles.







## 1992 Porsche 944 S2 SE

22

One of only 14 'SE' specification examples built to order by Porsche UK

**Estimate: £28,000 - £34,000\***

Reg No: K240 LNS MOT: April 2026  
Chassis No: WP0ZZZ94ZMN400549

First registered as 'K240 LNS' on the 1st August 1992, chassis WP0ZZZ94ZMN400549 was one of the last of the fourteen S2 SE's delivered. Little is known of the early history of the car, however its recorded MOT history shows that the car clocked up some 168,000 miles through nine keepers prior to the vendor by which time it had become rather tired.

Recognised as being something quite special, the Porsche was eventually rescued and subjected to a painstaking restoration by renowned specialist Rennsport, which is documented on two memory sticks and shows the car receiving a bare-block engine overhaul as well as a complete cosmetic refresh into the original Alpine White paint scheme with correct 'SE' decals, and refurbishment of the correct type D90 alloy wheels. Amazingly, the interior was also subjected to the same attention to detail (despite the rarity of the parts available) which meant that the original Porsche script cloth seating and door cards were retained whilst the original switches were individually restored with new, correct graphics applied to each. The car is now described by the vendor as being 'excellent' and inspection by the consigning specialist left them impressed.

Now offered for sale after some six years of ownership by the vendor, he feels that covering just over 5,300 miles since the odometer was reset at the time of restoration is not enough for the car and that a new, deserving owner will get far more enjoyment from it. Said to be 'ready for its next adventure anywhere', this fine example is offered complete with history file dating back to the restoration, complete with numerous invoices for parts, the memory sticks documenting the restoration, UK V5C and several MOT test certificates.



# 1962 Mercedes-Benz 190 SL

23

**Estimate: £45,000 - £55,000\***

Reg No: 289 XVS

MOT: July 2025

Chassis No: 12104210024613

The 190SL was introduced in 1955 – the year Mercedes swept all before it on the Mille Miglia with the 300SLR. Indeed, the graceful convertible grand tourer was sold alongside the road-going version of the SLR – the 300SL – whose styling it strongly resembled. In fact, the underpinnings of the two cars were quite different and, while the 300SL had a purpose-built tubular spaceframe (W198), its smaller sibling was built on a shortened version of the ‘Ponton’ saloon (W121) platform, which was of monocoque construction. The 190SL also boasted an all-new engine – an over-square SOHC straight-four unit of 1897cc that produced some 120bhp, which was sufficient to propel the car to a maximum speed of 112mph. The engine was coupled to a manual four-speed gearbox. The suspension comprised double wishbones and coil springs at the front and a coil-sprung swing axle at the rear. Steering was by recirculating ball and braking by power-assisted drums all round. Built to the highest standards and among the quickest comparable cars of the time, the 190SL featured a well-appointed cockpit, notable comfort for its occupants and relatively generous luggage space. The 190SL continued in production until 1963, when both it and the 300SL were replaced by the 230SL (W113). By this time, 25,881 190SLs had been produced.

Our LHD example was originally finished in White over a Black interior, but has been repainted at some stage in the delicate Primrose it now wears – an uncommon but extremely attractive hue for the model, which complements the upholstery very well. It was supplied new to France but spent 40 years in the USA before the vendor imported it into Britain and registered it in late 2021. We are pleased to note that the car is supplied with an original hardtop in contrasting Black, and the soft-top has recently been renewed, so this one really should be ideal for use in all weathers and all seasons. The interior appears to have been refurbished at some previous date, and it looks to have been done with due regard for the car’s originality, even down to the historically appropriate loop-pile carpet.

Since importing it, the vendor has clearly taken good care of the Mercedes and he started to MOT it in July, 2024. It was most recently tested on 11th June this year, and on both occasions it passed with no advisories. Evidently the recipient of an older renovation, we believe this 190SL still presents very much to factory specification, albeit with one or two subtle upgrades such as the fitment of a high-torque starter motor. In the vendor’s words, the paint is ‘good’ and the interior and mechanicals are ‘very good’. We have seen the car



running and driving well and, as far as appearances go, it is highly presentable, useable and show-worthy, with a very light patina across the interior. Overall, this Mercedes represents an ideal car for somebody seeking a comfortable and well-mannered classic which could be used all year round.







## 1935 Packard Eight Club Sedan

24

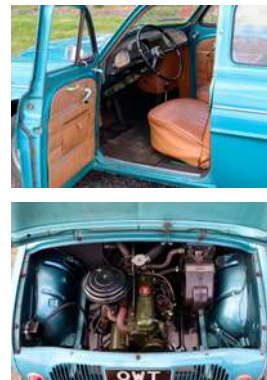
**Estimate: £14,000 - £18,000\***

Reg No: DJJ 259

MOT: Exempt

Chassis No: 387183

Built to extremely rare RHD configuration in 1934, this imposing Packard was bought by a Canadian industrialist for his daughters to use whilst domiciled in London. Registered early the following year to the elder sibling, Miss Helena Grace of Tollington Rd, it was chauffeur driven around the Capital often ferrying her younger sister to private school! Subsequently falling off the radar, the Club Sedan resurfaced in 1989, looking rather sorry for itself, albeit highly original and with a recorded mileage of just 63,000. Entrusted to marque specialists 'West Hoathley Garage' of Sussex by its new French custodian, a mammoth and fully-documented, near £60,000, photographic restoration was undertaken between 1992 and 1999. Powered by a potent straight-eight engine of circa 5.3 litre capacity and fitted with a three-speed manual gearbox; the five-seater is finished in 'Regal Red' with gold coachlining and a Beige Bedford Cord interior (retrimmed to original factory specification). Entering the current private ownership in 2006, the car was maintained 'regardless of cost' for a time and still presents extremely well. It may however now benefit from an element of light recommissioning, as in the words of the elderly vendor "it hasn't been driven in the past five or six years". Offered with a history file including technical literature, restoration invoices, photographs and even framed Packard artworks for the workshop wall!



## 1964 Renault Dauphine

25

**No Reserve\***

Reg No: OWT 139B

MOT: Exempt

Chassis No: 0034216

Built during 1964, this delightful Renault Dauphine was built as an 'export' model which was specified with state-of-the-art for the 1960s four-wheel disc brakes. It is understood that the car was first owned by a gentleman who moved to Paris soon after acquiring it and left it with his cousin. It is understood that it was laid up particularly well in a dry barn and kept covered, whilst frequently checked mechanically.

Found some fifty years later in an incredible state of preservation, the Dauphine was imported to the UK in 2015 by the previous UK keeper before being recommissioned and then sold to the vendor. Carefully stored as a static exhibit as part of his impressive private collection, the vendor recently got the car into running condition again. Certainly, to H&H's eyes this must be one of the most original examples in existence and its current odometer reading of just 9,580km is certainly justified. It is evident that the external paintwork has received attention previously, and the vendor describes it as being in 'good' condition.

Now offered to the market as the vendor feels that it deserves a new, loving home, 'OWT 139B' is offered with a modest file which includes the UK V5C, a French language owners handbook and service locations book, plus a UK market sales brochure for the Dauphine model.





## 1997 Porsche 911 Carrera

26

A very early 996 example

**Estimate: £10,000 - £14,000\***

Reg No: R105 ABA

MOT: May 2026

Chassis No: WP0ZZZ99ZWS602111

Asked to nominate his favourite generation of Porsche 911 during its 50th Anniversary celebrations in 2013, racing driver and journalist Tiff Needell chose the 996 commenting: *"This was the model that brought the 911 into the modern world."* We are delighted to offer this highly desirable UK-supplied 'C16' 996 Carrera. Fitted with a Tiptronic S 5-speed gearbox with manual mode, the car is finished in the rarely seen shade of Paladio Metallic with Savanna full leather interior. Highly specified when new, including such optional extras such as heated leather sports seats, extended leather package and Tiptronic S gearbox, the car was originally supplied via Stratstone Porsche and first registered on 12 December 1997. It would appear to have been well cared for over the years with a substantial history file documenting service work and maintenance from early in its life to the present day. Performance has been enhanced with an engine upgrade from the standard 3.4 to a 3.6-litre unit as per later 996 Carreras which was carried out at a cost of some £12,500. Thus this early 996 is now in line with the more powerful face lifted models. Displaying just c.75,600 miles from new, having been in long term previous ownership, R105 ABA is offered with aforementioned history file and a current Swansea V5 document.



## 1982 Ford Escort XR3

27

**Estimate: £9,000 - £11,000\***

Reg No: ARH 90X

MOT: July 2025

Chassis No: WF0BXXGCABCY39773

Believed to be one of some 168 UK registered XR3s left on the road today, this XR3, a non-injection iteration of the model, was first registered on 20th April 1982, with the rare and desirable 5-speed manual transmission. Finished in the attractive and rarely seen Titan Blue with dealer decals still in place, this is a very early XR3 that the vendor purchased for his daughter in March 2022, after 'a long search for a 'good one'', but it sits in a garage and has seen little use. With 4 former keepers recorded, the vendor says the car had once been owned by an auntie, then her niece and had been in storage for sometime. Even with Historic Vehicle status, the vendor has still put the XR3 through an MOT test at 86,798 miles, which will expire in July 2025. The single advisory has been remedied. The body is amazingly original with some minor marks as you would expect from such originality. The interior is equally very good. 'ARH' had a cam-belt fitted along with a full service when purchased. In the last two years, the XR3 has also benefitted from a new carburettor, cam-belt and water pump, new tyres, new brake components, battery and battery tray, head gasket, thermostat, oil and filter. Additionally, it's worth pointing out its cloverleaf spare wheel and a Blue top-tint windscreen. Offered with a collection of invoices, sundry paperwork and a current V5C on file.

# 2000 Bentley Arnage Red Label

28

Estimate: £14,000 - £16,000\*

Reg No: J6 TDK      MOT: April 2026  
Chassis No: JK1AF400AAB604457

Our Red Label is an arresting sight with its Fireglow paint, tastefully paired with a Barley leather interior. As with all top-end luxury cars, there was an element of tailoring to the Arnage, and the following items were selected specifically for this individual machine: chrome five-spoke wheels, a painted radiator shell, painted and power-folding exterior mirrors, a polished radiator matrix, Wilton overmats in Fireglow, a sun band across the windscreen, Sundym side and rear windows, and parking distance control, amongst much more. Inside, the seats have been upholstered in the 'vertical fluted' style, burr walnut veneer was selected for the dash, console and gear knob, and the two-tone steering wheel is a racy touch.

Bidders should note that the cherished registration number seen 'J6 TDK' is included in the sale. With a total of seven keepers from new, the Arnage arrived with the present owner in 2018, since when it has been beautifully kept with the vendor describing it as 'excellent' in all areas. More impressively, the Rolls-Royce Enthusiasts' Club were in accord in 2017 when they named it the winner of its *concours* class at their Annual Rally.

The Bentley's outstanding condition can be attributed to the fact that it has only covered a little over 51,000 miles from new and been lovingly maintained throughout. The service book documents 14 services, mainly by main dealers and specialists, with the most recent completed in 2024. The MOT certificates run back to 2005 and the current one was issued in April this year, showing no advisories. New tyres were fitted in 2023, since when only 200 miles have been covered. Furthermore, the Bentley retains its original book pack, including the owner's manual, dealer network book, warranty book and service book, and is supplied with assorted invoices, a fitted car cover and spare keys.







## 1963 Lancia Flaminia GT 2.5 3C

29

**Estimate: £55,000 - £65,000\***

Reg No: AJM 206A MOT: Exempt  
Chassis No: 824.10.3435

The elegant shape of the Flaminia GT is, if anything, enhanced by the deep midnight blue paint of the example we are offering for sale, which has been the beneficiary of considerable expenditure to bring it up to its present standard. A right-hand drive conversion, it arrived in Britain in 1992, but after a period of private ownership it joined the stock of Straight Eight Ltd. on London's Goldhawk Road, in 1995. The present owner purchased it the following year, who has cherished it ever since.

A condition report undertaken in 1995 by marque specialist Omicron Engineering states that the Flaminia was suffering from 'many minor defects', which the vendor has painstakingly rectified, as he required the car to be both usable and good-looking. Of course, none of this came without great expense, and the car has been a regular visitor to Omicron for maintenance tasks. The invoices on file well exceed £30,000, with notable work including several brake overhauls (the cylinders, pads and servo were overhauled on different occasions) and a full engine overhaul in 2005, with new pistons, bearings, oil seals and valve guides. A completely new rear bumper was fitted in 2003, although the most substantial cosmetic work took place in 2018 which included a complete repaint.

Subtle touches which evidence the vendor's individual taste include the fitment of period-style bucket seats, plus the removal of the bumper overriders. However, in other areas the vendor's fastidious approach to using correct period parts was also apparent, including the sourcing and fitting of the correct Cibie and Carello headlamps, the refurbishment of the cockpit instruments and the fitment of period correct speaker gauzes.

It is obvious that this elegant GT remains a smart and well-maintained car which has been used and enjoyed across 30 years of ownership and could easily be enjoyed in much the same way for another 30 years. It comes with the current V5C, a large collection of MOT certificates (1995-2017) and invoices (1995-2023), plus an original German-language Flaminia instruction book.



# 1964 Bentley S3 Continental Fixed Head Coupe

30

Coachwork by Mulliner Park Ward

**Estimate: £75,000 - £85,000\***

Reg No: DSA 643B

MOT: Exempt

Chassis No: BC138XC

Introduced in Autumn 1962, the S3 Continental was notable as the last Bentley to be coach built on a separate chassis. Powered by a 6,230cc OHV V8 engine allied to four-speed automatic transmission and reputedly capable of nigh-on 120mph, the newcomer was ferociously expensive. One of the more striking body styles available, Mulliner Park Ward's Design Number 2035 was a beautifully sleek Fixed Head Coupe featuring a 'straight-through' wing line, 'cut-back' wheel arches, diagonally positioned quad headlamps and subtle tail fins. Understandably popular among contemporary celebrities such as Jayne Mansfield, Fanny Craddock, Sir John Mills, Harry Belafonte and Keith Richards, just 312 S3 Continentals of all types were completed between 1962 and 1966. However, Mulliner Park Ward's Design Number 2035 only accounted for seventy-six of these (in both left and right-hand drive).

Understood to be one of less than fifty right-hand drive examples, chassis BC138XC was initially supplied by Weybridge Autos to F.J.L. Green Esq. It is evident that the car was always set to enjoy fine foreign weather, as it was uniquely finished in the striking colour combination of Caribbean Blue over a Red Leather interior and fitted with a sunroof. Further additions included a speedometer calibrated in both miles and kilometres, plus internally routed brake pipes, a Hirschmann electric aerial, Blue Sundym glass, electric windows and combined parking and blinking lights. Perhaps the most important addition, however, was that Mr Green had the Fixed Head Coupe fitted with the very-expensive-at-the-time and much desired air-conditioning option.

Relocating to California early on, the S3 Continental had covered an indicated 82,000 miles by early 1982 when the renowned Antipodean Rolls-Royce & Bentley specialist Robert McDermott purchased it for his own use. Mr McDermott subsequently sold the Fixed Head Coupe but continued to maintain and improve it for the next keeper before regret got the better of him and he became custodian for the second time. After enjoying most of its years in sunnier climes, the car would eventually return to the UK in 2015.

Pleasingly retaining its very charming original red leather upholstery, chassis BC138XC has been cherished as part of two private collections before being acquired by the vendor. Since repatriation, it has benefited from regular servicing and fettling including a headlight upgrade, suspension set-up, hydraulic tappet overhaul, sundry re-chroming, replacement



heater matrix and refurbished electric window motors. The brake pipes have been routed inside the car, while a hi-torque starter motor and twin electric fans are sensible concessions to modern traffic. The most recent invoice on file, dating to May 2024 from Specialist Cars Southwest which totals some £10,796 evidences overhauling of the rear brakes, a service exchange brake servo unit, plus work to the carburettor, engine and cooling system.

During both our initial visit and the photography session, the Bentley performed impeccably and is said to be an 'excellent example mechanically' by the vendor, although he feels small cosmetic improvements can be made should a prospective owner prefer their vehicles to be show-winners. What is certain however, is that this fine grand-tourer certainly draws admiring glances wherever it finds itself and would look equally at home outside a Mayfair private members' club or beachside in the South of France.





# 1905 Delaunay et Clayette 20HP Landaulet

31

Competed on the London to Brighton Veteran Car Run

**Estimate: £40,000 - £50,000\***

Reg No: AA 279

MOT: Exempt

Chassis No: 303

Veteran and vintage enthusiasts may have come across Delaunay et Clayette before, but the Orléans firm cannot claim to be a household name, even though it was producing cars throughout the full first quarter of the 20th century. Production of motorised vehicles was underway by 1901, initially confined to tricycles, quadricycles and single-cylinder *voiturettes* of up to 500cc, but from 1903 the company began to mimic the great chain-drive Panhards, with their two- and four-cylinder engines. The larger Delaunays, including the 20hp model, benefitted from four forward speeds, and by 1905 the largest model in the range was a colossal 15-litre four.

Introduced in 1904, the Type 4A was powered by a large capacity (over six litres) four-cylinder engine driving the aforementioned four-speed and side chain-drive to the rear wheels. The model was typically fitted with four-seater coachwork in open or closed guises. Notable for its more sophisticated valve gear and ignition system, the Type 4AM was otherwise an obvious evolution of its predecessor.

The beautiful example in our sale is thought to date from 1905 and features the most wonderful landaulet coachwork by Carrosserie Verheyden of Courbevoie, one of the many prestigious but now-obscure coachbuilding houses which traded across Paris at the height of *la Belle Époque*. Believed to have been delivered new in Toulouse on 22nd February, 1905, there is no further history until 1973, when it was imported into Britain, and it clearly wears an older restoration which we suspect was completed shortly thereafter. We are advised that it was provisionally dated as a 1904 car by the Veteran Car Club in 1974, from which it followed that it was able to participate in the London to Brighton Veteran Car Run on an understood three occasions. Purchased by the present owner, an enthusiastic VCC member, in 2009, it has since been exercised on a number of occasions, including trips to Paris and Ireland and multiple Veteran Car Club outings. On one of its Continental excursions, it even lapped Magny-Cours.

The matter of the Veteran Car Run is a somewhat convoluted one, as 1905 cars which have previously been dated 1904 and gone to Brighton prior to the date being revised are often eligible to continue participating under Grandfather Rights rules. There are so many opportunities for driving it in VCC events and, in truth, with the best motoring done on the quiet lanes and through picture-postcard villages. When one drives an Edwardian along the



right roads, it very quickly becomes apparent why the period is referred to as the Golden Age of Motoring. With its imperious landaulet body, this Delaunay is one of relatively few veteran and Edwardian cars which can be enjoyed with the whole family and in all weathers. The button-backed upholstery (leather for the chauffeur and cord for the passengers) and spacious passenger *salon* make for a lovely environment in which to enjoy a gentler, more civilised kind of motoring. Beautiful little details appear all over, adding to the charm, such as the BRC headlamps, dainty Pelgrus opera lamps, coiled Brennus horn and exquisite ivory door handles. A blanking plate marked "1905 Delaunay" is believed to have been fitted by the factory when converting the car from a high-tension to a low-tension magneto. The pushrod-operated valves are unusual, and the VCC's Dating Committee remarked that they "would appear to suggest that it has been modified from its original automatic inlet valve system."

The Type 4AM is very likely a unique survivor with the landaulet body, and the softly mellowed restoration arguably looks even nicer than a fresh one. Sold with a large history file including the current V5C and some VCC papers, all it wants is to be enjoyed once more.







# 1955 Jaguar XK140 Fixed Head Coupe

32

Extremely original home market example

**Estimate: £35,000 - £45,000\***

Reg No: PYU 557

MOT: Exempt

Chassis No: 804061

Launched at the 1954 Motor Show, the XK140 boasted the same bewitching styling as its forebear but allied it to a host of important mechanical improvements. Chief among these was the adoption of rack and pinion steering. Available in 'standard', 'special equipment' or 'special equipment plus C-type cylinder head' guises, power and torque outputs ranged from 190bhp / 210lbft to 210bhp / 213lbft. Distinguished by its one-piece bumpers and simpler, more imposing radiator grille, the XK140 was among the fastest cars of its generation. Reputedly capable of over 130mph, it focused public consciousness on Jaguar's continued success at Le Mans (the Coventry marque winning the endurance classic in 1951, 1953, 1955, 1956 and 1957).

This highly original home market example was, according to the accompanying original buff logbook, first registered on 2 April 1955 having been originally despatched to Henlys, London prior to being supplied to its first owner via Rose & Young Ltd, Jaguar dealers who operated from the Esso service station located on Sternham Road, Streatham Hill, London. It was then resident with the first owner in Norwich and has remained in the UK all its life since. Finished in Black with original Red leather and fitted with wheel spats over steel wheels from new, the car retains its original colour scheme as evidenced by the 1955 service book. Furthermore, the engine and cylinder head numbers match those recorded on the 1955 logbook. With just 4 known former keepers as confirmed by the original log book & service book, it was acquired by the vendor in 2006. A large history file accompanies the car which includes old MoT certificates, an original XK140 sales brochure, XK Gazette magazine dated April 1955 featuring the car, current Swansea V5 and invoices relating to engine and gearbox refreshes carried out by Jaguar specialists Twyford Moors.





## 1988 Mercedes-Benz 300 SL

33

A well maintained example

**Estimate: £24,000 - £28,000\***

Reg No: F152 PBF MOT: April 2026

Chassis No: WDB1070412A090120

Launched in 1985, the 300SL was the ultimate incarnation of the updated R107 and was available for only four years, with a mere c.13,443 built globally, making them a rarity in right-hand drive. Powered by a 2,962cc straight-six engine producing 185bhp at 5,700rpm and 188lb/ft of torque at 4,400rpm, it was sufficient output to endow this open-topped Mercedes with rapid acceleration and a published top speed of 130mph. The matching hardtop kept the driver warm on winter days, and subsequently, very few UK-supplied R107s escaped the long-term effects of our salted roads and, as a comfortable daily driver, this example is a very well-maintained and loved SL.

Supplied new by Mercedes Benz main agent Macclesfield Garages Ltd to local resident Mr G. Wilson on August 1st 1988. 'F152 PBF' is offered with a stamped service book and evidently much work completed at the renowned marque specialist The SL Shop, with invoices on file for some £15,000. Attention was paid to the key areas of this iconic R107 300 SL, including: the suspension; cleaning of the fuel lines; new engine mounts; a replacement fuel pump; a brake overhaul; a gearbox service; centre and rear silencers; a full paint correction and polish, carpets and seats cleaned and a radiator repair. This 300 SL is a testament to the care from its previous keepers and the current vendor has used it sparingly whilst in his ownership. Having owned many Mercedes-Benz classic models, he says "this one has been one of his favourites... and has always been dry stored in a heated garage". He is now moving to a new home with less vehicle storage and wishes the car to be enjoyed by the next custodian. The car is supplied with its original hardtop and stand, its tools, the V5, bookbags, original service book, invoices and maintenance file and 3 keys.



# 2000 Rolls-Royce Corniche V Convertible

34

One of just 38 RHD examples produced

**Estimate: £60,000 - £70,000\***

Reg No: X163 NKP

MOT: May 2026

Chassis No: SCAZK28E8YCH68150

By the 1960s, Rolls-Royce recognised that many owners preferred to drive themselves, leading to the launch of the Silver Shadow and, shortly after, a two-door convertible version introduced in 1966 as the Mulliner Park Ward Drophead Coupé. Renamed the Corniche in 1971, it became the most successful convertible in the company's history, with 5,678 built before production ended in 1995. Following the company's acquisition by Volkswagen in 1998 and prior to Rolls-Royce passing to BMW in 2003, the Corniche name was revived for a final time with the Corniche V—launched in 2000 as the most expensive Rolls-Royce to date at £300,000. Based on the Bentley Azure platform but retaining Rolls-Royce refinement, it was powered by a turbocharged 6.75-litre V8 and remains one of the rarest models ever made by the marque, with only 329 built, of which just 38 were right-hand drive.

This particular Corniche, UK-Supplied, is one of just 38 right hand drive cars produced. Specified in arguably the best combination for these cars: Fountain Blue Metallic with contrasting Oatmeal leather interior with Blue piping, the car features numerous factory options including a gold-plated Spirit of Ecstasy, RR-embroidered head restraints, lambswool over-rugs, Wilton carpeting, matching umbrellas concealed in the boot lid, and a factory-fitted centre-console mobile phone. 'X163 NKP' was purchased by its previous keeper in 2008, when it had covered a recorded 62,000 miles. Over the following 14 years, it saw limited but cherished use, reportedly attending events including Le Mans and continental touring trips to Spain and France. It was affectionately named "Mary" by the owner, in honour of a late family member.

Acquired by the current keeper in July 2022, the Corniche was in need of recommissioning and was initially returned to roadworthy condition by a local garage. In 2023, the car was entrusted to Rolls-Royce and Bentley specialists Prestige Services as well as a highly respected local bodyshop to bring the car up to standard. In June 2023, the car received a comprehensive service, the interior lighting switches were checked and fettled along with the air conditioning switches. The centre console and air conditioning panels were removed and the wiring harness removed to repair the relevant switches, bulbs etc. Following this, the hood faults were investigated and rectified, along with further fettling. The total cost of this work amounted to £2,449.69. The car then went on to receive the necessary cosmetic attention. Minor dents were removed, corrosion on the passenger door was addressed, and both doors and the boot lid were resprayed to a high standard. Having been in the workshop



and seldom used, this Corniche returned to Prestige Services in April 2025. Works included a replacement alternator, a brake system overhaul, and additional attention to interior electronics, totalling £2,314.53.

Now with a useable 79,729 miles on the odometer at the time of consignment and offered for sale only to fund other projects within the current owner's private collection, this Corniche V has been sparingly used and well cared for, benefitting from recent specialist investment totalling nearly £5,000. Accompanying the car is a fully stamped service book, a large history file including past MoTs, tax discs and invoices, a digital workshop manual, and a certificate for the RAC Track Star tracking system installed in 2005. The car comes with an MOT valid until 11 May 2026 with no advisories.

Increasingly rare and widely regarded as the last of the true Crewe-built Rolls-Royces, this Corniche V represents an excellent opportunity to acquire a properly sorted example of a modern classic whose significance continues to grow.







## 2014 Kawasaki MULE 610

35

Just 42 hours of use from new!

**Estimate: £9,000 - £11,000\***

Reg No: KF64 JXY

MOT: None

Chassis No: JK1AF400AAB604457

We are offering a remarkable 2014 610 model, which despite being 11 years old can fairly be called almost brand-new. Powered by a 401cc air-cooled, four-stroke single-cylinder engine, it features a two-speed automatic transmission with selectable four-wheel drive. It was bought new by the elderly owner of a shire horse stud farm near Harpenden, with a pre-delivery inspection undertaken in 2015 by Oliver Landpower Ltd. of Kings Langley. However, after a major operation left the owner unable to drive the MULE, it was placed into storage and only re-emerged when the vendor acquired it in 2023. He immediately recommissioned it and brought it up to road-legal standards with a full lighting set and indicators, and it received its registration in November, 2024. A new windscreen was fitted earlier this year.

The MULE is complete with the current V5C, the original, unstamped service book and a letter from Kawasaki confirming its date of manufacture as 13th November, 2014, but perhaps the most remarkable thing is that it is offered having received, we are assured, no more than 42 hours of use. An equivalent brand-new MULE would cost £23,000 plus VAT, but this one is exempt from VAT, so if you need a little off-road runabout, this has got to be worth your consideration.



## 1996 Caterham Seven Super Sprint 1700

36

Current (second) registered keeper since 2001

**Estimate: £15,000 - £18,000\***

Reg No: P117 ACG

MOT: August 2025

Chassis No: SDKRDKC17T0020171

Professionally built by, and first registered to, the Lotus collector, restorer and dealer Vincent Haydon of Haydon Cars Ltd, chassis 20171 encapsulates what many consider to be the ultimate Caterham Seven specification. A Super Sprint model, its twin Weber carburettor-fed 1700cc X-flow four-cylinder (AX block) engine is allied to five-speed manual transmission and feeds power to the rear wheels via a De Dion axle. Finished in the classic combination of Green and Yellow with Black upholstery and weather gear, the two-seater also boasts the more spacious cockpit and fifteen-inch alloy wheels. Purchased by its current (and only second) registered keeper from marque specialist D.J. Dean in 2001 at a warranted 21,000 miles, 'P117 ACG' has been well maintained as part of a small private collection for the past twenty-four years. Currently displaying a warranted 61,000 miles to its odometer, invoices on file show that the Caterham has had attention paid to its cylinder head (2011), brakes (2016) and springs / Bilstein dampers x 4 (2024). Starting readily and running well during our recent photography session with a six-footer aboard, the Super Sprint comes with scalloped front wings should a new owner wish to install them. Offered for sale with V5C Registration Document, paperwork file and a current MOT.



## 1957 Bristol 405

37

**No Reserve\***

Reg No: 421 LNX

MOT: Exempt

Chassis No: 405/4219

A rare and very sought after example of British motoring history, this very pretty Bristol 405 retains its original registration number, '421 LNX', that denotes that it first was registered in Warwickshire. Said to have been previously owned by esteemed Bristol man, the late Brian May, the car has been preserved well, appearing to retain its original paint and interior. Unfortunately, however, at some stage the desirable 100B2 engine was removed and unfortunately never replaced, a common occurrence to keep up with the demands of historic racing. The vendor acquired the car in 2014 and immediately set about searching for an original engine, but due to owning a plethora of project cars, he did not get round to it. He did however manage to reconnoise the sumptuous original interior.

Now offered for sale without reserve, the 405 is offered as an interesting and rewarding project and leaves somewhat of a blank canvas for any prospective purchaser. Do you source an original engine? Or do you fit a later V8 as per some of the later cars? Or the perfect candidate for an alternative power source altogether? Regardless, the very-expensive-when-new grand tourer is supplied with its UK V5C which shows just two previous keepers from new.



## 1994 Porsche 968 Sport

38

**Estimate: £11,000 - £13,000\***

Reg No: L851 PRA

MOT: January 2026

Chassis No: WP0ZZZ96ZRS815344

1 of only 306 UK market 968 Sport models produced, this example was supplied new by Porsche Centre Nottingham. Purchased by the vendor in April 2011 from Hagley Specialist Cars, it is fitted with the desirable manual gearbox and attractively finished in Iris Blue with black leather / cloth upholstery. Spending a year in the Netherlands from 2011 – 2012 where it was serviced and inspected by Porsche Service Visser whilst the owner was working there, it returned to the UK in 2012. Regular servicing was then carried out by Two Plus Two Porsche Specialists in Old Hill, West Midlands until 2018 when the vendor moved to Singapore. In September that year the car was overhauled by transaxle Porsche Specialist Nash Hunter / Retro Restorer of Banbury and all belts were replaced. New tyres were fitted in 2019 and the car was dry stored until the vendor's return in July 2024. Used regularly as a second car since then, we are advised there is a small mileage discrepancy between 2020 and 2021 due to a cluster change with the car now registering some 151,700 miles. Offered with Swansea V5C, book pack and a plethora of invoices, this cared for example is worthy of close inspection.



# 1960 Mercedes-Benz 190SL

39

Supplied new to the 9th Earl of Shannon and just 39,900 warranted miles

**Estimate: £120,000 - £140,000\***

Reg No: DUC 176

MOT: May 2026

Chassis No: 121042-20-016116

The 190SL was introduced in 1955 – the year Mercedes swept all before it on the Mille Miglia with the 300SLR. Indeed, the graceful Convertible grand tourer was sold alongside the road-going version of the SLR – the 300SL – whose styling it strongly resembled. In fact, the underpinnings of the two cars were quite different and, while the 300SL had a purpose-built tubular spaceframe (W198), its smaller sibling was built on a shortened version of the ‘Ponton’ saloon (W121) platform, which was of monocoque construction. The 190SL also boasted an all-new engine – an over-square SOHC straight-four unit of 1897cc that produced some 120bhp, which was sufficient to propel the car to a maximum speed of 112mph. The engine was coupled to a manual four-speed gearbox. The suspension comprised double wishbones and coil springs at the front and a coil-sprung swing axle at the rear. Steering was by recirculating ball and braking by power-assisted drums all round. Built to the highest standards and among the quickest comparable cars of the time, the 190SL featured a well-appointed cockpit, notable comfort for its occupants and relatively generous luggage space. The 190SL continued in production until 1963, when both it and the 300SL were replaced by the 230SL (W113). By this time 25,881 190SLs had been produced, of which just 562 were right-hand drive examples.

According to its accompanying paperwork, chassis 121042-20-016116 was ordered on November 20th 1959 but not completed to right-hand drive, UK market specification until February 18th 1960 (a corollary of how much hand finishing each 190SL required). Despatched to Mercedes-Benz GB’s headquarters on the Great West Road in London, the Roadster was supplied new to a prominent member of British high society, Richard Bentricks Boyle, who was memorably described thus: ‘Blessed with so many aristocratic titles that he started selling a few to wealthy Americans, the Ninth Earl of Shannon; Viscount Boyle, Baron of Castle-Martyr, Co. Cork; and Baron Carleton of Yorkshire, came from the bluest of blue-blooded stock. He was born into the pomp and luxury of the Indian Raj and served as a page at the coronation of George VI. After Eton, he joined the Irish Guards, rising to the rank of captain, and in 1947 married glamorous Italian Caterina Imperiali di Francavilla’. Appearing in no fewer than twenty-seven artworks held by the National Portrait Gallery, the Ninth Earl of Shannon bought the 190SL whilst married to Susan Margaret Rogers Boyle and is assumed to have used it at both his Irish and English estates. Taken off the road during the mid- / late-1970s with just 38,431 recorded miles, the Roadster remained in the hereditary peer’s possession for some four decades.



Assessed by marque specialist Blue Star Enterprises in 2004, they commented as follows: ‘Overall, the vehicle is in sound condition... The car has a very straight body and stands well... I have no reason to doubt the speedometer reading on the general condition of the vehicle... The engine started first time and shows no sign of smoke... it was run for several minutes and maintained maximum oil pressure’.

Bought by Mercedes-Benz collector C. Mina Esq. thereafter, he subjected chassis 121042-20-016116 to an exhaustive, photographically documented, bare metal, four-year long restoration. Emerging in the stunning combination of Silver Metallic with Red leather upholstery, the Roadster also gained a new Black mohair soft-top and correct Boucle-style carpets (the latter sourced from Aldridge Trimming). The accompanying hardtop was rejuvenated and painted to match the body. Pleasingly retaining its factory-fitted engine (number 121921-20-016233), the unit in question was uprated with twin Weber carburettors by renowned marque specialist Roger Edwards (Motors) of Wembley. Passing to its last registered keeper some ten years ago, the 190SL was entrusted to acknowledged marque specialist Hilton & Moss during November 2018 at 39,597 recorded miles for attention to its fuel, coolant and brake systems. The associated bill totalled circa £9,000 and also encompasses suspension, gearbox mount and steering fettling. Most recently, the car has benefited from engine bay detailing and minor cosmetic improvements at the hands of the same company that refurbished the right-hand drive 190SL with which we set a new world auction record price of £224,250 in November 2021.

Doubtless host to a string of famous faces during its early years, this gorgeous, matching chassis, engine and body numbers, RHD 190SL is worthy of close inspection. Interestingly, the bonnet is stamped with the body number too indicating that it is original to the car and has never needed replacing. Given its rarity, condition, very low warranted mileage and factory hardtop, ‘DUC 176’ surely deserves space in a marque collection. Offered for sale at considerably less than the cost of a comparable renovation today, it is accompanied by a V5C Registration Document, ‘no advisories’ MOT certificate valid until May 2026 and history file.













# 1972 Lotus Elan Sprint

40

**Estimate: £24,000 - £28,000\***

Reg No: CUT 580K      MOT: Exempt  
Chassis No: 7108200323E

Brainchild of Lotus design and development engineer Ron Hickman, the Elan was introduced at the 1962 Earls Court Motor Show. Based around a steel backbone chassis clad with lightweight fibreglass bodywork, it boasted all-round independent suspension, four-wheel disc brakes and pop-up headlights. Powered by a 1500cc (later 1600cc) 'twin-cam' four-cylinder engine, the diminutive Lotus redefined its class in terms of ride, handling and performance. Arguably the ultimate Elan derivative, the Sprint arrived in February 1971. Characterised by its 'Big Valve' (126bhp/113lbft) engine and bold colour schemes, the model was reputedly capable of 0-60mph in 6.7 seconds and 121mph. Only in production until August 1973, the Sprint remains keenly sought after by collectors and enthusiasts alike.

First registered in Leicestershire on March 22nd 1972 (or so its 'CUT 580K' number plate would imply), chassis 7108200323E has had just three registered keepers; the second of whom retained it from 1978-2016. Significantly improved during those thirty-eight years, the Lotus benefited from a replacement 'stressed skin' Spyder chassis, bodywork restoration, repaint, retrimmed interior and thorough overhaul of its 'Big Valve' engine by recognised specialist QED (some 23,000 miles ago). Uprated with a modified Type 9 five-speed manual gearbox (hence the 'Sprint 5' badges) for improved high-speed cruising, the Elan also had improvements made to its cooling (+2 radiator, electric fan), braking (+2 front callipers), suspension (Koni shock absorbers x4) and steering (re-shimmed, revised bracketry). A modern 'blade type' fuse box was installed and much of the wiring renewed. Fitted with Lumenition electronic ignition, the two-seater has also had its headlights re-engineered so that they are raised and lowered via Toyota electric motors. Riding on Minilite alloys and treated to heater, starter and wiper motor refurbishments in the past, 2018 saw the Lotus gain a new dash panel. Accompanying paperwork is understood to date back to 1978. A low owner, much loved example of one of Britain's best (and most influential) sportscar designs.





## 1950 Rolls-Royce Silver Wraith Fixed Head Coupe

41

Coachwork by Rippon Brothers of Huddersfield

**Estimate: £30,000 - £40,000\***

Reg No: EVH 600

MOT: Exempt

Chassis No: WFC 29

The first owner of this Wraith, Yorkshire woodwork engineer Mr. W. H. 'Willie' Smith (no relation to the stationers) desired something more elegant and exclusive than even a Standard Steel Wraith, and in 1948 he approached Rippon of Huddersfield – Britain's oldest coachbuilder – about the construction of a Wraith coupé. Rippon, which was building carriages as early as 1555, completed the car by late 1949, in time to exhibit it on their stand at the Earls Court Motor Show in October, before Mr. Smith took delivery in early 1950.

During the mid-1950s, Mr. Smith handed the car over to his daughter, who used it for a time as an everyday car, but before long she fell in love with it; she and her husband joined the Rolls-Royce Enthusiasts' Club in the 1970s and drove the Wraith at many events at home and overseas into the 1980s, visiting places including Spain, Denmark and the Spa-Francorchamps circuit in Belgium, which it lapped ahead of the Six Hours sports-car race.

Mr. Smith's grandson inherited the car in 1993 and he in turn became quite the enthusiast, using the Wraith for many pleasure outings and family weddings and maintaining it with the help of various marque specialists. Consequently, this believed-unique Wraith is extraordinary on several counts. Apart from being in single-family ownership from new and offered on the market for the first time ever, it has never been fully restored and therefore appears in a marvellous state of originality. The vendor says it exhibits an "age-related patina" and praises the quality of the interior, with its delightful marquetry, woollen carpets and Bakelite: "It exudes the warmth of leather and varnish – the quality of Rippon's build shines through today." Truly, this Wraith is an outstanding survivor and represents a not-to-be-missed preservation opportunity. The Wraith is offered with history file and a current V5c document.





## 2009 Bentley Arnage R

42

9,000 miles from new

**Estimate: £42,000 - £48,000\***

Reg No: DK09 HZT

MOT: May 2026

Chassis No: 13572

Last of the 'old school' Bentley saloons with its roots in the pre-Volkswagen era, the Arnage R was revised for a final time ahead of the 2007 model year. A fitting swansong, these 'last-of-the-line' cars were praised by the contemporary motoring press for the enhanced driving experience they offered. Updated with a new roller tappet system and lower inertia twin turbochargers, the venerable 6761cc pushrod OHV V8 engine developed a faintly ridiculous 450bhp and 645lbft of torque (matching the outputs of its more overtly sporting T sibling). However, it was the adoption of ZF's advanced 5HP30 six-speed automatic gearbox with state-of-the-art computer management and three transmission modes (Drive, Sport and Semi-Auto) which proved the real game changer. New 'Thin Film' driver information display panels gave the dashboard a more contemporary look / feel, while other interior revisions comprised a Bluetooth integrated telephone system and sleeker gear lever surround. More cossetting than the Arnage T and a somewhat subtler proposition, the last Arnage R cars were nevertheless reputedly capable of 0-60mph in 5.5 seconds and 168mph. Of the mere 105 cars built during the 2009 model year only 33 were to right-hand drive specification.

Finished in Tungsten Metallic with Magnolia leather upholstery and dark wood veneers, this superlative example is warranted to have covered just 9,000 miles from new. Notably well specified with an electric sunroof (typically the cost of a small hatchback), front / rear parking sensors, cruise control, heated / memory / power seats, 'comfort operation' electric windows, multi-function leather / wood steering wheel, special order 8J x 19 six-spoke alloy wheels and air-conditioning etc, chassis 13572 was initially retained by Bentley's 'Press & Special Car' Division. First registered as 'DK09 HZT' on July 6th 2009, the Arnage R underwent its Pre-Delivery Inspection and First Service at the Crewe factory. Twice entrusted to Bentley Manchester since then with its most recent visit being on May 29th this year, the four-seater drove extremely well during our recent photography session. Passing its most recent MOT test with 'no advisories', the relevant certificate does not expire until May 2026. The best Arnage R we have had the pleasure of offering and surely one of the lowest mileage 2009 cars extant, 'DK09 HZT' is worthy of close inspection. Cherished by just two private keepers over the past sixteen years, accompanying paperwork includes the original book pack, service book, 'Quick User' guides, Bentley Manchester invoice and assorted MOTs. One for the 'Winged B' devotee and quite possibly the finest Arnage R on the market?









## 1988 Porsche 928 S4

43

**Estimate: £9,000 - £11,000\***

Reg No: E593 RNH

MOT: None

Chassis No: WP0ZZZ92ZJS841239

Styled by American Tony Lapine, Porsche's front-engined, water-cooled, V8-powered 2+2 928 was launched at the 1977 Geneva Motorshow. Its galvanised steel monocoque was suspended on double wishbones and coil springs at the front and lower wishbones with upper transverse link and coil springs at the rear. The car featured ventilated disc brakes all round, while the gearbox was rear mounted and integral with the axle. At launch the all-alloy engine was 4.5-litres in size and produced some 240bhp but, by the time of the S4 introduced in 1987, the capacity had grown to 4.9-litres and the output to 320bhp. The newcomer could be visually distinguished from the outgoing S3 by its revised bumpers and rear spoiler. Available with a choice of manual or automatic transmission, the S4 was reputedly capable of 0-60mph in 6.3 seconds with a top speed of 165mph.

First registered on 12 April 1988, this 928 S4 Auto is offered for recommissioning / restoration following a period of barn storage. Finished in Porsche Silver Metallic with Oxblood leather interior, the car has been with the vendor since June 1995 and we are advised the engine was run last year. It is accompanied by a Swansea V5C document.



## 1965 Triumph TR4

44

**No Reserve\***

Reg No: Unregistered

MOT: Exempt

Chassis No: CT55747

The car offered for sale promises to make an exciting project for a willing restorer. Originally exported to California, nothing else is known of its history prior to 2004, when it was brought into Britain by shipping specialist Steve Mason of Derbyshire and California. Even then, it was in need of comprehensive restoration, and it was sold in 2005 to an enthusiast who hoped to rescue it from its rather sorry state. The owner got as far as having it shipped to his home in France, but, sadly, physical injury prevented him from ever making a start.

While the California climate would have been relatively kind to the Triumph's bodywork, it has unfortunately suffered from the damp of English and French winters, resulting in some corrosion in the sills and door skins. While appearing to be largely complete, several parts have been removed and some interior fittings have been partially dismantled. Even so, the car is by no means too far gone to save, and would make a very worthwhile and rewarding project for somebody with the time and skills to bring it back to life – it is not difficult to imagine how lovely it will look when finished. It is not registered with the DVLA but retains some papers pertaining to its import.



## 1965 Mercedes-Benz 190 C

45

**Estimate: £14,000 - £18,000\***

Reg No: CYR 84C

MOT: T.B.A

Chassis No: 110U020101925

This splendid-looking, time-warp petrol 190 is reputed to have been first owned by the German Embassy. Finished in Dark Maroon and trimmed in red hide, it was the subject of a magazine article in September 2003. The c.34,500 miles currently registered is believed, but not warranted, to be correct, and this classic Benz is now offered complete with its original book pack, green log book, collection of invoices, V5C showing four previous keepers and old MoT certificates dating back to 1970. It is expected to possess a fresh MoT by the time of sale.

The W110 'Fintail' was introduced with the 190c and 190Dc in April, 1961. The body derived from the W111 series but with a 145mm shorter nose and rounded headlights. The interior layout and dimensions were also identical to the W111 220b but with fewer options such as fixed back seats and bakelite trim dashboard. Because the 190c and 190Dc were basically a W111 220b with a shorter front, they offered similar interior and luggage space as the W111 series but with smaller more fuel efficient engines including a choice of four-cylinder petrol or diesels of 1.9 and 2.0-litre capacity. A total of 356,199 were produced between 1961 and 1965.



## 1933 Rolls-Royce 20/25 Limousine by Hooper

46

**Estimate: £14,000 - £16,000\***

Reg No: ALM 839

MOT: Exempt

Chassis No: GLZ 32

Chassis GLZ 32 carries an understated but elegant partitioned limousine body by Hooper (design no. 5104 and body no. 7820), usefully specified with twin spare wheels. It retains its original engine, number V5S. Its history prior to the 1980s is somewhat obscured, but we know the first owner was Mrs. N. Miesegaes, whom we believe was part of a prominent Rolls-Royce and Bentley-owning family. Robert Miesegaes was a prolific Bentley buyer during the 1920s and '30s and Gustaf Miesegaes bought a 1933 Rolls-Royce Phantom II Continental sedan new, so it seems probable that Mrs. Miesegaes was a relative. GLZ 32 was purchased by the present owners in 1986. It has evidently received some refurbishment in the past and still presents very well, with the interior demonstrating several especially nice period-appropriate features such as Bedford cord upholstery and decorative marquetry. From a cursory inspection, the wood frame appears to line up well and the doors shut with minimal force.

Sadly, ill health has prevented the vendor driving the 20/25 much in recent years, but it has benefitted from a fresh service by a well-known Rolls-Royce specialist. It is said to drive well and stop, but some further recommissioning will be required. It is supplied with the starting handle, plus some tools, which we believe to be original.



# 1980 Mercedes Benz 450 SLC

47

**Estimate: £18,000 - £24,000\***

Reg No: T.B.A. MOT: Exempt  
Chassis No: WDB10702422028589

Sharing the same basic (R107) platform architecture as its convertible sibling, the Mercedes-Benz 450SLC fixed head coupe was introduced in 1972. A full four-seater, the model's stretched wheelbase was disguised by various ingenious styling cues such as the louvered sail panels that adorned its rear three-quarter windows. Equipped with all round coil-sprung independent suspension, power steering and four wheel disc brakes, it proved a comfortable and refined grand tourer. Predominantly allied to automatic transmission, its 4520cc SOHC V8 engine developed a quoted 217bhp and 265lbft of torque. Reputedly capable of over 130mph in standard tune, Mercedes' flagship coupe enjoyed a highly successful second career as a rally car including two Bandama wins and a second place on the East African Safari.

Finished in the handsome combination of Manganese Brown Metallic with Cream velour upholstery, chassis WDB1072422028589 was completed to order 0953756674 for the UK market. Well specified with an electric sunroof, limited slip differential, Behr air-conditioning, cruise control and electric windows, the Mercedes-Benz is understood to have had just four former keepers and to have been with its present custodian since 2017. Reportedly treated to a documented speedometer change at c.50,000 miles, the replacement instrument has recorded an additional 16,000 miles or so. Said to have had its rear end resprayed about four years ago and to have an issue with its cruise control, the 450SLC is currently running and driving but would benefit from a service prior to sustained usage. Riding on steel wheels with colour-coded hubcaps, this handsome pillarless coupe is accompanied by an owner's handbook, service history, various historic MOT certificates / invoices, two keys and its original 'Bundt' alloy wheels.





## 2004 Aston Martin DB9

48

Warranted 47,000 miles

**Estimate: £24,000 - £28,000\***

Reg No: V20 SPH MOT: June 2026

Chassis No: SCFAC01A55GA00212

Introduced at the 2003 Frankfurt Motor Show, the Aston Martin DB9 was styled by Ian Callum with input from Henrik Fisker (two Grand Masters of Modern Design). Underpinned by Aston Martin's innovative VH platform architecture, the newcomer was equipped with all-round independent suspension, power assisted rack-and-pinion steering and four-wheel ABS disc brakes. Powered by Aston Martin's proven 5.9 litre V12 engine in 450bhp/420lbft tune allied to ZF six-speed 'Touchtronic' transmission, the 2+2-seater was reputedly capable of 0-60mph in 4.9 seconds and 186mph (though, a manual gearbox became a rarely specified option).

Supplied new by Stratstone Aston Martin of Wilmslow on 13th July 2004, chassis 00212 returned there for seven services (including the important one at 1,000 miles). Thereafter, maintenance has been entrusted to respected marque specialists McGurk and Nicholas Mee. The former carried out the last service at 45,479 miles which entailed the requisite fluid and filter changes plus attention to the rear brake pads / sensors, headlamps and boot struts at a cost of over £2,700. Last year saw the headlining refitted, air conditioning serviced and front brake pads renewed not to mention improvements to the fascia, seat heater panels, door control modules and window regulators all of which came to over £4,600. Entering the current (only third) ownership during 2013, the Aston Martin has its own link to the James Bond franchise in that the vendor is a BAFTA award winning producer who has collaborated with Barbara Broccoli on several projects. Used for numerous memorable trips to the Cotswolds and various coastal resorts, the DB9 is only now coming to market because the seller's work commitments mean he is spending ever more time in America. Currently displaying some 47,000 miles to its odometer, this handsome Aston Martin is offered for sale with V5C Registration Document, the personalised number plate 'V20 SPH', valid MOT certificate, car cover, book pack, service history and two keys.



# 1961 Jaguar E-Type 3.8 Coupe

49

**Estimate: £75,000 - £85,000\***

Reg No: 398 YUC

MOT: June 2026

Chassis No: 885300

One of the great motoring icons of the last century, Jaguar's E-Type is a car that has always inspired loyalty and devotion. Faster and more glamorous than virtually all its production rivals, it put many so-called 'sportscars' to shame at its 1961 Geneva Motorshow launch. Few could live with its reputed 150mph top speed or acceleration that allowed it to touch 60mph in under 7 seconds. In an age when a decent family saloon could call upon its engine for 65bhp, the E-Type's 3781cc, DOHC, straight six claimed an additional 200bhp. While Ferrari's lauded 250GT SWB and 250 GTO made do with live rear axles, the E-type utilised a sophisticated independent rear set-up with inboard rear disc brakes. Rack and pinion steering enabled the driver to make the most of the monocoque chassis' excellent road holding and handling. Initially, Jaguar never expected the design to be so enduring and consequently there were design features unsuited to volume production. Thus the first 500 E-Types off the production line featured outside bonnet locks and flat floors before these locks were deleted, whilst total flat floor production for 1961 amounted to some 1,583 examples. It is these early cars that have become some of the most sought after amongst collectors.

As recorded on the accompanying Heritage Certificate, this Series One 3.8 flat floor coupe, chassis 885300, was manufactured to left hand drive specification on 12 December 1961 and despatched on 28th December to the East Coast distributor Jaguar Cars, New York. Finished in Opalescent Silver Blue with red leather interior, it was subsequently sold to its first owner, a W M Oltmer of Englewood Cliffs, New Jersey, who must have cut quite a dash at the time in the stunningly shaped newcomer. Remaining in the States for the next fifty years the car was then imported to the UK around 2011 by Cleevewood Garage, Bristol. Known for their restoration work and sales of classic cars, the E-Type was restored and converted to right hand drive before being acquired by the vendor in 2016. It remains resplendent in the original shade of Opalescent Silver Blue although the interior has been retrimmed in Sky Blue. The result is a far more pleasing colour combination in our view. The often recalcitrant Moss gearbox has also been replaced with a more user-friendly 4-speed synchromesh unit which greatly enhances the driving experience. It is believed the original Moss box is included in the sale and assumed the odometer was zeroed at the time of restoration and it currently displays some 5070 miles.



Since coming into the current ownership the car has mostly been serviced and maintained by The Splined Hub of Oundle, renowned specialists in the field of 1960s Jaguars. Numerous invoices are contained in the history file evidencing the not inconsiderable amounts that have been lavished on its ongoing care and upkeep. These include an engine and gearbox strip down and overhaul in 2017 carried out by sports & performance car specialists Templeton's Garage of Rushden, Northants, together with a cylinder head refurbishment and carburettor overhaul in 2019 undertaken by The Splined Hub. In 2018 the car was fitted with a 123 electronic distributor together with replacement door locks. Although exempt, added peace of mind as to its usability comes from a fresh MOT certificate expiring on 7th June 2026. Indeed, it is said to "run very well" - as all properly maintained E-Types should! '398 YUC' now represents as a delightful example of the E-Type in perhaps its purest form, that has been subject to much expense in the current ownership. Consequently it is accompanied by a large collection of invoices and is worthy of close inspection.







## 1937 Railton Straight Eight Cobham Sports Saloon

Coachwork by Coachcraft

**Estimate: £15,000 - £17,000\***

Reg No: FPL 915

MOT: Exempt

Chassis No: E743395

Little is known about this Railton's past, but it has done well to survive with its original Coachcraft body. Coachcraft of Hanwell, incidentally, was only formed in 1934 and Railton provided its very first contract for body production. Our car wears the Cobham saloon body, originally produced for Railton by Carbodies, but Coachcraft took over its production in 1937 and ultimately bodied more Railtons than any other coachbuilder. This example has benefitted greatly from the sympathetic attention of the vendor, who bought it in 2018 and has kept it in use with appropriate service intervals. He has completed work including relining the brakes in 2020, fitting a new clutch and resurfaced flywheel in 2021, and reshimming the back axle in 2022. Previously, the seats were refurbished in 2014. It has also been subtly upgraded with electronic ignition and a dynamator (an alternator which resembles a dynamo). The vendor's use has included participation in the famous Kop Hill Climb, where the Railton has been widely admired. Interested parties should be aware that the front bumper, although not fitted in the photographs, will be supplied with the car. An excellent example of an upmarket Post-Vintage Thoroughbred touring saloon, this Eight is complete with multiple invoices, the current V5C, an original instruction book and a set of spare keys.

50



## 1996 BMW M3 Evolution Convertible

**Estimate: £14,000 - £18,000\***

Reg No: P443 XGT

MOT: May 2026

Chassis No: WBSBK92060EX65357

Away from enthusiast meets, the once-commonplace E36 is now very scarcely encountered, but high-end performance variants like the M3 Evolution were always a rare breed. This example, however, is an exceptional survivor with just five owners from new, all of whom seem to have taken great care of it. The current registered keeper in particular has been a great enthusiast for it, looking after it for almost 13 years exactly, from June 2012. The vendor praises it as a "very original car" and says it "runs and drives faultlessly."

Originally registered 'M3 SEW' on 15th August, 1996, the present age-related registration was issued in 2002. Over the course of its life, it has covered just 101,000 miles, which is nothing really for an E36, and it shows in the car's general condition – the paint, wheels, interior and so on really speak for themselves. It is not surprising that the vendor considers the bodywork, engine, electrics, paint and transmission 'excellent' and the interior 'good'. The M3 comes with an MOT valid until 19th May, 2026, the current V5C and a large amount of history. Combining high performance with enough space for the whole family, a car like this could be the perfect 'youngtimer'.

51



## 1992 Rover Mini Custom

52

Estimate: £10,000 - £12,000\*

Reg No: J614 PEW

MOT: August 2025

Chassis No: SAXXL2S1N20505520

Purchased by the previous owner in 2021, 'J614 PEW' was provided with an extensive restoration, that included customisation, over the ensuing two years. The restoration included new stove enamelled subframes painted in two-pack Black; a full bodywork restoration and repaint; Spax adjustable shocks; stainless steel grille; new bumpers; centre branch manifold with two-inch exhaust; all bolts replaced with stainless; new brake discs, callipers and brake lines; new tyres; uprated sound system with Bluetooth connectivity; engine and gearbox refreshes and full leather interior trimming. At the time, described by the previous owner as a 'nut and bolt' restoration, there was a significant focus upon quality of work and attention to detail. Since its purchase from H&H in 2024, the vendor has improved and remedied the electrical system substantially, following previous starting issues. A new alternator has been fitted and the wiring on the spot lamps has been changed, as they were overheating. Subsequently fitted with a new belt and a repaired oil pressure switch, the Mini now runs much smoother since our vendor has had this work carried out and will come to the sale with a fresh 12 month MOT certificate.



## 1919 Cadillac Type 57 Sedan

53

Estimate: £18,000 - £22,000\*

Reg No: BF 8445

MOT: Exempt

Chassis No: 57SS378

We are very pleased to offer this excellent Type 57, which may be unique in the country. Attractively finished in an appropriate period colour scheme, with lovely cord upholstery, it has evidently been repainted in relatively recent years and £12,000 was spent on interior renovations in 2019, but there is a patina in some places which is pleasingly suggestive of a car which has never been fully restored. Its wooden artillery wheels are understood to have been refurbished not too many years ago.

Remarkably, this Type 57 reputedly spent the first 98 years of its life in single-family ownership, until it was shipped from Massachusetts to England in 2017 by a film company. It appears to have seen very little use following its film work and that is perhaps why the vendor describes its condition as 'excellent' all-round.

As well as mass-produced V8s, another Cadillac innovation was the electric self-starter, so there is no need to worry about heaving on a vicious crank, and inside the car is a paragon of luxury. With two occasional seats, the spacious interior comfortably seats seven, and privacy blinds, courtesy lamps and so on make for one of the most civilised Vintage cars one can buy. It is offered for sale with a workshop manual, owner's manual, two V5Cs and its Massachusetts title.



# 2013 Lamborghini Gallardo LP560-4

54

**Estimate: £65,000 - £75,000\***

Reg No: LF63 UPN      MOT: October 2025      Chassis No: ZHWGE5AU3DLA13080

Stylistically indebted to the Lamborghini Cala concept car penned by Fabrizio Giugiaro at Italdesign, the Gallardo entered production in 2003. A landmark model for the Santa Agata concern, its outlandish looks were allied to improved reliability. More of a 'walk on the wild side' than its Audi R8 sibling, the baby Lambo retained a character all its own. Based around a notably stiff spaceframe chassis, the mid-engined two-seater was equipped with all-round independent suspension, power steering, four-wheel ABS disc brakes and permanent four-wheel drive. Powered by a 5-litre V10 engine, the Gallardo could be specified with a conventional six-speed manual gearbox or an advanced six-speed, electro-hydraulically controlled, semi-automatic which Lamborghini christened 'E-gear'. The latter enabling far quicker gearchanges than the 'old school' three pedal set-up.

The arrival of the LP560-4 (560PS and four-wheel drive) in 2008 was a serious evolutionary step forward for the Gallardo, with sharper design elements incorporated to enhance the striking coachwork whilst retaining the signature purity of line. It was powered by a new, uneven firing and more economical 5.2-litre V10 engine featuring direct fuel injection and producing 552bhp. At the same time the E-gear was revised to offer a Corsa mode making gear changes 40% quicker than before and also reduced the amount of traction control intervention. A 'Thrust Mode' launch control system was added also. Some 20kg lighter than its predecessor, the LP560-4 offered 0-62mph in 3.7 seconds on its way to a top speed of 202mph. The interior was pure Lamborghini, retaining the heritage of hand-stitched leather and simplicity of design. Compared to its rival, the Ferrari F430, the Gallardo's cabin is a well thought out combination of elegance, luxury and simplicity.

For 2013, the Gallardo was given one final makeover prior to the launch of its successor, the Huracan. The design was modernised, with a restyled front and rear end echoing much of the latter car's new design. Production was also seriously scaled back and only 653 coupés were delivered for this year. The last Gallardo rolled off of the Lamborghini production line on the 25th November 2013.

First supplied by Lamborghini Manchester, chassis ZHWGE5AU3DLA13080 was Pre-Delivery Inspected on the 18th February 2013 and was first registered three days later as 'LF63 UPN'. Finished in the alluring paint colour of Nero Serapis metallic black with contrasting Arancio Borealis brake calipers; the interior received similar special treatment and was trimmed in black hide with orange contrast interior stitching. The car was also subject to a long list of optional extras specified which included an all-important lifting



system, rear camera, Callisto gloss black alloys, satellite navigation, electric seats, heated seats, extended leather including roof and pillars, Bluetooth, branding package, travel package and storage package.

During its life, the Gallardo has been in the possession of four keepers including the vendor, each of them cherishing the car and ensuring that the maintenance schedule was kept up to date, with eight services displayed in the accompanying stamp book, seven of which were either with Lamborghini Manchester or London, and one at Alexanders Prestige, a renowned Lamborghini Specialist.

Now offered for sale having been in a short period of ownership with the vendor, 'LF63 UPN' is described as being in 'very good' condition by the vendor although it does have some age-related stone chips which may require attention. The car is supplied complete with its complete book pack, backup invoices within a HR Owen folder, toolkit and correct Lamborghini manufactured fitted car cover.





## 2000 Rolls-Royce Silver Seraph

55

Warranted 16,000 miles from new

**Estimate: £40,000 - £45,000\***

Reg No: SV 8869 MOT: March 2026

Chassis No: SCALA61E6YCH04375

This Peacock Blue example appears in splendid condition, having covered only 16,000 miles from new with just two very sympathetic owners. In all respects, it stands out as an exceptionally clean and well-preserved car, and the condition of the alloy wheels and engine bay gives some indication of the care with which it has been treated across its life. The Barley leather and walnut interior complements the Peacock Blue beautifully, and survives in excellent condition, even retaining its original sheepskin seat covers. First registered W865 PAP on 10th March, 2000, our Seraph was sold new through Bentley Leicester and has a well-documented service history, including invoices from Bentley Leicester up to 2015. The present owner acquired it in February 2006, and since 2008 has had maintenance undertaken by marque specialist RR&B Garages. Kept in near-continuous use until 2019, the Rolls-Royce was then allowed a bit of a rest, during which it continued to receive attention, as evidenced by invoices from 2021 detailing work "to bring this car back to a condition for showroom sale."

This amounted to extensive recommissioning works by RR&B totalling almost £16,000. The underside of the car was "thoroughly" cleaned and treated including removal and refitting of the rear subframe, the fuel pump assembly was refurbished, while new shock absorber gaiters and new handbrake cables were fitted. The hydraulic brake systems were fully serviced and a major service was performed. However, the Seraph was not put back on the road until earlier this year, when it was submitted for an MOT and passed with no advisories. The Seraph appears wearing a set of new Avon tyres and is to be sold with its current V5C, a collection of invoices, and an MOT valid until 19th March 2026. Bidders should note that the vendor is allowing the cherished registration plate 'SV 8869' to accompany the car to the sale.





## 1988 BMW M635 CSi

56

One of just 524 RHD examples

**Estimate: £35,000 - £45,000\***

Reg No: F475 JUE MOT: September 2025

Chassis No: WBAEE320400760452

Successor to the race-proven (E9) 3.0CS/CSi high-performance Coupes, the 6 Series was introduced in August 1976. More forgiving than its predecessors, it utilised a modified version of the (E12) 5 Series Saloon platform equipped with all-round independent suspension (coil and wishbone front, trailing-arm rear) and powerful disc brakes. With some 286bhp and 262lbft on tap, it was reputedly capable of 0-60mph in 6.2 seconds and 158mph. Only in production for six years, a mere 5,855 are thought to have been made (with RHD assembly believed to be just 524 cars).

Finished in Diamond Black Metallic with Silver Nappa leather upholstery, this particular example boasts an electric sunroof, correct 3-spoke steering wheel, period perfect Blaupunkt Bologna radio cassette player, heated front seats, electric windows, air-conditioning and headlamp wash-wipe. First registered on 1st November 1988, the BMW entered the current (sixth) ownership thirty-one years later, although, three of its previous keepers are understood to have been the same person at different companies/addresses. An engineer by profession, the seller has previously treated the M635 CSi to a glass out respray c.2019, with a new front wing and BMW nose cone, refurbished alloys, new tyres, rejuvenated seats and new shock absorbers (x4). The cylinder head has been overhauled with a new timing chain, valves and valve springs etc, whilst a recent service encompassed new brake pads, a new radiator, an air-conditioning radiator, viscous fan coupling, rear anti-roll bar links, front anti-roll bar bushes, front track rods and bottom arms, plug leads, ignition coil, oils and fluids and a new battery. The Coupe has also been ceramic coated and had its underside and cavities protected with Dinitrol (a certificate is on file). Entered from a private collection and kept garaged when not in use, 'F475 JUE' ran well during our recent photography session. Offered for sale with V5C Registration Document, book pack, replacement service book, brochure and sundry other paperwork.



# 1997 Aston Martin Vantage V550

57

The unique 'McLaren Carbon Metallic' car

**Estimate: £140,000 - £170,000\***

Reg No: P760 YGJ

MOT: June 2026

Chassis No: SCFDAM254VBR70175

Debuting at the October 1992 British Motor Show but not entering production until the following year, the V8 Vantage V550 (and its derivatives) were the last handbuilt Aston Martins. Costing a staggering £177,600 when launched – the better part of half a million in today's money – each example took 1,200 hours to complete. To put that number into context, Rolls-Royce needed 'only' 800 hours to craft a Silver Spirit, while Ford could churn out 150 Fiestas within the same timeframe! More powerful than a Ferrari F40, Porsche 959 or Jaguar XJ220, the Newport Pagnell machine's colossal outputs - 550bhp and 550lbft of torque - meant that only McLaren's F1 hypercar could boast more bhp in period. Sharing its roof and doors with the lesser Virage, the V8 Vantage V550 was comprehensively restyled by John Heffernan and Ken Greenley. Featuring six headlights, four 'grapefruit' tail lights, front / rear spoilers and side skirts, the model did not want for visual drama. Fitted with six-speed manual transmission as standard, Aston Martin's performance flagship was reputedly capable of 0-60mph in 4.6 seconds and 186mph. A front-engined, rear-wheel drive supercar of the old school, it could also accommodate four in leather and wood veneer-lined luxury. Surprisingly nimble given its less than waif-like dimensions, the V8 Vantage V550 was dynamically fine-tuned by triple F1 World Champion Sir Jackie Stewart (an Aston Martin board member at the time). Equipped with power assisted rack and pinion steering, independent front suspension, a De Dion rear axle (complete with limited slip differential) and what were then the world's largest disc brakes, the Fixed Head Coupe was soon dubbed 'the brute in the suit' and likened to a decidedly talented dancing bear. Fed by twin Eaton M90 superchargers, its 5.3 litre DOHC 32-valve V8 engine ran a conservative 8.2:1 compression ratio and provided prodigious, lag-free grunt almost regardless of rpm or gear ratio. Always destined to be a rarity given the cost and manpower constraints involved, a mere 239 were made from 1993-1999. Bought by captains of industry and celebrities alike, famous first owners included Sir Elton John, Adam Clayton, David Beckham and Halle Berry.

According to the copy factory paperwork on file, chassis 70175 was ordered by James Munroe Esq. via HWM Ltd on November 19th 1996. The sole Vantage V550 to be finished in special order McLaren Carbon Metallic, it was also specified with Claret

leather upholstery, Dark Red carpets, Smoke Alcantara headlining and Charcoal leather rear parcel shelf / dashtop. Reputedly the first example to feature a starter button, the 2+2-seater also boasted a sports exhaust system, traction control and high-level rear brake light. Indeed, the commission was so distinctive that Paul Spires, now President at Aston Martin Works Ltd, clearly remembers spec'ing the car with Mr Munroe. Initially registered as 'JSM 52' on June 1st 1997, the Aston Martin joined a burgeoning supercar collection which was bolstered the following year by the addition of two McLaren F1s (a road car and a racing GTR). Interestingly, he had the roadgoing F1 repainted from Mercedes Silver to McLaren Carbon Metallic thus matching it to his Vantage V550. Questions about the origin of Mr Munroe's wealth surfaced after he appeared on the BBC television programme 'The Car's The Star' to discuss the highs and lows of McLaren F1 ownership. It subsequently transpired that he had defrauded his American employers of £2.9 million between 1995 and 1999 (while claiming to have sold his IT company to them and been retained as a consultant). The 'Brute in a Suit', like his other prized possessions, was duly seized and sold by the Chiltern Aston Centre during April 2000 for £175,000. A marque enthusiast, the second owner kept chassis 70175 stabled alongside a 1962 Aston Martin DB4 and 1935 Aston Martin Ulster and in a letter on file spoke of it as follows: 'I have had the pleasure of owning many great cars over the years but have to say that this was, and remains, my absolute favourite'. Returned to Works Service for scheduled maintenance in February 2001, the engine was found to be suffering from an oil leak. Rebuilt under warranty at 15,459 miles with a claimed dyno reading of 585bhp, it was also treated to a new clutch. Issued with a twelve-month warranty when acquired by its third keeper, the renowned enthusiast and former CEO of Guinness Colin Storm, from HWM Ltd on January 31st 2003 at 23,311 miles, the Vantage V550 spent much of the next thirteen years at his Jersey residence. Part of the vendor's private collection since then, it has shared garage space with various Ferrari, Bentley, Rolls-Royce and Lagonda cars not to mention other Aston Martins. The service book lists entries at 932, 6,740, 12,960, 15,459, 21,679, 28,058, 30,312, 31,388, 33,790 and 34,158 miles. Being dispatched to Aston Martin Wilmslow for another service in preparation for the sale, chassis 70175 has only covered some 20,000 miles since the factory refreshed its engine. Starting readily upon inspection and sounding magnificent thanks to its optional sports exhaust, 'P760 YGJ' remains a thrill for drivers and onlookers alike! Assured a place in marque folklore, any Vantage V550 is a special car but this unique McLaren Carbon metallic machine has an appeal all its own. Offered for sale with book pack, build specification sheet, stamped service book, assorted old MOTs and Tracker paperwork.















## 1988 Fiat X1/9 1500

Just 20,200 recorded miles

**Estimate: £10,000 - £12,000\***

58

Reg No: E43 GGW MOT: T.B.A Chassis No: ZBB128AS007163656

Produced from 1972 to 1989, a total of 160,000 X1/9s were built – 140,500 by Fiat and 19,500 by Bertone, with the Bertone versions included revised footwells for enhanced legroom. We are pleased to offer a fine example of the rare Bertone model which appears as a remarkable survivor with a believed-genuine 20,200 miles from new. Mileage records have been kept since 2002, when the odometer reading was just 15,900 miles. The car has scarcely been driven since 2011, although it passed an MOT with no advisories in 2022. Although the X1/9 has not been on the road since, it has been well-maintained nevertheless and started readily and ran well when we conducted our photography.

Of course, the low mileage goes some way to accounting for the car's excellent presentation, but it has benefitted from much expenditure as well, especially in recent years. It was very thoroughly recommissioned in 2022, with work including a major service, a brake fluid change and the renewal of some of the starting equipment. Perhaps best of all, the interior has been freshly retrimmed, so it ought to feel like stepping into a new car. In other areas, the car is pleasingly original, and we note in particular that it retains its original rear number plate from supplying dealer Watmough Fiat. Included in the sale is the current V5C and a history file containing numerous MOTs.



## 1996 Jaguar XJ-S 4.0 Celebration

**Estimate: £14,000 - £16,000\***

59

Reg No: N458 AKP MOT: August 2025 Chassis No: SAJJNAED3EJ225166

First registered on March 1st 1996, via Lancaster Jaguar of Sevenoaks, Kent, this desirable Celebration model is finished in Carnival Red with a contrasting Cream leather interior. Showing just c.29,800 miles on the odometer, believed correct, it had previously been purchased from a Jaguar collector, from single family ownership. Their plan was never to sell the car due to sentimental value, but with a Porsche 964 and a Maserati MC Stradale competing for attention, the XJ-S was 'rather in the way'. Presenting a great opportunity for a collector or enthusiast looking for a low mileage example, 'N458 AKP' has a current MoT certificate valid until the 26th August 2025, with 'no advisories', and it's worth noting that since 2005, there have only been 2 years where there have been any advisories on the previous MOTs. Unfortunately, the previous keeper mislaid the history file, but a V5C document accompanies the car showing one former registered keeper. This final year model is only now unexpectedly offered for sale as the vendor has lost his storage for the Jaguar. In recognition of Jaguar's 60th Anniversary, the run-out Celebration model sported chromed mirrors and headlight surrounds; diamond-cut alloys; wood trim steering wheel / gearlever; and seats featuring embossed Jaguar 'leaping cats'.



## 1985 Porsche 928 S2

60

**No Reserve\***

Reg No: B501 PLU

MOT: None

Chassis No: WP0ZZZ92ZFS841461

Introduced at the 1977 Geneva Motor Show, the 928 was conceived (and priced) as the flagship of the Porsche range. A luxurious GT car, it was styled in-house by American Tony Lapine and built around a galvanised steel monocoque. The newcomer was powered by an enlarged 4,957cc DOHC 32-valve V8 that developed some 316bhp and 317lbft of torque. Available with a choice of manual or automatic transmission (housed in its award-winning passive rear steer Weissach transaxle), the 928 was regarded as a crushingly capable Grand Tourer. The subject of a continual development programme, it evolved through S and S2 guises (with the 4.7-litre V8) before the arrival of the S4 version in Autumn 1986 (the 'S3' being a US market only model).

Finished in Guards Red with black and red leather interior, this automatic transmission example has recently emerged from a period of barn storage and is ripe for recommissioning / restoration. The vendor, who has owned the car since June 1992, advises the engine was started and run last year. It is understood to be accompanied by a Swansea V5 together with other sundry documentation.



## 1952 Morgan Plus 4 Drophead Coupe

61

c.450 produced from 1950 - 1968

**Estimate: £20,000 - £25,000\***

Reg No: WXS 511

MOT: Exempt

Chassis No: P2358

This 'Flat rad' Plus 4 Drophead Coupe dates from 1952 and is one of only around 450 examples produced. Higher purchase costs in production ensured limited numbers were built making it one of the rarer Morgans available today. Even Charles Morgan himself favoured one as a daily driver for a time, the Drophead Coupe being Morgan's more luxurious offering as opposed to the Roadster which was aimed at the sporting market. This particular example has been the subject of an older restoration and is described as remaining in "superb overall condition having recently undergone a full service and brake overhaul." The chassis and bodywork are said to be in "very good order" whilst the 2086cc inline 4 Standard Vanguard derived engine "starts easily and does everything it should to provide a brisk and sporting drive". The Dark red paintwork suits the car well setting off the period steel wheels and chrome hubcaps. The red leather is original and mellowed whilst the veneered dash and sporting dials are also original. Offered with a large history folder containing numerous bills and receipts dating from 1982 to the present day for parts purchased and works carried out.



# 1992 Bentley Turbo R Saloon

62

## No Reserve\*

Reg No: J683 GCA MOT: May 2026

Chassis No: SCBZR04A8NCH44232

Introduced at the 1985 Geneva Salon, the Turbo R was the sportiest and best handling Bentley in a generation. Featuring stiffer anti-roll bars, recalibrated dampers and a Panhard Rod to limit lateral rear axle movement, the newcomer was powered by a turbocharged 6750cc V8 allied to automatic transmission. The adoption of fuel injection in 1987 boosted outputs to 328bhp / 478lbft - sufficient to launch the leviathan to 60mph in 6.8 seconds and on to a top speed of around 140mph. A more responsive, four-speed automatic gearbox was standardised for the 1992 model year which saw just eighty-three right-hand drive cars being built.

Finished in the handsome combination of Graphite Metallic with Silverstone Grey leather upholstery, chassis 44232 was supplied new to Rolls-Royce Motor Cars Ltd of Crewe on 24th January 1992. Retained by its maker for the next ten months (including being factory serviced on 15th June at 6,117 miles), the Turbo R's first private keeper was the director of a Greek shipping company whose London address was 1 Hyde Park Gardens. Changing hands several times thereafter, the Bentley belonged to the Seamer family for twenty years prior to entering the current ownership via our March 2023 IWM Duxford auction (£14,950). Drawn to 'J683 GLA' because of the eighteen stamps up to 63,337 miles contained within its service book from the likes of P&A Wood and Sargeants of Goudhurst, the seller has added another three (with the last bout of maintenance being carried out on April 24th 2025 at 69,555 miles). Spending some £18,820.62 (predominantly with marque specialist Nigel Sandell) having the car recommissioned and fettled, the result is among the nicest driving Turbo Rs we have encountered. A prominent member of the Rolls-Royce Enthusiasts' Club, the vendor is only parting with the Bentley in an attempt to downsize his collection. Offered for sale with V5C Registration Document, book pack, 'no advisories' MOT certificate valid until May 2026 and sundry paperwork.





## 1963 Austin-Healey 3000 MkII

63

In current ownership since 1971

**Estimate: £35,000 - £45,000\***

Reg No: 678 CAH MOT: Exempt

Chassis No: HBJ722445

First registered on 8 March 1963, 678 CAH has been with the vendor since 1975 when purchased for the princely sum of £375.00. Prior to his ownership the car was resident in Cambridge with one former keeper so it is quite possible it has been enjoyed by just 2 former owners plus the vendor since new. The green continuation logbook on file records the current owner and previous owner only. It is also interesting to note that the engine number recorded on the buff logbook and V5C (3370) is one digit out from that on the car (3570) which is possibly down to an error on the DVLA record. Now painted in Ice Blue metallic with red leather interior, it is understood a colour change was carried out around 1991 – an old photograph on file showing the car with what appears to be two tone gold paintwork. In the late 1980s / early 1990s the car was subject to a substantial amount of restoration work with invoices on file including a detailed inspection report and quote for works needed from renowned Austin-Healey specialists Orchard Restorations. Approximately 10,000 miles have been covered since completion. A conversion to run on unleaded fuel was also carried out by them in 1999.

Fitted with the desirable overdrive gearbox the car benefits from the recent addition of a new fuel pump and also has a fuel isolator fitted due to a period of London dry storage. Recently taken to a show at Capesthorpe Hall, we are advised it always started on the button without any issues and drove nicely around the show grounds. Known for their minimal ground clearance, there are one or two areas of the lower bodywork which would benefit from cosmetic improvement. Offered with aforementioned Swansea V5c, green logbook and invoices.



# 1964 Rolls-Royce Silver Cloud III Drophead Coupe

64

Entered from The Merlin Collection

**Estimate: £90,000 - £110,000\***

Reg No: 200 MMJ

MOT: July 2025

Chassis No: SFU173

Rather than being a bespoke creation, H.J. Mulliner's design number 7504 saw the West London firm take delivery of brand new four-door Silver Cloud III Standard Steel Saloons from Crewe and adapt them into extravagant two-door Drophead Coupes. The result was among the most imposing, stylish and exclusive convertibles of the 1960s; H.J. Mulliner reputedly reconfigured just thirty-eight Silver Cloud IIIs as Drophead Coupes. Given the scarcity and value of the genuine article (one sold at public auction during 2021 for over \$1.1 million), several companies have followed in H.J. Mulliner's footsteps over the years.

According to its accompanying RREC copy build records, chassis SFU173 was originally finished in Burgundy with Beige leather upholstery. Supplied new to Murkett Bros Ltd of Bedford for use as a demonstrator on 28th January 1964, the Standard Steel Saloon was bought by William H. King Ltd of King's Lynn some seven months later. Remaining in the same locale when coachbuilder turned retailer Mann Egerton acquired it on 19th April 1967, the Silver Cloud III passed through various hands before being exported to Germany by Herr Nittel during 1986. Belonging to Lothar Thomas Eichhorn, Studio Eichhorn and Willfried Nett thereafter, chassis SFU173 was in need of restoration by the time that Viktor Valker of the VTG Group bought it during May 2012. Veteran of numerous Rolls-Royce and Bentley renovations, Viktor Valker decided to convert the Silver Cloud III from a four-door Saloon into a two-door Drophead Coupe using H.J. Mulliner's Design Number 7504 as a template. Taking some two and a half years to complete and documented via 281 photographs, work saw the Saloon body mounted on a jig and remodelled with new sills, altered A-posts and new B-posts etc prior to the roof being removed. The doors were specially extended, bespoke rear quarter windows made and a new hood mechanism crafted. The 6230cc V8 engine was overhauled, the exterior repainted in Burgundy over Tudor Grey, the brightwork rejuvenated and the interior re-trimmed with grey leather etc.

Bowled over by its handsome lines and two-tone colour scheme, the seller bought the Rolls-Royce from The Real Car Company in September 2019. Joining an impressive private collection and stabled alongside aircraft, the Silver Cloud III was thoroughly gone through stem to stern to ensure that it drove as well as it looked. The power steering,



suspension, brakes and electrics were all attended to with associated parts bills totalling circa £23,500 (the labour cost was absorbed inhouse). A period radio was updated with modern internals and additional interior lights added. The vendor even went as far as tracking down the original number plate '200 MMJ' (rather than '200 MMS' as erroneously noted on the build records) and reuniting it with the car. Enjoyed with friends as a full four-seater, the Drophead Coupe turns heads wherever it goes and remains 'on the button'. Only coming to market in an attempt to slim the seller's collection down to more manageable levels, this magnificent Rolls-Royce is worthy of close inspection. Offered for sale with V5C Registration Document, RREC copy build records, assorted bills and numerous restoration images.





## 1986 Daimler Double Six

65

Warranted 58,000 miles from new and highly original

**Estimate: £20,000 - £25,000\***

Reg No: D400 KKK MOT: August 2025

Chassis No: SADDDRLW3CC455883

Introduced in 1979, the Daimler Double Six Series III was among the most accomplished luxury saloons of its generation. Given a performance and economy boost via the arrival of Michael May-designed cylinder heads two years later, the legendarily smooth 5.3-litre V12 engine – now in H.E. (High Efficiency) guise - reputedly enabled the four-seater to surge from 0-60mph in 7.5 seconds and onto 151mph. Amazingly, just twenty-two of the 498 surviving Daimler Double Six Autos currently known to the DVLA date from 1986.

Finished in the stunning combination of Sage Green Metallic with Doeskin leather upholstery, chassis SADDDRLW3CC455883 was supplied new via Dutton Forshaw of Maidstone to landowner Hubert Dorrington Batchelor Esq. Initially sporting the number plate 'HDB 3' and stabled alongside a variety of other cars and aircraft, the Daimler was sold to its last registered keeper, Tom Gallagher Esq, by Mr Batchelor on May 1st 2006. Put into dry storage not long thereafter, the Double Six was unearthed last year and has since been subjected to some £31,000 worth of recommissioning. Warranted to have covered a modest 58,000 miles from new, the luxury saloon pleasingly retains the vast majority of its factory paintwork and interior trim. Riding on refurbished Kent alloy wheels shod with correct-type 215/70 VR tyres, 'D400 KKK' has had its brake (master cylinder, callipers, flexi-hoses), suspension (ball joints, anti-roll bar bushes) steering (gaiters, bushes) and coolant (full hose kit) systems thoroughly gone through. The original engine has been fully serviced and treated to a new water pump, distributor cap, V-belts and twelve spark plugs etc. Sourced from marque specialist SNG Barratt, a new stainless steel exhaust system was professionally installed by Pipecraft of Basildon. The bonnet insulation pad was renewed and replacement stainless steel centre caps added to the wheels. Starting readily upon inspection and driving well during our photography session, this decidedly handsome and well-preserved Daimler is offered for sale with old-style V5C Registration Document, original book pack, jack, tool kit and sundry invoices.





## 1990 Rolls-Royce Silver Spirit II

66

**Estimate: £16,000 - £18,000\***

Reg No: T.B.A

MOT: June 2026

Chassis No: SCAZS00A1LCH31642

Introduced for the 1990 model year, the Spirit II shared the same, imposing Fritz Feller styling and 6.75 litre V8 engine as its predecessor but benefited from improved performance, fuel economy, handling and interior appointments. Riding on alloy wheels with stainless steel embellishers, the newcomer featured a self-releasing parking brake (once a gear had been selected), revised fascia, additional 'bull's eye' air vents, more adjustable front seats, active ride and Bosch K Motronic fuel injection management. Taking more than 800 hours to build, a mere 1,152 were made up until 1993 with only 735 being to right-hand drive specification.

Finished in the regal combination of Midnight Blue Metallic with Parchment leather upholstery (the latter contrasted via a RR Blue dashtop, RR Blue piping and Blue carpets), chassis SCAZS00A1LCH31642 was supplied new by S.P. Broughton & Co Ltd of Cheltenham. First registered as 'G83 XAD' on January 24th 1990, the Rolls-Royce has worn a variety of personalised number plates over the years. Acquired by its last registered keeper during 2005, the Silver Spirit II passed a MOT test the following September at 74,688 miles. Covering circa 1,000 miles since then, the luxury saloon was taken off the road in 2018 but has recently been recommissioned, serviced and brought up to MOT standard. Happy to warrant the 75,000 or so miles shown on the odometer, the vendor highlights the presence of various stickers from specialist RR&B Garages not to mention a factory replacement exhaust system and Cooper tyres as proof that the car has been well looked after in the past. Pleasingly retaining the vast majority of its Crewe-applied paintwork, the Rolls-Royce further benefits from a notably well preserved (and inviting) interior. The underside too bespeaks a car which has been kept garaged. Starting readily upon inspection, this rare and handsome Spirit II is offered for sale with original book pack, warranty document, owner's handbook, Broughtons leather keyfob, tool kit, fresh MOT certificate and sundry paperwork.



# 1962 Jaguar E-Type 3.8 Litre Convertible

67

**Estimate: £65,000 - £85,000\***

Reg No: 5680 PP

MOT: Exempt

Chassis No: 860201

As recorded on a 1989 Jaguar Daimler Heritage Trust certificate this particular 'matching chassis and engine numbers' example was manufactured as a Fixedhead Coupe on 31 January 1962, finished in Gunmetal with blue interior, and supplied to its first owner via Henlys, London. According to a 1991 letter on file from Buckinghamshire County Council, by the mid 1960s the car was registered under 5680 PP to Denham Mushroom of Denham, Suffolk. They also state the previous registration number as being 333 NML.

The car was reportedly treated to an extensive 'nut and bolt' restoration to show standards in the early '90s, including: thoroughly overhauled engine, gearbox and running gear; all new outer body panels and conversion from Fixedhead to Roadster by Martin Robey together with a retrim using new upholstery by Suffolk and Turley. Photographs of some of this work together with a detailed job listing accompany the car. The beautifully restored E-Type subsequently achieved a string of concours successes and even appeared on Top Gear's 'The Car's The Star' E-Type TV special and was also featured in Practical Classics magazine. Subsequently sold by renowned marque specialist Henry Pearman of Eagle E-Types in 1997, the car continued to be used primarily for shows, and was also featured in the October 1997 edition of Classic Cars magazine.

Finished attractively in Opalescent Silver Blue with dark blue trim and sitting on chrome wire wheels this beautiful looking E-Type is offered with a detailed history file including: heritage certificate, restoration photographs and invoices. Described by the vendor as being in "excellent" condition with regard to its engine, gearbox, electrical equipment, interior trim, bodywork and paintwork, '5680 PP' presents very well indeed – a lasting testimony to the high standard of the restoration works previously carried out.

Launched on 15 March 1961 at the Parc Des Eaux Vives during the Geneva Motor Show, the new Jaguar E-Type was nothing short of a revelation. Having been driven there flat out by ex-racer and Jaguar PR man Bob Berry, he arrived in 9600 HP with 20 minutes to spare, much to the consternation of Sir William Lyons. Test drives proved so popular that the services of Norman Dewis were called upon to rush over from the factory with an additional roadster to ease the load. He completed the journey in just 11 hours averaging some 68 mph. Thus with its heady blend of supercar performance, breathtaking styling and low price tag, the newcomer left rivals reeling and customers clamouring. The launch was a total success and the canny Sir William had even managed to have the event paid for by



the Society Of Motor Manufacturers & Traders! Some 500 orders were taken – double the number Jaguar thought total production might amount to in just one week.

Early sportscar racing successes at the hands of Graham Hill and Roy Salvadori and the Briggs Cunningham / Roy Salvadori drive to a strong 4th overall in the 1962 Le Mans 24-hours helped cement its reputation. Built as a monocoque with a front sub-frame to cradle the engine, the model's combination of all-round independent suspension (torsion-bar front / coil-sprung rear) rack and pinion steering and four-wheel disc brakes gave it excellent roadholding and handling capabilities. Fed by triple SU HD8 carburettors and topped with a 'straight port' DOHC cylinder head, its indomitable 3781cc straight-six engine was quoted as developing some 265bhp and 260lbft of torque. Allied to a four-speed Moss gearbox (with synchromesh on 2nd, 3rd and 4th), it reputedly enabled the E-type to sprint from 0-60mph in 6.9 seconds and onto 150mph. Achingly beautiful yet capable of being viciously quick on the open road or docile around town, the E-type remains for many the ultimate production Jaguar.





## 1960 Daimler SP250 'Dart'

68

**Estimate: £24,000 - £28,000\***

Reg No: ESK 579

MOT: Exempt

Chassis No: 100636

Daimler launched their new sports car at the New York Motor Show of 1959. They wanted to crack the American market and the styling had transatlantic overtones to suit. The car was originally called the Dart, but Daimler quickly succumbed to the threat of legal action from Chrysler's Dodge division and rechristened it the SP250. The jewel in the car's crown was its engine, a silky smooth 2.5-litre V8 unit designed by Edward Turner.

According to its accompanying history file, chassis 100636 was first registered as 'JH 180' in London during April 1960 (and indeed still bears a Stratstone of Mayfair badge to its glovebox lid). Repainted from Ivory to Silver Grey, the Daimler had been off the road for several years by the time that Laurence Trackman Esq of Cheltenham acquired it during the late 1970s. His attempts to retain the original number plate failed with the DVLA re-registering the Dart as 'ESK 579' some forty-six years ago. Belonging to Mr Trackman for almost three decades, the two-seater was partially restored by Classic Cars of Wirral from 2009-2010. Resprayed Gunmetal Grey in 2013 and re-trimmed in Black with White piping thereafter, the Daimler was entrusted to Baz Cope Engineering for attention to its front suspension, steering idler and brakes during 2015. Treated to a new exhaust three years later, more recent servicing / maintenance has been entrusted to The Oulton Workshop. A desirable B-specification Dart that has had three keepers since the late 1970s and is finished in arguably one of the best colour combinations, 'ESK 579' is offered for sale with V5C Registration Document and history file.





## 2007 Porsche 911 Carrera 2S

69

**Estimate: £25,000 - £28,000\***

Reg No: SN56 HYU MOT: December 2025

Chassis No: WP0ZZZ99Z7S722282

For many enthusiasts, the 997 is the perfect balance between old-school Porsche character and modern refinement. This particular 911 Carrera 2S is finished in Meteor Grey Metallic with black interior. First delivered by Porsche Centre Edinburgh in January 2007, it has been tastefully specified and well cared for. The 19" forged Turbo alloys with diamond-cut faces complement the metallic paint beautifully. A discreet application of PPF in key areas has done its job well, protecting the finish without appearing tired or intrusive. Extra attention-grabbing features include red brake callipers, clear headlamp lenses and a matching set of Pirelli P Zero tyres.

The full leather interior adds a layer of style, whilst the leather-wrapped dash and door tops elevate the cabin above the standard specification. The usual 997.1 weak points, i.e. wear around the buttons and centre console, are not present, the seats are clean, the leather intact, and the BOSE sound system remains in the car.

Powered by the 3.8-litre flat-six, delivering 350bhp through a desirable manual gearbox, being a rear-wheel-drive 'S' model, it offers a lighter, more engaging drive than the four-wheel-drive models. It also has a sought-after switchable sports exhaust. The service book shows nine stamps, each from either a main dealer or respected Porsche specialist, with the most recent carried out in April 2025 at just over 71,000 miles. The odometer now records some 71,500 miles. The original book pack is present in its leather wallet, along with the V5C and MoT history. The 997 Carrera 2S represents something of a sweet spot in the 911 lineage, retaining the hydraulic steering and naturally aspirated engine. It's analogue where it matters, but refined enough to use and enjoy every day.



# 1937 Bentley 3½ Litre Vanden Plas Drophead Coupe

70

Entered from The Merlin Collection and 16,000 miles from new!

**Estimate: £80,000 - £100,000\***

Reg No: DLO 936

MOT: Exempt

Chassis No: B-135-FC

'The car has predominantly been in one family and its recorded mileage is some 15,000 miles. It is therefore something of a timewarp . . . It is complete in every detail as built and thus unique' (Ken Lea of the Bentley Drivers' Club reporting on 'DLO 936', November 2013)

As well as being a one-off in terms of its remarkable state of preservation, research undertaken by Neill Fraser – author of 'Bentley Beauty, The art of the coachbuilder on the Derby Bentley 1933 – 1940' suggests that chassis B135FC wears a bespoke prototype body (Number 3476) which Vanden Plas hoped would help it displace Park Ward as Bentley's preferred Drophead Coupe coachwork supplier. Having taken delivery on 6th May 1936, the London coachbuilder presumably painted and trimmed the car to the best of its abilities as well as adding various stylistic flourishes to the handsome two-door, two-light design including chrome side strakes, angled scuttle louvers and distinctive 'centrally peaked' wings. Inspected on 1st September 1936, the completed car did not find a buyer for another six months which is consistent with it being evaluated by the Derby management. Supplied new to Robert S. Hayward Esq. of The Hawthorns, Galashiels – a director of the nearby R & A Sanderson Woollen Mill - he was allowed £50 in part exchange for his old W.O. Bentley 3 Litre but had to pay an additional £1,490 to secure its successor. Acquired in part to help celebrate one of his brother-in-law Sir J. Donald Pollock's many awards, the four-seater was first road registered as 'DLO 936' on March 1st 1937. Elected a fellow of the Royal Society of Edinburgh that same year, Sir Donald was among the University of Edinburgh's greatest ever benefactors and served as its Rector from 1939-1945.

Used sparingly for special occasions and mothballed during World War Two due to petrol rationing, the 3½ Litre had covered a modest 11,000 miles by the time that Mr Hayward entrusted its sale to the Edinburgh Motor Engineering Co (located near the University's Old Quadrangle) in 1954. Displayed with its bonnet open and a door ajar, the Bentley caught the attention of Boston, Massachusetts-born academic W. Randolph Angell Esq. Recalling the encounter in his memoirs the latter described it thus: "How does one cope with blind passion? I was a ruined man. A visit to the showroom for a closer look was devastating. The car was immaculate, perfect, with tonneau covers and spares etc which had never been used. The asking price was beyond my means and in any case I had no

driving licence or any sensible place to keep the car even if I were able to acquire it". Further showroom visits ensued as did the prospect of losing 'DLO 936' to a South African collector. Suitably panicked, Mr Angell found the requisite funds and became its proud owner during May 1954.

Accompanying documentation includes correspondence between Messrs Hayward and Angell, handwritten receipts from Mr Webster of Edinburgh Motors for the purchase price (£1,350, 7th May 1954) and tax / insurance (£32, 18th May 1954) plus another for seven driving lessons (£5 8s 1d, 8th June 1954). To have depreciated by just £140 over seventeen years indicates that Mr Angell's appreciation for 'a motor car the like of which is grace personified compared to the pressed-steel, bloated tin-can automobiles as produced by my country today' was not hyperbole. Treasuring the Bentley, its new owner acquired a Riley Kestrel 15/6 for everyday usage and later a Jaguar E-Type V12 Roadster to drive on high days and holidays. Stored at Edinburgh Motors until December 1973 when the oil crisis forced its closure, the 3½ Litre accompanied the Angell family to first Glasgow and then Kirkliston. Accompanying MOT certificates issued in May 1970 and April 1980 list recorded mileages for the Vanden Plas Drophead Coupe of 15,030 and 15,195 miles respectively. One of its few public outings being to the 'Bentley Shell 500 Golden Jubilee 1919-1969' celebrations at Oulton Park (a sticker for which remains affixed to the windscreen). Ever wary that a road traffic accident would compromise its remarkable originality, Mr Angell ensured that 'DLO 936' spent less and less time on the public highway. Parked up in his Kirkliston garage for thirty odd years, it benefitted from surroundings that were not only watertight but also conducive to preservation in terms of moisture and light levels. Reluctantly offered for sale by Mr Angell's heirs in 2013, the Bentley joined The Merlin Collection that same October via our IWM Duxford auction for £213,750.

Blown away by the Vanden Plas Drophead Coupe's exceptional originality, the vendor set about recommissioning it to an exhaustive, obsessive degree. For instance, he spent a week soaking the original fanbelt until it could be reused and was genuinely upset that the period spark plugs could not be made to perform satisfactorily! Losing count after investing 1,500 hours of labour in the project, his efforts meant that all but one of the factory-fitted leather gaiters have been successfully reconditioned. Very few professional restorers, regardless of their calibre, would have matched the seller's attention to detail or patience. He re-used almost all the original nuts and bolts with most of the modern interlopers being found in the stainless-steel exhaust system (complete with correct cut-out mechanism). Keen to do the best job possible, the seller enlisted the help of renowned Derby Bentley expert and the W.O. Bentley Memorial Foundation's Chairman of Trustees, Ken Lea who carried out a first-hand inspection and advised on works. Mr Lea was reportedly amazed to discover that the ash frame was so sound even down to the fillets used between the running boards and their brackets and the sawn-off ends of the scuttle hoops. A careful strip down of the original engine (number E9BC) revealed bore wear in keeping with the recorded mileage and more surprisingly that all six pistons were stamped with the engine







number and individual serial numbers. After much deliberation the decision was taken to rewire the four-seater for safety reasons. Needless to say, the replacement wiring loom is faithful to factory blueprints with an authentic cloth-bound look. The vendor also chose to install a higher final drive ratio inside the original rear axle casing and, replace the hood and upgrade the fuel system. The initial final drive ratio and petrol pump come with the car as do letters between Mr Angell and Vanden Plas concerning the soft-top's deterioration (the former coachbuilder advising that as a subsidiary of Austin it was no longer in a position to renew the hood). Indeed, the very few modifications made to improve drivability in today's traffic - including discrete indicators - are all easily reversible without affecting the car's fundamental essence.

Where one of Vanden Plas's standard Drophead Coupe bodies for the Derby Bentley chassis would feature plain wings, limited bonnet louvers and plain rubber covers for the running boards as standard, the believed prototype one fitted to 'DLO 936' sports more sculpted wings, louvers that extend through to the scuttle and individual rubber strips for its running boards. Interestingly, chassis B135FC was delivered some eleven months later than chassis B133FC (a Thrupp & Maberly Saloon supplied new to Lord Harris MC). There really is no substitute for inspecting 'DLO 936' at first hand. Only then can one

appreciate its freakish originality and state of preservation. A matchless testament to the craftsmanship of Bentley and Vanden Plas, the car is also a great credit to each of its three custodians: Robert S. Hayward (1937-1954), W. Randolph Angell (1954-2013) and The Merlin Collection (2013-present). A worthy competitor in the conservation class of any major Concours d'Elegance, this incredible 'matching numbers' 1937 Bentley 3½ Litre Vanden Plas Drophead Coupe is accompanied by its original Bentley Motors Guarantee complete with covering letter and cardboard tube (dated 11th March 1937), a continuation buff logbook, old MOTs, assorted storage bills, Bentley 3½ Litre Instruction Book (with B135FC on the inside front cover), copy RREC chassis cards, false starts to Mr Angell's handwritten memoirs (as they relate to the Bentley), sundry Bentley Drivers Club correspondence / publications, circa £20,000 worth of bills from Ristes, Will Fiennes and MWS International etc plus assorted other paperwork. Sliding behind the wheel, it is entirely appropriate that one's view forward is given a sepia tinge by the windscreen (the cellophane sandwiched between its glass layers having yellowed with age) because driving 'DLO 936' is like stepping back in time. 'Unique' is an overused word but chassis B135FC is that and so much more. For anyone hoping to amass the definitive Bentley collection, it surely deserves a place.









## 1936 Bedford ASYC 8cwt Van

71

**Estimate: £11,000 - £13,000\***

Reg No: VN 8421

MOT: Exempt

Chassis No: 223176

We are pleased to offer a rare survivor – reputedly one of just seven – in really delightful condition. Although few specifics of its early history are known, it is understood that this ASYC was originally supplied to Mr. Jim Loveday of the Loveday & Loveday removals company of Cirencester, hence it appears beautifully painted in their livery. Mr. Loveday must have had a soft spot for the old Bedford, as he still owned it in the 1980s, treating it to a very thorough overhaul before he retired from business. Once refreshed, the van became a familiar sight at transport rallies across the Cotswolds, still in the ownership of Loveday & Loveday. However, the Loveday family sold the business, including the Bedford, in 2003 to GB Liners, which still took it to rallies on the odd occasion.

When the vendor purchased the van in 2021, it was slightly the worse for wear as the engine block and head were both cracked. He therefore proceeded to overhaul the engine, fitting a replacement head and having the block professionally stitched. Since then, it has covered fewer than 200 miles, being lightly exercised for local shows and rallies, and even being rewarded with Best of Show at the Dunstable Classic Car Show. It is supplied with its current V5C.



## 1935 Railton Straight Eight Special

72

**Estimate: £24,000 - £28,000\***

Reg No: BWE 78

MOT: Exempt

Chassis No: 546651

'BWE 78' is, like many Railtons, an attractive sporty number with lightweight two-seater bodywork and a keen and playful stance. Also, like many Railtons, however, it originally carried more sober coachwork. First registered in Sheffield on 11th November, 1935, the buff logbook from 1952 reveals that it was then a black saloon. From 9th January, 1952, it belonged to George Albert Radford of the Duffield Garage in Duffield, where its taxation class was recorded as 'hackney.' This changed to 'private' presumably when the Railton passed to Eric Victor Cooper, also of Duffield, and several further owners are recorded up to 1964.

Thereafter, the history becomes murky, except that the car had a couple of owners prior to being acquired by the current keeper in 2008 as an unfinished project. A previous owner had started turning it into a special, with new rear bodywork built round a tubular frame. By 2018, the vendor had turned it into a finished car, with work including an engine rebuild by the Coventry Boring & Metallurgy Co. (£6,000), a new radiator core from Hereford Radiators (£888), and a new wiring harness and other electrical accessories from Winston Teague (£2,500).

The Railton has been lightly used since completion, but it looks ripe for action and ideal for VSCC activities. It is offered with the buff logbook, a small collection of invoices and other assorted historical and technical writings.



## 1998 Peugeot 106 XR Quicksilver

73

Warranted 4,900 miles from new

**Estimate: £10,000 - £12,000\***

Reg No: R404 BNO      MOT: August 2025      Chassis No: VF31CKFXE52202329

In single ownership from new and having covered a warranted 4,900 miles this 106 XR Quicksilver is a far cry from the usual examples, most of which have been questionably modified and over upgraded by many a boy racer owner. It is therefore refreshing to see a standard looking and pampered example. Dry stored and kept on trickle charge, it was supplied by Page (Chelmsford) Ltd in June 1998 and retains their decal on the rear window to this day. A later example as evidenced by the Quicksilver badge near the passenger airbag it is offered with a history file and current V5c document.

The Peugeot 106 supermini was produced by Peugeot between 1991 and 2003. An entry level offering throughout its production life, it was initially sold only as a three-door hatchback, with a five-door joining the range at the beginning of 1992. Production ended in July 2003. The Quicksilver model, powered by a 75 bhp 1.4 litre engine, featured door badges and extra features like electric windows over the standard offering. As such they are more sought after and carry a premium over their more basic siblings.



## 1981 Lancia Gamma Coupé

74

**No Reserve\***

Reg No: VMX 503X      MOT: Exempt      Chassis No: 830ACO\*003360\*

An unusual yet attractive piece of 1980's Italian history, this example of Lancia's Gamma Coupé was first registered on the 28th August 1981 and has been in the ownership of four keepers prior to the vendor becoming its custodian in 2020. Part of his large private collection which includes several interesting project vehicles, the Gamma has had several trim parts removed ready for tidying up, and there is evidence that the offside sill was subject to some welding although the job does not look to have been completed.

The vendor informs us that the Lancia will be presenting in running condition for the sale, although during the consignment visit it would not start which was put down to a dirty carburettor and stale petrol. Today, 'VMX 503X' is now in need of a new owner who can dedicate a small amount of time to tidying up, although upon inspection the presence of the original interior which appears to be complete and correct and a replacement and unfitted exhaust system is very positive indeed. Supplied complete with the UK V5C, this rare machine now has somewhat of a cult following due to its quirky yet very stylish design (both mechanically and cosmetically) and the appearance of one on the BBC's *Top Gear* some years ago.



# 1974 Jaguar E-Type V12 Roadster

75

Entered from The Merlin Collection - Two owners and 19,800 miles

**Estimate: £80,000 - £100,000\***

Reg No: SGB 222N

MOT: July 2025

Chassis No: 1S2411

By 1971, Jaguar's jaw-dropping E-Type had been in production for a decade. Despite continual improvements, new emissions legislation in the all-important American market threatened to strangle the big cat's performance. Jaguar responded by giving its revered sports car fresh claws in the shape of a 5343cc V12 developed from the stillborn XJ13 Le Mans project car. The new engine was both effortlessly powerful and eerily refined. "The turbine-like smoothness with which the engine provides a sustained shove in the back is almost uncanny, the more so when one accelerates hard in top gear." (Autocar 5th July 1973). With some 272bhp and 304lbft of torque on tap, the Series III E-Type once again had 150mph in its sights. A revised wheelbase yielded better cabin space, and in conjunction with wider front/rear tracks, new anti-dive front suspension geometry and fatter tyres gave improved road holding. Imbued with a more muscular stance thanks to its flared wheel arches, re-profiled wings and larger grille, the model also boasted vented disc brakes and a restyled interior.

A unique proposition, chassis 1S2411 is not only one of just two right-hand drive Series III Roadsters to have been reputedly finished in Turquoise with Terracotta leather upholstery but has also covered a warranted 19,800 miles from new. Supplied by Ritchie's Ltd of Glasgow and first registered as 'SGB 222N' on September 5th 1974, the Jaguar is accompanied by its original order form (in the amount of £3,966.14), green logbook, Pre-Delivery Inspection Sheet and Passport to Service. Other early paperwork on file includes a letter from the factory with regards to a workshop repair manual supplement and a certificate issued by the Industrial Bank of Scotland to confirm that they no longer had a financial interest in the car. Retained by its first owner, Professor W.R. Angell for four decades and stabled alongside the even lower mileage 1937 Bentley 3½ Litre Drophead Coupe entered into this same sale, the E-Type was similarly mollycoddled and self-maintained. Professionally recommissioned to MOT standard by Stewart Roden Motors of Winchburgh in December 2013 at a cost of £4,700.22, 'SGB 222N' entered the current (second) ownership the following month.

Part of The Merlin Collection since 2014, chassis 1S2411 is quite simply the best driving Series III Roadster that the consignor, Damian Jones, has encountered in almost thirty years. Matching numbers throughout and pleasingly retaining the vast majority of its factory paintwork not to mention its original interior upholstery and Black vinyl roof, the Jaguar has been gone through stem to stern. The fuel, ignition, coolant and brake systems



have all been fettled as have the steering and suspension. Indeed, the seller considers 'SGB 222N' to be the best driving car in his collection which includes far newer and more rarified machinery. It is no exaggeration to say that the two-seater has been (a) looked after to aircraft standards and (b) significantly improved over the course of the 1,000 miles that the vendor has added to its odometer. For those who prize originality but do not wish to compromise on condition we humbly submit that 'SGB 222N' most likely answers the brief like no other E-Type out there. Highly recommended.





# 1978 Caterham Super Seven Twin-Cam Racer

76

James Whiting's famous drag, sprint and circuit racing car

**Estimate: £30,000 - £40,000\***

Reg No: YPA 176S

MOT: T.B.A

Chassis No: CS33972

For many in Lotus and Caterham circles this is a car which needs no introduction. Purchased by its sole registered keeper, James Whiting, on May 1st 1978 for the princely sum of £3,663.36, the original Caterham Cars invoice pleasingly remains on file. A successful drag racer, Whiting took delivery of the Seven Twin-Cam in component form and set about building it to competition, rather than road car, standards. Obtaining sponsorship from its manufacturer, chassis CS3/3972 was soon finished in 'John Player Special' colours with 'Caterham Cars' emblazoned down each side. Far quicker than Whiting's previous machines, the nominal two-seater had obvious potential beyond the drag strip. Responding to concerns from fellow competitors that it was a thinly veiled Works entry, Caterham asked Whiting to re-livery the Seven Twin-Cam. First adopted in 1980, the current 'Martini' colours were applied to the car's ultra-thin fibreglass panels. The nosecone and wings having mesh grilles set into them to reduce lift. Branching out into Sprints and Circuit Racing, chassis CS3/3972 was also used for promotional duties appearing at a Henley-on-Thames pub meeting alongside Fittipaldi, McLaren and Williams F1 machinery and on the occasional Caterham show stand as well as at numerous International Lotus 7 Club meetings.

Campaigned at the likes of Santa Pod, Blackbushe, Wroughton, Snetterton, York Raceway, Hethel, Goodwood and Lydden Hill etc, the Seven Twin-Cam enjoyed support from Shell, Think Automotive (MOCAL), Compomotive Alloys and Whiting's own nascent Lotus specialist business (for which it became a very effective mobile billboard). Adorning the front cover of HOT CAR Performance magazine in September 1981, they devoted a multi-page article to Whiting's creation entitling it 'The Magnificent Seven'. While two years later, ex-Lotus Sales Director Graham Arnold used a picture of the 'Martini Car' on the front cover of his 'Lotus Seven Super Profile' book. A victim of his own success, Whiting found less and less time for racing as his business grew. Although not run in anger on a regular basis since the 1980s, chassis CS3/3972 had by then left an indelible impression on the minds of numerous enthusiasts including the vendor. Jumping at the chance to acquire the Caterham late last year, he has since extensively recommissioned it. Running and driving well during our recent photography session, 'YPA 176S' is now capable of road use.

Sporting a bespoke cam cover, the Lotus Twin-Cam 1650cc engine is understood to house a steel crankshaft / conrods, high compression pistons and BRM Phase 4 camshafts etc.



Developing some 160-170bhp, it is allied to a four-speed 'Rocket' close-ratio gearbox and powers the rear wheels via a Salisbury limited slip differential. The suspension is rose-jointed and benefits from Whiting's own modifications. Recording a best 'quarter mile' elapsed time in period of 11.83 seconds @ 110.60mph (faster than a McLaren Mercedes-Benz SLR hypercar), the Caterham remains a seriously quick and exhilarating machine. Featured in Classic & Sportscar magazine last year as part of their 'Caterham Seven: 50 years of lightweight thrills' piece, the 'Martini Car' is only now coming to market because the seller has been presented with the opportunity to buy an even more historic Lotus. Offered for sale with V5C Registration Document and history file.





## 1971 Fiat Dino 2.4

77

**Estimate: £48,000 - £55,000\***

Reg No: FPV 90J      MOT: Exempt  
Chassis No: 135BC0005203

Built during 1971, chassis 5203 is understood to have been initially despatched to Switzerland where it remained until import to the UK in 1989 when it was registered as 'FPV 90J'. The first UK-based owner is understood to have been the late Michael Sellers, a renowned Fiat Dino enthusiast in his own right. He kept the car for only a brief period before it was sold on and it eventually ended up in the hands of a Mr Laurence Reid, who owned it from 1992 until 2013. Mr Reid was evidently very enthusiastic about the coupé; and invoices on file document a comprehensive body and mechanical restoration, which included extensive reworking of the metal structure, repainting in the current metallic blue finish, a complete engine overhaul which included replacement of the valves and an interior re-trim.

Mr Reid eventually sold the car to a Mr H Gallo of Hertfordshire, who further kept the Dino up to scratch, and an invoice from Alex Jupe Motorsport is on file from 2017 showing further extensive work to the top-end, cooling system, brakes and the fitment of a new exhaust.

The vendor's ownership of 'FPV 90J' started in 2017, who has mollycoddled it as part of his impressive collection of interesting and exotic sports cars. Entrusting extensive works to Xtreme Jaguar Restorations in 2017 which included an overhaul of the original and very 'cool' air-conditioning unit, the fixing of a charging issue was taken care of by Furlonger Specialist Cars in 2019 before a carburettor overhaul was undertaken by Wainwright & Son. The vendor now describes the electrical equipment, paintwork and interior trim condition as 'very good' and rates the engine, gearbox and bodywork condition as being 'excellent'. Now offered complete with its extensive history file documenting the story back to 1989, chassis 5203 is now said to be 'ready for anything' and will draw much attention at any summer classic car event.





## 1998 Mercedes-Benz SL 500 '40th Anniversary' Limited Edition

78

One owner and 42,500 miles from new

**Estimate: £18,000 - £22,000\***

Reg No: S500 PAR MOT: November 2025

Chassis No: WDB1290672F169077

Faster, harder-edged and more driver-orientated than its R107 predecessor, the Mercedes-Benz R129-series SL was launched at the 1989 Geneva Motor Show. Brim-full of cutting-edge technology, its impressively rigid two-door monocoque shell featured an integral rollover bar that deployed in less than a third of a second (if the car ever sensed an impending flip) and a fully automatic convertible roof. Known for its sure-footed handling, the R129 utilised all-round independent suspension, ABS brakes and power-assisted steering. Propelled by a variety of six- and eight-cylinder engines all allied to automatic transmission, it was the sportscar of choice for many contemporary F1 drivers. The range's initial flagship, the 500 SL model marked the debut of Mercedes' four-valve-per-cylinder, dual-overhead camshaft V8 powerplants with variable valve timing. Thus, its 4973cc V8 was credited with 326bhp and 332lbft of torque. Reputedly capable of over 150mph and 0-60mph in 6.3 seconds, it was nevertheless a paragon of refinement. Introduced in 1997 to commemorate four decades of 'Sport Leicht' Roadster production, just 500 '40th Anniversary' R129 SLs were sold worldwide with a mere 150 coming to the UK. Finished in a special Designo Blue / Green hue with contrasting Grey leather upholstery, they also sported AMG alloy wheels and 'Special Edition' badging to their sills and ashtray covers.

Purchased by the vendor from Dick Lovett, Swindon on 21st September 1998 for the princely sum of £79,000, 'S500 PAR' is warranted to have covered a modest 42,500 or so miles from new. Entrusted to Mercedes-Benz, The SL Shop and Fitzharris Motors for maintenance over the years, the SL500 has benefited from a new Dark Blue mohair soft-top, 30mph module, driver's door lock and front suspension arms plus attention to the hydraulic roof valves, headlamp blades and wheels etc. Rarely do one owner, low mileage R129 SLs come to market (especially limited edition ones) so 'S500 PAR' should create plenty of interest. Offered for sale with V5C Registration Document, history file, current MOT certificate and two keys.



# 1966 Aston Martin DB6 Sports Saloon

79

**Estimate: £200,000 - £240,000\***

Reg No: OPD 219D

MOT: Exempt

Chassis No: DB6/2503/R

Silver Birch was the colour made famous by a certain Mr. Bond, and it is noticeable that very many DB4, DB5 and DB6 Aston Martins have, in the later stages of their life, been repainted silver in homage to Ian Fleming's revered spy. This DB6, however, is the real deal – a matching-numbers (engine and chassis), RHD home-market car that was supplied brand-new in Silver Birch with a Red Connolly leather interior and which has been sympathetically renovated in its original colour scheme, as confirmed by a copy of the original build sheet, plus certification from Aston Martin Lagonda Ltd. and the British Motor Industry Heritage Trust.

The build sheet and BMIHT certificate also reveal that chassis DB6/2503/R was built on 3rd February, 1966, and despatched on 16th February to Botwoods Ltd. of Norwich, with original equipment including a Borg-Warner automatic gearbox, a 3.54:1 limited-slip differential, chrome wheels with three-ear hubcaps, a heated rear screen, a power-operated aerial, and Avon Turbo Speed GT tyres. Interestingly, the car originally served as the demonstrator for Botwoods, when it was registered 'CCL 888D'.

A photograph which appears to date from the 1980s or early 1990s shows that the DB6 had been repainted dark green, retrimmed in black leather, and issued with its present registration number 'OPD 219D'. However, by 1992, it had fallen into the sympathetic hands of Mr. Sol Saad, who owned it for over 10 years and was to a large extent responsible for bringing it up to its present standard. Mr. Saad presided over a very thorough overhaul, and we understand it was during this period that the car was returned to its original colour scheme and fitted with a Tremec five-speed gearbox, which it still retains.

Mr. Saad still owned 2503 as of 2006, but it changed hands several times before being purchased for the collection of the present owner in 2021. Throughout that time, the car was kept in storage, and a run of MOTs issued between 2015 and 2018 indicate that it covered fewer than 20 miles in that period. By the time the vendor welcomed it into his motor-house, the Aston was due another refresh, and it was duly overhauled by RS Williams between 2021 and 2023 for a sum in the region of £50,000. Work in 2021 included the refurbishment of the kingpins plus the fitting of new brake lines and shock links. In 2022, a few minor consumables were replaced and the interior console was retrimmed, while in 2023 the engine was disassembled and very thoroughly overhauled. The final stage of the refurbishment included the fitment of replacement SU carburettors and a new coil. The retrimming in 2022 was in accordance with the fitment of a standard but uprated Motorola radio into the console, while front and rear speakers were simultaneously installed.



With the work being completed, the vendor has enjoyed using the DB6 as intended, with visits to the Goodwood Revival and other longer excursions. He reports that it happily keeps up with modern traffic on motorways, so if one wished to spend a few weeks on the French Riviera *à la* 007, the DB6 could be the ideal car for the occasion. This specific car has been described as "one of the best-driving Astons." In the vendor's opinion, the car is 'very good' cosmetically – and 'excellent' mechanically. The paint is near-immaculate apart from some very minor stone chips, and while the passenger window was stuck when we viewed the car, we are advised that it will have been repaired by the time of the sale.

Complete with the current V5C, heritage certificates, invoices dating back to 1992 and MOTs dating back to 1994, there can be no doubt that this DB6 has been very well looked-after, and it is undoubtedly every bit as lovely as an Aston Martin should be.





# 1988 Ferrari 328 GTS

80

Desirable UK-supplied, right-hand drive example

**Estimate: £55,000 - £65,000\***

Reg No: E655 CPD

MOT: April 2026

Chassis No: 77032

Loved by the press and public alike, the 328 remained in production from 1985 until 1989, by which time some 1,344 GTB and 6,068 GTS models had been made. Synonymous with speed and style, the targa-roofed model's cult status was enhanced through roles in *Dallas*, *Falcon Crest*, *Beverly Hills Cop II*, *Nikita* and *LA Story*.

The example offered for sale is not only an excellent example, but is also one of very few original right-hand drive 328s sold new in the United Kingdom. A desirable pre-ABS example (ABS introduced in late 1988), it is therefore also fitted with the desirable early style of wheels. First owner Mr. R. A. Finlay had the Ferrari registered on 5th May, 1988, as '57 RAF' before the age-related plate E289 CPD was issued in 1994. The car briefly also carried the number FAZ 6662 before the present plate was issued in 1996. The Ferrari has enjoyed only the most sympathetic use over the years, with six owners and 47,000 miles from new. The present owner has looked after it since 2017, in which time he has covered just a shade over 4,000 miles, mainly for pleasant B-road motoring and the occasional local show.

Presented in its original colour scheme of Rosso Corsa with a Crème leather interior, the Ferrari is rated by the vendor as 'excellent' in all areas – bodywork, paintwork, engine, electrics, transmission and interior trim by the vendor. The fact that it is still complete with a factory toolkit, including the Ferrari-branded screwdrivers and spanners which are believed to be the originals, is testament to how well it has been looked after over the years. Further evidence of this can be seen in the detailed service history, which includes stamps in the service book spanning 1988 to 2013 and numerous invoices issued by Maranello Sales Ltd. for work undertaken between 1995 and 2012. Since 2013, the fifth and sixth owners have been just as scrupulous in their maintenance, and a further set of invoices runs from then up to April of this year. The cambelt has been replaced as necessary, and a new one was most recently fitted in 2023.

What is perhaps most remarkable, though, given the car's condition, is that to the best of our knowledge it has never required substantial restoration. In 2024, it benefitted from some light rust treatment and one of the rear wings was resprayed but beyond that, and the interior being re-Connolised, there is no evidence that the Ferrari has ever required any major attention, so we feel confident in saying it must be one of the best-kept and most original 328s in existence.

In addition to the current V5C, assorted invoices, tax discs and a near-complete run of MOT certificates from 1993 to the present, the Ferrari's documents file most pleasingly contains a



raft of original owner's literature, comprising the warranty card and service book, sales and service handbook, instruction manual and Ferrari immobiliser instructions, all attractively contained in the correct leather wallet.

It is often said that the best way to keep an old car healthy is to keep it in regular use, and this 328 would surely agree with that, having seen light but consistent use across the course of its life. Even by Ferrari standards, it is extremely unusual to come across a 37-year-old car as original, well-preserved and well-documented as this example is, especially in British-market right-hand drive form. With an MOT valid until 18th April, 2026, this GTS strikes us as perfect for some sympathetic but spirited use this summer, and for the enthusiast who likes to show their car, one in this condition is sure to attract lots of admirers.









## 1935 Riley 12/4 Kestrel

81

**No Reserve\***

Reg No: RD 7007

MOT: Exempt

Chassis No: 22T 2112

First registered on the 15th June 1935 as 'RD 7007', this attractive Riley is understood to have first belonged to Sir Arthur Russell, who is noted to have curated one of the greatest collections of British Isle minerals extant, now housed in the Natural History Museum.

The accompanying 1962 dated buff logbook records that it was by then in the ownership of Sir Arthur's son, Christopher, and in 1964 the Riley was sold to Peter Howell of Harlow who kept it on the road for just three years before it was stripped for restoration. The Kestrel remained this way until purchased by the vendor in 2003, and over the next twenty years he painstakingly pieced the car back together.

Today, 'RD 7007' is described by the vendor as being '95% there' but will take some finishing off. When viewed by the consigning specialist, it was presented in running order and moving under its own steam. The overhauled engine – which breathes through a single SU carburettor currently – is described by the vendor as 'not even having been run in yet'.

Now offered for sale as the vendor 'struggles to get underneath the car to work on it', this attractive Riley should make an enjoyable project for any prospective owner and is supplied with the original twin carburettors, buff logbook, photographs of the works undertaken by the vendor, V5C and an attractive AA document folder dating from the 1930's.



## 1950 Bentley MkVI Saloon

82

**Estimate: £18,000 - £22,000\***

Reg No: MMA 369

MOT: Exempt

Chassis No: B111GT

This standard steel MK VI saloon, chassis B111GT, was supplied new by Charles Royce's own showroom 'Lillie Hall' of Seagrave Road, Fulham to a Miss Gladys Hill of Portman Mansions, Baker Street, London and first UK registered on 29th April 1950 under the mark MMA 369 which it retains to this day. Benefiting from a number of recommissioning works carried out between 2006 and 2008 it presents in original specification with black coachwork, single gold coach line and tan hide as per the copy chassis records. The seats appear original and have been re-Connollised whilst the headlining, door cards and carpeting have been replaced to original specification using quality materials. Grease has been applied to the chassis and wheel arches in order to inhibit corrosion and photographs are on file showing this. Upon inspection we found the engine started readily and ran quietly. There was also a quantity of club stand awards in the boot which appear to relate to the period the car spent in Scotland. Offered with numerous invoices and receipts for work carried out including stripping and cleaning of the carburettors in 2022 for the sum of £935.00 and replacement of the front and rear exhaust manifold gaskets costing £587.00.



## 1978 Morgan 4/4

Just 24,000 recorded miles

**Estimate: £14,000 - £16,000\***

83

Reg No: FSF 706S

MOT: Exempt

Chassis No: B4184

Our 1978 4/4 is a superb example, having benefitted much from the touch of a prolific restorer. Originally sold through John Britten Garages in Hertfordshire to a Mr. Hanagan, it spent almost 30 years in single ownership prior to being purchased by the late Roy Jackson in 2019, after a period out of use. Mr. Jackson was the son of an amateur racing driver who competed in the 1950s, but it was not until he retired from his job in 2013 that he was able to indulge his own passion for interesting cars. Between then and his death in 2024, he restored 26 historic cars and military vehicles.

The Morgan needed much renovation when Mr. Jackson acquired it, and the ash frame was reconstructed with mostly new wood between 2019 and 2022. Other desirable features of this well-prepared car include wire wheels, a tonneau cover, door handles, a luggage carrier, a spare wheel cover and a locking fuel cap. It has also received a few modifications, including Plus 8 wings, a scuttle roll bar kit and 6mm aluminium flooring instead of the original plywood, hence it appears to be a very useable and capable sports car. The vendor describes it as 'excellent' in almost all respects, with 'very good' interior trim and 'no known faults.'



## 1971 NSU 1000 C

Upgraded to TT specification for classic trials and rally competitions

**Estimate: £8,000 - £10,000\***

84

Reg No: HPB 581K

MOT: Exempt

Chassis No: 0611036306

Acquired by the vendor in 2007 as a lightly prepared regularity trials car, this NSU 1000 C has now been subtly upgraded to TT specification including enlargement of the air-cooled engine's capacity from the original 996 cc to 1297cc, the fitting of reinforced drive shafts and UJs, along with underbody shields and twin fuel pumps. The tan cloth interior boasts a trip reader and map lights and the car is offered as a 'ready to go' rally and trials car. Eligible for classic trials and MCC events such as Lands End Trial and Clee Hills, it benefits from the fitment of a new competition clutch this year whilst twin spare wheels are mounted to the boot lid. A well maintained example campaigned in classic events, it is being sold with numerous spare parts including gearboxes, an engine, wheels etc. which will be available for collection from the vendor by the successful buyer or the vendor may be able to deliver them subject to negotiation. It is expected that some minor bodywork recommissioning will be carried out prior to the sale. Successful in their day, this example should offer its next owner the opportunity to have a lot of fun on historic events.



# 1997 Aston Martin Virage Volante 'Wide-Body'

85

Just 25,000 miles from new

**Estimate: £58,000 - £64,000\***

Reg No: P521 JNN MOT: February 2026 Chassis No: SCFDAM2C8TBR69228

This wonderful rarity seems to have been treated as a collector's piece almost from day one, having been in single ownership from 1998 to 2022. In all that time, it could only ever have been used sympathetically and sparingly, as the mileage stands at a grand total of just 25,000. The original registration 'P1 DPT' was replaced by the present number in June, 1998.

Painted in a dazzling Oxford Blue, the Cream leather interior complements it beautifully with its blue piping and soft Wilton carpets, and the dark blue mohair hood with beige Alcantara headlining completes the package. Inside, the generous application of rich, high-gloss walnut veneer across the dash and door cappings reassures passengers that the Virage, in spite of its brute power, is still a civilised machine belonging very much to the English luxury-car tradition.

The present owner, who is only the third, has not hesitated to maintain the car and spend money as necessary to keep it in an excellent state of health. The standard Virage was available with 17in OZ split-rim wheels, but the Wide-Bodies obviously demanded a more substantial rim, hence this car comes complete with the rare 10½in-wide variety. These have been "freshly refurbished" at a cost of £3,600 to a condition described as "like new." The electric roof is said to be operating just as it should do, and when lowered can be neatly concealed beneath a smart cream leather tonneau cover. In keeping with the luxury theme, the interior contains virtually all the fittings which were considered desirable in a grand-touring car of the 1990s, most of which would still be sought-after options today. These include heated power seats, a fully adjustable steering column, power mirrors and an Alpine high-fidelity stereo with CD player

When the car last came onto the market in 2021, it had to undergo some recommissioning as it had been out of use in 2017. Accordingly, it was handed over to marque specialist RS Williams which proceeded to put it back on the road at a cost of £21,000. The Aston has been MOTed annually since January, 2021, and was most recently tested in February of this year, passing with no advisories. All the evidence of this can, of course, be seen in the history file, along with further detailed evidence of maintenance including a comprehensive service history in the service book, which has been stamped by various Aston Martin agents.

With only 26 made, it goes without saying that opportunities for acquiring Wide-Body Virages are extremely rare. Even so, it is our own opinion that this represents one of the



best in existence with respect to its originality. The paint is extremely good, albeit with a few very small imperfections, and the interior shows a light patina concomitant with its age, but it is quite outstanding when one considers that the car is 28 years old and has never been restored. Everything from the walnut dash to the carpeted boot is in lovely order, and the engine bay has been kept reassuringly clean. The car ran well when we photographed it and the lusty V8 sounded marvellous. If you have grand-touring ambitions, there cannot be many cars as well suited to the purpose as this Wide-Body is. The current V5C is, of course, present in addition to the large history file.





## 1936 SS Jaguar 1.5 Litre Saloon

86

Over £70,000 expenditure on a full restoration

**Estimate: £25,000 - £35,000\***

Reg No: JC 3948

MOT: Exempt

Chassis No: 20888

The newly renamed Jaguar Cars after WWII - like most British motor manufacturers - felt constrained by the government's 'export or die' drive to put various of its pre-September 1939 models back into production (albeit with some minor improvements). Luckily for the Coventry firm, this entailed trying to sell a line-up of 1.5 litre four-cylinder and 2.5 / 3.5 litre six-cylinder cars which still enjoyed an enviable reputation.

According to an accompanying extract from the Jaguar Daimler Archives from 1989, the SS 1½ Litre offered here was signed off at the factory on the 30th of October 1936 and first registered on the 3rd of November that same year. Then, as now, the car was registered JC 3948, with chassis number 20888 and engine number 59307 with body number 0889 fitted from new, finished in Suede Green. UK-registered until 1975, the car was then exported to Co. Cork, only to be re-imported into the UK in 1989, where the current vendor acquired it at auction the same year. Between 2001 and 2007 a full nut-and-bolt restoration was undertaken at leading SS-Jaguar specialist Davenport Cars of Tetworth, Bedfordshire with detailed invoices on file showing in excess of £68,000 being spent on bringing the car to as-new condition. Fastidiously maintained thereafter, the present condition of 'JC 3948' can only be described as 'as flawless as possible' and it is without doubt the best example we have ever seen. Regularly exercised by the current vendor, the car is said to drive and handle very well and at the time of consignment the engine started up from cold without hesitation or smoke from the exhaust and sounded very smooth on tick over. Offered with a current V5, an old-style buff logbook, an extract from the Jaguar Daimler Archives and a massive history file containing a sheaf of detailed invoices together with photographs of the restoration, this SS 1½ Litre Saloon is possibly the finest example extant and would make an exceptional addition to any collection.





## 2016 Bentley Continental GTC Speed

87

Rare Beluga Edition

**Estimate: £50,000 - £60,000\***

Reg No: LF66 DWP MOT: October 2025  
Chassis No: SCBGR23W5HC060868

First registered in 2016, this rare Beluga Edition Continental GTC is finished in Beluga Black with Beluga Edition special trim. When specified, the Beluga Edition Package cost £9,700.00 over the Speed specification and features a number of interior and exterior modifications including; high gloss black detail to the head lamp and tail light surrounds, a front splitter, side skirts, rear diffuser and 21 inch black alloy wheels. The interior has quilted perforated leather seats, with personalised embroidery 'Beluga Edition' stitched into the front and rear headrests and high gloss black and carbon fibre dashboard trim finish. In addition, this example benefits from a Naim surround sound system and all seasons specification including; heated steering wheel, massaging drivers and passenger seats with heated and cooled function and neck warmers. Personalised tread plate plaques, deep pile carpeting, WiFi hotspot and G3 paint protection complete the impressive package.

Having been enjoyed by just 1 previous owner this very special Bentley comes with a comprehensive service history showing 8 stamps in the service book. Serviced by Bentley Surrey from 2016 to 2018, two further services were completed by Bentley Leicester in 2019 and 2020 whilst the last two were carried out by Rolls-Royce & Bentley specialists FJP Swain of Nottingham with the last being done at 23,835 miles on 29 October 2024. Now displaying c.24,000 miles, the list price when new was some £214,000, including £23,000 worth of options making the estimate today appear extremely good value. 'LF66 DWP' is offered for sale with 3 keys, owner's manual and service book plus the current V5c document.

Featuring a sophisticated all wheel drive system and powered by the iconic 6.0 litre twin turbocharged W12 engine producing a massive 626bhp and 605 lb-ft of torque, the GTC Speed is capable of shattering performance including 0-60mph in under 5 seconds and a nominal top speed of 195 mph.



# 1930 Lagonda 3-Litre Tourer

Estimate: £50,000 - £60,000\*

88

Reg No: WB 3582

MOT: Exempt

Chassis No: Z9632

Offered from long-term ownership having been purchased by the vendor at auction in 2005, our Lagonda appears for sale having been fully refurbished some 40 or 50 years ago to such a high standard that it still appears in excellent mechanical and cosmetic fettle, albeit with the paint and brightwork beginning to assume a delightfully 'oily rag' appearance. The dashing Sports Tourer coachwork is understood to be the original body constructed at the Lagonda factory in Staines, but the documented history of the car only goes back to the 1970s when the MOT record begins.

The Lagonda was described in detail in 1988 when it appeared in the Christie's Collectors' Motor Cars Donington Collection sale. At that time, it was said to have 'covered under 20,000 miles since a major engine overhaul that included the regrinding of the crankshaft, remetalled bearings, new piston rings with extra oil scrapers, renewed valve guides and springs and new head studs. The clutch was relined and a new set of gear wheels fitted in the gearbox.' The description also outlined how the chassis, suspension, brakes and instruments had been overhauled around the same time, and the interior was refreshed with new carpets while the exterior received a fresh coat of Connaught Green paint, with Black for the wheels, plus a new hood and tonneau cover. The wheels were respoked and resplined at the time, and we understand the body was repainted where necessary, too.

While most 3-Litres were fitted with cycle wings, the wings on this car appear to be a non-standard type which harmonise very well with the coachwork. Some Lucas P100 headlamps complete the image of a large, powerful late vintage sporting car, and conjure visions of hell-for-leather drives on the Monte Carlo Rally, the golden beams scorching a path through the Alpine snow. While the exterior has been allowed to mellow gracefully in the present ownership, the vendor has spent generously on maintenance to keep the Lagonda in fine mechanical health. Such is obviously par for the course when a car is being well-used, and the vendor has never shied away from driving it. In fact, he has covered more than 35,000 miles in his 20 years of ownership, including several excursions to each of the Pau Classic, Le Mans Classic, and Goodwood Revival, and events such as Montreuil, Angouleme Race Circuit Event, the Gordon Bennet Rally Ireland, the VCC Main Event in Ireland, and the 1000 Mile Wolsey Rally Ireland.

During his ownership, the Lagonda was treated to a full engine overhaul with pre-war Lagonda specialist Bishopgray in 2019, which reached a total cost of £19,500. In 2010, the car was upgraded with the fitment of Laycock P-type overdrive, and in 2019 £900 was spent having the twin SU HV4 carburettors thoroughly overhauled by Burlen Ltd. More



recently, the car was returned to Bishopgray in 2024 for further remedial work to the engine and ancillaries totalling more than £3,500. This second round of work included removing the sump and rocker covers to thoroughly clean them and the corresponding faces of the crankcase and cylinder head. The water, oil and Ki-Gass pumps were all overhauled, and a magneto coil conversion was undertaken at a cost of £722.

With every effort having been made to ensure that it remains not just roadworthy but a veritable joy to drive, the Lagonda appears today as a very capable, very useable open five-seater ideal for everything from Sunday lunch outings to Continental tours. The patinated exterior adds very much to the car's visual appeal, in our opinion, and if it were down to us, we would like nothing better than to enjoy it just as it is. The car is sold with a large history file including the current V5C, a large collection of invoices, MOTs dating back to the 1970s, and rally entry information.







## 1932 Wolseley Hornet 12/6 Saloon

89

No Reserve\*

Reg No: PN 9518

MOT: Exempt

Chassis No: 31264

While it may look at first like a long-lost barn find, this delightful specimen is, in fact, ready to enjoy. It has survived for 93 years without ever being restored, and was fortunate to be purchased recently by a sympathetic owner who recommissioned it but refrained from interfering with the superb historic paint and interior. Impressively, its history dates back to 1939, when it belonged to Mr. Hubert Alexander Martin of Surbiton, Surrey. It is not clear when Mr. Martin parted with the car, but he still owned it during the 1950s, when he had moved to Purley. He probably did not drive it during the war, so the 12,000 miles on the odometer may be genuine. The Wolseley had three owners between 1983 and 1996, and although it was on the road in 1996, the next owner placed it in storage and it did not emerge until 2021.

The present owner bought it as a non-runner but flushed the fuel system, replaced the battery and carburettor, and succeeded in making it run again. He conducted a general service and overhauled the brakes, and we understand the Hornet now drives beautifully. The vendor says: "This is an utterly charming vehicle. It is easy to drive with respectable performance. The gear-driven water pump provides excellent cooling and the brakes function well."



## 1954 Citroen Traction Avant 15 'Big Six'

90

Estimate: £10,000 - £12,000\*

Reg No: LVB 951

MOT: Exempt

Chassis No: 9/537590

This desirable British market Slough built Big Six was first registered in January 1954 to a Mr Fairfield Osborn of Palace Gardens Terrace, London. In 1972 it passed to a Douglas Cooksey of Highgate, London. The subsequent history is unknown until purchased by the vendor from a Birmingham businessman who had it restored in the 1990s (photographs on file). It was then dry-stored for many years.

Starting readily, it was driven to the catalogue photography shoot. The interior with wooden dash and red Connolly hide appears well preserved including the headlining. The sunroof is stiff from lack of use. The engine ran with no noticeable oil smoke. It is assumed that since restoration few miles have been completed so the usual checks will be necessary. The floor and 'big boot' floor all seem sound however there are jobs to do in places, including the exterior under sill on one side and rear window seal. All windows open and close properly and the door locks on the key. The car would benefit from attention to the paintwork and we are informed the rear bumper will be included in the sale. A rare example displaying correct chassis and engine numbers.



## 1998 Aston Martin DB7 Volante

91

**Estimate: £16,000 - £20,000\***

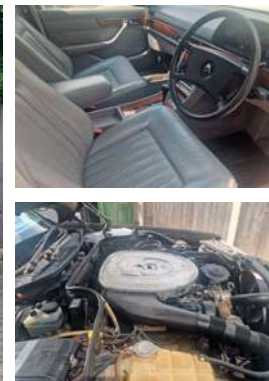
Reg No: M1 VTG

MOT: May 2026

Chassis No: SCFAAWK202090

Introduced at the March 1993 Geneva Salon the DB7 was based around a steel semi-monocoque chassis, it was equipped with all-round independent suspension, four-wheel disc brakes and power-assisted rack and pinion steering. The DB7's 3239cc DOHC straight-six engine boasted four valves per cylinder, Zytec multi-point fuel injection and an Eaton supercharger. Credited with developing 335bhp and 360 lb-ft, it was allied to five-speed manual transmission as standard and reputedly enabled the Aston Martin to sprint from 0-60mph in 5.8 seconds and reach 161mph. Styled by Ian Callum, just 879 straight-six powered DB7 Volantes were reputedly made, like the sale car, including several limited edition models.

Finished in Mendip Blue matched to a Parchment leather interior with blue piping, 'M1 VTG' has covered just c.69,500 miles from new. Recent works include an air con recharge in July 2024 whilst the most recent service was carried out on 4 June this year. Maintained by an ex-Bloxham factory employee specialist from when the car was built it is offered with numerous invoices, handbook, 2 keys, lightweight car cover and current MoT to June 2026. The vendor advises the tyres have covered some 3,500 miles since replacement and the cherished registration is included in the sale.



## 1988 Mercedes-Benz 500 SE

92

**Estimate: £16,000 - £20,000\***

Reg No: F360 RFH

MOT: June 2026

Chassis No: WDB1260362A400686

Introduced at the September 1979 Frankfurt Motor Show, the new W126 S-class was lauded by the contemporary motoring press as the 'best car in the world'. Styled by Bruno Sacco, its sleek silhouette hid all round independent suspension, disc brakes, power assisted steering and a range of powerful all alloy V8 engines (later supplemented by more fuel efficient straight-sixes). The W126 remains sought after to this day thanks to its impeccable build quality and timeless lines.

Finished in Anthracite Grey Metallic with Grey leather upholstery, chassis WDB1260362A400686 was completed to right-hand drive, UK market specification during March 1988. Equipped with an electric sunroof, cruise control, limited slip differential, heat-insulating glass all-round, rear headrests, electric windows and alloy wheels, the Mercedes-Benz is described by the seller as being in 'very good overall' condition with regards to its 5-litre V8 engine, automatic transmission, electrical equipment, interior trim, bodywork and paintwork. Stated to have covered a modest 68,000 miles from new with supporting main dealer and specialist service history, more recent work has apparently encompassed a new battery, V-belt, front / rear brake pads, spark plugs and two tyres plus an oil service. Passing its most recent MOT test on 7th June 2025 with 'no advisories', 'F360 RFH' is accompanied by a V5C Registration Document and paperwork file.



# 1960 Bentley S2 Continental H.J. Mulliner Coupe

93

One of the famous one-off 'McLeod Bentleys'

**Estimate: £80,000 - £100,000\***

Reg No: DBB 993B

MOT: Exempt

Chassis No: BC106AR

In the 1950s and 1960s the Bentley Continental was the world's ultimate Grand Tourer, a car in which you could set off from any European capital in the morning and arrive at Monte Carlo fresh enough to play the tables that same evening. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering had been standardised.

A man who knew his own mind and had very specific views with regard to automotive design, Captain R.G. McLeod took delivery of at least seven coachbuilt Bentleys with chassis BC106AR being the penultimate example. An Australian businessman whose tool making business supplied the aircraft industry, McLeod lived in Harrow and had a factory at King's Cross. Prizing manoeuvrability, reduced weight, improved visibility and short overhangs above conventional aesthetics, his Bentleys were nothing if not distinctive. One of just seventy-one right-hand drive Bentley S2 Continentals to be bodied by H.J. Mulliner to its design number 7514, the good Captain had chassis BC106AR despatched to FLM Panelcraft in short order so that it could be tailored to his specification. Shortened by almost two feet with all the extraneous metal taken from the rear end, the four-seater was given a 'Manx Tail' which mimicked those of his previous Bentleys. A Perspex panel was let into the roof but the S2 Continental's visage left pretty much unaltered. Thought to have had a limited number of owners, the unique creation was reportedly entrusted to Jack Barclay Ltd for a restoration by its previous registered keeper during 1973-1974. Entering the current ownership via the Clarendon Carriage Company in October 1978, 'DBB 993B' was in regular use for the next decade or so. Infrequently exercised since then but kept garaged as part of the vendor's collection, the Bentley presents as an older restoration. Last MOT tested in April 2023, the S2 Continental would benefit from recommissioning / servicing prior to a journey of any length. A fascinating 'one off', this McLeod car is well known in Bentley Drivers Club and Rolls-Royce Enthusiasts' Club circles and prompts



conversation wherever it goes. A testament to single-mindedness and eccentricity but doubtless welcome at any number of Concours d'Elegance events worldwide once returned to its former glory. Offered for sale with history file (assorted invoices, old MOT certificates) and a copy of Martin Buckley's recent article on the Bentley for Classic & Sportscar magazine.





## 2000 BMW Alpina B10 V8

94

Believed one of only 14 UK RHD cars in Velvet Blue

**Estimate: £22,000 - £26,000\***

Reg No: W187 VAU MOT: February 2026

Chassis No: WAPBA46L10HF40736

Introduced in March 1997, the Alpina B10 V8 was based on BMW's highly regarded E39-generation 5-Series. Utilising a bespoke block, crankshaft, 'hotter' camshafts, higher compression Mahle pistons and ported cylinder heads etc, the newcomer's 4.6 litre engine was rated at 340bhp/470Nm (improved to 347bhp/480Nm from 1999 onwards). Utilising twin tube shock absorbers all-round, thicker ant-roll bars and four-wheel ventilated disc brakes with floating callipers, the model could be had in Saloon or Touring guises. A 1999 road test conducted by Auto Motor und Sport magazine found a B10 V8 Saloon equipped with Alpina's preferred five-speed 'Switch-Tronic' transmission capable of 0-100km/h (62.5 mph) in 5.4 seconds and 279km/h (174mph). A strong seller, some 1,300 B10 V8 and B10 V8 S cars are thought to have been made with a mere 263 B10 V8 saloons coming to the UK.

Supplied new by Sytner Alpina Nottingham, 'W187 VAU' is rumoured to be one of just fourteen B10 V8 cars finished in Velvet Blue to reach these shores. Thought to have cost the best part of £75,000 with extras, its specification included an electric sunroof, Champagne Nappa leather upholstery, electric / heated front seats, Anthracite headlining, Park Distance control, Sat-Nav, Xenon headlights, GSM car phone, 6-disc CD player, air-conditioning and a Tracker. Returning to Sytner Nottingham for its important 'running in' service, the Alpina is said to have only ever been main dealer or specialist maintained. Forming part of the vendor's collection for the past six years, the super saloon has reportedly benefited from a G-Techniq paintwork treatment, refurbished alloys shod with correct-type Dunlop tyres, fresh suspension bushes, a transmission service, replacement MAF sensor, new spark plugs and other fettling. Warranted to have covered a modest 81,600 or so miles, 'W187 VAU' is described by the vendor as being in 'very good' condition with regards to its engine, automatic transmission, electrical equipment, interior trim, bodywork and paintwork. Offered for sale with original Alpina book pack, history file, tool kit, jack and glovebox torch.





## 1997 MG RV8

95

**Estimate: £18,000 - £22,000\***

Reg No: R498 JHJ      MOT: T.B.A  
Chassis No: SARRAWBMBMG001812

Finished in the popular RV8 colour scheme of Woodcote Green with a Cream leather interior, our car was, in fact, one of the many that was sent new to the car friendly Land of the Rising Sun, but as the RV8 was in high demand over here, too, it found itself being repatriated in 2002. Since then it has had just two British owners, the present owner acquiring it in 2007. Even at just 10 years old, it was sought as a collector's item on account of its rarity and its attributes as arguably the last of the traditional British sports cars, and it has been treated accordingly. When it came back from Japan, it showed 40,000km (25,000 miles) on its speedometer, which has been replaced with a speedometer in miles, though the original still accompanies the car. In Britain, the MG has covered just over 10,000 miles, of which about half have been done with the vendor.

With such sparing use, it hardly needs to be said that the car survives in exceptionally good condition. Naturally, it has never required any great amount of work, though it was lightly overhauled in 2018 with new clutch master and slave cylinders, new suspension bushes, and a general service. A collection of MOT certificates and invoices bear testimony to the fact that the MG has always been carefully maintained. It can clearly be seen that the paint, interior and hood are in lovely order, and the engine bay appears very clean.

The car was most recently MOTed in August, 2024, and it passed with no advisories, so there should be nothing to stop the new owner from firing it up and enjoying it immediately. The current V5C is included, as is an original owner's handbook.



## 1967 Aston Martin DB6

96

An exciting opportunity to acquire a stalled restoration project with much of the hard work completed

**Estimate: £60,000 - £70,000\***

Reg No: OHX 145E      MOT: Exempt  
Chassis No: DB6/2980/R

According to the copy of the factory build sheet supplied on file, the guarantee for chassis DB6/2980/R was issued on the 16th February 1967 from Odeon Motors of Whetstone. Attractively finished in the very desirable Platinum Silver over a Black Leather Connolly Hide interior, the DB6 was further specified with an Automatic Gearbox, plus chrome wheels, three-ear hub caps, heated rear screen and an electrically operated radio aerial. The Aston was registered to its first owner, Vaughan Associates Ltd of London W1 on the 21st February 1967 as 'OHX 145E', which is pleasingly retained today.

Little is known of the history from its time parading around the streets of swinging 60's London until it was acquired by the vendor in 2005 in need of restoration work and now supplied with a DBS Vantage engine unit. Immediately, Shaun Rush of ASR was commissioned to shotblast the steel chassis back to bare metal and then comprehensively repair and refabricate all areas of corrosion. The scale of this very extensive work is evidenced not only with the invoice of over £9,000 back in 2005 but also numerous photographs taken at the time. Along with the supplied originals taken from the car, a mass of spare parts was also accumulated for the Aston, all of which having been inventoried and boxed up by the vendor.

After lying dormant now for some twenty years, the vendor has finally come to accept that the project grand tourer is never going to get completed in his hands. David Brown era Aston Martin projects that have remained in the UK since birth are now excruciatingly hard to find, and 'OHX 145E' is now presented as an exciting project for any potential purchaser who has dreamt of building a car from a blank canvas. With much of the hard work completed, the car is offered complete with the aforementioned V5C, invoices for works already completed, complete inventory of parts (available on request), and the copy of the works build sheet.





## 1966 Porsche 912

97

**Estimate: £30,000 - £35,000\***

Reg No: ALA 66A

MOT: Exempt

Chassis No: 352569

Spectacularly finished in vibrant yellow, it is easy to imagine this Porsche being hustled along California's sun-soaked highways in the 1960s, and its documented history begins in California, where it was residing by 1999. It had moved to Arizona by 2008, when it was exported to Northern Ireland, but by 2012 it was on the British mainland with an owner in Surrey, who registered it for British roads in March, 2012. According to the then-owner, it "underwent a complete ground-up restoration [in Northern Ireland, and] it was purchased [by us] as an almost-finished project."

The owner oversaw a lot of finishing work, which involved fine-tuning the engine, refitting the brakes, replacing one of the door skins and having the steering wheel repaired. Lighting and electrical faults had to be rectified, and a coil and dynamo were among the new parts fitted. All the work performed during this time is detailed in invoices totalling over £7,500.

By 2015, the Porsche had been sold, and it has been in the present ownership since 2017. Expenditure since 2019 has exceeded £2,500, with regular maintenance by European Cars of Buntingford, a specialist German car garage. In addition to light servicing, European Cars also adjusted the tappets in 2019, cleaned the brake discs and had the callipers repaired in 2021, and renewed the brake master cylinder in May, 2025.

It is clearly a car which has been both loved and enjoyed, and it is described as "a good driver's car," a credit no doubt helped by the presence of the desirable five-speed gearbox. It is exceedingly nice cosmetically, though it has been treated as a road car rather than a show queen, and the interior is in a pleasing and well-preserved state of originality. The original Decca tape deck and speakers are a particularly lovely inclusion. A large collection of invoices and a California title are included as well as the current V5C.



# 1953 Jaguar XK120 SE Fixed Head Coupe

98

Rare and desirable 'SE' example

**Estimate: £40,000 - £50,000\***

Reg No: 382 XVP

MOT: Exempt

Chassis No: 680679

For many the best looking XK120 variant, the graceful Fixedhead Coupe as offered here was introduced in July 1951. A true design classic originally aimed predominately at the American market - some 2485 of the 2680 examples produced were to left-hand drive specification. This matching numbers example (with Heritage Certificate to confirm) was imported from the USA by the current owner in 2021 after sourcing the car in Connecticut with the help of the Jaguar Daimler Heritage Trust. Being a Special Equipment model, the engine develops some 180 bhp as opposed to the standard 160 bhp. Finished in triple black, the car has been tastefully upgraded with front disc brakes and bonnet louvres and sits on original wire wheels as per SE specification. Much loved and regularly exercised by the vendor, it is said to drive beautifully with the original engine and gearbox still performing well. Considerable attention has been paid to make the car feel tighter and more responsive on the road along with suspension overhauls and tuning.

Launched at the 1948 Earls Court Motor Show, the Jaguar XK120 Roadster caused a sensation. Penned by Sir William Lyons, the model's sensuous lines seemed almost impossibly glamorous to a country still feeling the effects of rationing. While the 120mph top speed that its name signified soon became the stuff of legend. Credited with 160bhp and 190lbft of torque in standard tune, its legendary 3442cc DOHC straight-six engine was allied to a four-speed manual transmission. In 1951, the 'SE' spec was introduced. Jaguar took what they had learned from their success with the XK120 and 'C'-Type in racing and rallying and applied it to the road-going XKs. Power was increased from 160bhp to 180bhp and wire wheels were added to provide better cooling for the drum brakes.





## 1999 Porsche 911 Carrera 4 Cabriolet

99

**Estimate: £14,000 - £16,000\***

Reg No: T417 KDP MOT: December 2025  
Chassis No: WP0ZZZ99ZXS642899

Asked to nominate his favourite generation of Porsche 911 during its 50th Anniversary celebrations in 2013, racing driver and journalist Tiff Needell chose the 996 commenting: *"This was the model that brought the 911 into the modern world. We finally got rid of the VW pedals and had a chassis that handled in a much more progressive and controllable manner. Not a convert before, completely converted after!"* Traditionalists may have decried the 996's water-cooled engine, however, the newcomer's use of a brand-new platform (the 911's first since 1963) meant that it was notably lighter, stiffer, and more aerodynamic than its 993 predecessor. Equipped with four-valve cylinder heads, the 996's 3.4-litre engine developed 296bhp and 258lbft. Allied to either a six-speed manual or five-speed Tiptronic transmission, the free-revving flat-six enabled the 2+2-seater to sprint to 60mph in 5 seconds and onto 174mph.

Finished in the handsome combination of Arctic Silver with Metropole Blue leather upholstery and a Dark Blue soft-top, chassis WP0ZZZ99ZXS642899 was supplied new to AFN of Reading for use as a demonstrator and first registered as 'T9 AFN' on June 9th 1999. Specified with the preferred six-speed manual gearbox and optional 18-inch alloy wheels, the Porsche was sold to a Windsor-based businessman some four months later at 7,125 miles for £73,500. Changing hands just twice thereafter, the 911 entered the current ownership in 2010. Riding on GT2 alloys shod with Michelin Pilot Sport tyres, the Cabriolet also boasts an augmented 'Aero' front bumper, Dansk Supersport exhaust and side skirts not to mention a 'Martini' stripe kit which evokes memories of the Stuttgart marque's fearsome 1970s/1980s racers. The current odometer reading of 72,200 is substantiated by thirteen main dealer and specialist service stamps. Recent invoices are understood to total over £4,150 and the 2+2-seater is further understood to 'drive and handle very well'. Offered for sale with original book pack, factory hardtop, numerous invoices and 'no advisories' MOT certificate valid until December 2025.



# 1963 Aston Martin Lagonda Rapide

100

**Estimate: £75,000 - £85,000\***

Reg No: 1077 PP

MOT: Exempt

Chassis No: LR/153/R

Delivered on 19th December, 1963, through the agent Brooklands of Eton, and originally finished in Aegean Blue with a Fawn interior, '1077 PP' was purchased new in the name of aircraft constructor Hawker-Siddeley Ltd. of Richmond Road, Kingston, Surrey. The build sheet indicates that it was fitted with a Motorola radio as an extra. The history then picks up on 13th November, 1974, when it entered the ownership of Sanders & Co. (Motor Engineers) Ltd. of Victoria Road, Hendon, Middlesex, and on 24th September, 1975, it passed to Mr. Nicholas Channing of Cranleigh, Surrey. He retained the car until 1984, and the next owner, Mr. Robert McNab of Kensington, looked after it until 2003. By 2014, it had come into the hands of respected classic-car journalist Martin Buckley, who documented the maintenance it received during his custody in the pages of *Classic & Sports Car*.

Maintenance was undertaken during the 2000s, with the rear wheel bearings replaced in 2005, and the steering rack and carburettors rebuilt in 2006. Also around this time, leading classic automatic specialist Graham Whitehouse Autos converted the Rapide from its original Borg-Warner three-speed to a more modern ZF four-speed automatic, but the Lagonda was taken off the road in 2010. By 2013, the pretty Aegean Blue body was succumbing to corrosion in various places, so the decision was taken to put the car through a comprehensive, photographically-documented renovation which included an engine rebuild, a brake overhaul, the necessary bodywork repairs and a bare-metal respray in Dubonnet Red. The work also included new glass, new chrome, engine bay detailing, electric window repairs, and interior refurbishment extending to a new headlining copied from the original, new carpets in Fawn lambswool with Stone edging, and repairs to the cracked dashboard and wood-rimmed steering wheel. As the original leather was in good order, it was left alone save for some attentive recolouring. Notes on file indicate that the cost of the restoration came to £112,569, with £71,353 spent with Cotswold Classic Car Restorations.

The Rapide went back on the road in 2015, and notably received some further attention to the brakes and suspension during 2016 by Desmond J. Smail, and in 2019 the gearbox and torque converter were comprehensively overhauled by Graham Whitehouse Autos for a total cost £5,482. Most recently, Braydon Elite undertook the refurbishment of the fuel system in early 2021, which included the removal and cleaning of the twin fuel tanks, the replacement of the fuel lines and the rebuild of the fuel pump, for a total of £975.

It was sold to the present owner in late 2021 but has subsequently seen very little use. As far as its present condition goes, '1077 PP's' 10-year-old overhaul has lasted very well, though a few very minor cosmetic imperfections are apparent under close inspection, including some



small bubbles appearing near the rear arches. The interior still presents extremely nicely, with the re-Connolly original seats a particular highlight. Despite its short hibernation, the Rapide has just gone undergone a very thorough service by a marque specialist, so it should be ready for the next owner to enjoy immediately.

Prospective bidders will be pleased to see that '1077 PP' comes with a vast collection of invoices running back to 1984, plus assorted MoT certificates also traceable to 1984. Copies of the factory build sheet and early service history are included, plus three original sales brochures and the 1970s green logbook, although bidders should be aware that the last V5C was issued in 2017. This Lagonda is an exceptional car with an exceptional history, and thoroughly deserves a new lease of life back on the road.







## 1978 Lotus Esprit S2

101

**No Reserve\***

Reg No: FRX 651T

MOT: None

Chassis No: 0454G7807

Our S2 may be in need of some work, but it is very sound as projects go and has benefitted from much mechanical fettling. Its basic soundness and the extreme rarity of S2s mean that it is very much worth seeing through to completion, especially as it is a very early car – according to the Certificate of Vehicle Provenance issued by Lotus in 2010, it was manufactured on 28th July, 1978. The certificate reveals that it was originally painted Roman Bronze metallic with an interior in Champagne leather and Brown Marcasite, and was sold through the Sports Motors dealership.

The vendor acquired it in 2015 and set about stripping it for restoration, but is unable to proceed further. It has recently had a new cambelt, water pump and electronic ignition, so that it now starts on the key and is able to be driven. The bodywork, of course, still requires restoration, but at least it is all fibreglass so will not be affected by rust. It is pleasing to see that much of the original interior survives, and the presence of the original Speedline wheels is especially to be noted. Sold with a current V5C and the Certificate of Provenance, this Esprit has great potential to be a very satisfying project.



## 1991 Mercedes-Benz 500 SL

102

**Estimate: £10,000 - £12,000\***

Reg No: H20 RFG

MOT: February 2026

Chassis No: WDB1290662F030017

With just 2 former keepers recorded and having covered only c.60,800 miles from new, this 500SL presents extremely well and benefits from an extensive dealer service history (last serviced in March this year) and factory hardtop. Finished in Red with Mushroom interior, the car has always been garaged in the current ownership and is accompanied by a Swansea V5, current MoT to February 2026, and history file including extensive receipts and past MoT certificates.

The fourth generation of Mercedes-Benz's much-vaunted SL model (the R129 Series) was launched at the Geneva Motor Show of 1989. It was a beautifully engineered motorcar that bristled with technical refinement and innovative safety features. The specification included independent suspension all round (double wishbone at the front/five-link system at the rear), adaptive damping, ventilated disc brakes with ABS, electronic stability control, integral roll-over bar, and front airbags. The SL 500 featured a 5.0 V8 producing 326bhp, with 0-62mph in 6.2 seconds and a top speed of 155mph. The model featured many innovations, including electronically-controlled damping, automatically expanding roll-over bar, and multi-link rear axle. There was also a fully electric package of electric roof, windows, door mirrors, and seats, making ownership luxurious and stress-free with easy to operate equipment.



## 1985 Citroen Acadiane

103

**No Reserve\***

Reg No: Unregistered

MOT: None

Chassis No: VF7AYCD0020CD2156

This Acadiane was built in Paris in October 1985 and was previously a coffee van up until 2020 when it was converted into a pizza van. Believed to be one of just 30 examples remaining in the UK, it is strikingly finished in purple with black interior. Offered with a Nova registration document and a letter from the Citroen Owners Club relating to surviving numbers.

The Citroën Acadiane is a small commercial vehicle produced by French company Citroën from 1977 to 1987. It was derived from the Citroën Dyane and only available in left-hand drive. Its production totalled 253,393. The Acadiane was available in commercial (two-seater) form or as a "Mixte", with sliding rear windows and a removable rear bench seat. Citroën and many other manufacturers continued with the option of rear seats in a vehicle designed to be commercial. The Mixte version also had a passenger sun visor, missing in the commercial version. In line with many Citroën light commercial vehicles, the roof of the rear bodywork was corrugated to add extra rigidity at little cost. The maximum payload was approximately 500 kg

Please Note: The table and cloth included in the images are not included in the sale.



## 1979 Mercedes-Benz 350 SL

104

**Estimate: £16,000 - £18,000\***

Reg No: TOI 19

MOT: T.B.A

Chassis No: 10704322014273

Our 350SL represents the R107 in one of its earlier and, some might say, purest guises, with desirable features including the unspoiled front valance, 'Mexican hat' wheels and wind-up windows. The paint and hood are in very pleasing condition, and the interior appears to be original but very well-preserved. The car was originally supplied to Northern Ireland on 1st May, 1979, although it has resided for a number of years now on the British mainland. It has been with the present owner, who is only the sixth registered keeper, since 2018, and now represents a wonderful low-mileage survivor. Records indicate that the Mercedes had covered 53,280 miles by 2000, so the 70,600 miles on the odometer at present appear to be genuine.

What is quite extraordinary is that the car has covered only 600 miles since 2016, but in the present ownership it has nevertheless been MOTed annually since 2022, even though its status as a historic vehicle means MOTs are no longer a requirement. The most recent certificate was issued in August, 2024, with no advisories, so as far as we are concerned this 350SL represents an ideal car for the enthusiast seeking an open-top summer cruiser. Included in the sale are the current V5C, an original owner's manual and British and Northern Irish test certificates running back to 2000.



# 1957 Bentley S1 Continental HJ Mulliner Fastback

105

Entered from The Merlin Collection

**Estimate: £250,000 - £300,000\***

Reg No: WOY 6

MOT: July 2025

Chassis No: BC92BG

Allocated design number 7400, the two-door all-aluminium Fastback coachwork which H.J. Mulliner crafted for the Bentley S1 Continental chassis was decidedly handsome not to mention being rarer than that fitted to its R-Type predecessor. Stylistically more reserved but still “flowing and purposeful and free from any needless excrescence”, the newcomer was not only underpinned by a notably stiffer chassis (up fifty percent in terms of torsional rigidity) but also boasted a smaller turning circle, more compliant suspension and improved hydraulic brakes. Typically allied to four-speed automatic transmission, its refined 4887cc OISE straight-six engine yielded a 120mph top speed and impressive acceleration. Arguably the ultimate Bentley S1 Continental variant, the H.J. Mulliner Fastback was among the very fastest and most glamorous four-seaters of its generation.

According to its accompanying copy build records, chassis BC-92-BG was initially ordered by Jack Barclay Ltd on 16th October 1956 for A.S. Butler Esq. One of just ninety-seven right-hand drive S1 Continentals to be clothed to H.J. Mulliner's iconic Design Number 7400, the London coachbuilder's internal memorandums reveal that work had already begun on Body Number 5973 the previous month. As well as having “all possible done to reduce weight” (including foregoing rear picnic tables), the four- / five-seater had its instrument board and rear number plate treatment executed to a “special design as drawing” and “special arrangement as prototype” respectively. Finished in the stunning combination of Velvet Green with Beige leather upholstery and benefiting from power assisted steering, the Bentley was granted the London number plate ‘TUL 204’ on 12th April 1957.

Paying a premium to circumvent the waiting list for a particularly desirable motorcar is not a modern phenomenon. With demand for the S1 Continental HJ Mulliner Fastback far outstripping supply, it was not unusual for nominal first owners to sell cars on (or be persuaded to step aside) before ever taking delivery. Thus, Jack Barclay Ltd's Order Number 6387 shows that Peter Cadbury Esq. agreed to pay £7,000 for chassis BC-92-BG on 9th July 1957; funding the purchase by part exchanging his existing S1 Continental HJ Mulliner Fastback and paying a £1,000 supplement (it also lists the car as ‘used’). A famously irascible character, Cadbury had served as a jet fighter test pilot during World War Two. Eschewing his family's chocolate business, he became a theatre ticket and television entrepreneur during the 1950s and 1960s. It seems Cadbury changed his mind for whatever reason because Jack Barclay Ltd's Order Number 6744 reveals that I.C. Sanderson Esq. subsequently bought

the two-door Fixed Head for £6,500 on 31st October 1957 (interestingly, the corresponding invoice identifies it as a new car). A former World War One fighter ace who flew Sopwith Camel biplanes to eleven victories before being invalided out, Ivan Couper Sanderson was a serial Rolls-Royce and Bentley owner. No stranger to impressive velocities, he specified that the Fastback be shod with Dunlop Speed Special tubeless tyres.

Returning to the Jack Barclay Ltd fold, ‘TUL 204’ was next bought by Colonel M.W. Batchelor of Standhills, Sheffield for £6,250 on 15th July 1959. A tinned food magnate employing over 1,500 people, he was succeeded thirty seven months later by C. Derek Murray Esq of Kenton, Newcastle-upon-Tyne who part-exchanged a 1962 Jaguar E-Type 3.8 Fixed Head Coupe registered as ‘TY 1’ with the famous London dealer. Five years old at the time, the Bentley had depreciated to £3,650 (still the cost of six Ford Anglia 105Es). The four- / five-seater's next known keeper was Michael Walker Esq of Holmlea, Sheets Heath, Surrey who took possession in 1987 and re-registered it as ‘MW 920’. Sold to garagiste, Bentley Drivers’ Club member and author of ‘Another Set of Wheels’ Alan Milbank at the turn of the century, the S1 Continental HJ Mulliner Fastback reverted to Mr Walker's custodianship in time to be exhibited at the Rolls-Royce Enthusiasts’ Club's 2005 South of England Rally.

Photographs on file show that the Bentley was still presentable when entrusted to Richards of England for an exhaustive, body off, chassis up restoration in October 2016. Commissioned by the Chief Executive of a leading software company, the work took some two and a half years to complete and cost over £339,000 with the finished article being deemed worthy of an eleven-page feature in the Mulliner Edition of ‘The Bentley Centenary Opus’ (which in itself retailed for £12,500). Although Richards of England handled the bodywork, paintwork, retrimming, rewiring and reassembly work themselves (Paul Richards having apprenticed at Crewe as a trimmer), they outsourced the thorough engine and back axle overhauls plus the suspension set-up and air-conditioning installation to acknowledged Bentley R-Type and S-Type Continental experts Padgett Motor Engineers.

Forming part of an impressive private collection encompassing Rolls-Royce, Bentley, Jaguar, Ferrari, Mercedes-Benz and Lister motorcars since 2021, the Bentley has been meticulously gone through and de-bugged. An aeroplane as well as a motorcar collector, the vendor has always viewed safety as paramount and likes his machinery to be ‘just so’. Convinced that the four-speed automatic gearbox could be smoother in operation he had it rejuvenated by Graham Whitehouse Autos Ltd of Halesowen (on Padgett's recommendation) at a cost of £5,268.12. Further fettling has seen fine tuning of the brakes, suspension, carburation and steering etc not to mention the acquisition of the desirable number plate ‘WOY 6’.

Simply stunning in the metal, we would highly commend chassis BC-92-BG to anyone looking for a S1 Continental HJ Mulliner Fastback. The seller is happy for a prospective purchaser's preferred marque specialist to inspect the car and indeed we would be surprised if there was a better one on the market at the moment (regardless of price). As impressive underneath as it is on top, ‘WOY 6’ is surely worthy of a place in another significant collection.













## 2009 BMW 1M Evocation

106

**Estimate: £30,000 - £35,000\***

Reg No: VO09 WTF MOT: January 2026

Chassis No: WBAUR32010VL24712

The smallest and lightest 'M' car in years, the BMW 1 Series M Coupe (better known as the 1M) debuted in 2011. Hailed by many as a spiritual successor to the legendary E30 M3, it became an instant classic. If the newcomer had one drawback, it was the use of force-fed induction with many an enthusiast wishing that their 1M had a freer revving, bigger capacity powerplant. Possessing the requisite professional skills to create just such a machine, the vendor essentially married a BMW 120d M Sport Coupe with the drivetrain from an E92 M3. Featuring genuine 1M body panels with the exception of its fibreglass rear wheelarches, 'VD09 WTF' is powered by a S65 4.0 litre V8 which has been treated to ACL Race bottom end shell bearings, refurbished injectors and replacement throttle actuators. Other M3 components carried across encompass the 7-speed DCT gearbox, front / rear subframes, brakes, differential and propshaft (shortened). Uprated with a KW HAS kit but retaining EDC dampers, the retention of the E92's main body loom means that the different suspension modes are still available / operational (plus Drivelogic etc). The interior was re-trimmed as per a genuine 1M and the exhaust back box is of the correct type too (the rest of the system encompassing the M3 x-pipe with all four catalytic converters). The donor car had reportedly covered 68,000 and been well maintained. Interestingly, a factory 1M was rated at 335bhp / 332lbft, whereas an E92 M3 was quoted as developing 414bhp / 295lbft; the former's turbocharged straight-six being redlined at 5,900rpm versus 8,300rpm for the latter's normally aspirated V8. Riding on Strom M359 replica 19-inch alloys, 'VD09 WTF' was, in the seller's own words, 'built to an OEM+ specification in so doing it remains a totally usable daily without being too stiff or loud'. On the basis that the 1M was itself something of a 'skunkworks' project we cannot help thinking that the M Division would most likely approve of this V8-powered Evocation.





## 1989 Porsche 911 3.2 Targa Sport

107

**Estimate: £38,000 - £45,000\***

Reg No: F892 OTY MOT: May 2026  
Chassis No: WP0ZZZ91ZKS140871

First registered on the 1st of May 1989, 'F892 OTY' is one of the final 3.2 examples built before the transition to the 964. Finished in Silver Metallic over a Cream Leather interior, its specification from new also includes the much sought-after G50 gearbox, plus sports seats and Bilstein sports shock absorbers.

Acquired by the current keeper in 2023, the Porsche has had eight owners in total, with the previous owner having owned it from 2006, and it has clearly been cherished throughout its life and is presented with its original book pack showing a plethora of stamps from Porsche specialists throughout the years. In the vendor's ownership, it has also been subjected to the same level of care, recently benefitting from an oil change service and fresh MoT test in May 2025. A substantial file of detailed invoices accompanies the car, documenting work undertaken over the past seventeen years.

Always kept garaged and covered, 'F892 OTY' remains in very presentable order, and displays well-preserved paintwork and body panels that are described by the vendor as being 'very good' although there is a small amount of corrosion which has not effected the cars ability to pass the recent MoT test. The cabin's matching leather trim and carpeting are also said to be in 'very good' condition, showing minimal wear and retaining a high degree of originality.

As one of the final 3.2-litre Carreras produced, this Targa Sport represents an increasingly rare opportunity to acquire a late-production example of what is widely considered one of the most usable and engaging classic 911s. The combination of the open-roof Targa format, original features, and the revered G50 gearbox makes it an especially attractive proposition for the discerning collector or enthusiast alike.

Offered with the aforementioned extensive history file including the original book pack and a spare set of keys, this is a fine example of a landmark 911 model that is both ready to be enjoyed and poised to appreciate.





## 1990 Ford Sierra XR4i

108

Just 1 former keeper

**Estimate: £11,000 - £13,000\***

Reg No: G28 XME      MOT: November 2025      Chassis No: WF0AXXGGBALL87565

Amazingly, this XR4i survived for 33 years with its first owner, not being offered for sale until July, 2023. It had been in regular use until 2016, when it was placed into covered storage after some 73,000 miles. When it emerged as a running car in need of recommissioning, it showed its age in a number of places, including paint imperfections, damaged bumpers and underbody corrosion. All those faults were promptly addressed by the new owner, who has overhauled the car to a very high standard, so that it is now both useable and eminently show-worthy. The overhaul included the fitment of new rear arches and outer sills, new tyres and a new radiator, plus a general service with an oil change, new sparking plugs, and so on.

Having now covered 75,200 miles, this Sierra remains impressively original in spite of its recent work. The unrestored interior is phenomenally good and the paint has cleaned up extremely well. As would be expected, it comes with history from new plus the original book pack, including owner's handbook, accessories brochure, dealership directory and radio instructions. It also retains several MOT certificates, with the latest valid until November, 2025.



## 2001 Jeep Cherokee 4.0 Litre Orvis Limited Edition

109

**No Reserve\***

Reg No: Y1 BFH      MOT: February 2026      Chassis No: 1J4FJB8S1YL261747

Introduced in 1983, the second generation Jeep Cherokee - the XJ Series - proved highly influential. Writing for Automobile magazine, Robert Cumberford hailed it as possessing "possibly the best SUV shape of all time". A run-out, limited production model unique to the UK market, the 'Orvis' boasted a tailgate spoiler, bespoke interior and exterior badging, 16-inch 'Icon' alloy wheels, faux bonnet vents, ruffled leather upholstery, six-way adjustable front seats, cruise control and air-conditioning etc.

Supplied new by Listers of Lincoln, chassis YL261747 was first registered on 27th April 2001. Equipped with the desirable 4-litre straight-six petrol engine allied to four-speed automatic transmission, the Jeep is understood to pleasingly retain the majority of its factory paintwork and interior trim. The accompanying original service book contains entries up to 112,338 miles on 26th February 2007. Acquired by its most recent (fourth) registered keeper some twelve months later, the Cherokee has since covered an additional 47,000 miles. Sparingly used in recent years as part of a small private collection, the five-seater passed its latest MOT certificate on 6th February 2025 with 'no advisories'. One of just 342 'Jeep Cherokee Orvis Autos' currently known to the DVLA, 'Y1 BFH' represents a great opportunity to acquire a rare limited edition of one of the archetypal SUV designs.



## 1965 Ford Thunderbird Convertible

110

Estimate: £12,000 - £14,000\*

Reg No: BTL 321L

MOT: May 2026

Chassis No: 5Y852125090

By the time the fourth generation appeared in 1964, the T-Bird was an altogether larger proposition, with four rather than two seats and power from a 6.4-litre V8 of either 300bhp or 330bhp, mated to a three-speed automatic gearbox. The styling reflected the trend for twin headlamps and by 1965 disc brakes had become standard fare for the front wheels. There was the choice of Coupe, Convertible or Landau body styles; each equally imposing in their own way.

Manufactured in 1965, the fourth generation T-Bird offered arrived on British shores in 1973. The beneficiary of a previous extensive restoration which is understood to have been some 10-15 years ago which included a full bodywork restoration and repaint in the striking Red colour scheme it presents today, mechanical overhaul, and interior re-trim. The Thunderbird now features a 302 'HO', small-block 302 cu in (5.0 L) V8 engine, as well as a having a fully operational electric power hood in Cream, matching the slot mag style wheels. Offered with a large history file, this includes a photo album of restoration images, collection of invoices, a no advisory MOT until May next year, workshop manual, and current V5C document.



## 1983 Aristocrat XK120 Evocation

111

Estimate: £12,000 - £15,000\*

Reg No: A528 GBY

MOT: Exempt

Chassis No: SAJJAALP7CC374017

Designed by Autotune of Rishton, Lancashire, and built with Jaguar's written permission, the Aristocrat paid homage to the XK140. Available in 'turn key' or 'kit form', it was engineered to accept donor components from Jaguar XJ6, XJS, or XJ12 models spanning 1968 to 1996. Featuring a purpose-built steel spaceframe chassis, the Aristocrat's use of unmodified XJ suspension meant the finished car was a more practical five inches wider than an XK120 or XK140, but only an inch broader than an XK150. Blending classic styling with modern mechanicals, the Aristocrat proved a highly capable machine; the original prototype being timed at 0-60 mph in just six seconds, with a top speed exceeding 150 mph. Correctly registered as an Aristocrat, this particular example is presented in Black with Blue interior and matching hood. Benefiting from a four-speed manual gearbox with overdrive, 'A525 GBY' was treated to a top-end engine overhaul in April 2025 at a cost of c. £2,000, with the brakes and steering checked over for good measure. The battery was also replaced, along with chrome overrides in preparation for sale. With 99,000 miles on the odometer, this useable example comes accompanied with a small history file containing a handwritten log of previous works, previous invoices and the current V5C document.



# 1989 Mercedes-Benz 300SL

112

**Estimate: £28,000 - £32,000\***

Reg No: G658 VPV MOT: May 2026

Chassis No: WDB1070412A090120

Coming from a deceased estate, this late model 300 SL was first registered on 4 August 1989 and hails from the final year of production. It has remained in the same long-term family ownership since 1992. In 2002 a recorded keeper change within the family resulted in 3 former keepers appearing on the Swansea V5C. Finished in white with blue interior and blue hood, the car is supplied with a history file which includes numerous invoices and receipts, a Swansea V5C document and current MoT to April 2026. Appearing to be a very well-maintained and much loved example, it has covered c.99,250 miles from new.

The Mercedes-Benz R107 and C107 were produced by Mercedes-Benz from 1971 until 1989, being the second longest single series ever produced by the automaker after the G-Class. They were badged accordingly, indicating the displacement of the engines. The R107/SL was a two-seat convertible with a detachable roof. It replaced the W113 SL-Class in 1971 and was replaced by the R129 SL-Class in 1989.

Launched in 1985, the 300SL was the ultimate incarnation of the updated R107 and was available for only four years, with a mere c.13,443 built globally, making them a rarity in right-hand drive. Powered by a 2,962cc straight-six engine producing 185bhp at 5,700rpm and 188lb/ft of torque at 4,400rpm, it was sufficient output to endow this open-topped Mercedes-Benz with rapid acceleration and a published top speed of 130mph. When fitted, a matching hardtop helped ensure the occupants kept warm and snug on winter days, making the SL a comfortable proposition as an all season daily driver.





## 2014 Bentley Continental GT V8

113

**Estimate: £25,000 - £30,000\***

Reg No: YK14 HSZ MOT: April 2026

Chassis No: SCBFN63W9EC095441

Following the launch of the second-generation 6.0-litre Continental GT at the Paris Motor Show in 2010, a 4.0-litre V8-engined version made its debut in 2012. Although around 100bhp less powerful than the 6.0-litre W12, the V8 engine was both lighter and more fuel efficient, giving the new model an eager, agile and responsive character, further enhanced by a characterful V8 exhaust note. The V8 S version, launched in 2014, accentuated those characteristics, and featured increased power, revised chassis specification and a suite of design upgrades. The first all-new Bentley V8 since the venerable 6.75-litre V8 of the mid-1950s, the new 4.0-litre featured cylinder deactivation technology, 'hot side inside' turbo mounting, power recuperation via the alternator and engine management, with its 32-bit TriCore microprocessor. Together with the new 8-speed automatic transmission, these yielded a 40% improvement in fuel efficiency compared with the 6.0-litre W12, whilst delivering an impressive 500bhp and 660Nm of torque (in the Continental GT V8).

Finished in Thunder Grey Metallic with Portland hide upholstery and Dark stained burr walnut, it also has the 21" 6 spoke diamond turned alloys, which are part of the Mulliner driving specification. When sold new, it would have been in excess of £135,000. This notably early example was first road-registered on 5th March 2014, having been supplied new by JCT 600 Bentley in Leeds and warranted to have covered c.79,985 miles from new. It possesses documented Bentley and independent specialist servicing with 9 Bentley stamps and documents evidencing maintenance work, which includes a recent service at marque specialist Silver Lady Brentwood Ltd at 78,124 miles, benefitting from new spark plugs, an air filter, and consumables at a cost of over £1,254. 'Said to drive as well as it looks', this GT V8 Coupe is offered for sale with a V5C Registration Document, the Bentley book pack, service book and two keys.



# 1956 Rolls-Royce Silver Cloud

114

**Estimate: £18,000 - £22,000\***

Reg No: 936 XUG      MOT: Exempt  
Chassis No: SDC108

Supplied by Castles Motor Co. of Leicester to J.W. Kempton Esq on 5th October 1956, chassis SBC108 was originally finished in Sage over Smoke Green with Beige leather upholstery and specified from new with power steering – a desirable factory option. While much of its early history remains undocumented, the Silver Cloud benefited from significant refurbishment in later years.

In 2010, renowned marque specialist Hillier Hill carried out work totalling over £30,000. This was followed by a further £16,000 of mechanical and cosmetic attention by NRT Motors during 2014–2015, including a full respray. Offered through H&H Classics at the Imperial War Museum Duxford in October 2015, it was later refinished in its current Shell over Tudor Grey livery. The car returned to H&H in May 2021, where it was acquired by the current owner—a Rolls-Royce enthusiast and collector—for £25,875.

Under current ownership, SBC108 has been enjoyed regularly, attending local events and RREC Annual Rallies. Maintenance has been carried out as required, with a notable service in January 2022 by Prestige Services. This included new spark plugs, a complete brake overhaul (replacement master cylinders, rebuilt front brakes, new shoes, reassembled drums, bleeding, new brake pipes, and handbrake cable), plus repairs to reversing lights, a new washer bottle, tyre clearance adjustment, fuel gauge overhaul, and alternator adjustment. The invoice totalled £5,127.49.

Now offered for sale to fund future projects, SBC108 is accompanied by a comprehensive history file. This includes the original handbook and service data booklet, a wealth of past invoices, original boot tools, inspection lamp, and a spare set of keys.

Currently displaying 103,558 miles and once again offered through H&H, this elegant and well-sorted Silver Cloud is ready to be enjoyed by its next custodian.





## 1970 Jaguar E-Type 4.2 2+2

115

Proceeds to benefit the WWF charity

**Estimate: £28,000 - £32,000\***

Reg No: KRC 14

MOT: Exempt

Chassis No: 1R35811

Triumphantly unveiled at the 1961 Geneva Motor Show, the Jaguar E-Type created a furore thanks to its performance, stunning looks and modest price. Early racing success at the hands of Graham Hill and Roy Salvadori helped cement the newcomer's reputation. Built as a monocoque with an engine-cradling front sub-frame, the E-type's combination of all-round independent suspension resulted in excellent road-holding and handling capabilities. Introduced in 1968, the Series Two cars were distinguishable by their revised bumper and light arrangements. Less noticeable was the increased size of the front air intake that in conjunction with dual cooling fans made the Series II better behaved in hot weather and heavy traffic. With its 4235cc engine developing a quoted 265bhp and 283lbft of torque, it was reputedly capable of nearly 150mph and 0-60mph in 7.5 seconds. The range expanded with a 2+2 derivative joining the Coupe and Roadster and evolved through steady stages until the final Series 3 V12s bowed out in 1975.

Offered from a deceased estate and in need of recommissioning following a period of storage, 'KRC 14' has been in the late owner's possession since 1978 with only 2 former keepers prior to his ownership. Frequently during this ownership, the car attended numerous shows and events up until 2018. One of just 1,040 righthand drive home-market examples, it displays matching chassis and engine numbers and registers a credible 80,500 miles on the odometer. Originally supplied by Henlys and first registered on 1 April 1970, information about the car on XKEdata.com records it as previously being restored to concours condition. Finished in Old English White with black interior this manual gearbox example, is offered with a collection of spares including a fuel tank said to be in good order. Offered with JDHT certificate, old MOT certificates and a laminated document with details on the history, a new V5c will need to be applied for by the new owner. Proceeds from the sale of this lot will be gifted for the benefit of the World Wildlife Fund.



# 1989 Ford Sierra Sapphire RS Cosworth

116

Estimate: £18,000 - £22,000\*

Reg No: F209 RCF MOT: November 2025

Chassis No: WF0FXXGBBFJL76334

'F209 RCF' was first registered on the 27th April 1989 and spent the first ten years of its life in the ownership of six keepers. Acquired by the vendor in 1999, the beginning of its known history, it was found to be a remarkably solid example however was in dire need of cosmetic attention. The vendor has been the owner of several Sierra Sapphire Cosworths over the years, and with 'F209 RCF' he decided to create a modified machine that would have looked perfectly at home on the cover of *Max Power* magazine. Being somewhat of a perfectionist, the vendor opted to repaint the car after a full body overhaul to what is described by him as an 'incredibly high standard' in the punchy Mint Green that it still presents in today. The Sierra was also fitted with a set of Revolution wheels that were painted body colour, a strut brace and a louvred bonnet. Mechanically, the car was also given a good going over, mainly remaining standard although it was fitted with a dump valve, aluminium catch tank and induction kit.

Although the work was completed to what is described as 'show car standard', it was almost immediately hidden away in dry storage, only being taken out to be recommissioned after 25 years. Now offered for sale, 'F209 RCF' is a remarkably preserved survivor of a period that many of us are now looking back to nostalgically – when car meets were free from the constant pry of social media and competitions between who had the loudest sound system were just as important as how fast the car could go.





## 1980 Ford Escort RS 2000

117

**Estimate: £44,000 - £48,000\***

Reg No: GPB 263V      MOT: Exempt  
Chassis No: GCATWM023670

The vendor acquired this extraordinary RS2000 (RS2000 as marked on the logbook) from a private collector in 2024. The vendor describes it as “not just a showpiece — it’s a fully sorted, no-expense-spared performance machine that represents the pinnacle of Mk2 Escort builds. The level of engineering and attention to detail throughout is second to none. A proper driver’s car — raw, fast, and built for thrills”. Essentially, it had been built as a lightweight rally car, with full plexi-glass windows, a fibreglass boot lid, bonnet and arches. We understand it to have the GCAT chassis numbers relating to Ford’s Saarlois factory, home of the RS2000. From its Harvey Gibbs 450hp Cosworth YB engine to its meticulously spec’d suspension and lightweight construction, components have been selected and professionally fitted with the aim to deliver serious performance on or off the tarmac.

Having only covered c.568 miles since the build it has an extensive specification, the headline of which is the Harvey Gibbs-built Cosworth YB engine, offering a reported 450hp. The build also includes a T5 H-pattern straight-cut gearbox, a Volvo LSD 6-linked axle, front Capri coil-over converted Bilstein struts with GRP4 tarmac inserts, a GRP4 Fabrications cross-member, Wilwood callipers all-round, a single piece prop, 3” 5-point harnesses, an OMP steering wheel with quick release boss, Easysteer adjustable power steering, alloy GRP4 Fabrications injection tank, Odyssey boot-located race battery, full poly-carb Green tinted windows, a floor-mounted adjustable pedal box, a hydraulic handbrake and a Simpson full 3” stainless steel race exhaust. According to the vendor, ‘to build the car today would be in excess of £80,000’. Only used sparingly due to other automotive projects taking precedence, it was planned to showcase the car at events, however, he has now decided that it needs to be enjoyed by a new custodian.





## 2009 Mitsubishi Lancer Ralliart GSR

Estimate: £9,000 - £11,000\*

118

Reg No: WG09 BZM

MOT: T.B.A

Chassis No: JMALMCX4A9U000291

To the untrained eye, this Lancer Ralliart may appear at first to be an unassuming hatchback, but the gaping vents in the bonnet really give the game away – the GSR is a real Q-car. It has had five owners from new, all of whom appear to have been enthusiasts as they have evidently taken very good care of it. The present registered keeper has enjoyed it for almost four years, from July 2021. The mileage of 82,000 is, of course, nothing at all for a modern engine, especially when they have been looked after like this one has. The vendor reports that it “runs and drives well” and considers it to be ‘excellent’ concerning all aspects of the bodywork, mechanicals and interior. For a 16-year-old car, it comes with an impressive amount of history, in addition to the current V5C. The Ralliart GSR is not a car which screams for attention in traffic or car parks, but enthusiasts for ‘hot hatches’ and Japanese cars will appreciate that it is a rare and rather special machine. We understand that only 120 Ralliart GSRs ever came to Britain, of which just 71 were still known to the DVLA as of 2024.



## 1975 Morgan 4/4

Estimate: £10,000 - £14,000\*

119

Reg No: JUM 571N

MOT: Exempt

Chassis No: B3479

We are pleased to present a well-maintained and useable 4/4 with just five keepers from new. This Morgan was ordered through Yorkshire's Otley Motors ('The Ford People') by a local man, Mr. Gavin Rintoul, who kept it until the mid-1990s. Mr. Rintoul lavished care on it, spending over £6,000 with Colin Musgrove & Associates in 1986 to have it extensively overhauled, which included fitting new wings and valances. In 1993, an entirely new chassis frame was made to the original pattern by Chassis Build Ltd.

It benefitted from further refurbishment between 2016 and 2020. The then-owner replaced various parts including the kingpins, clutch assembly and rear springs. In 2017, L.F. Engine Services overhauled the engine, which included a +0.040in rebore, cylinder head refurbishment, and new pistons, main bearings and big-end bearings. In 2020, the brake discs were refurbished and the radiator was reconditioned, prior to the vendor acquiring the Morgan in 2021.

The extensive history file includes the current V5C, MOTs spanning 1987 to 2020, numerous invoices dating back to the 1970s, photographs of the car in bare metal, an Owners Handbook and, most impressively, correspondence between Otley Motors and Mr. Rintoul pertaining to the ordering of the car. It appears today wearing an attractive older repaint and has at some stage been fitted with a five-speed gearbox.



## 2003 BMW M3 Coupe

Estimate: £16,000 - £20,000\*

120

Reg No: RN52 EZH

MOT: T.B.A

Chassis No: WBSBL92030JR05580

According to the M Registry, 13,052 E46 M3 Coupés and 7,234 E46 M3 Convertibles were built to RHD European specification. This M3, equipped with the SMG-II automatic transmission, stands out as an uncommonly well-preserved, low-mileage example. First registered on 22nd January, 2003, it had covered only 68,000 miles from new when it was purchased by the fifth and present owner in 2016 on account of its excellent condition. For most of the last 10 years, he has enjoyed it as a static display piece, with the last MOT issued in 2017. Presented in a well-chosen colour scheme of Black paintwork with a Grey interior, the BMW also comes equipped with a desirable AC Schnitzer sports exhaust, which certainly does wonders for the soundtrack of the engine. Needless to say, the last nine years have been extremely kind to it, and the vendor rates the bodywork, engine, electrics, paint, transmission and interior as 'excellent'.

Although the car is a relative youngster at 22 years old, it comes with the current V5C and a surprisingly detailed history file, which most pleasingly includes the original bill of sale. Never restored, just carefully preserved, we cannot sum it up better than the vendor when he describes it simply as "a lovely car."



## 1939 Austin Big Seven 'Forlite' Saloon

No Reserve\*

121

Reg No: JM 3869

MOT: Exempt

Chassis No: CRW9210

Unveiled by Lord Austin at Longbridge on July 13th 1937, the Big Seven was intended to bridge the gap between the marque's Seven and Ten models; a niche the Morris Eight was filling all too readily. Based around a ladder frame chassis equipped with all-round leaf-sprung suspension and four-wheel drum brakes, the newcomer was powered by an 885cc four-cylinder sidevalve engine allied to four-speed manual transmission. Available in four-door 'Sixlite' or (from March 1938) two-door 'Forlite' saloon guises, the Big Seven remained in production until March 1939 by which time some 20,171 had been made. As of August 2023, the Big Seven Register knew of just 153 surviving 'Forlites'.

First registered in Westmorland on April 19th 1939 (or so its 'JM 3869' number plate would imply), chassis CRW9210 has been farm stored and off the road since the early 1990s. Last changing registered keepers on July 1st 1988, the Austin appears to be substantially complete. A notably late example of the Big Seven, the four-seater would seem an ideal candidate for an 'oily rag' restoration. The engine turns freely and it is hoped but not promised that 'JM 3869' will be running and driving by the time of the auction. Offered for sale with registration document and HPI report.





## 2003 BMW 325i Estate

**No Reserve\***

122

Reg No: RG53 HFE      MOT: November 2025      Chassis No: WBAEN32010PC02133

This face-lift 325i E46 Touring was imported from Japan in 2018 with some 17,212 km (10,695 miles) showing on its odometer and now registers just c.11,600 warranted miles from new. Featuring five-speed automatic / tiptronic transmission, it is finished in Titanium Silver with grey cloth upholstery and sits on its original 16" seven-spoke alloys. Powered by the 2.5 litre M54B25 six-cylinder petrol engine developing 198Bhp and 237NM of torque, performance is brisk whilst at the same time the model offers all the practicality of a small estate. Other notable features include multi-function steering wheel with cruise control, front fog lights, digital AC climate control and electric seats, windows and mirrors. With the exterior and interior said to be in condition commensurate with its extremely low mileage, it is offered with Swansea V5C, JDM book pack, Japanese service history and UK servicing records. A rare opportunity to acquire one of the lowest mileage examples available anywhere.

## Notes

[illegible]

## Notes

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



REGISTER TO BID

**The Classic Motorcycle & Vintage Scooter Auction**  
NATIONAL MOTORCYCLE MUSEUM, SOLIHULL  
9 July 2025



1945 Indian M741 Scout  
*No Reserve*



# ENTRIES INVITED MOTORCAR AND MOTORCYCLE AUCTION

*Not Just an Auction — A Destination.*

Kelham Hall | Newark, Nottinghamshire  
10 September 2025





# Bidder Registration Form (PLEASE COMPLETE IN BLOCK CAPITALS)

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Auction Date
Paddle No. (official use only)

## Personal Details

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Surname	
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Contact Telephone No.	
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☐ I hereby give consent for H&H Classics to hold my personal data and send me auction updates and preview catalogues. I may withdraw consent at any time by contacting sales@HandH.co.uk

I have read and understood the terms and conditions printed in this catalogue. I agree that they are incorporated into this contract and I agree to be bound by them. I also understand that I must pay H&H Classics Ltd a Buyer's Premium equal to 12.5% of the Hammer Price plus VAT.

Date	Bidders Signature
------	-------------------

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Valid From	Expiry Date
Issue No.	Security Code
Billing Address	
Town / City	
Country	Postcode

Please provide a minimum of two forms of identification:  
Passport, Drivers License or Bank Card (photocopies or scans only)

## Identification

Identification Type 1
Identification Type 2

# Telephone / Commission Bidders Form (PLEASE COMPLETE IN BLOCK CAPITALS)

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Auction Date
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## Personal Details

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Surname	
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Town / City	
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Contact Telephone No.	
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I have read and understood the terms and conditions printed in this catalogue.  
I agree that they are incorporated into this contract and I agree to be bound by them.  
I also understand that I must pay H&H Classics Ltd a Buyer's Premium equal to 12.5%  
of the Hammer Price plus VAT.

Date	Bidders Signature
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## Telephone / Commission Bids

H&H Classics are instructed to accept telephone / commission bids on the following lots. I understand that all the lots on offer are sold as collectors' items and are not sold as operational means of transport. Please indicate if your bid is a telephone bid (Tel.) or commission bid (Com.) by ticking the relevant box on the table provided below.

Tel.	Com.	Lot No.	Description	£ (Com. bids only)

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Valid From	Expiry Date
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## Identification

Please provide a minimum of two forms of identification:  
Passport, Drivers License or Bank Card (photocopies or scans only)

Identification Type 1
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☐ I hereby give consent for H&H Classics to hold my personal data and send me auction updates and preview catalogues. I may withdraw consent at any time by contacting sales@HandH.co.uk



# Terms and Conditions

These conditions apply to all sales held by H&H Classics Limited in England and Wales to the exclusion of all other Terms and Conditions and no alteration or modification to these Conditions will be binding on H&H Classics Limited unless accepted in writing by them.

Your attention is specifically drawn to the "Notes for Intending Purchasers" published in the front of the catalogue.

## DEFINITIONS

In these Terms and Conditions the following words and expressions shall unless the context otherwise requires have the following meanings:

**Auctioneer** means H&H Classics Limited whose Registered Office is at 8 Eastway, Sale, Cheshire UK M33 4DX; company number 02852199 and Auctioneer means its representative who actually conducts the sale.

**Bidders Registration Form** means the form to be completed by each bidder pursuant to Condition 12.5.

**The Buyer** is the only person whose bid is accepted by the Auctioneer to conclude the contract for the purchase of a Lot.

**Buyer's Commission** shall have the meaning given in Condition 14.

**Catalogue** includes any advertisement, brochure, estimate, price list and other publication generated or published by or on behalf of the Auctioneer in relation to a sale.

**Contract** means the contract formed pursuant to these Conditions between any of the Seller, the Buyer and the Auctioneer.

**Entry Form** means the form to be completed by the Seller as to each separate Lot pursuant to Condition 1.1.

**Estimated Value** means the value given by the Seller in the Entry Form as the Estimated Value of the vehicle and if more than one value is given, the higher of those values.

**Expenses** in relation to a Lot means the Auctioneer's charges and expenses for illustrations, special advertising, packing, freight, transport, storage and any other charges and expenses of that Lot (other than the commission) plus VAT on any of them.

The charges for uplifting an item, either sold or unsold, into storage, with charges, are as follows:

### Motor Cars

Uplift - From £175

Storage - £10 per day for the first fourteen days or part thereof and £30 per week or part thereof thereafter (subject to change without notice).

### Motorcycles

Uplift - From £100

Storage - £5 per day for the first fourteen days or part thereof and £12 per week or part thereof thereafter (subject to change without notice).

### Bicycles

Uplift - £20

Storage - £3 per day for the first fourteen days or part thereof and £8 per week or part thereof thereafter (subject to change without notice).

### Automobilia/Motobilia

Charges for these items are determined by size and weight:

**'A'** - the standard charge and will not be marked in the sales catalogue - £8 uplift and £1 per day storage (subject to change without notice).

**'B'** - larger items and marked \* in the sales catalogue - £20 uplift, £2 per day storage (subject to change without notice).

**'C'** - the largest items marked \*\* in the sales catalogue - £50 uplift, £5 per day storage (subject to change without notice).

**'R'** - items needing to be 'Referred' for individual quotations marked 'R' in the sales catalogue (subject to change without notice).

**Hammer Price** means the price in £ sterling at which a Lot is knocked down by the Auctioneer to the Buyer at the fall of the hammer.

**Lot** means any item or items consigned with a view to its or their sale at auction.

**Premises** means the place at which the Auctioneer are conducting that particular sale.

**Reserve** means the minimum Hammer Price (if any) agreed between the Auctioneer and the Seller at which the Lot may be sold.

**The Sale** means the auction sale in respect of which the Lot is consigned for sale.

**Sale Proceeds** means the net amount payable by the Auctioneer to the Seller being the Hammer Price less the sum of the commission, the expenses, the entry fee (if not already paid) and the VAT chargeable on any of them.

**Seller** means the person who offers the Lot for sale whether or not he is the true owner.

**Seller's Commission** means commission payable by the Seller pursuant to Condition 6.

**Stated rates** means the usual rates of Commission, Entry Fees and any other charges for the time being plus the VAT chargeable on any of them. The current rates are as from:

### Motor Cars

12.5% to the Buyer, 5% to the Seller  
(minimum £250 to both parties)

Entry Fee - £100 for a Standard Catalogue entry  
£200 for a Premium Catalogue entry  
£400 for a Deluxe Catalogue entry

### Motorcycles & Scooters

15% to the Buyer, 10% to the Seller  
(minimum £50 to both parties)

Entry Fee - £50 for a Standard Catalogue entry  
£100 for a Premium Catalogue entry  
£150 for a Deluxe Catalogue entry

Registration Numbers

20% to the Buyer, 20% to the Seller

(minimum £50 to both parties)

Entry fee - £50

Online Live Bidding attracts an additional 1% + VAT Surcharge

**Total Amount Due** means the Hammer Price in respect of the Lot sold plus the Buyer's commission and additional charges and expenses due from a defaulting Buyer under these Conditions plus VAT chargeable on any of them expressed in £ sterling.

Payment can be made by bank transfer using our bank account details as follows:

**Nat West, 23 Sankey Street, Warrington, Cheshire WA1 1XH**

**Account Name: H&H Classics Client Account**

**Account No: 58868984**

**Sort Code: 01-09-17**

**BIC: NWBKGB2L**

**IBAN: GB20NWBK01091758868984**

**Usual Charges** means the total of the Commissions, Entry Fees and any other reasonable costs and expenses plus VAT payable thereon.

**VAT** means UK Value Added Tax at the prevailing rate from time to time.

**Vehicles includes, where appropriate, incomplete vehicles.**

## **CONDITIONS MAINLY CONCERNING SELLERS AND CONSIGNORS**

1.1 An Entry Form in respect of each Lot must be completed fully and accurately, with an honest description of the Lot, signed and dated by the Seller and accompanied by the Entry Fee, when the Lot is entered. The Auctioneer may at any time ratify an incomplete form.

1.2 Any documentation pertaining to the Lot must be sent with the Entry Form to the Auctioneer's office, or in any event delivered with the Lot to the Premises. The Contract between the Seller and the Auctioneer will be formed when the Auctioneer receives a signed Entry Form for the Lot, whether by hand, post, fax, email or by any other means, and whether or not the Entry

Fee for that Lot has been paid, and whether or not the Form has been signed by the Auctioneer.

1.3 All relevant matters pertaining to the Lot such as a financial encumbrance, serious accident damage or other factors affecting value which are known to the Seller must be stated on the Entry Form. If a sale is lost because of the failure of the Seller to disclose to the Auctioneer all information which may reasonably be expected to affect the provenance, title, value or any other aspect of the Lot, the Auctioneer will charge and the Seller must pay the stated rates (both to Seller and Buyer) plus VAT.

1.4 If the Seller wishes to retain the registration number of a Lot, it is the Seller's responsibility to notify the Auctioneer in writing on the Entry Form. It is the Seller's responsibility to take all necessary steps to ensure that the current registration number is retained and a new number allocated prior to the Lot being sold. If the Seller does not do so, the Auctioneer shall not be responsible for any loss or damage whatsoever and howsoever arising out of the Seller's loss of the right to the registration number following the sale of the Lot.

2.1 The Auctioneer shall have absolute discretion whether or not to accept any Lot for sale and shall be entitled to select the auction place, date, catalogue placement and photographs for the Lot.

2.2 The Seller gives the Auctioneer full and absolute right to photograph and illustrate any Lot placed in its hands for sale, and to use such photographs and illustrations as are provided by the Seller at any time at its absolute discretion (whether or not in connection with the Sale), with indemnity against copyright infringement.

2.3 The Seller is wholly responsible for the factual accuracy of, and for any judgments or opinions expressed in, the catalogue description of each Lot entered by him, and for any error, misstatement or omission of information in that description. Whether the description has been prepared by the Auctioneer or the Seller, a copy of the typed text will be provided to the Seller within a reasonable time prior to the Auction, and unless the Seller reacts with comments or changes prior to the Auction, the Auctioneer may treat that description as accepted by the Seller.

3.1 The Seller warrants to the Auctioneer and to the Buyer either that he is the true owner of the Lot or that he is duly authorised to sell the Lot by the true owner, and is able to transfer or procure transfer of good and marketable title to the Lot free from a third party claims or encumbrances.

3.2 In the event of an unsettled hire purchase, finance agreement or any other charge or lien affecting the Lot, the Auctioneer reserves the right to settle the amount due of such charges not exceeding the Sale Proceeds and if the Sale Proceeds are less than the charges outstanding the Seller will be responsible for the settlement of the balance forthwith. There will be a charge of £75 plus VAT for this service.

3.3 Each Lot, in the condition as described on the Entry Form, and with all keys, spare or extra items and documents shall be delivered to the Premises at the expense of the Seller. The Seller of a Lot not held by the Auctioneer at the Premises or under its control warrants and undertakes to the Auctioneer that the Lot will be made available and in a deliverable state at the time stated by the Auctioneer.

3.4 The Seller shall indemnify both the Auctioneer, its Employees and Agents, and the Buyer separately, against all payments, costs, expenses, demands, or any loss or damage whatsoever and wheresoever incurred or suffered by any of them in respect of any breach of these Conditions on the part of the Seller.

4.1 The Seller shall be entitled, prior to the sale to place a Reserve on any Lot, this being the minimum Hammer Price at which the Auctioneer is authorised to sell that Lot and to make its usual charges. A Reserve once placed by the Seller shall not be changed without the consent of the Auctioneer.

4.2 The Auctioneer may, at its option, sell the Lot at a Hammer Price below the Reserve but in any such case the Sale Proceeds to which the Seller is entitled shall be the same as if the sale had been at Reserve.

4.3 Where no Reserve has been placed on the Lot the Auctioneer shall in no way be liable should the Lot be purchased for a price below the lowest estimated selling price. In any event, any written or oral estimate of likely selling price given by the Auctioneer is an expression of opinion only and may not be relied upon by the Seller nor give rise to any claim.



4.4 If a Reserve is placed by the Seller in a currency other than Pounds Sterling, such a Reserve shall be calculated and converted into Sterling at the spot rate of exchange quoted to the Auctioneer by the National Westminster Bank Plc at close of business on the last banking day prior to the date of the Sale. The certificate in writing of the Auctioneer as to such rate shall be conclusive.

4.5 Where a Reserve has been placed, only the Auctioneer may bid on that Lot on behalf of the Seller. Should the Seller buy in his own Lot, the Seller must pay to the Auctioneer its stated rates (both Seller and Buyer) before the Lot is removed.

5.1 The Seller may by notice to the Auctioneer withdraw the Lot from the Auction. If the Seller does so he shall be liable to pay the Auctioneer the stated rate of the Seller's and Buyer's commission calculated on the estimated value of the Lot that the Auctioneer would have received had the Lot been sold for the estimated value. For the purposes of this clause the estimated value shall be the higher of:-

- (a) the Seller's estimate of value as previously notified to the Auctioneer or if more than one figure the highest figure or if none;
- (b) the value estimated in the catalogue or if more than one figure is given the highest figure, or if none,
- (c) the Auctioneer's reasonable estimate of its value;
- (d) plus VAT on such fee in either case and expenses;

5.2 In the event that the Seller withdraws the Lot from the Auction the Seller shall arrange for the collection/removal of the Lot at his own expense within 2 working days after the date of withdrawal provided that the Seller may not collect the Lot unless or until any withdrawal fee payable under Conditions 5.1 shall have been paid in full and any storage charges have been met by the Seller.

6. The Seller authorises the Auctioneer to deduct from the Hammer Price commission at the Stated Rate subject to the relevant minimum commission for each Lot, plus Expenses and VAT on both. The Seller acknowledges the Auctioneer's right to charge and retain the Buyer's Premium also in accordance with Condition 14.

7. The Seller of a Lot which is a road going means of transport warrants and undertakes to the Auctioneer that, as at the date of the Sale, either:

(a) the Lot will be VAT paid in the EU and registered in the UK, will be lawfully usable on the public road, complying with the provisions of current Road Traffic Legislation and all relevant regulations made thereunder and any statutory modifications thereof, and there is or will be in force an MOT Certificate required in relation to such use; or (alternatively)

(b) the Seller has notified the Auctioneer that the Lot does not or will not meet these requirements, and cannot legally be used on the road.

8. The Seller hereby agrees to indemnify the Auctioneer, its Agents and Employees against any and all claims, liability or damage and all related costs and expenses arising out of the proper execution by the Auctioneer of their obligations to the Seller under these Conditions, and in particular against any liability or claim which may be incurred by the Auctioneer as a result of any defect in the Lot, whether proving dangerous to human life or health or otherwise giving rise to a claim against the Auctioneer, or as a result of any default by the Seller or any breach of any of the warranties or undertakings herein by the Seller.

9.1 Where any Lot fails to sell, the Auctioneer shall notify the Seller accordingly. The Seller shall make arrangements either for the Auctioneer to re-offer that Lot for sale, or forthwith to collect the Lot and to pay the Expenses. If such arrangements are not made:

(a) by 1pm on the day following the date of the Sale, the Seller shall be responsible for the costs of any removal, storage and other expenses related to that Lot;

(b) within 3 months after formal notification by the Auctioneer to the Seller, the Auctioneer shall have the right (pursuant to the Torts (Interference with Goods) Act 1977 or any legislation that re-enacts or replaces it) to sell the Lot by private treaty or at public auction without reserve and to deduct from the Hammer Price or price received any sum owing to the Auctioneer including (without limitation) removal, storage and insurance expenses, the Expenses of both auctions, Commission at the Stated Rate on the sale and all other reasonable expenses, before remitting

the balance to the Seller; or if he cannot be traced, placing it in a bank account in the name of the Auctioneer on behalf of the Seller.

9.2 If the Seller later sells the Lot as a result of its exposure at the auction the Auctioneer will be entitled to their normal commission. In any event the Auctioneer will be entitled to try and effect a sale as the Seller's agent within 14 days after the date of the auction (that time limit does not apply to a sale by the Seller). If the Auctioneer does so sell the Lot, they will also be entitled to their normal commission.

10.1 Where a Lot is sold, the Auctioneer shall initiate payment, by bank transfer, of the Sale Proceeds to the Seller 14 days after the Auctioneers have received in cleared funds the Total Amount Due from the Buyer. Should no bank details be provided by the seller, the Auctioneer will effect payment by sending its cheque, drawn in favour of the Seller, 14 days after receipt of cleared funds, by first class mail at the Seller's risk.

10.2 If before the Total Amount Due is paid by the Buyer (whether or not because the Auctioneer has given credit terms to the Buyer) the Auctioneer pays to the Seller an amount equal to the net Sale Proceeds, title in the Lot shall pass from the Seller to the Auctioneer.

10.3 In the case of overseas Sellers, the Sale Proceeds will be paid to the Seller either in Sterling or in such other currency available to the Auctioneer as may have been agreed in writing between the Seller and the Auctioneer before the date of the Sale. The Auctioneer shall calculate the rate of exchange for the Sale Proceeds by reference to the spot rate of exchange quoted by the National Westminster Bank Plc at close of business on the date of the Sale, whichever is more favourable to the auctioneer.

10.4 If the Auctioneer receives notice of any dispute related to a sold Lot before the Sale Proceeds have been remitted to the Seller, the Auctioneer may withhold payment from the Seller until it thinks fit or until the Dispute is resolved, whichever is earlier.

10.5 The Auctioneer retains the right to withhold partial or total payment for any Lot if items committed to the Sale by the Seller and sold as part of the Lot, including any relevant documents, have not been delivered by the Seller.

10.6 The Seller shall maintain their insurance of the Lot until they are in receipt of the Sale Proceeds

11.1 If the Buyer fails to pay the Auctioneer the total Amount due within 21 days after the Sale, the Auctioneer will notify the Seller and take the Seller's instructions as to the appropriate course of action. So far as in the Auctioneer's opinion it is practicable, the Auctioneer will at the Seller's expense assist the Seller to recover the Total Amount Due from the Buyer, but the Auctioneer shall be under no obligation to institute proceedings in its own name.

11.2 If circumstances outside the Auctioneer's control do not permit the Auctioneer to take instructions from the Seller, the Seller hereby authorises the Auctioneer, at the Seller's expense, to agree special terms for payment of the total Amount Due; to remove, store and insure the Lot sold; to settle claims made against the Buyer or the Seller on such terms as the Auctioneer shall in its absolute discretion think fit; to take such steps as are necessary to collect the monies due by the Buyer to the Seller; and if necessary to rescind the sale and refund money to the Buyer.

#### **CONDITIONS MAINLY CONCERNING THE BUYER**

12.1 Any motor vehicle is sold as a collector's item and not as a means of transport. Buyers are specifically warned that any vehicle sold as such may well have had parts replaced and paint renewed or be made up of parts from other vehicles the condition of which may be difficult to establish. The Auctioneer has to rely on information as to the date, condition and authenticity provided by the Seller and does not provide its own description, and does not and cannot undertake its own inspection of vehicles or other Lot and it is the responsibility of the Buyer to ensure that the Lot conforms to the description in the catalogue. The Auctioneer cannot check or verify the authenticity of the chassis or VIN number under which a vehicle is offered, but relies on the Seller's description. Buyers should take particular care to verify in advance the authenticity of a vehicle that is claimed to have important racing, rallying or 'ex-works' history as it was common in period for a competition vehicle of a single identity to have more than one chassis, body or other mechanical components. This may have happened several times, both in a vehicle's 'works' career and thereafter in private owner hands. Sometimes 'works' vehicles were fitted with different registration plates, so that a vehicle could meet

a particular event's start date deadline. These historical factors may lead to there being in existence multiple and competing claimants to the same vehicle identity.

12.2 The Buyer shall be the person making the highest bid at or over Reserve (if any) that is accepted by the Auctioneer, and the Contract shall be concluded at the fall of the hammer. The Auctioneer shall have the absolute discretion to settle any dispute related to bidding at the Sale. All sales are deemed not to be sales in the course of a business, unless notified to the contrary.

12.3 Every bidder shall be deemed to act as a principal unless the Auctioneer has, prior to the auction date, acknowledged (either by acceptance of the Bidder's Registration Form which discloses the true principal, or otherwise in writing) that the bidder is acting as agent on behalf of a disclosed principal.

12.4 The Auctioneer may in its absolute discretion refuse to accept any bid, advance the bidding as it may decide, withdraw or divide any Lot, combine any two or more Lots, and in the case of dispute may put up any Lot for auction again.

12.5 A prospective bidder should register his intention to bid for a Lot by completing fully and signing a Bidder's Registration Form prior to executing his bid. If this has not been completed before the fall of the hammer, the Buyer shall forthwith complete the Bidder's Registration Form. The Bidder shall also provide photographic identification. Failure to do so shall not invalidate the sale, unless the Auctioneer, in its absolute discretion, so decides.

12.6 Any bid which fails to reach the Reserve may be submitted by the Auctioneer to the Seller and if the Seller accepts that bid, the Lot will be deemed to have been sold to the Buyer at the sum bid at the fall of the hammer and the normal Terms and Conditions will apply to that sale.

13.1 Where a Lot is illustrated by a photograph, in the case of a vehicle with a registration number visible, that number will not be transferred with the vehicle to the Buyer unless the registration particulars appear in the written part of the description and the transfer has been authorised by the Seller. If the vehicle is sold to the Buyer before the formalities of the allocation of a different registration number to that vehicle are completed with

the DVLA, the Buyer accepts that he will take all steps necessary to co-operate with either the Seller or the Auctioneer to have the number re-transferred to the Seller or as may be, and will take no steps to register the vehicle with the number in his name.

13.2 Whilst the interests of prospective Buyers are best served by personal attendance at the Sale, the Auctioneers will if so instructed execute bids on their behalf. Neither the Auctioneer nor its Employees or Agents will be responsible for any error or default in doing so or in failing altogether to do so. Where the Auctioneer executes bids on behalf of an absent bidder, each Lot will be bought as cheaply as is allowed by other bids and any relevant Reserve.

14. The Buyer shall pay to the Auctioneer in respect of each Lot the Buyer's Commission calculated on the Hammer Price at the stated rates as set out above.

15. Where a Lot is described in the Catalogue or announced at the time of Sale as being subject to VAT on import, VAT will be payable in addition to the Hammer Price (which VAT may or may not be refundable by HM Customs & Excise on proof of export).

16.1 Upon the sale of a Lot, the Buyer shall:

16.2 Unless he has already done so, complete a Bidder's Registration Form as in Condition 12.5 above;

16.3 Pay to the Auctioneer the total amount due, at latest by midday on the day after the Sale, notwithstanding that where the Buyer wishes to export the Lot, an export licence may be required which must be obtained by the Buyer at his own cost;

16.4 Accept that any payments received by the Auctioneer from a Buyer may be applied by the Auctioneer towards any sums owing from that Buyer to the Auctioneer on any account whatsoever, without regard to any directions of the Buyer or his agent, whether express or implied.

17.1 Until the total amount due has been received by the Auctioneer:

- (a) title in a Lot shall not pass to the Buyer but the risk shall;
- (b) no Lot may be taken away by or on behalf of the Buyer.



17.2 The Buyer shall be responsible for any removal, storage and insurance charges and any other Expenses on any Lot not paid for and taken away from the by 1pm on the day following the day of the sale.

17.3 If the Lot remains under the vendor's control for any reason, either at their property or a third-party one, then the Buyer must remove it within ten days of the sale. Failure to do so will result in the Lot being uplifted to secure storage at the Buyer's expense.

18.1 If a Buyer fails either to pay for or to take away any Lot, the Auctioneer may without further notice to the Buyer, at its discretion and without prejudice to any other rights or remedies it may have, exercise one or more of the following rights or remedies, as may be relevant, in relation to any and all remedies for non-payment that the Auctioneer may choose to exercise. The Buyer will pay to the Auctioneer all legal and other costs borne by it on a full indemnity basis.

18.2 To charge interest at a rate not exceeding 3% per month over Natwest Bank's base rate on so much of the total amount due as remains unpaid after the date and time referred to in condition 16.3 for the first two months. After that period of time to charge interest at a rate not exceeding 1.75% per month over Natwest Bank's base rate on so much of the total amount due as remains unpaid after the date and time referred to in condition 16.3.

18.3 To issue proceedings against the Buyer for payment of the total amount due and/or for damages for breach of contract. If the Seller decides to sell the Lot elsewhere, the Auctioneer may proceed against the Buyer for the Commission which it would have earned both from the Seller and the Buyer together with VAT on both had the Buyer paid for the Lot in accordance with these Conditions.

18.4 To rescind the sale of that or any other Lots sold to the same Buyer at this or any other Sale, in respect of which title has not passed.

18.5 To resell the Lot or cause it to be resold by public or private sale, such that any deficiency in the total amount due resulting from such resale (after giving credit for any payment) together with the full costs incurred in connection with the Lots shall be

paid to the Auctioneer by the Buyer; any surplus in excess of the Sale Proceeds of that resale shall belong to the Seller.

18.6 To store the Lot at the sole expense of the Buyer and to release the Lot only after payment in full of the total amount due, together with the accrued cost of the removal, storage and insurance and all other expenses incurred in connection with the Lot.

18.7 To retain that or any other Lot sold to the Buyer at the same or any other auction and to release the same only after payment of the total amount due.

18.8 To apply by way of set-off any Sale Proceeds of any Lot then due or at any time thereafter becoming due to the Buyer towards settlement of the total amount due and expenses and the Auctioneer shall be entitled to a lien on any property of the Buyer which is in the Auctioneer's possession for any purpose.

18.9 To reject or ignore any bids made by or on behalf of the defaulting Buyer at any future sales or insist upon a cash deposit before accepting any bids in future.

19.1 All Lots are offered as seen with all faults and defects without any guarantee or warranty attaching thereto as to condition, roadworthiness or otherwise and with all faults and defects whether apparent upon examination or not.

19.2 In any event, neither the Seller nor the Auctioneer shall be liable for any indirect or consequential loss whatsoever, and the maximum liability of the Auctioneer together with its Employees and Agents, in the event of any claim against them arising from the sale of any Lot shall be limited to the Hammer Price plus Buyer's Premium in respect of that Lot.

## GENERAL CONDITIONS

20. The Auctioneer in all respects acts and will be treated as agent for the Seller (except where the Auctioneer is expressly stated to be selling as principal), and is not responsible for any default by the Seller or the Buyer to the other party.

21. The Auctioneer will not accept any liability for damage sustained to a Lot that is attributable to members of the public or non-Auctioneer operatives during the Sale or any removable items left within lots during the same period. Any claims for

damage and / or lost items must be submitted to the Auctioneer in writing no later than 3 working days after the date of the Sale and include a valid quote for repair or replacement and digital photographs where applicable.

22. The Auctioneer shall be under no liability for any injury, damage or loss sustained by any person while on the Auctioneers premises (including any premises where a sale may be conducted or where a Lot, or a part of a Lot, may be on view from time to time) except for death or personal injury caused by the negligence of the Auctioneers or its employees and agents in the course of their duties to the Auctioneers.

23. The Auctioneer shall have the right, at its sole discretion, without assigning any reason, to refuse any person admission to its Premises or attendance at any of its Sales, or to view any Lot.

24. The Auctioneer shall keep and use any data relating to the Buyer and the Seller in accordance with the provisions of all relevant data protection legislation. The Buyer and the Seller consent to such data being kept and used for appropriate purposes, including informing the Buyer and the Seller of any offers or other matters of interest from time to time.

25. The copyright in all written matter and illustrations relating to Lots shall remain at all times the absolute property of the Auctioneer, and any person wishing to use such materials, or any part of them, shall require the prior written consent of the Auctioneer.

26. If any Condition or part of a condition in these Terms shall be held to be invalid or unenforceable, the validity or enforceability of the remaining Conditions will not thereby be affected.

27. These Conditions shall be governed by and construed in accordance with English Law. All transactions to which these Conditions apply and all matters connected therewith shall also be governed by English Law. Each of the Auctioneer, the Seller, the Buyer and any bidder hereby submits to non-exclusive jurisdiction of the courts of England and Wales.

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# Motor cars in today's sale

Lot No		Lot No		Lot No	
111	1983 Aristocat XK120 Evocation	51	1996 BMW M3 Evolution Convertible	75	1974 Jaguar E-Type V12 Roadster
96	1967 Aston Martin DB6	56	1988 BMW M635 CSI	15	1981 Jaguar XJ12 HE
79	1966 Aston Martin DB6 Sports Saloon	37	1957 Bristol 405	18	1995 Jaguar XJ6 Sovereign
91	1998 Aston Martin DB7 Volante	53	1919 Cadillac Type 57 Sedan	59	1996 Jaguar XJ-S 4.0 Celebration
48	2004 Aston Martin DB9	36	1996 Caterham Seven Super Sprint 1700	98	1953 Jaguar XK120 SE Fixed Head Coupe
100	1963 Aston Martin Lagonda Rapide	76	1978 Caterham Super Seven Twin-Cam Racer	32	1955 Jaguar XK140 Fixed Head Coupe
57	1997 Aston Martin Vantage V550	16	1967 Chevrolet Corvette Sting Ray	109	2001 Jeep Cherokee 4.0 Litre Orvis Limited Edition
85	1997 Aston Martin Virage Volante 'Wide-Body'	2	1964 Citroën 2CV	35	2014 Kawasaki MULE 610
121	1939 Austin Big Seven 'Forlite' Saloon	103	1985 Citroën Acadiane	88	1930 Lagonda 3-Litre Tourer
3	1931 Austin Seven RM De Luxe Saloon	12	1970 Citroën D Spécial	54	2013 Lamborghini Gallardo LP560-4
63	1963 Austin-Healey 3000 MkII	90	1954 Citroën Traction Avant 15 'Big Six'	29	1963 Lancia Flaminia GT 2.5 3C
71	1936 Bedford ASYC 8cwt Van	65	1986 Daimler Double Six	74	1981 Lancia Gamma Coupé
70	1937 Bentley 3½ Litre Vanden Plas Drophead Coupé	68	1960 Daimler SP250 'Dart'	10	1969 Lotus Elan S4 Fixed Head Coupé
7	2002 Bentley Arnage R	19	1971 Datsun 240Z	40	1972 Lotus Elan Sprint
42	2009 Bentley Arnage R	31	1905 Delaunay et Clayette 20HP Landaulet	101	1978 Lotus Esprit S2
28	2000 Bentley Arnage Red Label	11	1995 Dodge Viper RT/10 Roadster	47	1980 Mercedes Benz 450 SLC
113	2014 Bentley Continental GT V8	80	1988 Ferrari 328 GTS	45	1965 Mercedes-Benz 190 C
9	2009 Bentley Continental GTC Mulliner	21	1976 Ferrari Dino 308 GT4	23	1962 Mercedes-Benz 190 SL
87	2016 Bentley Continental GTC Speed	77	1971 Fiat Dino 2.4	33	1988 Mercedes-Benz 300 SL
82	1950 Bentley MkVI Saloon	58	1988 Fiat X1/9 1500	104	1979 Mercedes-Benz 350 SL
105	1957 Bentley S1 Continental HJ Mulliner Fastback	117	1980 Ford Escort RS 2000	92	1988 Mercedes-Benz 500 SE
93	1960 Bentley S2 Continental H.J. Mulliner Coupe	27	1982 Ford Escort XR3	102	1991 Mercedes-Benz 500 SL
30	1964 Bentley S3 Continental Fixed Head Coupe	116	1989 Ford Sierra Sapphire RS Cosworth	39	1960 Mercedes-Benz 190SL
62	1992 Bentley Turbo R Saloon	108	1990 Ford Sierra XR4i	112	1989 Mercedes-Benz 300SL
106	2009 BMW 1M 4.0 V8 Evocation	110	1965 Ford Thunderbird Convertible	78	1998 Mercedes-Benz SL 500 '40th Anniversary' Limited Edition
122	2003 BMW 325i Estate	49	1961 Jaguar E-Type 3.8 Coupe	95	1997 MG RV8
94	2000 BMW Alpina B10 V8	67	1962 Jaguar E-Type 3.8 Litre Convertible	1	1952 MG TD
120	2003 BMW M3 Coupé	115	1970 Jaguar E-Type 4.2 2+2		



# Motor cars in today's sale

## Lot No

- 118 2009 Mitsubishi Lancer Ralliart GSR
- 83 1978 Morgan 4/4
- 119 1975 Morgan 4/4
- 61 1952 Morgan Plus 4 Drophead Coupé
- 5 1923 Morris Cowley 'Bullnose' 2-Seat Tourer with Dickey
- 6 1994 Nissan 300 ZX Twin-Turbo
- 84 1971 NSU 1000 C
- 24 1935 Packard Eight Club Sedan
- 73 1998 Peugeot 106 XR Quicksilver
- 107 1989 Porsche 911 3.2 Targa Sport
- 26 1997 Porsche 911 Carrera
- 69 2007 Porsche 911 Carrera 2S
- 99 1999 Porsche 911 Carrera 4 Cabriolet
- 97 1966 Porsche 912
- 60 1985 Porsche 928 S2
- 43 1988 Porsche 928 S4
- 22 1992 Porsche 944 S2 SE
- 38 1994 Porsche 968 Sport
- 50 1937 Railton Straight Eight Cobham Sports Saloon

## Lot No

- 72 1935 Railton Straight Eight Special
- 20 1991 Range Rover Vogue EFI
- 25 1964 Renault Dauphine
- 81 1935 Riley 12/4 Kestrel
- 46 1933 Rolls-Royce 20/25 Limousine by Hooper
- 34 2000 Rolls-Royce Corniche V Convertible
- 114 1956 Rolls-Royce Silver Cloud
- 64 1964 Rolls-Royce Silver Cloud III Drophead Coupé
- 55 2000 Rolls-Royce Silver Seraph
- 14 1977 Rolls-Royce Silver Shadow II
- 66 1990 Rolls-Royce Silver Spirit II
- 41 1950 Rolls-Royce Silver Wraith Fixed Head Coupé
- 52 1992 Rover Mini Custom
- 86 1936 SS Jaguar 1.5 Litre Saloon
- 13 1924 Standard Warwick SL04
- 4 1955 Triumph TR2
- 44 1965 Triumph TR4
- 17 1975 Volkswagen Beetle 1303S Karmann Cabriolet
- 89 1932 Wolseley Hornet 12/6 Saloon
- 8 1932 Wolseley Hornet Eustace Watkins Coupé

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## 1995 Dodge Viper RT/10 Roadster

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MOT: None

Chassis No: 1C3CRC5E3RV101059

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11







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