



**Sale 233**

**An Auction of Classic & Performance Motorcars**

**21st May 2025, Pavilion Gardens, Buxton**







#### ON THE COVER

## 1961 Chevrolet Corvette

Exceptional example having benefited from a comprehensive restoration

**Estimate: £55,000 - £65,000\***

Reg No: DXI 491

MOT: Exempt

Chassis No: 10867S100908

[Find out more on page 16](#)

# Welcome to the auction

Welcome to our Peaks Sale here at the delightful Pavilion Gardens, Buxton, Derbyshire.

Our Sales Manager, James McWilliam, and his team have assembled over 130 cars spanning more than ninety years of motoring from a 1923 Wolseley 10 E3 Four-Seat Tourer (one of four known survivors) through to a 2015 Land Rover Defender 110 that has covered just 26,000 miles from new.

We are privileged to be offering the ten-strong Loch Lomond Collection (many of which have had six figures spent on them) which includes everything from a potentially Mille Miglia Storica eligible 1950 Healey Silverstone D-Type through to a 'cute-as-a-button' 1954 Fiat 500 C Topolino Belvedere via a former concours winning 1973 Jaguar E-Type V12 Roadster.

From different sources but similarly smart, the 1961 Chevrolet Corvette and 1960 Maserati 3500 GT that grace the front and back covers respectively are worthy of close inspection. As ever, we have more than a few rarities going under the hammer including a 1967 Jaguar MKII 2.4 that was restored by a senior Triplex employee and fitted with 'heated element' side windows, the fourth of just forty 1989 Lotus Esprit Turbo '40th Anniversary' models and a 2004 BMW Alpina Roadster S (1 of just 167 RHD examples).

The nineteen 'No Reserve' lots on offer encompass everything from a former Le Jog winning 1967 Alfa Romeo Giulia Sprint Veloce Rally Car through to a 1990 Rolls-Royce Silver Spirit II via a 1978 Volvo 244 DL and a 1993 Range Rover LSE Vogue 4.2.

There are also four cherished number plates in the sale: 'HWC 245', 'DYH 410', 'RSR 88' and 'HCT 705'. The collector car market is underpinned by enthusiasts and while prices may rise and fall, the associated passion remains undiminished.

As ever if you have any questions about the cars please do not hesitate to ask. We hope you can join us at the Pavilion Gardens on May 21st but if not we look forward to welcoming you at one of our other venues.

Kind regards,

Colette McKay



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

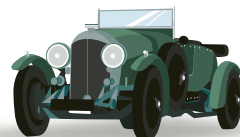


First Auction at  
Pavilion Gardens, Buxton  
H&H is established  
by Simon Hope

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

World  
Record

2015

1999

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

World  
Record



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

World  
Record







1969 Honda Z50A  
John Lennon's monkey bike

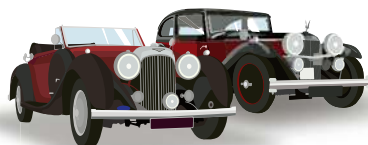
Sold : £56,250

1969 Honda CB750 Prototype

Sold : £157,500

First fully digital  
catalogue launch

**2018**



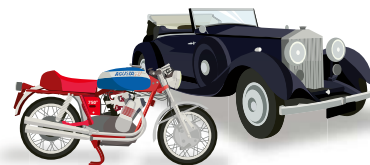
1934 Alvis Speed 20SB  
Vanden Plas 'Flatback' Saloon

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**

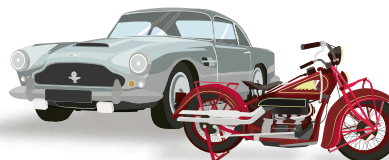
H&H became an  
Employee Ownership Trust

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





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# Auction Information

Auction Venue	Pavilion Gardens, St John's Rd Buxton SK17 6BE
Viewing times	Tuesday 20th May 2025 from 12pm Wednesday 21st May 2025 from 9am
Sale times	Wednesday 21st May 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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[www.HandH.co.uk](http://www.HandH.co.uk)





## 1968 Morris Minor 1000 Traveller

1

**No Reserve\***

Reg No: TFD 534G

MOT: Exempt

Chassis No: MAWS.1229646M

Debuting alongside Jaguar's superbly glamorous XK120 at the 1948 London Motor Show, the Morris Minor was somewhat overshadowed. An exceptionally advanced design, the Minor was the brainchild of Sir Alec Issigonis. With a monocoque chassis, independent torsion-bar front suspension, all-round hydraulic drum brakes and rack and pinion steering the model possessed excellent handling but lacked the horsepower to exploit it. However, things improved markedly when the four-cylinder 1098cc OHV A-series equipped Series V was introduced in 1962. With up to 45bhp and 60lbft of torque being transmitted to its rear wheels via a four-speed manual gearbox, the Series V was reputedly capable of 77mph.

First registered in Dudley on 4th September 1968 (or so its 'TFD 534G' number plate would imply), Chassis MAWS.1229646M has been entered from a deceased estate. Acquired by its late owner during 2017, he reportedly set about fettling the Traveller's interior, engine and bodywork. The paintwork and exterior wood trim were deemed to be in good order and kept that way courtesy of the Morris's access to a dry garage. Said to have been 'running and driving very well' up until its late keeper's death, the four-seater would doubtless benefit from some minor recommissioning (new battery, fluid check etc). A usable, charming and practical classic.



## 1935 Morris 8 Tourer

2

**Estimate: £7,000 - £9,000\***

Reg No: YJ 2625

MOT: Exempt

Chassis No: 35610653

Unveiled in 1935, the Morris Eight was better equipped than most of its competitors and boasted electric wipers, synchromesh on the upper two gearbox ratios and effective Lockheed hydraulic brakes. The range included both two and four-seat Tourers.

Presenting exceptionally well 'YJ 2625' with its brass features of the grille and the windscreen surround really suit and make for a stand-out feature. The vendor initiated a chassis-up overhaul, with a new ash frame utilised along with original panels which include both front wings, the bonnet, running boards and front panel - all of the other panels are new. The Maroon paintwork is believed to be an old Citroen colour, close to 'Rouge Delage'. Inside, it's been refreshed and retrimmed with complementing fresh carpet, new vinyl seats and door cards. On the mechanical side, the engine has also been the subject of an overhaul carried out by an engine specialist in Doncaster, with the engine allied to a driver-friendly four-speed E-Series gearbox. In addition, the wiring loom, hood and tyres are all new and a new battery was fitted in March 2025. Still running on 6v, it's in its character to take a few seconds to start firing into life, it was running around nicely on our visit. The odometer was reset when restored, so the odometer displays 11 miles since the restoration work. It is offered with a V5C Registration Document.





## 1979 Austin Morris Mini Clubman Van

3

**Estimate: £6,000 - £8,000\***

Reg No: GED 382V

MOT: Exempt

Chassis No: XC2W2000673563

Introduced in October 1969, the Mini Clubman was penned by ex-Ford product planner and stylist Roy Haynes. Intended as a replacement for the Mini-derived Wolseley Hornet and Riley Elf, the newcomer boasted better frontal crash protection and improved under-bonnet access. Available until 1982, the Clubman Estate (like its Countryman forebear) blended the Mini's legendary handling and verve with a welcome dose of practicality. Sitting on a longer 7ft wheelbase, the Estate featured all-round independent suspension, four-wheel drum brakes, and rack and pinion steering.

Manufactured new as a Clubman Estate, 'GED 382V' has since been converted into Van specification. Lavished with a full restoration in c.2018 while in the previous ownership, the Clubman is finished in the attractive colour combination of Gunmetal Grey with Black bumpers and wheels. The interior features cloth seats with a nicely finished wood dashboard and uprated stereo system, and the Mini has the 1275cc A-series engine. Entering into the current ownership shortly after the completion of the restoration, the vendor rates the Mini as having 'very good' engine, gearbox, bodywork, and electrical equipment, and as having a 'good' interior and paintwork.



## 1979 MG B GT

4

**No Reserve\***

Reg No: KNH 10V

MOT: Exempt

Chassis No: GHDH-502946G

Introduced in 1965, the MGB GT was a more comfortable and versatile proposition than its roadster sister. With a top speed of over 100mph courtesy of its 1798cc B-series engine and a capable chassis featuring independent front suspension, rack and pinion steering and disc / drum brakes, the enclosed 2+2-seater merited the old MG marketing slogan 'Safety Fast'. Remaining in production until 1980 when MG called time on the B, some 125,282 GTs are said to have been made (of which c.18,000 are thought to have survived).

First registered in Northampton on August 1st 1979 (or so its 'KNH 10V' number plate would imply), chassis GHDH502946G displays a credible but unwarranted 96,000 miles to its odometer. The accompanying history file pleasingly includes the original service book not to mention numerous receipts for maintenance carried out by the late owner. Kept garaged, the MG is said to have been 'running and driving well' up until his passing last year. Now in need of some minor recommissioning (new battery, fluid check etc), the B GT rides on Minilite-style alloy wheels and sports such niceties as a polished rocker cover and yellow seat piping. Benefiting from a gearlever operated overdrive, the 2+2-seater is surely worthy of a return to the road?



## 1974 Peugeot 304 S Cabriolet

5

**Estimate: £9,000 - £11,000\***

Reg No: OJE 222M

MOT: Exempt

Chassis No: 3600672

Peugeot has a long-standing tradition of offering Cabriolet versions of its small Saloons and hatchbacks, and the 304's turn came in 1970, soon after the launch of the Saloon at the 1969 Paris Motor Show.

Understood to be one of only 836 UK-supplied, right-hand drive 304 S Cabriolets produced, 'OJE 222M' has resided in current ownership for some 17 years, displaying a credible c.65,000 miles on the odometer. Leaving Peugeot's factory as a Cabriolet S in January 1974 (dating letter on file), it was supplied new by Ted Salisbury and Son, Cambridge to P.B and S.F.B Taylor of Dullingham, Suffolk and first registered on 5th April 1974. It's finished in an attractive Gold with a complementing Brown interior, along with the desirable hardtop option. In previous ownership, 'OJE' was the winner of the 304 Cabriolet Shield at the 2000 Club Peugeot UK National Rally. Purchased by the vendor in 2008, it's in 'S' specification with a 4-speed manual gearbox and is said to be in good running order, being used on trips to Belgium between 2008 and 2009 on diplomatic duties! It is offered with the hardtop, tonneau cover, backpack, a number of invoices on file that include servicing, a new headlining in 2008 and a previous 'bill of sale', MOT paperwork and a V5C document.



## 1967 Austin A35 Van

6

**Estimate: £7,000 - £9,000\***

Reg No: OJB 339F

MOT: May 2026

Chassis No: AV8/69933

According to the BMIHT certificate on file, chassis AV8/69933 was built on the 9th August 1967 and despatched to supplying dealer, G R Hartwell Ltd of Oxford, on the following day. Little is known of this van's early history; however, it came into the vendor's possession in 2016 to display alongside his collection of larger commercials.

Already evident that it had been subject to a large amount of cosmetic and mechanical work in the past, the little 'peanut' has been lovingly cared for, and several invoices and service notes remain on file for its continued maintenance, including the fitment of a Stainless Steel exhaust, work to the cylinder head, a new clutch and a refurbished radiator. Stated by the vendor to be mechanically in 'excellent' fettle, he also states that the bodywork is 'good', having previously performed a bottom half re-skin to the driver's door, and the paintwork is equal in measure. Prospective purchasers may wish to improve on this, however its patination adds to its charm of being a period working vehicle.

Now offered for sale due to the downsizing of the vendor's collection, 'OJB 339F' is offered with its history file including the aforementioned invoices and service notes, a collection of owners handbooks and has been MOT'd prior to sale.





## 2003 MG TF 115

Low mileage example

**No Reserve\***

7

Reg No: HF52 KHY      MOT: October 2025      Chassis No: SARRRMBEB3D614348

The TF 115 offered was supplied via Gillingham Rover, being first registered in the UK on the 31st of January 2003. Finished in Charcoal paintwork with a Black cloth upholstery and a Black hood, the MG is a low mileage example having covered just 42,000 miles from new, at the hands of just three former keepers, and has resided in current registered ownership since 2020. Benefiting from a full engine overhaul in 2021 by MG specialists Rough Luck Racing, this was completed a mere c.5,000 miles previously. Furthermore, a new starter motor was received in 2022, and the TF was last serviced in 2024 (at 41,460 miles), again by Rough Luck Racing, including a pressure test and new spark plugs. Pleasingly displaying the original supplying dealer number plates front and rear, the TF also possesses its spare wheel and jack. 'HF52 KHY' is accompanied by the original combined owner's handbook and stamped service book, there is also a collection of previous MOT certificates, a no advisory MOT until October, previous invoices, and a current V5C document.



## 1933 Singer Nine Sports Coupe

**Estimate: £10,000 - £12,000\***

8

Reg No: ANO 667      MOT: Exempt      Chassis No: 48043

Presenting in a refreshing Pale Blue with Cream paint scheme, this very pretty 1933 Singer Nine Sports Coupe is a rare example, with its 'helmet wings,' matching numbers, original registration number and an extensive history file. The factory 'build card' records the original dealer as Walboro Cycle and Motor Co. of Saffron Walden and sold on 18th July 1933 to P. M. McIntyre of Temple, London. The vendor has shared the car at classic car events during his 4-year ownership and in this time had the logbook 'body type' confirmed by DVLA to be a Coupe rather than a Saloon. Before our vendor, it was in the 11 year ownership of a keen VSCC member. Saved from obscurity and believed extensively restored by a Mr Harry Larcombe some 15 years ago. Receipts on file from marque specialist Dave Hardwick, date back to 1989. The Winship family, recorded owners during the 1960s, may well be the people in the period photographs. The exterior is described by the vendor as being in 'good condition' and the interior is 'also very original, although it could be refreshed with a new carpet set'. Continuing, 'the Singer starts up nicely and once up to temperature, idles well'. There are copies on file of the original build slip, a green logbook, the period and restoration photographs, the V5C document and some period advertisements and reviews from 'The Autocar'.



## 1923 Wolseley 10 E3 Four-Seat Tourer

9

One of just 4 examples remaining

**Estimate: £8,000 - £10,000\***

Reg No: UE 9373

MOT: Exempt

Chassis No: 38758

With just four believed to still exist today, the Wolseley 10 E3 Four-Seat Tourer was a four-seater deluxe model on the long-wheelbase eight-foot nine-inch chassis. Chassis number 38758, one of 4 remaining of its type, as confirmed by Wolseley Register, was first registered on 10th February 1923. Believed to have been a former exhibit at the Mouldsworth Motor Museum, Cheshire, up for a challenge and the experience of owning a pre-war car, our vendor had originally been tempted by a Bullnose Morris elsewhere, ultimately taking to the 'rarity' and so the Wolseley entered the hands of the vendor, the owner of a restoration business. Along with a feature 'Well-Appointed Wolseley', this very car made the cover of The Automobile in August 2000, with the cover banner 'Well-Heeled Wolseley'. In current ownership, the rare long-wheelbase four-seater, evidently the subject of an older restoration, has had weather equipment made and been enjoyed on many tours, such as the 2002 Gordon Bennett Irish Classic Car Run, the Rotary Convention Tour 2009 and the Weaver Wander 2010-2011 events. This very rare Wolseley is offered with a 'Wolseley 11/22HP' and a 'Wolseley TEN Instruction Manual', a large history file, a collection of old MOTs and invoices and the current V5C Registration Document.



## 1969 Riley 1300 MkII

10

**No Reserve\***

Reg No: UUE 193G

MOT: Exempt

Chassis No: RA4S/620918

Delivered during the final month of production for Riley's version of the ADO16, 'UUE 193G' was registered in the Warwickshire area, where it has remained for its whole life. Little has survived of the paperwork file for the little 1300; however, the vendor recalls that his father acquired the car locally from its first owner of nearly 40 years and kept it as part of his private collection prior to his passing when it was registered in the vendor's name in 2011.

The first owner is said to have been a meticulous man, and the car presents today as a remarkable survivor in very original condition, displaying 28,517 miles on the odometer which the vendor is confident is correct. It is evident when inspected that the Riley would be a wonderful candidate for mild recommissioning and perhaps may be the most untouched example left of its type. Now presented as a non-runner in 'barn-find' condition having been stored for some 20 years, the vendor assures us that it was regularly run up until just two years ago and will be provided with its V5C registration document displaying just two previous keepers.



## 1985 Ford Capri Laser 2.0 Litre

11

Warranted 55,000 miles from new

**Estimate: £8,000 - £10,000\***

Reg No: B20 LSR

MOT: T.B.A

Chassis No: GWF0CXXGAECET88523

Supplied new via Jessups (Stamford) Ltd to H.R. Wright, chassis GAECET88523 belonged to David Johnson for two months before being bought by Leslie Cornick on 12th June 2001. Treasured by Mr Cornick, a handwritten note on file details his request for the Capri's inner wings to be sprayed with old engine oil as a preservative, while he was also responsible for sourcing the appropriate number plate 'B20 LSR' (2.0 litre Laser) for it. Entrusted to Misterton Garage (Ford) for a new camshaft and cylinder head overhaul in 2006, the four-seater was subsequently rolling road tuned by Sigma Engineering (2007) and treated to a new radiator (2015). Purchased by the current registered keeper from the late Mr Cornick's estate during 2021, he had the Capri recommissioned for road use and re-sprayed in its factory colour scheme of Mineral Blue over Strato Silver. The original Truro II Grey cloth upholstery remains in situ but is protected by seat covers. Warranted to have covered a mere 55,300 miles at the hands of its four registered keepers, this appealing Laser is offered for sale with V5C Registration Document, original book pack and valid MOT certificate.



## 2000 Alfa Romeo Spider 2.0 Twin Spark

12

**No Reserve\***

Reg No: RD51 ZRO

MOT: April 2026

Chassis No: ZAR91600007005191

Manufactured in 2000, 'RD51 ZRO' was first registered in the UK on the 1st of September 2001, having intriguingly (being RHD) spent the first year residing in Germany. Finished in the highly appealing colour scheme of Verde Coventry metallic paintwork with a delightful Tan leather upholstery, matching carpeting, and a Black hood and dashboard, the Spider has the 2.0-litre Twin Spark 16v straight-four engine with the five-speed manual transmission. Benefiting from features including air-conditioning, electric roof, and CD radio, the Spider is offered now having covered a modest 84,000 miles and with just four former keepers. Both starting readily and running and driving well during the recent photography session, the dashboard displayed no warning lights. Maintained by marque specialists AlfaShop of Norwich since 2007, since 2020 there has been over £4,800 worth of maintenance and improvements by them, including rear discs, pads and handbrake cable, cosmetic improvements, and most recently, a full service including cambelt change, water pump, balance belt, tensioners, and auxiliary belt in 2024 at 81,035 miles. A very well serviced example, twenty-one services are documented in the service book and invoices in the file! Offered with the original book pack in Alfa Romeo wallet, a large collection of invoices, V5C document, and a no advisory MOT certificate until April next year, the Spider is temptingly offered without reserve.



# 1951 Daimler DB18 Special Sports

13

Estimate: £12,000 - £16,000\*

Reg No: 522 CUO      MOT: Exempt  
Chassis No: 59147

Development of the pre-war Daimler Fifteen culminated with the DB18 model announced for 1939. Independent suspension appeared for the first time on a Daimler and the DB18 featured an enlarged, 2522cc version of the overhead-valve six first introduced in 1933. Daimler's customary fluid flywheel, pre-selector gearbox and worm drive rear axle comprised the transmission. A new drophead coupé appeared at the first post-war London Motor Show in 1948: the DB18 Special Sports. Stylish in a most un-Daimler-like manner, the Special Sports featured coachwork by Barker, the latter, like Daimler and fellow coachbuilders Hooper, being one of the BSA Group's many companies.

It is understood that chassis 59147 was first delivered to Jersey in 1951 under registration number 'J 4400' and was then returned to the mainland in 1959 when it received the registration number '522 CUO' that it still bears to this day. Later on, the Daimler was exported at to France, and the previous long term owner purchased it when repatriated in 2012. The drop-top is said to have been in rather a bad state when the previous owner acquired it, so he set about correcting many of the issues both mechanically and cosmetically. In his period of ownership, he collected many of the original tools for the car and refitted as many original specification parts as possible. It was during this period that a new fully lined mohair hood and hood bag were also fitted at great expense. Having acquired the car through H&H during 2023, the vendor has performed several maintenance tasks including a thorough service, and now states that the car is 'in good shape and running well'. To our eyes, the interior trim and paintwork have both matured excellently now displaying a pleasant patina indeed.

Due to be driven to sale from Ireland, the vendor is extremely confident of this luxurious DB18's abilities and is sure that any prospective purchaser would be very pleased with it.





## 1992 Morgan Plus 8

14

1 owner and just 25,000 miles from new

**Estimate: £25,000 - £30,000\***

Reg No: J899 EAB

MOT: January 2026

Chassis No: R10684

Although Rover's attempts to acquire Morgan in 1966 had proved fruitless, it nevertheless granted Morgan access to the ex-Buick aluminium V8. Debuted in 1968, it was initially equipped with a four-speed Moss gearbox but later Rover four- and five-speed units, Autocar magazine found even the earliest Plus 8 capable of 0-60mph in 6.7 seconds and 124mph.

Chassis 'R10684' was purchased new by the vendor on the 6th of February 1992 from The Morgan Motor Company costing an on the road price of £28,404.96. Finished from the factory in the attractive Corsa Red paintwork, the Plus 8 was specified with the extras of Black leather interior upholstery, reclining seats, badge bar, locking petrol caps, bonnet strap, alloy body and wings, rustproofing, walnut dashboard, galvanised chassis, and scuttle roll bar. Retained by the vendor ever since, the Morgan has covered just 25,000 miles from new, and has being used on some lengthy trips including to Spain, Ireland, and Scotland several times. Well maintained throughout his ownership, with 'J899 EAB' receiving annual servicing and any required maintenance too.

Most recently, the Morgan has benefited from a new battery and ignition lock in 2023, and new front shock absorbers, Moto Lita steering wheel, and paintwork improvements in 2024. Maintained by the same garage throughout the vendor's ownership, the Plus 8 is accompanied by a history file that contains MOT certificates dating back to the Morgan's first in 1995, numerous previous invoices, the original purchase invoice, and a current V5C document (which shows two keepers due to transfer of ownership from husband to wife). A notably original example, 'J899 EAB' is supplied with the hood, tonneau cover, and original steering wheel, and at some stage, the vendor has had a boot rack fitted too. Only on offer now due to advancing years, this example of the desirable V8 variant with the 3.9-litre fuel-injection engine and non-catalytic converter, low mileage and one owner ticks lots of boxes, promises many more years of driving pleasure.



# 1961 Chevrolet Corvette

15

Exceptional example having benefited from a comprehensive restoration

**Estimate: £55,000 - £65,000\***

Reg No: DXI 491

MOT: Exempt

Chassis No: 10867S100908

Now in its eighth generation, the 'Vette began life in 1953 with the C1 - a model that captivated a generation of American youngsters. The work of the legendary Harley Earl and inspired by the great European road/race offerings of the day. The newcomer was first seen in concept form at the New York Auto Show, and generated sufficient interest for General Motors to hand-build a batch of 300 Polo White Convertibles. Sales, slow at first, had built to no less than 14,000 per annum by the introduction of the C2 10 years later. The C1 received multiple cosmetic updates along the way, the most significant of which came in 1958 when the nose was lengthened and dual headlights were introduced. The model was initially only available with a straight-six powerplant but soon progressed to V8 power units of varying horsepower with various transmission options.

Manufactured in 1961, the Corvette C1 offered was supplied new to the Chevrolet's native United States of America, residing there until imported to the United Kingdom in 2008 from the state of Michigan. Provided to Tim Lang Restoration Centre, the Corvette was thereafter provided with an extensive restoration over the subsequent twelve months. The body-off restoration comprised a full chassis refresh and repaint; hundreds of hours of attention to the bodywork and paintwork; an overhauled engine with re-bored block, reground crank, new pistons and rings, main bearings, oil pump, and much more; quick shift gearbox overhaul; new brakes throughout; full suspension overhaul; new body fittings; new hood; fully re-trimmed interior; wheels refreshed; and exhaustive new parts. Provided its first MOT in 2010 at 83,154 recorded miles, the Corvette has now covered very minimal mileage since the completion of the restoration.

In 2013, the continued exceptional maintenance of the Corvette meant the car was entrusted to marque specialists Corvette Kingdom for further extensive improvements. The engine was again removed and detailed, and fitted with a new Edelbrock Performer intake manifold and Holley 600 carburettor, new HEI distributor, new aluminium radiator with auxiliary cooling fan, built-in transmission cooler, and a dual Magnaflo exhaust system installed, with the engine bay also resprayed and detailed. The TH350 transmission was removed, re-sealed, and reinstalled with a new three-speed shifter. A front disc brake conversion was supplied, along with a dual circuit master cylinder, and the rear axle was fitted with new wheel bearings. The brakes were again overhauled, with the wheels sandblasted and repainted and fitted with new whitewall tyres.



Acquired by the vendor in 2018 from Corvette Kingdom, the Chevrolet has been an attendee of local shows during his ownership, again covering very minimal mileage. Enhanced with uprated steering through a rack and pinion steering column fitment from Corvette Kingdom in 2020 to the cost of some £3,600, the C1 has further benefited from new front exhaust pipes (2021, Corvette Kingdom £1,270) and a new ignition switch. Worthy of close inspection, the vendor rates the Corvette as excellent throughout (regarding engine, gearbox, bodywork, paintwork, electrical equipment, and interior trim). The Corvette started readily and ran well during our recent photography session.

Offered for auction with a history file which includes extensive invoices on file that add up to a massive £86,000 of expenditure on the Corvette since its arrival in the United Kingdom, including £26,000 on the works completed by Corvette Kingdom and £23,500 with Tim Lang Restoration Centre. Also included in the history file is a photograph album from the restoration with Tim Lang, import documentation, previous MOT certificates, Michigan State Title, and a current V5C document. Such well presented examples of early Corvettes are a rare find on British shores, so this example with exhaustive improvements and maintenance is surely one to consider for anyone in the market for a C1 Corvette.







## 1947 MG TC

16

**Estimate: £8,000 - £12,000\***

Reg No: OVS 374

MOT: Exempt

Chassis No: TC3699

Built in January 1947, MG TC chassis no. 3699 was one of those shipped to the United States when new under Stafford Cripps' "Export or DIE" programme, but was repatriated back to the UK in 1990 by MG specialists 'Halfway Garage'. It was soon sold on to the well-known classic car and registration number dealer John Atkins of Cropredy, later passing through the hands of motor racing's Knapfield family who were custodians from 1993 - 2015. Entered in this auction from a deceased estate, the vendor's late engineer father purchased the car through Auction in 2020 for the sum of £24,725.00. It was described by them at the time as having been "dry-stored whilst the owner was working abroad and reluctantly being sold as he does not have the time to use and enjoy it." Despite driving the car home from the auction, it has since been on static display as part of a small collection in a heated garage. Starting and running well during our recent photography session, potential purchasers should factor in some minor recommissioning and safety checks before hitting the open road.



## 1994 Rover 216 Cabriolet

17

**No Reserve\***

Reg No: L101 UKV

MOT: May 2026

Chassis No: SAXXWWBNKAD820090

Produced from 1992 to 1996 as part of the R8 generation 200, the two-door, five-seater convertible variant had attractive lines and excellent accommodation, with a rollover bar for added safety. The 1.6 litre, 16-valve engine developed some 120 bhp, sufficient for a claimed maximum speed of 118mph and 0-62mph time of just 9.6 seconds, 34 mpg being apparently achievable too. It had the option of a five-speed manual gearbox or an automatic gearbox.

Finished in Nightfire Red with a Cream cloth interior, 'L101 UKV' is equipped with automatic transmission plus the benefit of a Red electric soft-top and hood cover. Clearly a well-looked after example, we are informed that unfortunately, a previous keeper mislaid the service history. Displaying a credible 82,200 miles and showing just 5 former keepers on HPI, the Rover was running well during our recent photography session. Riding on period correct alloy wheels, it is hoped that the Cabriolet will possess a fresh MOT certificate by the time of sale to accompany its current V5C Registration Document.





## 1959 Austin-Healey 'Frogeye' Sprite

18

**Estimate: £14,000 - £16,000\***

Reg No: XGW 344

MOT: Exempt

Chassis No: AN5/22883

Debuting in Monaco on May 20th 1958, the day before the Grand Prix, the Austin-Healey Sprite MK1 (soon nicknamed the 'Frogeye') won countless plaudits for being fun to drive, easy to maintain and affordable.

According to its accompanying Heritage Certificate and copy warranty slip, chassis AN5/22883 was supplied new by Tilleys Ltd of Weymouth to Mrs Lilian Chamberlain via the Personal Export Delivery Scheme. Finished in Iris Blue with Dark Blue upholstery and a Black hood, extras specified for the two-seater included a heater, rev counter and front bumper. The original buff logbook shows that the Frogeye was first registered to the Austin Motors Export Corporation on 28th September 1959 under the London-issued number plate 'XGW 344'. Re-registered to Mrs Chamberlain at her Dorset address less than two weeks later, it is unknown whether the Sprite spent any time overseas. Painted Old English White for a time, the Frogeye was treated to an extensive (partially photographically documented) restoration some two decades ago that returned it to its initial colours. Converted to run on unleaded as part of its overhaul, the engine appears to be the original factory-fitted unit. Sporting a tonneau, hood and sidescreens plus a luggage rack, 'XGW 344' remains highly presentable to our eyes. Offered for sale with V5C Registration Document and history file – a delight.



## 1973 BMW 2002 Baur Cabriolet

19

**Estimate: £18,000 - £22,000\***

Reg No: JCA 654

MOT: December 2025

Chassis No: 2791022

Launched in 1971, the Baur-designed BMW 2002 Cabriolet featured a sturdy rollover hoop separating the detachable targa panel at the front from the folding hood to the rear. Able to seat four in comfort, it was powered by the redoubtable 2-litre M10 engine. Total RHD production reputedly amounted to 354 cars (260 of which sported 'round taillights').

Finished in the timeless combination of 'Chamonix' White with Black leather upholstery and a Black 'Baur' top, chassis 2791022 was built to right-hand drive specification and first UK registered on April 13th 1973. Understood to have spent a good proportion of the 1980s and 1990s in Valencia at one of its previous keepers' residences which helped preserve its structure / underside, the BMW has been professionally undersealed during the current, two-year ownership. Sourcing parts from marque specialist Jaymic and Linwar and using the services of I.K. Classics and Marriott Auto Services, the vendor has had attention paid to the 2002's brake system (front discs, callipers, servo, master cylinder etc), clutch (master cylinder) and carburettor etc. Further benefiting from a new hood (£731.95) and the installation of electronic ignition, 'JCA 654' passed its last MOT test with 'no advisories'. A rare, stylish four-seater Cabriolet, this 'round taillight' 2002 Bauer has much to recommend it. Offered for sale with bookpack, invoices and current V5C document.



## 1996 MG RV8

20

Notably nice example in a very rare colour!

**Estimate: £22,000 - £26,000\***

Reg No: N70 MGR MOT: February 2026

Chassis No: SARRAWBMG002182

Built around a thoroughly re-engineered and neatly restyled version of its predecessor's monocoque bodyshell, it was powered by a 3948cc V8 engine that developed some 190bhp and 318Nm of torque. It was said to be capable of 135mph and 0-60mph in 5.9 seconds.

A notably late example (production ended at chassis 2233) and so equipped with the preferred R380 five-speed manual gearbox, chassis 2182 was supplied new to Japan. One of just 150 RV8s to be finished in Nightfire Red, it was repatriated by Langtree Garage of Wigan during the summer 2003. Purchased by the previous owner whilst it was still on the high seas, such was his wife's desire to own a Nightfire Red car, the two-seater's Japanese service history would appear to contain entries up to 37,710km (c.23,400 miles). Now showing some 13,000 miles on its replacement mph odometer, the MG is thus believed to have covered some 36,000 miles from new. Cherished as part of a private MG collection from 2003 to 2022, 'N70 MGR' was thereafter purchased by the vendor through H&H.

The vendor and family are an engineering family and MG aficionados have garaged the RV8 with a protective cover throughout their ownership and recently have lavished the RV8 with replacement of all the shock absorbers by A. R. Griffiths (MG specialists) with Clive Wheatley-supplied Sparko specials, as well as a full service, new rear wheel cylinders and shoes, and new plug leads in 2024 costing over £1,200. A decidedly smart example that boasts being a power steering and air-conditioning specified car, in the highly desirable Nightfire Red with matching hood, 'N70 MGR' is worthy of close inspection, and is offered for sale with a history file that contains the V5C registration document, the original book pack, UK-market handbook, collection of invoices, and a 'no advisory' MOT certificate until February 2026, as well as two sets of keys.





## 1954 Fiat 500 C Topolino Belvedere

21

Entered from the Loch Lomond Collection

**Estimate: £8,000 - £10,000\***

Reg No: 422 UYS      MOT: Exempt  
Chassis No: 484731

The Belvedere was a steel-bodied three-door wagon built on the hugely successful Fiat 500 'Topolino', with the example offered manufactured in 1954. Presented in the iconic and attractive Belvedere colour scheme of two-tone Grey paintwork with a Black sliding soft-top, and complementing Brown vinyl interior upholstery, power is provided by the 569cc overhead-valve inline-four engine. Chassis '484731' was supplied new in its native Italy in left-hand-drive configuration and reportedly saw limited use from new. Discovered in c.2006 by the restorer, a retired Italian who owned one many years previously and had fond memories of trips around the Italian lakes, he rescued the Fiat following a long period of layup. When inspected, the Topolino was said to have been in very solid, complete, and original condition, and thereafter was provided with a comprehensive restoration across the following two years, to the original specification.

The Fiat was completely stripped down with every part of the Topolino said to have been provided with high-quality restoration works, including a professional chassis renovation and a bodywork restoration and repaint. Covering less than 2,500 kilometers since the completion of the renovation, the 500 C was imported into the United Kingdom in 2016. Purchased into the Loch Lomond Collection shortly afterward, the Loch Lomond Collection is one made up of excellent examples of predominantly 1950s, 60s, and 70s classics. Seeing very sparing use while a resident of the collection, a degree of recommissioning may be required; however, the Fiat started readily, and ran and drove well for the recent photography session. The Belvedere is offered with numerous photographs of the restoration, information on the restoration, and a current V5C document. Potentially eligible for the prestigious Mille Miglia Storica, this very nicely presented 500C is lots of fun, for comparably modest outlay!



# 1966 Mercedes-Benz 250 SE Coupe

22

Entered from The Loch Lomond Collection

**Estimate: £35,000 - £40,000\***

Reg No: ACY 37D

MOT: Exempt

Chassis No: 11102122083553

A rare and desirable UK-supplied, right-hand drive example, this 250 Coupe was manufactured in 1966 and was supplied new by Gay and Lougher Motors Ltd of Cardiff to its first owners Mr J. K. Scott (c/o Mercedes-Benz Service Agents B. T. Rees Ltd of Swansea), being initially registered 'CY 27'. Presented from the factory in Silver paintwork (with optional Metallic finish) with a Dark Blue leather interior upholstery, which pleasingly is the colour scheme in which the Coupe still presents today. The vendor believes that the paintwork and interior are mostly original, and furthermore, the 250 boasts its rare factory sunroof, period radio, and a Walnut dashboard.

Known to have had just six owners from new, Mr. Scott retained the Mercedes until 1985, during which time he had the car serviced a total of thirteen times, all by the supplying Mercedes-Benz service agents B. T. Rees Ltd. Passing across four further owners since leaving Mr. Scott's hands, the now registered 'ACY 37D' was purchased into The Loch Lomond Collection in 2016; The Loch Lomond Collection consists of made up of excellent examples of predominantly 1950s, '60s, and '70s classics. A degree of recommissioning may be required, however, the Mercedes has been supplied with attention to the fuel system in preparation for sale and is said by the vendor to run excellently.

Having covered only 51,000 miles from new and with only six owners, the Mercedes-Benz has great pedigree notwithstanding its fantastic history file containing the original stamped service book with twenty services documented (almost entirely by Mercedes-Benz agents too); the original guarantee; numerous service reports and documents; original Pre-Delivery Inspection sheets from Gay & Lougher; original sales literature; previous MOT certificates dating back to the 1980s, a large collection of invoices, and a current V5C document. This pleasingly original and highly desirable W111 Coupe is not one to miss for anyone searching for a UK-supplied example with history!







# 1970 Jaguar E-Type 4.2 Coupe

23

Entered from The Loch Lomond Collection

**Estimate: £60,000 - £70,000\***

Reg No: JVV 495H

MOT: Exempt

Chassis No: 1R20558

Chassis 1R20558 is one of just 1,071 S2 FHCs supplied new in right-hand drive. Manufactured on the 3rd December 1969 and purchased through Carlton Garage of Clacton, London (via Henlys, London) by the first owner Mr. D. Taylor Esq. Finished from the factory in the attractive colour scheme of Cream paintwork with Red leather interior upholstery, this is pleasingly the colour scheme it is still presented in today. Retained by Mr Taylor until the late 1970s/early 1980s, the E-Type was placed into long-term storage in 1982 (in second ownership), not emerging until 2008 when auctioned by us, requiring restoration.

Returned to the road by the purchaser, the third owner acquired 'JVV 495H' in 2011, covering nearly 10,000 miles until 2015. Thereafter acquired by a lifetime Jaguar enthusiast, this owner (believed the fourth) embarked on an exhaustive restoration over the subsequent three years. Entrusted to Durham Restoration, the E-Type was completely dismantled to the bare shell, with the body shell fastidiously restored with significant new panels supplied. The shell was prepared, primed, and the underside stone chipped in 2-pack using relevant body colour, before the paintwork was applied, with expert attention to detail with paint finish and panel gaps. Mechanically fully restored, the rear suspension stripped; the subframe overhauled; the differential refreshed; and the front suspension re-plated and coated. The engine was fully overhauled with all new bearings, pistons, timing chains, etc; the cylinder head was overhauled too; new head studs and nuts; and a remote oil filter upgrade supplied. A new wiring harness fitted, along with the alternator reconditioned, the radiator re-cored, new hoses fitted, and a new high-torque starter motor fitted, as well as electronic 123 ignition.

Thereafter, mechanically upgraded, with a five-speed manual gearbox provided by E-Type Fabs. The braking system was upgraded with vented discs and six-pot alloy callipers from E-Type Fabs. The suspension received modified front wishbones by E-Type Fabs and new springs and Koni dampers at the rear. A full stainless exhaust system (including tubular manifolds) was provided by ClassicFabs, along with stainless steel wire wheels, a free-flow air filter upgrade, and an uprated ventilation fan.

The interior was next in the exhaustive restoration, with a full re-trim in the original colours, including new seat foams and webbing. Furthermore, a new wool carpet set and headlining were supplied, with much supplied by the high-quality Aldridge Trimming. The sunroof, which is believed fitted by Allard Golde when new or nearly new, was retrimmed



in body colour, as believed correct to original. Upon completion, some 1,000 run-in miles were completed with the cylinder head re-torqued and the E-Type serviced. Purchased into The Loch Lomond Collection in 2020 for £79,000; The Loch Lomond Collection is one made up of excellent examples of predominantly 1950s, '60s, and '70s classics. Seeing very sparing use while a resident of the collection, the E-Type started readily and both ran and drove well during the recent photography session, with the well-experienced vendor noting that 'JVV 495H' as the "best driving classic car he has ever driven!"

With invoices on file for c.£10,750 in restoration parts alone, this does not inclusive any of the exhaustive restoration work completed by Durham Restoration, with the total expenditure far exceeding the guide price. An excellently presented example, boasting matching chassis and engine numbers, as well as being a home market car in its original colour combination! Chassis 1R20558 is accompanied by a history file that includes a breakdown of the restoration work by Durham Restoration, JHT Heritage Certificate, aforementioned parts invoices, and V5C document. Completing just 3,000 post-restoration miles, so now showing a believed genuine 72,000 miles. This notably nicely restored E-Type is certainly not one to overlook if you are in the market for an excellently restored example, and benefitting from significant upgrades to the driving experience!









## 2004 BMW 745i SE Individual

24

**Estimate: £6,000 - £8,000\***

Reg No: VE54 LGZ      MOT: July 2025      Chassis No: WBAGL62060DJ95131

Supplied new by BMW Warwick on the 23rd of December 2004, the 745i offered is fitted with the 4.4-litre V8 engine with the six-speed automatic transmission. Specified from new as a BMW Individual Special Equipment example, and as such was finished in BMW Individual Le Mans Blue Metallic and BMW Individual Cream leather, and Piano Black Trim. Boasting a huge specification, the BMW features a glass sunroof, 20-inch BMW Individual Wheels, BMW Individual illuminated entry guards, Dynamic Drive, HiFi System, Sports steering wheel, comfort seats with memory, lumbar support, comfort access with soft close, side airbags for rear passengers, Auto Xenon lights, adaptive headlights, Park Distance Control, voice control, automatic air conditioning, Anthracite headlining, cruise control, and full size spare wheel. Offered now having covered just 69,000 miles from new across five former keepers, the BMW is offered with the original BMW stamped service book that displays eight services, with six of them (including the most recent) by BMW main agents. The most recent being from BMW Sheffield, with under 1,000 miles covered since. Presenting nicely for its age, and incredible value considering the original list price, the 7-Series has a full-size spare wheel and tyre, first aid kit, spanners, tow eye, and navigation CDs. Benefiting from a BMW alternator fitted in 2023, the 745 is offered with excellent previous MOT history and a no advisory MOT certificate until July this year.



## 1972 Triumph GT6 MkIII

25

**Estimate: £14,000 - £16,000\***

Reg No: LGC 709K      MOT: Exempt      Chassis No: KE123240

Accompanied by a history file dating back to 1990, 'LGC 709K' underwent a thorough engine overhaul that year (some 22,000 miles ago). Entering the current ownership in 2015 following an inspection by Jigsaw Racing, the Triumph has since been substantially improved. The interior has been refurbished using a 'Park Lane' kit and Newton Commercial carpets, the bumpers triple chromed and the underside stripped back to bare metal before being painted body colour and clear wax coated. Sound deadening has been installed together with additional LED courtesy lights and a discrete USB/12-volt socket for modern ancillaries. The straight-six has benefited from a new steel engine sealing block, timing chain / sprockets, core plugs, Iain Gittings-fettled inlet manifold, electronic ignition, replacement alternator, re-cored radiator, rejuvenated carburettors and K&N air filters etc. The fuel pump / lines have been replaced and the petrol tank lined. The driveshafts have been converted from 'doughnut' to CV joint, the brake lines redone and the suspension gone through (new road springs, polybushes, AVO shock absorbers). The wheel bearings have been renewed, the wheels refurbished and the tyres replaced. Only coming to market because the seller feels he is not using it enough, this beloved GT6 is accompanied by a Heritage Certificate, owner's handbook, Haynes manual and V5C Registration Document plus the aforementioned history file.



## 2011 Mercedes-Benz SL350

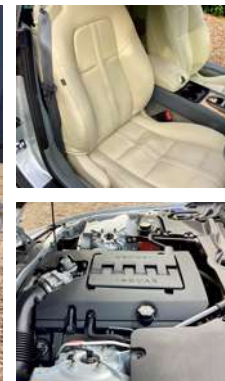
26

Just 38,000 miles and Designo paintwork

**Estimate: £13,000 - £15,000\***

Reg No: SV11 PGU MOT: November 2025 Chassis No: WDB2304582F166873

'SV11 PGU' was supplied new to the United Kingdom, being road registered on the 3rd May 2011, and registered new to a Mercedes-Benz dealership in Scotland, before being registered to the dealer principal's wife shortly afterwards. Finished in the fabulous special order Mauritius Blue Designo paintwork with Grey leather interior upholstery and a panoramic roof, the SL was very well specified from the factory and included Parktronic; Airscarf and draught stop; AMG 19-inch wheels; mirrors package with auto dimming; electric memory adjustable drivers seat; Comand APS with DVD; automatic climate control; aluminium trim pieces; heated screen wash system; heated seats; and Bi-Xenons. Passing to one further family in Scotland before heading to England, the SL350 has since been owned by the vendor and a neighbour. Benefitting from a new V-Belt, new control unit and a small service in 2022, costing some £1,500, the Mercedes has also recently received two new batteries, as well as boasting scarcely used Pirellis all around. Supplied with the book pack, two sets of keys, a space saver wheel and a collection of invoices, the SL also has a current V5C document. A wonderful balance of sport, technology, and luxury, low mileage examples of the second-generation R230 are potentially a smart investment for the future and are becoming very collectable, and this example, presented in an excellent Designo colour combination, is certainly one to consider.



## 2006 Jaguar XK 4.2

27

**Estimate: £6,000 - £8,000\***

Reg No: RV56 EYD MOT: March 2026 Chassis No: SAJAC43P575B08269

Introduced at the 2005 Frankfurt Motor Show, the second-generation Jaguar XK range (codenamed X150) was styled by Ian Callum. Deliberately evoking the E-Type via its oval grille, it was powered by either a 4.2 litre V8 or 5.0 litre engine (supercharged or naturally aspirated). The XK/XKR remained in production until 2014, by which time a mere 54,000 had been sold (compared to 212,704 Porsche 997s and 169,443 Mercedes-Benz R230s).

First registered on 11th September 2006, finished in Silver and featuring a stand-out Grey over Cream leather with a walnut interior, the V5C Registration Document records a single-family ownership history from new and only one owner until February of this year, when ownership was transferred to the wife's name due to probate. Displaying some 105,000 miles on the odometer at the time of consignment, with a comprehensive Jaguar main dealer service history with Swain and Jones Jaguar and Harwood Chichester Jaguar (invoices on file), the last service was carried out at 104,777 miles. There is also an MOT certificate in place with no advisory comments until March 2026 and the XK is ULEZ compliant and therefore exempt from all clean air zone charges. The vendor describes the bodywork as 'immaculate' with an interior to match. It is offered with a V5C Registration Document and a plethora of invoices.



## 1978 Volvo 244 DL

28

**No Reserve\***

Reg No: WAW 995S

MOT: Exempt

Chassis No: 0335289

In August 1974, Volvo presented a new generation of cars in the 200 Series, namely the 240 and 260 Series. These new models had been developed from the 140 Series and were very similar to their predecessors. The changes included a new front, large bumpers and a redeveloped chassis, featuring a front-wheel suspension system of the McPherson type.

First registered 1st May 1978, this 244 DL 21 has come from long-term ownership with just one former keeper recorded from new until May 2023 and with the odometer displaying a mere c.51,000 miles. Finished in the attractive colour combination of Shenandoah Green (paint code 123) with a Beige cloth upholstery, it had been ordered with automatic transmission and the B21 2127cc engine. The 'one former keeper' was the vendor's next-door neighbour, it was he who serviced and maintained the car prior to passing, the Volvo was then left to the vendor. The 244 DL 21 requires recommissioning, however, it does run and drive (at the time of consignment). The 244 is being offered with a history file that includes a collection of MOTs and invoices and the current V5C Registration Document V5C.



## 1972 Rover P6 2000 SC

29

**Estimate: £6,000 - £8,000\***

Reg No: RVL 767L

MOT: Exempt

Chassis No: 43610608B

Introduced in 1963, the 2000 was the sixth and last of the P-Series Rovers which began with the pre-WW2 Twelve. Designed in-house it bristled with innovation and was quite rightly the winner of the first-ever European Car of the Year Award. Braking was through discs all-round while fully-independent suspension comprised a novel de Dion arrangement at the rear and an equally unique rocker system operating horizontally-mounted coil springs at the front. The intention behind the latter was to create an engine compartment wide enough to accommodate Rover's gas turbine unit, though this was never fitted to production vehicles. Initially powered by a 1978 cc (hence the 2000 name) OHC in-line four-cylinder unit, the maximum output was 90bhp at 5,000rpm. Some 322,302 P6 Rovers of varying engine capacity were produced before the model was superseded by the SD1 in 1977.

Finished in period looking Beige with what is believed to be its original Light Tan upholstery, this well-preserved example was first registered in Carmarthenshire on September 11th 1972 (or so its 'RVL 767L' number plate would imply). A fuel-efficient 2000 SC model fitted with manual transmission, the Rover is accompanied by a collection of parts invoices, old MOT certificates, P6 owners club news bulletins and a current V5C Registration Document.





## 1995 Jaguar XJ-S 4.0 Celebration

30

**Estimate: £7,000 - £9,000\***

Reg No: N370 AWB      MOT: March 2026      Chassis No: SAJJNAED3EJ222915

Thoroughly revamped thanks to a cash injection from then owner Ford, Jaguar's XJS (previously XJ-S) re-emerged in 1991 with a choice of punchy straight-six (3980cc) or soporific V12 (5343cc) engines; the former DOHC unit developing 223bhp/283lbft. Featuring a five-speed manual transmission as standard, the 4.0-litre XJS could also be had with a four-speed automatic gearbox. Capable of over 140mph, the model proved to be a refined and relaxing drive. Production continued until 1996 by which time the final series 'Celebration' cars had arrived. Boasting a unique specification in recognition of Jaguar's 60th Anniversary, they sported chromed rear view mirrors and headlight surrounds; diamond cut alloy wheels; wood trim for the steering wheel and gearlever; and seats featuring embossed Jaguar 'leapers' and contrasting piping.

Finished in the handsome combination of Ice Regatta Blue with Black-piped Grey leather upholstery, this desirable Celebration model is powered by the 4.0-litre engine allied to automatic transmission. Displaying 104,000 miles to its odometer and understood to have had six former keepers, 'N370 AWB' is offered for sale with V5C Registration Document and history file.



## 1973 Rolls-Royce Silver Shadow

31

**No Reserve\***

Reg No: RHS 18M      MOT: Exempt      Chassis No: SRH16243

Launched in 1965, the Rolls-Royce Silver Shadow was a bold departure for the Crewe company. Their first monocoque design, it also benefited from oilio-pneumatic rear suspension, power disc brakes and GM's silken 400 series automatic gearbox (though, the latter was not adopted until 1968). Such 'new technology' did not encroach on the luxurious interior with its sumptuous leather hides, rich wood veneers and deep lambswool carpets. Performance from the smooth 6230cc V8 engine (upgraded to 6750cc in 1970) was assured, the car wafting forward on a seemingly unstoppable wave of torque. Still immensely cossetting to drive, Shadows offer a genuinely different ownership experience to their mass made peers.

Finished in White with a Black everflex roof and Dark Blue leather upholstery, 'RHS 18M' displays a credible 107,200 miles and shows just five former keepers on HPI. Entering the current family ownership during 1987, the Rolls-Royce is accompanied by a current V5C Registration Document, collection of old MOT certificates and handwritten notes detailing various maintenance works which date back to the early 2000s.

# 1968 Jaguar 240

32

Subject to an extensive restoration

**Estimate: £24,000 - £26,000\***

Reg No: VBP 240F      MOT: Exempt  
Chassis No: 1J2551

Supplied new by Boxhall & Collins Ltd of Crawley on the 30th of March 1968 to its first owner, Mr. Frank Clarke of Middlesex, 'VBP 240F' was finished from the factory in Cream paintwork with Black interior upholstery, and with manual transmission, seatbelts, and spot and fog lamps. The clean lines were noticeably classical but still welcomed in 1968, with this example retained in its first ownership until 1983. More recently, in 2016, the Jaguar received an extensive restoration that shows off the curves and elegance to their fullest extent. Some £20,000 worth of restoration invoices are on file, the works comprised a full bodywork restoration and repaint; full engine and gearbox overhauls; axle and suspension refurbishment; brakes overhauled; new clutch; re-chroming; new wire wheels, and a full interior re-trim.

Accompanied to sale by the comprehensive receipts, restoration photographs from various stages of the detailed restoration work, the original buff logbook, the original bill of sale present, a JHT Heritage Certificate, the original service history book stamped up to 1982, previous MOT certificates, and a recent valuation document from Dovedale Garage Ltd, Mk2 Jaguar restoration specialists, which states the current market value to be between £30,000 - £35,000 and stating the 240 is in "excellent condition and restored to original condition" (the full document can be available to view by any prospective buyers). The present mileage of c.28,500 represents mileage since the speedo change at 42,216 miles in 1976, and the total mileage of 70,700 miles is believed genuine. Offered with a V5C document which shows just three former keepers, the vendor purchased the 240 from H&H in 2022 for over £30,000. Deeming the car "too good to use", only c.100 miles have been covered since purchase! Surely one of the best examples extant, this low owners, original colour scheme, manual example is one to consider for anyone in the market for a fully restored Mk2, and has an original toolkit and jack with the Jaguar too.







## 1956 Rolls-Royce Silver Cloud

33

**Estimate: £20,000 - £24,000\***

Reg No: 936 XUG MOT: Exempt  
Chassis No: SBC108

Launched in April 1955, the Silver Cloud was based on a completely new closed box-section frame that was reputedly fifty percent stiffer than that of the outgoing Silver Dawn. The newcomer's elegant Standard Steel Saloon body was penned by in-house designer John Polwhele Blatchley, the proportions of which belied its considerable overall length of 17ft 8in. Though the retention of a separate chassis allowed for the production of bespoke coachwork, all but 157 of the 2,360 Clouds produced featured the in-house offering. Powered by an alloy-headed, 4887cc straight-six engine mated to 4-speed automatic transmission, the model utilised servo-assisted drum brakes all-round. The suspension was independent with coil springs at the front and featured a live axle hung on semi-elliptic leaf springs at the rear. Changes introduced in 1956 included the incorporation of twin brake master cylinders and the options of power steering and air conditioning. A test by Motor magazine in 1956 recorded a top speed of 102.9mph and a time of 13.5 seconds for the 0-60mph dash.

Supplied new by the Castles Motor Co of Leicester to J.W. Kempton Esq on 5th October 1956, chassis SBC108 is finished in Shell over Tudor Grey with Beige leather upholstery. Understood to have been treated to over £30,000 worth of work at the hands of marque specialist Hillier Hill in 2010, the Rolls-Royce had a further £16,000 spent on it with NRT Motors during 2014-2015. Benefiting from power steering, the Silver Cloud also boasts its original handbook, lamp and boot tools plus a spare set of keys. Understood to have covered 103,500 miles from new, the vendor, a current RREC member, purchased the Rolls-Royce from our Duxford sale in May 2021. Enjoyed in his ownership, including trips to the RREC's Annual Rally, the luxury saloon is ready for its next custodian.





## 1980 MG B LE Roadster

34

No. 200/420 and just 25,000 miles from new

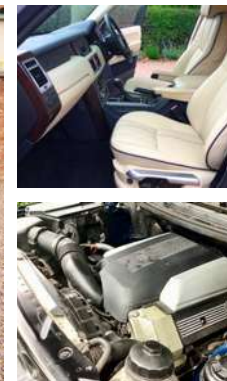
**Estimate: £16,000 - £18,000\***

Reg No: FDK 804W

MOT: Exempt

Chassis No: GVADJ1AG522792

According to its accompanying Heritage Certificate, chassis 522792 was completed on October 19th 1980 and despatched late the following month to W.H. Alexander Ltd of Belfast. First registered as 'FDK 804W' on March 2nd 1981 to Mrs Elizabeth May of Rochdale, she and her successor – Clifford Forster of Manchester – kept the MG for a total of thirty-three years covering 22,000 miles between them (though, it was apparently laid-up from 2000 – 2014). Still warranted to have covered less than 26,000 miles from new, the LE Roadster changed hands several times thereafter. Understood to have been Ziebarted in its infancy, the two-seater had its underside treated with Lanoguard just last year. A former trophy winner that has self-evidently been cherished by its various keepers (Anthony Hindle owning it twice), 'FDK 804W' remains extremely presentable in our eyes. Benefiting from a full respray, new hood, fresh carpets and replacement GKN alloy wheels over time, the MG has also been sympathetically uprated with a Bluetooth / MP3 compatible stereo and halogen headlights. Starting readily and running well during our recent photography session, this sparkling LE Roadster is a decidedly rare car made doubly so by its low mileage and condition. Offered for sale with V5C Registration Document and history file.



## 2003 Range Rover Vogue 4.4 V8

35

**Estimate: £6,000 - £8,000\***

Reg No: L44 MLO

MOT: January 2026

Chassis No: SALLMAMA34A150107

Geoff Upex had become Rover's design chief and concept director in 1995 and it was his vision for the L322 that beat a proposition from BMW's chief designer, Chris Bangle. Monocoque construction transformed the L322's on-road manners. The Vogue trim elevated the vehicle's luxury quotient with a plethora of premium features and introduced several exclusive enhancements over base and HSE trims.

First registered on 29th September 2003 and finished in the regal combination of Dark Blue over Cream, this smart example of the powerful Range Rover Vogue 4398cc V8 petrol model comes with a huge specification, including a factory sunroof, cruise control, front and rear parking sensors, and much more. With an odometer displaying a credible c.84,000 miles, the current MOT runs until January 2026, with the last three MOTs having no advisory notes! Mechanically, this example of the sought-after L322 iteration of the Range Rover drove very well indeed at the time of consignment. Possessing what the vendor describes as an 'immaculate' bodywork and interior for this age of vehicle, it's physically practical and its specification also offers London ULEZ compliance as a bonus. The Vogue V8 is offered with service history, the book pack, two sets of keys, and the V5C Registration Document.



## 1990 Mercedes-Benz 300 SL

36

Just 33,000 miles from new

**Estimate: £10,000 - £12,000\***

Reg No: G676 DDP      MOT: August 2025      Chassis No: WDB1290602F009761

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. Brimful of cutting-edge technology, its impressively rigid two-door monocoque bodysell featured an integral rollover bar that deployed in less than a third of a second and a fully automatic convertible roof. Reputed to develop some 188bhp and 192lbft of torque courtesy of its 2960cc SOHC straight-six, the 300 SL was a paragon of refinement (despite its claimed ability to sprint from 0-60mph in 9.0 seconds and onto 142mph).

Finished in Almandine Red Metallic with Beige leather upholstery and a Black soft-top, chassis WDB1290602F009761 was built to order 0053780312 for the UK market. Warranted to have covered a mere 33,000 or so miles from new, the Mercedes-Benz is described by the vendor as being in 'excellent overall' condition with regards to its engine, automatic transmission, electrical equipment, bodywork, paintwork and interior trim. Kept garaged when not in use with the hood raised to preserve its form, the 300SL also boasts a factory hardtop. Sparingly used since 2018 due to ill health, 'G676 DDP' is offered for sale with V5C Registration Document, book pack (including service booklet), maintenance invoices, ownership records and MOTs dating back to 2009.



## 1959 Ford Consul Lowline Deluxe

37

Just 55,000 recorded miles

**Estimate: £10,000 - £12,000\***

Reg No: 172 XWF      MOT: Exempt      Chassis No: 204E-210070

Chassis '210070' was supplied new to the UK being first registered on the 2nd of September 1959. A Deluxe specification model, it is finished in the period colour of Pale Yellow with a Black roof, the interior is complementary Black trim. A low ownership example, the Consul has had just two owners for the past five decades, being with the previous owner in the late 1970s. Understood to have worked in aviation, very shortly after he was supplied with a company car, keeping the mileage low on the Consul minimal until taken off the road and barn stored in c.1982. Remaining there for 22 years, the vendor purchased the Ford in 2004, recovered it from the barn, having just c.32,000 miles on the odometer.

Discovered to be in extremely solid condition, the Ford was fully repainted in its original hue. Mechanically recommissioned before returning to the road, the Consul has been well used by the vendor across the subsequent twenty years of ownership, with the odometer now showing a believed genuine 55,000 miles. More recently (in 2019) provided with an unleaded cylinder head, stainless steel exhaust system, new clutch, renewed brakes and a full service, with just c.60 miles covered since. A very stylish and iconic Rock'n'Roll Consul/Zephyr/Zodiacs that boasts very good panel gaps, and nice period features such as Hunters lamp and twin-spot lamps.

# 1961 Mercedes-Benz 190 SL

38

**Estimate: £40,000 - £50,000\***

Reg No: 173 UYT

MOT: Exempt

Chassis No: 12104010022709

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.

Factory finished in the elegant combination of Mercedes White (DB050) with Red leather upholstery and a Black hood, this particular example – chassis 12104010022709 – is understood to have been supplied new to the German market. Crossing the Atlantic Ocean sometime thereafter, the 190SL reportedly spent four decades in North America before going under the hammer with Rob Myers Auctions during 2008. One of several cars bought at that Ontario sale and imported to the UK, the Mercedes-Benz spent the next eight years stored in a Carcoon. Entering the current ownership in 2016, chassis 12104010022709 was recommissioned for road use and registered with the DVLA as ‘173 UYT’. Converted to run on unleaded petrol and fitted with a re-cored radiator during 2020, the Roadster was entrusted to Woolmer Classic Engineering two years later for the installation of a Gower & Lee Weber carburettor conversion kit which cost some £2,800. Covering a modest 500 miles or so during the vendor’s nine-year tenure, ‘173 UYT’ is supplied with a history file that includes the importation documentation, an inspection letter from the Mercedes-Benz Club, previous MOT certificates, an original owner’s manual, and current V5C document. Also accompanying the 190SL are a spare set of wheels, as well as the original carburettors, jack, and warning triangle.







# 1937 Bentley 4.25 Litre Park Ward Saloon

39

**Estimate: £20,000 - £24,000\***

Reg No: USU 879

MOT: Exempt

Chassis No: B25KU

Effectively the in-house coachbuilder to Rolls-Royce and Bentley, Park Ward crafted a new four-light saloon design for the latter's 4½ Litre model which utilised a metal rather than wooden support frame for its outer panelling. Lighter, stiffer and stronger than previous bodies, the all-steel structure also proved more durable. First registered as 'EGJ 57' and supplied new to C.J. Dawson Esq of Kings Avenue, Clapham, this particular 4½ Litre Park Ward Saloon then belonged to A.D. Whitworth Esq. of The Connaught Club and W. Beaumont Esq of Huddersfield. Seemingly taken off the road for a while or perhaps resident overseas, the Bentley was re-registered with the DVLA as 'USU 879' during March 1990. Belonging to Jon Radgick Esq at the time, he had had the four-seater prepared for that year's London to Peking Motor Challenge by V&R Autos of Finchley until an errant conrod prompted its withdrawal. Entrusted to PCW of Nottingham in early 1991, the engine was reportedly overhauled with a reground crankshaft, new clutch, replacement liners, fresh pistons and new conrods etc. The cylinder head was gas flowed in accordance with advice from Fiennes Engineering and the recirculating masses balanced. Bruce Young Coachworks of Weybridge installed a new headlining the following year with the exterior brightwork being refurbished too. The subject of a bare metal repaint in its current Burgundy over Claret colour scheme, the Bentley also benefited from a braking system upgrade. Previously fitted with overdrive for improved high-speed cruising, the 4½ Litre Park Ward Saloon changed hands several times thereafter. Entered from a deceased estate, 'USU 879' has not seen much use of late but started readily for our photography session. Presenting as a well-preserved older restoration, it remains a very elegant Post Vintage Thoroughbred. Offered for sale with V5C Registration Document and paperwork file.







## 1989 Lotus Esprit Turbo '40th Anniversary'

40

Number 4 of just 40 examples

**Estimate: £20,000 - £30,000\***

Reg No: F962NLE MOT: June 2025

Chassis No: SCC082910KHD13426

Revamped for 1987, the Esprit was restyled by Peter Stevens (later of McLaren F1 fame) who gave the mid-engined two-seater a more rounded, softer look, coincident with which Lotus introduced a new, more automated body manufacture process called VARI (Vacuum Assisted Resin Injection). Complete with Kevlar reinforcement to the roof and sides, this made the newcomer (codenamed X180) twenty-two percent stiffer than its predecessor. Introduced at the October 1988 British Motor Show to celebrate four decades of the marque, the Lotus Esprit Turbo '40th Anniversary' model was limited to eighty-eight examples worldwide (forty of which were destined for the home market). Finished in Pearlescent White which extended to the wheels and door mirrors too, the two-seater also sported a strut-mounted rear wing, front air dam, Blue / Grey upholstery, burr elm instrument surround, Sony CD autochanger and silver commemorative dashboard plaque. Mechanically standard, the UK versions were powered by Lotus's proven 2.2-litre DOHC four-cylinder engine allied to five-speed manual transmission. Reputedly capable of 0-60mph in 5.4 seconds and over 150mph, Hethel's mid-engined rocketship offered a ride / handling balance that few rivals (no matter how exotic) could match.

Significantly improved since entering the current ownership in 2018, Number 04 has benefited from attention to its engine (cambelt change, oil cooler) cooling system (radiator, fans, cowling), battery, drive shaft oil seals and fuel system (pump, tank) etc. Further treated to new brake discs / pads and Protech rear suspension, the Lotus exhales via a stainless steel exhaust system. The original owner's handbook is complemented by numerous invoices. Said to present very well and to pleasingly retain its correct and distinctive '40th Anniversary' interior, 'F962 NLE' looks every inch the late 1980s supercar! Rare and desirable in equal measure, this turbocharged Lotus is offered for sale with V5C Registration Document and history file.

# 1997 Bentley Azure

41

Under 11,000 miles from new

**Estimate: £65,000 - £75,000\***

Reg No: P542 SYK

MOT: T.B.A

Chassis No: SCBZK15C5VCH61113

The first-generation Bentley Azure Convertible was conceived while the company was still under Vickers management and produced from 1995 to 2003. Debuted at the 1995 Geneva Salon, it was based on the platform of the highly successful Continental R, and combined the glamour of the company's early coachbuilt Drophead Coupes with modern-day technology and performance - a heady cocktail for those lucky enough to afford it. The car's presence was immense, born of the combination of automotive elegance and sheer size - the Azure was 210 inches long. Sculptured seats ensured the optimum cossetting for up to four adults. This was the height of luxury. At the heart of the Azure, as of so many post-war Bentleys and Rolls-Royces, was the Group's mighty 6.75-litre OHV V-8 engine complete with Garrett AirResearch turbocharger and Zytex EMS3 digital engine management. The unit drove through a General Motors-sourced four-speed automatic transmission. With some 400bhp on tap and in excess of 600lbft of torque, the 0-60mph dash could be dispensed with in around six seconds, despite the car's generous all-up weight of 5,750 pounds. Speeds of up to 150mph were possible when allowed, doubtless without a ripple on a glass of champagne. Suspension was independent front and rear with adaptive ride control. Final assembly of the model took place at the Rolls-Royce factory in Crewe.

Chassis '61113' was ordered new by a Malaysian gentleman who was a resident of London at the time, and who kept the Azure in London throughout his ensuing twenty-year ownership. Commissioned from new in striking Arctic White paintwork with a contrasting Black mohair hood and tonneau cover, with the interior trim specified in Black hide with Black Piano fascia, and Black lambswool rugs, the Bentley was specified with convex door mirrors; power wash headlamps; painted radiator shell vanes; Sundym windscreen; adjustable front headrest; and kilometre speedometer for the Malaysian first owner. Covering a mere 9,000 km during the first owner's custodianship, with most of it likely covered around London, the Azure was then purchased by the vendor's father in 2018. Well maintained throughout its life, this continued while in the current family ownership, with the Bentley entrusted under the care of well-regarded marque specialists RR&B Garages, with their maintenance completed regardless of cost and amounting to above £23,500 in expenditure.

In 2019, the Azure was provided with a documented speedometer change by RR&B with conversion to mph with the correct total figure registered on the new odometer, in



the same year the Bentley received a hydraulic service, underside improvements, air induction renovation, and coachwork refresh to the cost of over £8,100 in total. Moreover benefitting from attention to the power steering in 2021, as well as renewal of the springs and dampers (costing c.£4,000) and renovation of the hood in 2022 (costing c.£2,500). With documented service history from HR Owen previous to the current family ownership, 'P542 SYK' has received a further five services with RR&B Garages, despite only covering a further c.4,000 miles. Rated as 'excellent' throughout by the vendor, the book pack with stamped service booklet, and a history file containing invoices for work carried out and a current V5C document, as well as due to be provided with a fresh MOT certificate.

With just three owners from new, two of which being from the same family, under 11,000 miles, maintained regardless of cost, and presenting in fantastic condition throughout, this Azure is surely a best of breed example, and is one to consider for an astute enthusiast or the serious collector!







## 1978 MG B GT

42

Fewer than 50 miles since comprehensive restoration

**Estimate: £8,000 - £10,000\***

Reg No: BGB 979S

MOT: Exempt

Chassis No: GHD5456989G

Supplied new to the home market and registered new on 1st May, 1978, 'BGB 979S' is known to have resided for some twenty years in some Lancashire barns, partially stripped for restoration. Purchased by the vendor, a serial classic car restorer, he embarked upon a comprehensive restoration in October 2022. The shell was taken back to bare metal and fully restored with new panels as required, before a full repaint. Mechanically, the vendor embarked on bringing the MG to a 'fast road' specification, including the overhaul of the engine - bored out to 1950cc with a fast road cam, uprated roller rockers, and an unleaded cylinder head. Mechanical work has included Bilstein suspension; new brakes throughout; the overdrive and differential checked and tightened; new sections of wiring; and a renewed fuel system. Cosmetically, it was subject to Black seats with White piping and Black carpets; new chrome trim; new windscreen; and new bumpers. With some £5,000 spent in parts alone, the restoration was completed in February 2025, and since the MG's return to the road, 'BGB 979S' has covered a mere 50 'running-in' miles. Accompanied by a large collection of restoration invoices, there is also a selection of images documenting the restoration and a current V5C. Freshly restored to a 'fast road' specification, this barely run-in MGB GT is surely one to consider for anyone in the market for a notably nice example.



## 1974 Ford Granada Ghia 3.0 S Coupe

43

**Estimate: £13,000 - £15,000\***

Reg No: GBE 720N

MOT: Exempt

Chassis No: GAGCPP00899

Facelifted by the time it arrived on UK shores in 1974, the Ford Granada MK1 Coupe sported a 'straight-through' belt line. Only available to British buyers in luxurious Ghia trim, the handsome five-seater Fastback could be had with a choice of 2- or 3-litre engines allied to manual or automatic transmission (though, the smaller capacity unit was later dropped). Benefiting from the same monocoque construction, all-round independent suspension and disc / drum brakes as its more populous siblings, the Coupe was further revised for 1976 gaining standard-fit power steering and Ronal alloy wheels.

Supplied new by the Immingham Motor Co Ltd (whose sticker still adorns its rear window), this scarce surviving example was first issued with the Lincolnshire registration number 'GBE 720N' on October 23rd 1974. Self-evidently treated to an extensive restoration prior to being bought by the vendor and her late husband in 2021, the Fastback has spent much of the intervening four years on display in their showroom. Still highly presentable, the Ford started readily and ran well during our recent photography session. Believed but not warranted to have covered c.76,000 miles from new, the Granada rides on period alloy wheels. Rare as hen's teeth, this handsome MK1 Coupe is surely a must for the Blue Oval collector.





## 2003 MG TF 115 Cool Blue

44

**No Reserve\***

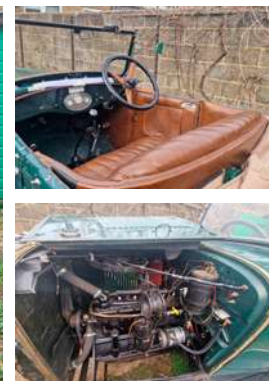
Reg No: AV03 YNL

MOT: T.B.A

Chassis No: SARRDMBEB3D618968

One of just 600 'Cool Blue' 2003 special editions, it offered the motorist some refreshing features for the MG TF. Unique were the blue Alcantara and leather seats, a blue hood, and the well-known 16-inch 6-spoke alloy wheels. Paintwork options included Anthracite, Pearlescent Trophy Blue, or Starlight Silver. Other distinguishing features were the bright mesh kit, a wind-stop, fog lights at the front, Alcantara and leather interior, and alloy gearknob. Supplied via Edmondson Rover of Ipswich, being first registered in the UK on the 23rd of May 2003, this Cool Blue is finished in the Pearlescent Trophy Blue paintwork with Blue Alcantara and Black leather seats upholstery and a Dark Blue hood.

A low mileage example having covered just 47,000 miles from new, at the hands of just five former keepers, the MG has benefited from a cylinder head overhaul and re-face around 1,500 miles ago. Last serviced and with a cambelt and alternator belt change at 45,541 miles by marque specialists Rough Luck Racing, this included a pressure test. 'AV03 YNL' is accompanied by the original combined owner's handbook and stamped service book, there is a small collection of invoices, and a current V5C document with just five former keepers. Minimal mileage since the cylinder head overhaul and offered without reserve!



## 1928 Dodge Standard Six Tourer

45

Ex-Australian RHD example and recent £11,000 expenditure

**Estimate: £12,000 - £15,000\***

Reg No: BF 5624

MOT: Exempt

Chassis No: J67282

Shortly after purchasing Dodge Brothers Inc for \$175,000,000 in 1928, Walter P. Chrysler had his new acquisition's four-cylinder models dropped in favour of an exclusively six-cylinder line-up. Becoming the backbone of the new range, the existing Series 140/141 'Standard Six' models were underpinned by a sturdy ladder frame chassis and four-wheel hydraulic drum brakes. Powered by a 3.4 litre straight-six engine allied to three-speed manual transmission, the Standard Six was reputedly capable of 60mph and 21mpg and could be had as a four-door touring car, four-door sedan, two-door coupe and two-door sports convertible. Supplied new to the car friendly climate of Australia, this rare, surviving, RHD 'J-Series' was imported to the UK in 2010. Entering the current ownership five years later, the four-door tourer has been kept garaged when not in use. A retired engineer, the vendor had the engine professionally overhauled and the clutch renewed during 2024 at a cost of some £11,000. Finished in Green over Black with Brown upholstery, 'BF 5624' rides on wooden-spoked wheels and has both a hood and tonneau cover. A reluctant sale due to the vendor's health concerns, this appealing Vintage Dodge is accompanied by a V5C Registration Document and history file.



## 1990 Rolls-Royce Silver Spirit II

46

**No Reserve\***

Reg No: G240 LWP      MOT: None      Chassis No: SCAZS00A1LCH31642

'G240 LWP' was supplied to its first owner on 1st February 1990 by S P Broughton & Company Ltd of Rutherford Way, Cheltenham. Specified in the attractive colour scheme of Midnight Blue over a Parchment Hide piped with Dark Blue, little is known of its early history before being acquired by the vendor's father in 2005. Used sparingly since acquisition by its current family ownership, it is understood that the car was maintained by RR&B Garages of Stoke Prior, Bromsgrove before being laid up for some time but kept in running order.

According to the vendor, the Rolls-Royce has been used for various family events, with the most recent being his son's wedding some years ago. Upon inspection, the car was noted to be in running condition and moved around under its own power for our photography session, although the vendor noted that it has been stored for some time and will require some TLC prior to regular use. It was also noted that the paintwork (which appears original) will need some improvement should a prospective owner choose and that some rust bubbling is present on the corners of the wheel arches, although these appear to be relatively minor jobs for anybody proficient. Now offered for sale at No Reserve, 'G240 LWP' is accompanied by part of its original book pack with owner's manuals.



## 1972 MG B Roadster

47

**Estimate: £11,000 - £13,000\***

Reg No: GFW 946K      MOT: Exempt      Chassis No: GHN5UC288827G

Introduced in 1962, the MGB Roadster enjoyed an eighteen-year production run. With nicely balanced handling and a good turn of speed, it merited the old MG marketing slogan 'Safety Fast'. Based around a monocoque chassis featuring independent front suspension and a 'live' rear axle, its 1798cc 'B' series four-cylinder engine was allied to a four-speed manual transmission. Pleasingly retaining its original 'Passport to Service' and handbook, chassis GHN5UC288827G was supplied new via Overseas Motors of Dallas, Texas. Repatriated by its only other UK keeper - a retired RAF fighter pilot - during the late 1990s, he had the MG converted to right-hand drive as part of a professional restoration (assorted photographs of which remain on file). Finished in the striking combination of Midnight Red Pearlescent with Beige leather upholstery and matching carpets, the B also sports a wooden dashboard / door cappings and alloy rocker cover. Entering the current ownership some twenty-three years ago, the two-seater was reportedly last treated to a full service on 29th April 2024 by the seller's 'usual, top notch, local independent garage'. Still highly presentable, 'GFW 946K' is said to have been 'corrosion checked and retreated with 3M's Shultz corrosion proofing on the underbody' during the vendor's tenure. Offered for sale with a large collection of invoices, workshop manual and current V5C Registration Document.





## 1986 Ford Capri 2.0 Laser

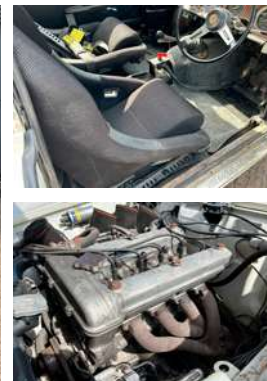
48

**Estimate: £7,000 - £9,000\***

Reg No: D734 FWD      MOT: April 2026      Chassis No: WF0CXXGAECGR61072

Introduced in November 1984, Ford's Capri Laser UK market special edition featured a wealth of factory trim options such as gauges and 'Laser' graphics. Available with a choice of 1.6 litre or 2.0 litre SOHC four-cylinder engines allied to either a five-speed manual or an automatic transmission, the 2.0 litre was reputedly capable of 0-60mph in 9.6 seconds and 113mph. The very last Capri Laser rolled off the German production line during November 1986.

A late example of the Laser, first registered new on 13th November 1986, the last month of Cologne production. This very collectable Laser iteration of the Capri has the more desirable 2.0 litre 4-cylinder engine allied to a 5-speed manual gearbox and is finished in the subtle and refined Lacquer Red with a Truro Grey cloth upholstery. 'D734 FWD' was acquired by the vendor some four years ago, with a subsequent period of storage since. From the paperwork, it is evident that the Laser has been the subject of some restoration work within the last 10 years; there's a trail of handwritten receipts dating back to the 1990s that shed some light on its maintenance. Currently, the odometer represents c.108,071 miles covered in its 39 years. Offered with V5C document and a fresh MOT certificate.



## 1967 Alfa Romeo Giulia Sprint GT Rally Car

49

**No Reserve\***

Reg No: LTA 38F      MOT: Exempt      Chassis No: AR299671

Launched in 1963, the Alfa Romeo Giulia Sprint GT was one of the decade's prettiest and most influential coupe designs. Styled by Bertone, its supremely elegant two-door bodyshell was based on the Milanese manufacturer's highly regarded 105-series platform. Equipped with all round coil-sprung suspension, disc brakes and well weighted steering, it handled with typical brio and panache. Initially powered by a 1.6 litre DOHC four-cylinder engine, later derivatives featured 1300, 1750 and 2000cc units.

Built to right-hand drive specification by the factory (hence its Tipo 105.37 designation), chassis AR299671 was reportedly converted from road to historic rally use during the early 2000s. Still sporting a host of scrutineering stickers to its rollcage, the Alfa Romeo carried its late owner to victory on the 2013 Land's End to John O'Groats Reliability and Touring Trial (better known as 'Le Jog'). Campaigned on various Tours of Cheshire and several HERO Challenges, the Giulia Sprint GT Veloce has not been run in anger for several years. Thought to be currently powered by a 2-litre Alfa Romeo DOHC four-cylinder engine, the diminutive fixed head coupe started readily for our photography session but is now in need of restoration / recommissioning. Temptingly offered for sale at no reserve, this appealing RHD Giulia is accompanied by a V5C Registration Document and assorted Alfaholics invoices.



## 1950 Daimler DB18 2½ Litre Foursome Drophead Coupe

50

Coachwork by Barker

**Estimate: £10,000 - £14,000\***

Reg No: LTB 420

MOT: T.B.A

Chassis No: DB18-53520

Renowned for its build quality and engineering integrity, Daimler supplied cars to the Royal Household until being usurped by Rolls-Royce in 1950. Introduced during November 1938, the 2½ Litre (or DB18 as it became known) featured a refined straight-six engine, four-speed pre-selector transmission and independent front suspension. Although the vast majority were bodied as saloons, a select number wore Drophead Coupe coachwork courtesy of Tickford and Barker. Beginning life in Lancashire (or so its 'LTB 420' number plate would imply), chassis DB18-53520 was off the road for a period before being re-registered with the DVLA in 1979. Self-evidently the subject of much past restoration work, the Daimler formed part of a private, East Anglian-based collection for over twenty years. Finished in Light Blue over Dark Blue with Blue upholstery, the front seats have been nicely retrimmed while the rears are thought to be original. The 2½ litre straight-six OHV engine starts readily, runs smoothly and revs freely suggesting that it has been previously overhauled. Patch repaired, the three-position hood raises and lowers as intended but is no longer watertight. Laid-up in 2022 following a service, the four-seater has recently been recommissioned. Indeed, the vendor intends to present it for sale with a fresh MOT certificate. Elegant and rare in equal measure, this delightful coachbuilt Daimler could be enjoyed 'as is' or further smartened.



## 1988 Volkswagen Golf GTi

51

Warranted 66,000 miles from new

**Estimate: £11,000 - £13,000\***

Reg No: E44 CBU

MOT: March 2026

Chassis No: WVVZZZ19ZJW556590

Launched at the 1983 Frankfurt Motor Show, the Golf GTi MK2 improved upon its predecessor's aerodynamics, torsional rigidity and brakes. Reputedly capable of 0-60mph in 8.3 seconds and 120mph, it proved fun and practical in equal measure. Finished in the handsome combination of Oak Green Metallic with Grey / multi-coloured stripe upholstery, chassis WVVZZZ19ZJW556590 was first registered as 'LKS 545' on April 18th 1988. Reported to have had just three former keepers (one of whom retained it for thirty odd years) before entering the current family ownership in 2022, the Volkswagen is warranted to have covered a modest 66,000 miles from new (c.1,800 miles per annum). Riding on period, Gold-centred OZ Racing alloy wheels, the Golf was shod with four new Uniroyal tyres approximately 400 miles ago. Further benefiting from a new cambelt, water pump, front suspension arm and front struts plus a full service, the five-seater passed its most recent MOT test on April 1st 2025 with 'no advisories'. Increasingly collectible, this highly original GTi MK2 is described by the seller thus: 'This is a very genuine and well-maintained example, now reluctantly offered for sale from my private collection to make room for a recently acquired Jaguar E-Type. A fantastic opportunity to acquire a classic car that has been properly cared for and maintained, ready to be enjoyed by its next custodian'.





## 2001 Bentley Arnage Le Mans Series 1

52

1 of just 62 RHD examples made

**Estimate: £20,000 - £25,000\***

Reg No: VX51 NVV MOT: November 2025 Chassis No: SCBLC31E81CH06574

Launched to celebrate Bentley's return to the famous La Sarthe circuit after a seventy-one year hiatus with the EXP Speed 8 (which won its class), the limited edition Arnage Le Mans Series was differentiated from its more commonplace Red Label sibling via wider wheelarches, special 18-inch alloy wheels, red brake callipers, quad exhaust pipes, sports bumpers, vented front wings and Le Mans Series badging. Inside, the instruments bore bespoke Dark Green faces with 'Le Mans Series' logos to the speedometer, rev counter and centre console. 'Winged B' motifs adorned the door cappings and headrests, while a unique gear lever design and drilled pedals also featured. Powered by the same turbocharged 6.75 litre V8 engine (400bhp/619lbft) allied to automatic transmission as the Red Label, the limited edition model was similarly capable of 0-60mph in 5.9 seconds and 155mph (governed). Only 62 of the 153 Arnage Le Mans Series cars built were to right-hand drive specification.

Finished in Metallic Verdant Green complemented to a Cream and Green leather interior with Green overrugs, 'VX51 NVV' has covered 61,300 miles from new. Accompanied by its original handbook, service book (with 13 entries), current V5C Registration Document and numerous invoices, the Bentley pleasingly still retains its boot-mounted PlayStation, CD changer and fire extinguisher. A rare example of a modern classic.



## 1957 Sunbeam MkIII Saloon

53

**Estimate: £9,000 - £11,000\***

Reg No: TYL 843 MOT: Exempt Chassis No: A3504982/HSO

First registered on 26th June 1957, in the last year of MkIII production, offered for sale for the first time in 10 years, and subject to an older restoration (with photographs on file), 'TYL 843' possesses several concours awards from its tenure in previous ownership. Finished in Oxford Blue with Cream leather upholstery and displaying a mere 32,299 miles at the time of consignment, the MkIII has been dry stored for 10 years and used very sparingly since. We estimate that some 100 miles has been covered since this time. When it was last represented by H&H in 2015, the Sunbeam was said to have had its 'original specification enhanced by many electrical updates, power brakes and a fan etc.'. In excess of a decade has passed since the 2015 sale, when this MkIII was reported to have been treated to engine, gearbox, overdrive and rear axle overhauls, a 'thorough' brake system refurbishment, the re-installation of fresh air vents, the fitment of door mirrors, inertia-reel seat belts, uprated indicator lights and a master switch. The engine bay still presents very well today and was seen running at the time of consignment. Ready to be enjoyed again, it's offered with a V5C Registration Document, a buff logbook, restoration photographs and some Sunbeam literature.

## 1974 MG B GT V8

54

Home market, factory V8 example

**Estimate: £18,000 - £22,000\***

Reg No: KVY 808N MOT: September 2025

Chassis No: G-D2D1/1761-G

A more powerful alternative to the MG B came in 1973 with the introduction of the B V8 - a GT-only variant powered by the ubiquitous 3528cc Rover V8 unit. The factory V8 cars were somewhat less tuned, producing 137bhp rather than 150bhp – the output was nevertheless sufficient for a sprightly 0-60mph time of around eight seconds and a top speed of 125mph. As the all-alloy Rover engine was lighter than the cast-iron BMC unit, no significant changes were required to the rest of the car. Production of the V8 was curtailed in 1976 (reputedly over BLMC's concern it would affect sales of other products - in particular, the dearer, less powerful Triumph Stag) after some 2,591 had been built.

Sold to its first owner on the 7th of June 1975, this late chrome bumper V8 is a home market example that was supplied new via Kennings Ltd. of Wetherby. One of just 2,591 genuine factory V8s manufactured, it is finished in Black paintwork with a bespoke Cream leather interior upholstery with Black piping, and Black carpeting. Featuring the original V8 Dunlop wheels which have recently been shod with fresh Avon tyres, 'KVY 808N' has had just two long-term ownerships across the last four decades (1984-2013 and 2013-2024). During the first of these ownership periods, the V8 was entrusted to renowned marque specialist Bromsgrove MG Centre for an extensive restoration.

Fully restored by them between 1996 and 1998, there are invoices on file relating to some £14,000 worth of related expenditure. Purchased by the current registered ownership from an MG specialist for some £25,000, the V8 is offered with a history file that contains the original stamped Passport to Service; MOT certificates dating back to 1981; the aforementioned restoration invoices; tax discs; original handbook and workshop manuals; sales brochures; and a current V5C. Starting readily and running and driving well for the recent photography session, 'KVY 808N' is a desirable overdrive example that still presents very well!







## 1966 Mercedes-Benz 220 SEb Coupe

55

**Estimate: £25,000 - £30,000\***

Reg No: EYY 150B MOT: Exempt  
Chassis No: 11102120060643

Supplied new to the UK and first registered here with the cherished number 'WWL 10' on June 9th 1964, chassis 11102120060643 remained on that plate for almost thirty-five years. Reportedly entrusted to renowned, London-based Rolls-Royce and Bentley specialists Frank Dale & Stepsons for an extensive restoration during the 1990s, an invoice on file shows that its straight-six engine and four-speed manual gearbox were thoroughly overhauled by Alpine Motors of Balham in 1999 at an indicated 80,694 miles. Subsequently looked after by marque specialist Steve Redfearn of Wimbledon, the 220SEb then relocated to Scotland where it was apparently used to help launch a Mercedes-Benz main dealer service centre. Purchased by the vendor from The School Garage of Whaley Bridge for £31,000 during August 2010 at an indicated 84,560 miles, he initially sent the pillarless Coupe to Mercedes-Benz of Ipswich for work but has since had it maintained by marque specialist Derrick Wells of Needham Market. Bills from the latter run into five figures and encompass attention to the subframe mount, shock absorbers (x4), brake master cylinder, front callipers, rear shoes, front anti-roll bar bushes, distributor, speedometer, temperature gauge, battery, washer nozzle and lights. The most recent, issued in March and April this year, were for a replacement starter motor and solenoid plus attention to the ignition. Starting readily during our recent photography session, 'EYY 150B' remains, to our eyes, highly presentable. Complemented by Blue piping and Blue carpets, the Cream leather upholstery contrasts nicely with the wood veneers to the dashboard (although, those to the rear of the instrument binnacle have started to crack). Enjoyed by the vendor for a run to the Pyrenees and back as well as on more local jaunts, the 220SEb now shows an unwarranted 88,800 miles to its odometer. Still a seriously stylish machine, this W111 Coupe is offered for sale with V5C Registration Document and history file.

# 1929 Rolls-Royce 20hp Tourer

56

**Estimate: £18,000 - £22,000\***

Reg No: GU 1043      MOT: Exempt  
Chassis No: GLN 7

Unveiled in 1922, the 20HP was a second string to the Rolls-Royce bow – a shorter, more economical sibling to the Silver Ghost which broadened the marque's reach to span both the very rich and seriously wealthy. Instantly distinguished by its horizontal radiator shutters, the newcomer was constructed around a ladder-frame chassis of 129 inch wheelbase. Power came from a 3,127cc straight-six, OHV monobloc engine mated to a three-speed manual gearbox. Suspension was by semi-elliptic leaf springs all-round. Braking was initially on the rear wheels alone, while steering was by worm and nut. Progressively updated to feature a four-speed gearbox and servo-assisted all-wheel braking, the 'baby' Rolls remained in production until 1929, by which time some 2,885 examples had vacated the company's Derby factory. Lighter and more responsive than the Silver Ghost, the 20HP was capable of exceeding 60mph.

Always an open car, chassis GLN 7 was originally bodied as a Cabriolet by H.J. Mulliner. First issued with the London number plate 'GU 1043' during March 1929, the Rolls-Royce was supplied new to William Thomson Esq. Belonging to I. Morgan Esq when listed in John Fasal's authoritative tome 'The Rolls-Royce Twenty', it subsequently fell into disrepair. Acquired by the seller's late husband as a project, he undertook a thorough mechanical overhaul and commissioned new Open Tourer coachwork from the renowned firm H. Horsfield & Son of Halifax. Nicely crafted with four doors and barrel sides (similar to a period Barker design), the new body was complemented by a large rear-mounted trunk, side-mounted spare wheel, running- board-mounted tool box and full weather equipment (hood, sidescreens etc). Finished in White with contrasting Red leather upholstery and a handsome wooden dashboard, 'GU 1043' is in running order but has lain dormant for the past five-six years. As such, a thorough service and recommissioning works are advised. Offered for sale with V5C Registration Document and sundry paperwork.







## 1971 Lancia Fulvia 1.3

57

Desirable original right-hand drive example

**Estimate: £18,000 - £22,000\***

Reg No: SCC 151K MOT: Exempt

Chassis No: 818631011905

Introduced at the March 1965 Geneva Salon, the Fulvia Coupe remained in production for over a decade. Derived from Antonio Fessia's well-regarded Fulvia Saloon, the newcomer was designed in-house by stylist Piero Castagnero and structural engineer Aldo Castagno. Sitting on a truncated 2330mm wheelbase and utilising the same independent double-wishbone front suspension, leaf-sprung / Panhard rod-located back axle and four-wheel disc brakes as its four-door sibling, the 2+2 seater boasted a 0.39 drag coefficient and 900kg kerb weight. Available in 1.2, 1.3 and 1.6 litre guises, the Fulvia Coupe was among the best handling front-wheel drive cars of the 1960s / 1970s not to mention an incredibly successful rally car!

Built to right-hand drive specification at Lancia's Chivasso factory, chassis 818631011905 was formerly the property of singer-songwriter Cathal Dunne who placed fifth for Ireland at the 1979 Eurovision Song Contest. Correspondence between Dunne and the vendor is on file as is a photograph of the car with its EIRE registration number 'IZT 277' (plus a copy of the associated logbook). DVLA registered as 'SCC 151K' since its arrival in the UK eight years ago, the Lancia is variously described by the seller as 'very good' (1.3-litre engine), 'good' (bodywork, interior trim, electrical equipment, five-speed gearbox) or 'average' (paintwork). He further informs us that: 'the engine has been treated with care, including a full head removal, skim, re-grind, lapping-in of the valves, and a new head gasket by engineer Phil Mitchell. The brakes have been overhauled with new callipers. The cylinder head will need a re-torque after about 100 miles, and the twin carbs are set-up to run rich'. Summed-up as 'lots of fun' in true Fulvia fashion, 'SCC 151K' is offered for sale with V5C Registration Document, history file, original steel Spare Wheel (plus hub cover), factory jack / tools, three keys and numerous spares including a Series 2 Coupe engine with Vernier gears.



## 1994 Bentley Turbo R

58

**Estimate: £6,000 - £8,000\***

Reg No: L662 WOT

MOT: T.B.A

Chassis No: SCBZR03A7PCH46719

Bentley's Turbo R was unveiled at the 1985 Geneva Salon. Initially capable of 135mph, continual development saw the sports saloon's top speed rise to 146mph (1987 model year) and then 155mph (1996 model year). A beguiling paradox, few rivals could match its blend of performance and luxury.

Finished in the unusual but elegant combination of Diamond Graphite Grey with Grey-piped Magnolia leather upholstery, chassis SCBZR03A7PCH46719 was one of just seventy-nine short wheelbase, RHD Bentley Turbo Rs to be completed during the 1993 model year. Supplied new via the renowned Jack Barclay Ltd dealership and first registered as 'OOV 1' on February 9th 1994, the sports saloon was specified with extended wood veneers to its door cards. Covering less than 4,000 miles since entering the current ownership in November 2019, the Bentley was running and driving smoothly at the time of consignment. Showing a little over 95,000 miles to its odometer, it is hoped that the Turbo R will possess a fresh MOT certificate by the time of sale. The rear windscreen area appears notably sound and indeed the condition of the interior is said to belie the car's age and recorded mileage. Fitted with remote central locking, 'L662 WOT' is accompanied by a V5C Registration Document and sundry paperwork. Surely a tempting proposition at the guide price?



## 1967 Jaguar MkII 2.4

59

Fitted with heated side and rear screens by 'Triplex'

**Estimate: £9,000 - £11,000\***

Reg No: HFV 656E

MOT: T.B.A

Chassis No: 120541DN

Synonymous with the Swinging '60s, the MKII has long been Jaguar's most admired saloon. Comprising a monocoque bodyshell equipped with independent front suspension, a 'live' rear axle and disc brakes all round, it could be specified with 2.4, 3.4 or 3.8-litre versions of Jaguar's race-proven XK engine.

First registered in Blackpool on April 5th 1967 (or so its 'HFV 656E' number plate would imply), this particular 2.4 litre, manual / overdrive example reputedly owes its unique specification to Mr Reginald Sydney Harris. A senior employee at Triplex, Mr Harris is understood to have uprated the Jaguar with its bespoke 'heated element' side windows as part of an extensive restoration that he undertook during the late 1970s. Seemingly done with the famous glass manufacturer's blessing, the panes in question all carry the British Institute of Standards Kitemark. Having fond memories of driving a MK2 in the 1960s, the vendor jumped at the chance to acquire 'HFV 656E' when he happened across it forty years ago. Sparingly used since then, the Jaguar has nonetheless become a much loved member of his family. Only being offered for sale as part of a downsizing exercise, this one-off 'Triplex Car' is bound to cause a stir at Jaguar meetings. Accompanying paperwork includes a buff logbook, V5C Registration Document, 1985 Bill of Sale and numerous invoices.





## 2007 Jaguar XKR Convertible

60

**Estimate: £16,000 - £18,000\***

Reg No: S55 PNS

MOT: April 2026

Chassis No: SAJAC44R379B11289

Introduced at the 2005 Frankfurt Motor Show, the second-generation Jaguar XK range (codenamed X150) was styled by Ian Callum. Deliberately evoking the E-Type via its oval grille, 'speeding teardrop' glasshouse and muscular haunches, the newcomer featured bonded / riveted aluminium construction, all-round independent suspension, power steering and four-wheel disc brakes. Powered by a supercharged 4.2 litre V8 engine developing some 420bhp and 413lbft of torque, the range-topping XKR variant was reputedly capable of 0-60mph in 4.9 seconds and 155mph (limited). A rival to the Porsche 911 (1997) and Mercedes-Benz SL (R230), the Jaguar (X150) XK / XKR remained in production until 2014 by which time a mere 54,000 had been sold (compared to 212,704 Porsche 997s and 169,443 Mercedes-Benz R230s).

Finished in the stunning combination of Gunmetal Grey metallic with Black leather upholstery and a Black mohair hood, this particular example entered the current (sixth) ownership during August 2021. Warranted to have covered a modest 51,000 or so miles from new with supporting service stamps and MOT history, the Jaguar is said to 'drive very well'. Ideal for the upcoming summer months, or just a sunny day, this tempting XKR Convertible is offered for sale with V5C Registration Document, owner's pack and MOT certificate valid until April 2026.



## 2004 Mercedes-Benz SL500

61

**Estimate: £8,000 - £10,000\***

Reg No: MX54 OSU

MOT: April 2026

Chassis No: WDB23TU752F034082

Introduced at the September 2001 Frankfurt Motor Show, the R230-series of Mercedes-Benz's long-running SL range remained in production for ten years. Arguably the most accomplished two-seater Grand Tourer of its generation, the newcomer offered a blend of performance, ride, handling and refinement that few, if any, rivals could match. Initial flagship before the arrival of the AMG models, the SL500 was powered by a 5-litre V8 engine allied to five-speed automatic transmission. With some 302bhp / 339lbft of torque on tap, it was reputedly capable of 0-60mph in 5.8 seconds and 155mph (limited).

Finished in Brilliant Silver with Dark Grey leather upholstery and Burr Walnut veneers, 'MX54 OSU' is warranted to have covered a mere 53,000 miles from new. Riding on 18-inch AMG alloy wheels, the Mercedes-Benz also boasts Active Body Control suspension, COMAND, electric / memory seats, air-conditioning and a multi-disc CD player. Taking some fourteen seconds to go from open to closed (or vice versa), its ingenious 'Vario Roof' retractable hardtop gives year round practicality. Offered for sale with V5C Registration Document, numerous invoices and assorted MOTs including one valid until April 2026.

# 1966 Triumph TR4A IRS

62

Desirable 'home market' example

**Estimate: £18,000 - £22,000\***

Reg No: GJA 189D      MOT: Exempt  
Chassis No: CTC686410

The final iteration of the TR4 was the TR4A, introduced in 1965. This embodied a number of small styling changes and upgrades to the specification but, more pertinently, some 75 percent of TR4As were equipped with independent rear suspension (IRS). Manufactured in 1966, this desirable IRS example with overdrive was supplied new to the 'home market' and first registered on UK roads on the 2nd May that year. 'GJA 189D' was purchased into current ownership in 1984 and thereafter was provided with a full cosmetic and mechanical restoration over the following seven years, which is understood to have cost over £10,500, most of this being in parts and specialist services. The vendor completed much of the mechanical restoration, with the bodywork restored professionally. During this time, the TR4A benefitted from a renewed chassis supplied by specialists TR Bitz; extensive new panels as required; a full repaint in White; a comprehensive mechanical overhaul including a re-worked cylinder head for use with unleaded fuel; new chrome wire wheels; and a refreshed interior with leather seats trimmed in Black piping.

Sensibly upgraded over the years, the Triumph benefits from a front anti-roll bar and rear springs, an oil cooler and screw on oil-filter, and electronic ignition, with the brake and clutch both using DOT 5 silicone hydraulic fluid. Since the completion of the restoration, the TR4A has covered some 20,000 miles, including excursions to the South of France, Corsica, Cornwall, and much further summer usage, and has further benefitted from a gearbox and overdrive overhaul. Home market, IRS examples are highly desirable, and this nicely presented example which will be driven to the sale boasts retaining its factory fitted engine and is offered with a history file with extensive previous invoices and current V5C document which shows just four former keepers.







## 1979 Rolls-Royce Silver Shadow II

63

32,800 miles from new and among the best we have encountered

**Estimate: £18,000 - £22,000\***

Reg No: HWX 704V MOT: T.B.A  
Chassis No: SRH37504

Inspired, at least partially, by a new generation of more driver-orientated luxury cars, the Rolls-Royce Silver Shadow II was announced in February 1977. Thus, while the new model utilised the same four-door monocoque bodysell, mellifluous 6750cc V8 engine and smooth-shifting GM400 series automatic gearbox as the outgoing Shadow, it gained a prominent front air dam, larger one-piece bumpers, revised front suspension geometry and - most importantly of all - power-assisted rack and pinion 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 available, it treated occupants to a uniquely cossetting experience.

Finished in the stunning combination of Nutmeg Brown over Silver Sand with Dark Brown leather upholstery, chassis SRH37504 was supplied new by Appleyard Rippon Ltd of Leeds on August 1st 1979. Initially road registered as 'HWX 704V', it later wore the number plate '33 UM' for two decades. Warranted to have covered a mere 32,800 miles from new, the accompanying service book contains fifteen stamps from Appleyard Rippon and Shadow Vehicle Services (the latter predominantly being staffed by ex-Appleyard Rippon employees). Invoices on file dating back to the 1990s show that the Rolls-Royce has had much attention paid to its braking and suspension systems. Entrusted to marque specialist Prestige Services of Leeds less than 300 miles ago, the four-seater was treated to a new steering rack as well as a 6,000 mile service at a cost of over £2,000. Starting readily and running well during our recent photography session, the air-conditioning and radio were both in working order. Among the nicest Shadow IIs we have had the pleasure of offering, 'HWX 704V' is worthy of close inspection and a true testament to Rolls-Royce build quality. Offered for sale with V5C Registration Document, original warranty card, cardboard instruction overlays (for the stereo and climate control), book pack and assorted bills.

# 1929 Ford Model A 'Wood Tail' Speedster

64

Vintage racing special

**Estimate: £25,000 - £30,000\***

Reg No: BF 9262      MOT: Exempt  
Chassis No: A1361917

Amid rumours that several US States were preparing to ban his Model T due to its 'unsafe' hand-operated braking system, Henry Ford begrudgingly succumbed to pressure and authorised the development of a successor. Introduced in December 1927, the Model A was greeted with unprecedented demand. Longer and lower-slung than the Model T, it retained transverse-leaf suspension but proved significantly more refined. Designed by Howard Hicks, its 3285cc, L-Head four-cylinder engine developed 40bhp (twice the Model T's output) boasting niceties like coil ignition and integral water pump. Mated to a three-speed manual gearbox, it gave a top speed of 65mph, necessitating the fitment of four-wheel braking.

Built by leading marque expert, Toby Ballard of The Ford Model A Revival Company, Kent, in 2020, before first UK registration that year, this special has been comprehensively mechanically overhauled, including a recent engine refresh that included a new crank and re-grind with 'plus 20s' bored out to 3500cc, twin carbs and a Brierley cylinder head, making for very lively performance with an excellent soundtrack! At the front end, the bodywork is all bare hand-rolled aluminium and the rear is timber-framed with a boat-style 'wood tail', really suiting this unique special. For the cockpit, a hand-crafted bespoke Red leather interior adds to the Vintage impact of the special, with its custom dash turned-aluminium finish. In terms of practicality, a custom-made tonneau cover stows away when not required behind the seats, there are working headlights, side lights and brake lights. UK registered, tax and MOT exempt, it is eligible for many events in the UK and overseas, the special recently competed in 'Race the Waves' in Bridlington in 2023 and is still wearing its scrutineering stickers.







## 1926 Rolls-Royce 20hp Tourer

65

**Estimate: £30,000 - £35,000\***

Reg No: CX 8521

MOT: Exempt

Chassis No: GYK 5

Unveiled in 1922, the 20HP provided a valuable second string to the Rolls-Royce bow. More compact, economical and affordable than the Silver Ghost, the newcomer was powered by 3127cc straight-six OHV engine allied to three-speed manual transmission. Progressively updated to feature a four-speed gearbox and servo-assisted all-wheel braking, the 'baby' Rolls remained in production until 1929, by which time some 2,885 examples had vacated the Derby factory. Lighter and more responsive than the Silver Ghost, the 20HP was capable of exceeding 60mph.

Originally bodied by Rippon Bros as a saloon and supplied new to C.F. Ratcliffe Esq, chassis GYK 5 was first issued with the Huddersfield number plate 'CX 8521' on November 12th 1926. Belonging to the Yorkshire Penny Bank the following decade, the Rolls-Royce was converted into a mobile canteen during World War Two providing sustenance to bombed out employees and local RAF crew alike. Repurposed as a bakery van once peace came, the 20hp had fallen into disrepair by the time that Harry Glover acquired it during the mid-1960s. Stripped of its remaining coachwork and partially refurbished, 'CX 8521' passed to his son-in-law, Les Gammon, in 1982. Rewired and got running, chassis GYK 5 was sold to help fund a new business. Relocating to Herefordshire, the Rolls-Royce was entrusted to coachbuilder Derek Leyshon-James who crafted the present Dual Cowl Open Tourer body. Reportedly treated to regular servicing since entering the current ownership in 2008, the four-seater has been used for a variety of rallies including two trips to Ireland for the Gordon Bennett. Sporting full weather equipment (hood and sidescreens), the 20hp also benefits from an aluminium cylinder head, MOCAL remote full-flow oil filter and stainless steel exhaust. Nicely detailed with a demountable windscreen for the rear seat passengers, 'CX 8521' is offered for sale with V5C Registration Document, buff logbook, assorted invoices and luggage rack. Not currently fitted, the latter is accompanied by a trunk housing two suitcases.

# 1961 Jaguar MkII 3.8

66

Entered from The Loch Lomond Collection

**Estimate: £40,000 - £50,000\***

Reg No: TSU 891

MOT: Exempt

Chassis No: 203090

For many, the definitive Jaguar sports Saloon, the MkII was introduced in October 1959. A peerless blend of elegance and muscularity, its sleek lines clothed an evolution of the Coventry marque's first monocoque design. Powered by derivatives of the same XK DOHC straight-six engine that had swept Jaguar to five Le Mans victories, the MkII was quick to dominate contemporary Saloon car racing. The range-topping 3.8 boasted nearly seven times the horsepower of a Mini 850 and a 126mph top speed! Blessed with one of the all-time great automotive interiors, its stylish instrumentation, rich wood veneers and sumptuous leather upholstery all conspired to cosset and cocoon occupants. Manufactured on the 13th January 1961, the MkII offered was supplied new by K.L.M Motors to the first owner, Mr Walter Fry of London, SE1. The 'holy grail' of MkII Jaguars; a 3.8-litre, manual and overdrive example, having left the factory in this configuration when new. Entering into the ownership of JD Classics, requiring restoration in 2003, thereafter, it was fully restored and built to specification by JD Classics. Whilst their recent reputation did take a very warranted hit through highly questionable dealings, before they went down an unscrupulous path, their restoration and upgrade work was simply leagues above the competition. To the untrained eye, a JD Classics MkII looks like any normal Jaguar, but this is anything but the case. With bigger disc brakes all round, power steering, upgraded wheels and tyres, drivetrain upgrades and interior upgrades such as adding a mechanically operated sunroof, which one wouldn't know wasn't OEM without prior knowledge, this MkII is simply stunning to look at, be in, and drive. The restored cars were far from cheaply priced upon completion from JD Classics, with an eye-watering figure being given to own one of these fantastic examples, but the age-old saying of 'the quality is remembered long after the price is forgotten' couldn't be more relevant with this car. Resplendent in glorious Jaguar Opalescent Dark Green over a delightful Cream leather interior upholstery and high-quality wood trim, there are more recent maintenance invoices on file for c.£9,500 for attention to the brakes, electrics, fuel system, and servicing from JD. Purchased into The Loch Lomond Collection in 2023 from auction for a total of £69,000; The Loch Lomond Collection is made up of excellent examples of predominantly 1950s, '60s and '70s classics.

Shortly before being purchased into the collection, the vendor employed M&C Wilkinson (having known Mike Wilkinson for a couple of decades) to fully appraise the car (with the report present in the history file), with them concluding that "the car is, in short, is a first class UK RHD matching numbers MkII restored to the highest of standards and we



fully approved the car as the best money could buy". The full report can be sent to any prospective buyers upon request. Further improved by M&C Wilkinson shortly after the vendor's purchase, the Jaguar received some £5,600 worth of expenditure. The MkII has seen very minimal use while in the collection, although it started readily and both ran and drove well during the recent photography session. Offered with a collection of previous MOTs, M&C Report, a copy of the JDHT Heritage Certificate, a Jaguar Service Handbook, and a current V5C document.

The 'holy grail' of MkII Jaguars; a 3.8 litre, manual and overdrive example, not only is it in the best mechanical configuration, but the MkII is made even more desirable due to being a 'home market' car! Priced at a fraction of what it cost from JD Classics, and from when it was purchased into the collection, this stunning Jaguar is very impressive, and we invite and encourage your close inspection in the metal to be appreciated for the quality that it is.





# 1952 Jaguar XK120 Roadster

67

Entered from The Loch Lomond Collection

**Estimate: £55,000 - £65,000\***

Reg No: IG 4253

MOT: Exempt

Chassis No: 671921

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. Flooded with orders, Jaguar began limited hand-built production soon thereafter (although, it was not until 1950 that the factory was sufficiently 'tooled-up' to discard aluminium in favour of steel for the curvaceous bodywork). 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. Chassis 671921 was manufactured in left-hand drive specification being built on the 25th February 1952. Distributed new by Max Hoffman, New York, the Jaguars is first known to have been in a state of disrepair by the late-1980s. Understood to have been in long-term ownership thereafter America (for almost 30 years), the XK120 was entrusted by said owner, to the very highly regarded Sargent Metalworks of Bradford, VT, the winners of several awards at the exceptionally prestigious Pebble Beach Concours d'Elegance including 'Best in Show' with a 1936 Bugatti Type 57SC, and has an outstanding portfolio of past restoration work which includes numerous Bugattis and a Ferraris (including a 250 GTO).

Chassis 671921 was lavished with a comprehensive body-off restoration by Sargent Metalworks between 1989 and 1994, with the restoration expense reaching some \$58,700, a figure that would be more akin to \$100,000 today! Finished in the attractive colour combination of Dark Green paintwork with a Tan leather interior and a Beige hood, the Jaguar is uprated for 'fast road' or Vintage rallying use, including a tuned engine incorporating a C-Type cylinder head, a louvred bonnet, a Le Mans-style fuel filler cap, and Moto Lita steering wheel to name a few, with it reputed these changes were made with thoughts of use in the Mille Miglia Storica in the previous ownership. Repatriated to British shores c.2015, the XK120 was first registered on United Kingdom roads in September 2015 as 'IG 4253'. The Jaguar is accompanied by a large history file including Jaguar chassis records, numerous previous invoices from the restoration and since, numerous photographs and records of the restoration works, a service manual, a spare parts catalogue, an operating, maintenance & service handbook and a current V5C document. Entered from The Loch Lomond Collection, a collection made up of examples of many prestigious 1950s, '60s, and '70s classics, the XK120 has only completed very local excursions while in the collection and therefore a degree of recommissioning might be required before pressing into road use.







# 1953 Bentley R-Type 'Le Mans' Style Open Tourer by Paul Forty

68

Entered from The Loch Lomond Collection

**Estimate: £140,000 - £160,000\***

Reg No: NYP 807

MOT: Exempt

Chassis No: B424TN

It was in 1953 that 'NYP 807' made its debut, clothed in a Bentley R-Type Saloon body, chassis number B424TN was delivered to its first owner, a Mr John Moore Wilson on the 18th of September 1953. Almost seventy years later, in 2012, the tired remains of the Bentley were acquired by well-known Bentley aficionado and builder Paul Forty. Paul Forty, highly regarded in Bentley circles, is the son of Geoff Forty, an esteemed classic car dealer for many decades, trading as International Automobiles Limited. Not only this, but Geoff is understood to have had a contributing role in the founding of Bob Peterson Engineering, with Peterson Bentleys now some of the most exclusive, high-quality, and expensive Bentley specials available on the market. Therefore, there are probably not many more qualified than the Forty family in Bentley special building!

Under the custodianship of Paul Forty, chassis B424TN was stripped to the bare chassis, with the chassis sandblasted and restored with new bushes and kingpins. The rear axle was stripped and overhauled with all new bearings before the front springs were renewed, and a new rear shock absorbers system for the rear. The engine was stripped and sent to an engine specialist in Exeter for a full engine overhaul including the crank reground, new bearings, re-faced cylinder head, all valve seats recut or replaced as needed, crank damper completely renovated, and the engine's recently fitted new piston and liners on inspection were as new. The Bentley then received a full gearbox refresh, flywheel refaced, new steering bushes, and track rod pins, with extensive further mechanical improvement.

The braking system was fully renewed, with a complete re-wire provided with all new units except the starter motor which was inspected and found good. The fuel system was fully restored from the tank to the carburettors, with the carburettors completely overhauled, including chemical cleaning and conversion to manual choke. Thereafter, a brand new aluminium body was installed in the style of the now iconic Vanden Plas Le Mans Tourers. I think it is fair to say that the coachwork is stunningly presented and detailed, with features such as the large alloy fuel tank with brass tap bosses, stone guards, polished stainless steel over centre filler cap, fold-down windscreen, nickel plated aero screens, diver's helmet rear lights, and Lucas P100 headlamps all setting the car off splendidly. It is much the same story when it comes to the fully renewed interior, trimmed to an excellent standard, the seats and side panels (with embossed 'B's) are trimmed in English hide, with a double duck hood and tonneau cover!



The end product is an extremely handsome Bentley which perfectly combines the best of the Vintage Bentley Le Mans coachwork with more modern Bentley mechanicals. Utilising the R-Type 4.5-litre engine, four-speed synchromesh gearbox, and a set of 21-inch wheels, the vendor says it is fast, powerful, and very capable of running in modern traffic. Purchased into The Loch Lomond Collection directly from Paul Forty for £190,000 in 2017; The Loch Lomond Collection is made up of excellent examples of predominantly 1950s, '60s, and '70s classics. Used sparingly since the build, the Bentley has only completed local excursions around Scotland while in the collection, and therefore a degree of recommissioning might be required before pressing into road use. An exceptionally high-quality build from a well-known Bentley aficionado, this one surely ticks the boxes for those in the market for a Petersen or similar special!

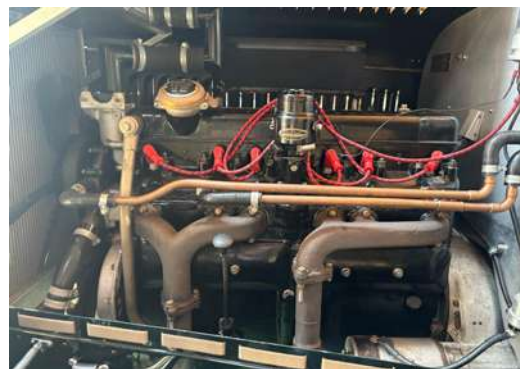














## 2000 Jaguar S-Type 3.0 V6 SE Auto

69

**No Reserve\***

Reg No: T.B.A

MOT: April 2026

Chassis No: SAJAC01L71FL89434

First registered on 12th September 2000, this one-owner from new c.42,000 mile Jaguar S-Type represents a fantastic example of this great marque. In careful and considerate ownership since new until the owner's recent passing, the family have just had the MOT renewed until April 2026 and the vendor informs us that the sills have been inspected by his mechanic and are said to be solid, a common weak point on this era of Jaguar. There are 7 entries in the service book, recording services at 5,644 miles, 13,997 miles, 24,948 miles, 27,189 miles, 30,033 miles and 41,582 miles. As can be expected with the mileage, the interior and exterior are in excellent condition with the 'Seafrost Green' gleaming in the sun and the interior much the same, even the headlining is still in place and has not drooped! The engine started up trouble-free and the car ran and idled nicely for the full duration of our photography session. It is being offered with the bookpack, invoices and the latest V5C document. Since the start of 2025 over £600 has been spent to replace the battery, fit a new key battery, fix the rear door handle actuator (invoices on file) and carry out an MOT.



## 2002 BMW Z3 3.0i Roadster

70

Warranted 28,000 miles from new

**Estimate: £10,000 - £12,000\***

Reg No: GJ02 EZH

MOT: January 2026

Chassis No: WBACN52080LJ41323

Registered on the 25th of April 2002, 'GJ02 EZH' was finished from the factory in one of the rarest and most desirable colours, Dakar Yellow. Complemented internally by matching Yellow and Black leather upholstery with Black carpets, the Z3 also features a Black hood. Well specified from the factory with leather Sport heated seats, M-Sport steering wheel, 18-inch 'M' alloy wheels, M-Sport gearknob, air conditioning, electric soft top, wind deflector, electric mirrors, white indicator lenses, headlamp cleaning, rollover protection, and rare body coloured hard top which is with the car. A 3.0i straight-six example (the largest non-M Z3 engine), the BMW benefits from having the desirable five-speed manual gearbox. Offered now with just 28,000 miles from new, the Z3 is barely run-in! Accompanied by the owner's handbook and service book in the BMW wallet, the service book displays ten stamps, almost all being main dealers or specialists. Further supplied with the original tool kit, warning triangle, and jack, a no advisory MOT until January, as well as the V5C document. Today, this example must be one of the finest on the road, the car drove particularly well when test driven upon consignment with no warning lights present. If you are looking for a genuine, collector quality Z3 with low mileage and a very rare colour scheme, then look no further than this particular example.





## 2012 Range Rover Sport HSE TDV6

71

Estimate: £7,000 - £9,000\*

Reg No: SV62 UDK MOT: September 2025 Chassis No: SALLSAAG5DA776889

Introduced in 2005, the Range Rover Sport (codename: L320) attracted a younger, more style conscious demographic to the marque. Underpinned by Land Rover (rather than Range Rover) running gear, the newcomer utilised a modified version of the Discovery 3's monocoque but featured an altogether funkier glasshouse. Available with a choice of petrol and diesel engines, the lifestyle SUV proved a hit with celebrities on both sides of The Atlantic. Facelifted for a final time in 2012, the L320-generation Sport gained an updated media interface, electric power tailgate and the option of ZF's excellent eight-speed automatic transmission (complete with rotary selector).

Finished in Fuji White with Black leather upholstery, this 'facelift' example was first registered on September 29th 2012. Powered by a 3-litre turbodiesel V6 engine allied to automatic transmission, the Range Rover displays a credible 104,000 miles to its odometer. Reportedly benefiting from recent maintenance work, the Sport has had three former keepers and possesses a MOT certificate valid until September 2025. Offered for sale with V5C Registration Document and history file containing numerous invoices.



## 2010 Saab 9-3 Aero Anniversary edition

72

Estimate: £6,000 - £8,000\*

Reg No: WL60 BCZ MOT: October 2025 Chassis No: YS3FC7AR2A1620179

Introduced in 2004, the second generation SAAB 9-3 Convertible was notably stiffer and better handling than its predecessor. An accomplished Grand Tourer, especially in range-topping Aero trim, the four-seater soft-top could be had with a turbocharged 2.8-litre V6 engine from 2006 onwards. Rated at 276bhp/273lbft, the latter promised 150mph plus performance.

Finished in Dark Blue Metallic with Light Grey leather upholstery, this particular 2.8T V6 Aero example was supplied new by Riders SAAB of Falmouth. Warranted to have covered 129,000 miles from new with eleven supporting service stamps, the vendor believes that 'WL60 BCZ' could pass for a far lower mileage car. Treated to six new spark plugs and three new coil packs in 2022, last year saw the Convertible benefit from a service (less than 1,000 miles ago) and transmission fluid change etc. Riding on fresh 17-inch alloy wheels shod with Uniroyal Rainsport 5 tyres, the 9-3 has also had new discs / pads fitted all-round and its soft-top refurbished with Renovo. In-car entertainment is provided by a quality aftermarket Double DIN stereo with satellite navigation, Bluetooth and phone connectivity. The Convertible is offered for sale with its original book pack, V5C Registration Document, genuine SAAB wind deflector and two keys.

# 1988 Porsche 911 Carrera 3.2 Sport

73

Just 38,000 miles and two owners from new

**Estimate: £70,000 - £80,000\***

Reg No: E865 OCX

MOT: May 2026

Chassis No: WP0ZZZ91ZJS102407

Developed under the watchful eye of Porsche Chief Executive Peter Schutz, the 911 Carrera 3.2 made its debut at the Frankfurt Motor Show of September 1983. Estimated to be 80 percent new, the model's 3164cc (hence '3.2') flat-six engine was credited with developing some 231bhp and 209lbft of torque. Allied to a five-speed manual transmission, it proved both rev-happy and flexible, making the model capable of 0-60mph in 5.3 seconds and a 153mph top speed. In order to cope with the increased performance, the brakes were enlarged and the top two gear ratios were slightly raised. Among other improvements was a redesigned timing chain tensioner - the Achilles heel of the earlier engines. Early examples of the 3.2 employed the 915 type manual gearbox with reverse gear located beneath fifth, while 1987 to 1989 models had the stronger G50 unit in which reverse was located beside the fifth ratio. During 1984, an optional 'Sport' pack became available, comprising of a deeper front valance, 'tea tray' rear spoiler, stiffer Bilstein dampers and 16-inch Fuchs forged alloy wheels with Black centres.

Supplied new by Charles Follett Limited of London on the 19th of May 1988, the 911 offered was finished from the factory in Venetian Blue paintwork with Marine Blue leather interior upholstery and was specified with the optional equipment of the Sport pack from new, as well as Blaupunkt radio, two rear speakers, sunroof, green windscreen gradual tint, velour carpet for the luggage compartment, and automatic three-point rear belts. Purchased into the late vendor's ownership in August 1991 from Porsche agents Parker & Parker of Kendal, the 911 Sport at this time had covered a total of just c.32,800 miles from new. The late owner's pride and joy throughout the rest of his life, the Porsche was mollycoddled, being used sparingly for special occasions and therefore has only covered a further 5,000 miles approximately, bringing the total mileage now is a mere 38,000 miles from new, covered in the hands of just two owners.

The late vendor, a qualified mechanic who spent his whole working life in the motor trade, self-maintained the 911 throughout his custodianship, with the Porsche understood to have been serviced annually by him. Sadly, on offer now due to the vendor's passing, the 911 is due to be supplied with a fresh MOT certificate in time for sale. The accompanying history file comprises the book pack in the Porsche wallet, including the original stamped service book, a large collection of previous MOTs back to 1992, and a current V5C document (showing two former keepers due to the Porsche being transferred into his wife's name since passing), as well as a no advisory MOT certificate until May 2026. An



exceptionally well presented and highly original example, the 911 is believed to still be wearing all of its factory paintwork and retaining its original interior!

This is a truly excellent and genuine example of a Porsche model that is becoming increasingly sought after, and is ideally suited to a serious collector or discerning enthusiast seeking one of the finest surviving examples of the celebrated air-cooled era.







# 1991 Jaguar XJ-S Convertible

74

Just 59,000 miles from new

**Estimate: £15,000 - £18,000\***

Reg No: J800 XJS MOT: April 2026

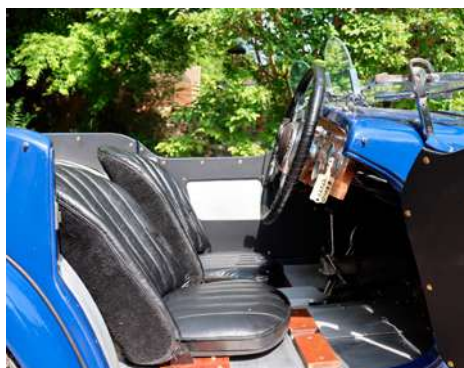
Chassis No: SAJJNADW3EN180948

Introduced at the 1988 Geneva Motor Show, the long-awaited full convertible version was underpinned by the same all-round independent coil-sprung suspension and power-assisted rack and pinion steering as its Fixed-Head Coupe siblings. Priced at some £40,000, a waiting list was quick to form. Supplied new by Jaguar main agents R. A. Creamer & Sons of Kensington on the 27th August 1991 to its first owner, author Sally Burton (widow of actor Richard Burton), she was a resident of the exclusive Porchester Terrace, London, W2 at the time. Finished from new in the attractive colour scheme of Platinum Metallic paintwork with Isis Blue leather interior upholstery and a complementary Blue hood, the XJ-S also has its matching hood cover. Offered now having covered just 59,000 miles from new, the Jaguar has been in its current registered ownership since 2020. Previously supplied by XJ-S specialists Clarkes XJ-S World, there is a document on file assessing its condition, which states it as in "exceptional condition". Benefitting from new brake callipers and pads in 2019, the Jaguar has covered just 6,000 miles since then.

Boasting a well-stamped service book, the service book illustrates seventeen services, all of which have been completed by Jaguar main agents or specialists. The most recent service was completed at 58,698 miles by main dealer Abbott Jaguar. Accompanied by a history file, it contains the aforementioned service book in the original book pack with wallet, a collection of invoices, numerous previous MOTs dating back to 2002, a 'no advisory' MOT certificate until April 2026, and a current V5C document. The XJ-S also boasts having its original tool kit, jack and spare wheel, as well as its original etched glass. A nicely presented example in pleasingly original condition, and with an apt 'XJS' registration number, this is certainly one to consider for someone on the search for a V12 XJ-S Convertible.







## 1934 Wolseley Hornet Eustace Watkins Special

75

**Estimate: £20,000 - £25,000\***

Reg No: AXR 875

MOT: Exempt

Chassis No: 209114

Chassis number '209114' was manufactured in 1934 and was supplied new to the United Kingdom being first registered on the 14th of February that year. A Eustace Watkins bodied Hornet Special, the Wolseley was discovered by the vendor in 2002 as a full restoration project, describing the condition as "just a rolling chassis and boxes of bits", with the Hornet having been dismantled for restoration by the previous owner. Lavished with an extensive restoration over the subsequent twenty-three years, the Wolseley has been very recently completed and has not been run in yet. The restoration expenditure is understood to have amassed to over £25,000 in parts and specialist services alone!

The chassis was completely refreshed, with the engine and gearbox fully overhauled. Fortunately, the original ash frame was found to be in remarkably good condition, so new panelwork was fabricated as required by Ray Pettit of Compound Curvatures in Nottingham, before the coachwork was entrusted to Unity Coachworks who tracked down the original colour match for the car, and then painstakingly prepared the original bonnet such that it looks as good as the new panels once painted. Once painted, the Wolseley was fully reconstructed with new or renovated parts throughout, with the vendor mentioning the wiring loom from Wiring Harness Company who took a copy of the car's wiring diagram and reproduced a fabric covered harness colour coded as per wiring the diagram using ancient machinery, and Aldridge Trimming Ltd (Wolverhampton) who crafted the tonneau cover, as notable signs of the restorations attention to detail.

Now presenting very well, the Wolseley started readily and ran well during the recent photography session with good oil pressure. A highly desirable, six-cylinder post-vintage sportscar, which is freshly restored and is now looking for a new custodian to rack up the miles!



## 2007 Bentley Continental GT

76

Just c.26,000 miles from new

**Estimate: £20,000 - £25,000\***

Reg No: PG07 OGY      MOT: July 2025      Chassis No: SCBCE63W77C049080

Introduced at the 2003 Geneva Salon, the Continental GT was the most technologically advanced Bentley in generations. Powered by the marque's first all-new engine since 1959, its twin-turbocharged 5998cc W12 was allied to six-speed ZF Tiptronic transmission. With a quoted 552bhp and 479lbft of torque on tap plus Torsen-based permanent four-wheel drive, the 2+2-seater GT was reputedly capable of 0-60mph in 4.8 seconds and 198mph. A deft blend of muscularity and elegance, the two-door coupe's lines were the work of Dirk Van Braekel.

According to its accompanying HPI report, chassis 049080 was first registered as 'HU 2' on May 16th 2007. Entering the current (only second) ownership via JCT600 Bentley of Leeds, the vendor informs us he was told at the time that his predecessor had been none other than the film star Hugh Grant. However, there is no accompanying paperwork to substantiate this claim. Finished in Breeze Metallic with Magnolia leather upholstery and Birds Eye Maple veneers, the Continental GT has covered just 26,000 miles from new. Reportedly main dealer serviced up until 2019 and looked after by marque specialists since then, the 2+2-seater remains notably smart. Offered for sale with V5C Registration Document, original book pack and large history file.



## 2004 Alpina Roadster S

77

**Estimate: £16,000 - £18,000\***

Reg No: B3 XSS      MOT: September 2025      Chassis No: WAPR534004PE50163

Introduced at the 2003 Frankfurt Motor Show, the Roadster S was only the third open-topped BMW two-seater that Alpina had worked its magic on. Using a BMW Z4 3.0 Roadster as its basis, the newcomer boasted a thoroughly reworked 3.4 litre DOHC straight-six engine, ZF six-speed manual gearbox, recalibrated suspension, altered final drive ratio and 19-inch alloy wheels. With some 300bhp/362Nm on tap, the two-seater was reputedly capable of 0-60mph in 5 seconds and 170mph! Only in production for two years due to tightening emission regulations, just 370 were sold worldwide (of which 167 were RHD, UK cars).

Finished in Black Sapphire with Red leather upholstery, this particular example – Number 163 – was supplied new by the Sytner Group. Warranted to have covered some 103,000 miles from new, 'B3 XSS' pleasingly retains its original owner's wallet, handbook and service book. Subject to a recent alloy wheels refurbishment, the Roadster S has the further benefit of fresh tyres. A rare and seriously rapid machine that will become increasingly collectible over time, the Alpina is also accompanied by a V5C Registration Document, extensive history file and MOT certificate valid until September 2025.





## 2015 Maserati Ghibli V6

Estimate: £18,000 - £22,000\*

78

Reg No: LK15 DCO MOT: March 2026 Chassis No: ZAMSS57C001150879

The third generation of the Ghibli (Tipo M157) was unveiled at the 2013 Shanghai Motor Show. There is no doubt that the Maserati Ghibli is a good-looking car; the long bonnet, the famous grille and nice upwards turning headlights. All of these touches help create a very subtle yet aggressive-looking saloon. The Ghibli is available in 3 variants; the base model, the diesel and lastly the S variant. An eight-speed automatic transmission was standard on all models.

Beautifully presented in Black with full Natural leather upholstery, 'LK15 DCO' has covered a mere c.35,500 miles from new and had just 1 former keeper. Offered with extensive main dealer and specialist service history, the last bout of maintenance was carried out under 1,000 miles ago in January of this year. Included in the sale is a printout of all the factory options fitted to the Maserati (which confirms it's a very well specified example) plus a battery conditioner, 2 keys, factory handbooks, CD and leather wallet. Said to have had all its software updates carried out, the Ghibli possess a 'no advisories' MOT certificate valid until March 2026.



## 2005 Jaguar XK 4.2

No Reserve\*

79

Reg No: VX55 EZK MOT: October 2025 Chassis No: SAJAC43P775B00111

Introduced at the 2005 Frankfurt Motor Show, the 2nd-generation XK (codenamed X150) was styled by Ian Callum. Deliberately evoking the E-Type via its oval grille, speeding teardrop glasshouse, and muscular haunches, the newcomer featured bonded/riveted aluminium construction, and all-round independent suspension. Manufactured in 2005, the XK 4.2 offered is understood to be one of the first 500 X150 XKs off the production line, and was supplied new to the United Kingdom, being first registered through the Browns Lane Jaguar Cars factory on the 11th of November that year. Finished in the attractive colour combination of Ebony Black paintwork with complementing Ivory leather interior upholstery, Black leather dashboard, and Black carpeting, and has features including electric memory seats, heated seats, climate control, voice control, and very rare adaptive cruise control. Offered having covered some 105,000 miles from new, the XK has been in current ownership since 2019. Regularly serviced throughout its life, with services received at 11,136; 14,400; 34,588; 43,739; 52,378; 60,093; 70,558; 93,517; and 101,812 miles. Accompanied to sale by the original book pack in the Jaguar wallet, including the original owner's handbook, service book, quick start guides, navigation system booklet, warranty booklet, audio connectivity booklet, and the V5C document. Further offered with the space saver spare wheel and a jack, the Jaguar is ULEZ compliant and therefore exempt from all clean air zone charges, and is temptingly offered without reserve.

## 1960 Maserati 3500 GT

80

Comprehensively restored example and presenting excellently!

**Estimate: £140,000 - £160,000\***

Reg No: 625 XVG

MOT: Exempt

Chassis No: AM1011332

The magnificent-looking front-engined rear-wheel drive 3500GT was Maserati's first successful attempt at series production for the Grand Touring market and replaced the outgoing low volume A6 model. Designed by Carrozzeria Touring of Milan, the 2+2-seater Coupe version was produced from 1957 to 1964, with the majority of the research and development being carried out in 1956/1957, despite the company's commitment to the F1 World Championship. The newcomer featured Touring's patented 'superleggera' construction (as used for the Aston Martin DB4) and was powered by a version of the 350S sports racer's straight-six DOHC engine modified to best suit a Grand Tourer, and therefore with wet rather than dry sump lubrication etc. It developed 217bhp when fed by a trio of twin-choke Weber carburetors, or 232 when equipped with Lucas fuel injection. The unit drove through a four-speed (later five-speed) ZF manual gearbox. Total production of the Coupe was just under 2,000 and the model was superseded by the Maserati Sebring.

Chassis number 'AM1011332' was manufactured in 1960 to left-hand drive specification for the European market, and is a desirable example with front disc brakes and limited slip differential, as well as the later five-speed gearbox. Acquired by the vendor in 2019, the Maserati had already benefited from a detailed restoration of the chassis, aluminium bodywork, as well as attention to the running gear, with the majority of the work completed by Joop Stolze Classic Cars in the Netherlands. There are invoices on file relating to the restoration works provided. Acquired directly from Joop Stolze by the vendor, thereafter the vendor has lavished the 3500GT with a major mechanical renovation which has included full overhauls of the engine, gearbox, steering, and electricals, again with invoices present on file.

Lastly, the interior has benefited from a complete refurbishment and retrim of all the upholstery in fabulous Tan leather, including new seats and door cards, as well as headlining, boot lining, and carpets, all renewed. Rated by the vendor as 'excellent' throughout (regarding bodywork, paintwork, engine, gearbox, electrical equipment, and interior trim), the Maserati now presents excellently, and started readily, and both ran and drove very well during the recent photography session! An excellent alternative to a contemporary Aston Martin or Ferrari, the charming 3500 GT helped return Maserati to prosperity and further cement its name in the post-war sports car world. Benefiting from a recent restoration, and therefore ready to use and enjoy, it would make a wonderful addition to any enthusiast's collection.















## 1959 Austin-Healey 100/6

81

Ultra rare 'home market' 100/6 two-seater, one of just 133 produced

**Estimate: £30,000 - £35,000\***

Reg No: WLU 990 MOT: Exempt  
Chassis No: BN6/4489

Manufactured on the 30th January 1959, chassis BN6/4489 was despatched new to Car Mart Limited of London, NW1 being registered as 'WLU 990'. One of just 133 home market two-seater 100/6 (BN6) examples and believed to be one of just 15 built during 1959. Finished from the factory in the desirable Pacific Green paintwork with a Grey interior upholstery and with the overdrive gearbox, it was comprehensively restored during the 1990s. The Austin-Healey remained in Britain until 2007 when it was thereafter exported to Germany. Residing throughout its whole time while on the continent in a showroom as a static exhibit, the Healey was repatriated to the United Kingdom by the vendor in 2016.

Extensively improved and regularly used during the vendor's ownership, the Healey has received aluminium fuel tank in 2016; a full ignition system with sports coil and 123 electronic distributor, new stainless steel callipers, and Triplex windscreen in 2017; an electronic fuel pump in 2018; and radiator refresh in 2019, with some £4,000 spent on parts alone and additionally new wire wheels fitted with the more convenient tubeless tyres. Achieving 2nd in Class in the 2019 Austin-Healey Club GB (Midlands & Overseas Centre) Concours d'Elegance at Elford Hall, the Austin-Healey started readily, and both ran and drove very well during our recent photography session. Further benefitting from Girling disc front brakes, heater, straight-cut gearbox, a stainless-steel exhaust, and Mike Lempert steering wheel, the Healey also boasts a history file including a Heritage Certificate, a large collection of invoices with many from AH Spares, and a V5C document recording five former keepers.

Also accompanied by a spares package including a brand new brake servo and the original steering wheel and distributor, as well as its hood assembly and a new Mohair fitted tonneau cover. One of the ultra-rare home market BN6 two-seater Healey 100/6s, and benefitting from the desirable overdrive gearbox, the Healey will also be driven to the sale!







## 2009 Morgan Roadster 3.0 V6 Centenary 100

82

One of just 63 produced and offered by its only owner!

**Estimate: £28,000 - £32,000\***

Reg No: P059 NFV MOT: October 2025

Chassis No: SA94430H291004422

Built to celebrate 100 years of Morgan, the limited edition 100 Centenary models were all finished in striking Metallic Amazon Green paintwork and had features over the standard specification including a Green mohair hood with matching tonneau cover, stainless steel wire wheels, Motolita steering wheel, burr walnut dashboard, reclining sports seats with perforated leather, dashboard badge, and Edition plate. Manufactured in 2009, number 036 of the Centenary 100 Roadsters produced was supplied new via the Morgan agents in Southport, Lifes Motors Ltd. Purchased new by the vendor, the Morgan's one and only owner, this 100 is one of very few examples specified with the non-standard Black leather interior upholstery (instead of the standard Sand leather), and features the optional sidescreen bags and tonneau cover, as well as the luggage rack. The vendor, a Morgan enthusiast and serial owner, thereafter used 'P059 NFV' as his sole car until now being offered for auction in the upcoming sale due to his advancing years. Covering some 37,000 miles from new during this period, the vendor and his wife have enjoyed tours of Scotland, Ireland and Italy in the Morgan too. Benefitting from regular servicing throughout the Morgan's singular ownership, eight services are documented in the history file, the most recent being at 36,067 miles, as well as fitment of a new aluminium radiator at c.24,000 miles. The history file contains numerous previous invoices, a collection of MOT certificates showing very few advisories throughout the Morgan's life, a Morgan Motor Company Certificate of Conformity, MOT until October this year with no advisories, and V5C document showing zero former keepers. Boasting its supplying dealership registration plates and original aluminium tool-kit stowed in the rear, the vendor rated the Morgan as 'excellent' with regard to bodywork, paintwork, engine, electrics, and gearbox, and as having 'very good' interior upholstery. With very few of these limited edition 100 Centenary Roadsters produced, they are likely to be very collectable in the future and this one-owner example is not to be missed!



## 1963 Trojan “Cabine” Bubble Car

83

**Estimate: £10,000 - £12,000\***

Reg No: 656 GOU

MOT: Exempt

Chassis No: 9858

The Type 153 was Heinkel's three-wheeled competitor to the BMW Isetta, Messerschmitt KR200 and other bubble cars of the austere late '50s/early '60s. Powered by a rear-mounted single-cylinder four-stroke engine of 204cc (later reduced to 198cc), it featured a front opening door plus a fabric sunroof that served both as a fair-weather accessory and escape hatch in the event of the door becoming jammed. European production was carried out in Germany from 1956 to 1958, Dundalk in Ireland from 1958 to 1960, and by Trojan Cars on the UK mainland from 1960 until the cessation of the model in 1966.

First registered in Hampshire, as suggested by its '656 GOU' number plate, this impressive example has clearly undergone extensive mechanical and cosmetic restoration in the past. Pleasingly retaining its Trojan Cars Ltd, Croydon, Surrey chassis plate, the “Cabine” is nicely detailed throughout. Finished in Red with Tartan upholstery and previously part of a private collection, the Trojan entered the current ownership via our July 2021 Buxton auction. Used by the vendor for a variety of promotional events and classic car shows, the Heinkel has reportedly “run well” during his tenure.



## 2015 Land Rover Defender 110 Pick-Up

84

Only c.26,000 warranted miles from new

**Estimate: £22,000 - £26,000\***

Reg No: VA64 KZC

MOT: December 2025

Chassis No: SALLDHSP7FA464971

Updated for the final time in August 2011, the Land Rover Defender gained a new more efficient ZSD-422 2.2 litre turbodiesel engine which incorporated a diesel particulate filter and was Euro V emissions standards compliant. Otherwise, the Defender was palpably recognisable as a direct descendant of the very first 80-inch Series One Landie which had debuted some sixty-three years' earlier. A motoring icon the world over, separate chassis Land Rovers have proven indefatigable workhorses in agricultural, commercial, military and civilian guises. Sorely missed since production finished on 29th January 2016, late, low mileage Defenders remain highly sought after.

Finished in Monticello Red Metallic with Black leather upholstery, this particular example boasts an impressive specification including: heated front seats, single din Bluetooth capable radio, external roll-cage, LED spotlamps, All Terrain tyres, remote central locking and tow bar with electric hook-up. First registered as 'VA64 KZC' on January 13th 2015, the Landie has had just two owners and covered a low circa 26,000 miles from new. The current MOT certificate is valid until 2025 and the vendor tells us that he intends to fit a new battery before the sale. Bought for business usage by both owners, VAT is payable on the hammer price achieved as well as on the buyer's premium.





## 2004 Maserati 4200 GT

85

**Estimate: £7,000 - £9,000\***

Reg No: T.B.A MOT: November 2025 Chassis No: ZAMBC38C000013419

Supplied new by Maranello Maserati of Sevenoaks, Kent on the 19th of June 2004, the 4200 GT was finished from the factory in Argento Luna Metallic paintwork with Grigio Chiaro leather upholstery, Grigio Fumo carpets, and a Nero dashboard. Specified from the factory with Skyhook suspension, 'Aluminium' callipers, heated seats, GPS navigation, cruise control, electric seats with driver memory, folding mirrors, and Maserati stability program. 4200 GTs are rare to find with excellent service history, yet this example is offered with full main dealer and specialist service history, with the stamped service book illustrating fifteen stamps, all from main agents or specialists, with the most recent completed in March this year at 63,902 miles by Giallo Maserati Specialist. In current registered ownership since 2018, the Maserati has been well used through this ownership covering some 12,000 miles, and yet is still offered now having covered a very modest 64,000 miles from new. Driving very well during the recent photography session with no warning lights present on the dashboard, the original tool kit, the full book pack in Maserati wallet, flat tyre kit, red key card, and both keys are all accompanying. The 18-inch alloys are shod with Michelin Pilot Sport tyres all round, with the Maserati possessing a no advisory MOT until November this year, and two sets of keys.

PLEASE NOTE: The registration number showing in the images is not included in the sale.



## 1989 BMW 320i Baur Cabriolet

86

Just c.35,000 miles from new

**Estimate: £10,000 - £12,000\***

Reg No: G104 HFV MOT: April 2026 Chassis No: WBAAA62060AF38598

Supplied new by Blackpool BMW dealer, Derek Woodman Ltd, and first registered on 1st November 1989, chassis '38598' was finished from the factory in Alpine White with an Indigo cloth interior and a complementing Blue power hood. Supplied new to the first lady owner, ownership was taken on by her sister in 2002. Remaining stored in a heated garage, the Baur had covered some 26,000 miles by this time. Today, third ownership has been with a titled gentleman and BMW enthusiast since 2008 and the Baur is believed to retain much originality as well as being accompanied by the original tool kit, first aid kit, warning triangle, and glovebox torch! It also boasts a stamped service book that illustrates twenty stamps, with most completed by the supplying dealer Derek Woodman. Additional services are documented in the history file, which also includes the original book pack with the Baur-specific manual, E30 Baur literature, invoices, MOT paperwork, ownership history and the V5C. The Baur benefitted from a new timing belt, water pump, fan belt and power steering belt in 2023 with marque specialists Hind Heath Ltd BMW specialists (c.£800), and a renewed transmission wiring harness and transmission service in 2024 by Autolock (£950). Iconic E30s with this originality and mileage are few and far between, the added rarity and exclusivity of being a Baur Cabriolet must tick many boxes for a BMW aficionado.



## 2004 Rover 75 Connoisseur SE Tourer

87

**No Reserve\***

Reg No: PE54 KMM      MOT: None      Chassis No: SARRJZTHK5D339239

A clean sheet design developed during BMW's custodianship of Rover, the 75 was awarded the accolade of 'What Car?' magazine's 'Car of the Year 1999'. Combining modern dynamics with pleasingly retro styling (both inside and out), the newcomer could be had with a range of petrol and diesel engines (1.8 - 2.5 litres) mated to either manual or automatic transmission. Available in Classic, Club or Connoisseur trim levels (with an SE variant of each), the 75 never achieved the commercial success it deserved.

Benefitting from the Rover's Spring 2004 facelift of the 75, this example, finished in the attractive Odyssey Blue complemented with a Sandstone Beige leather upholstery, was ordered for its first registration on 30th September 2004, with the 2.0 litre diesel engine allied to a 5-speed automatic gearbox and in Connoisseur SE trim. The Connoisseur SE trim level on this car, includes the 17" Star Spoke alloy wheels, rear parking sensors, and inside, a Black Oak dash, heated front seats, seat map pockets, M3-100 premium CD tuner with MP3 and a 6 CD multi-changer with a Harman Kardon 180 watt amp speaker system and an electric sunroof as an extra cost option on the SE. It is being offered with the book pack, including the service book & the current V5C recording two recorded former keepers.



## 1969 MG C GT

88

**Estimate: £16,000 - £20,000\***

Reg No: WMU 207G      MOT: March 2026      Chassis No: GCD154870

Intended as a flagship sports car to replace the Austin-Healey 3000, the MGC was introduced in autumn, 1967. Based around the same two-door monocoque bodyshell as the humble MGB (albeit with a substantially altered engine bay and floor pan) externally, the only differences were a distinctive bonnet bulge to accommodate the relocated radiator and a teardrop for carburettor clearance. The newcomer was powered by a 2912cc OHV straight-six engine and promised a 120mph top speed. Too readily confused with its four-cylinder sibling to be a sales success, the MGC was dropped in 1969 after just 4,544 Roadsters and 4,458 GTs had allegedly been made.

A home market example, 'WMU 207G' has recently emerged from a comprehensive cosmetic and mechanical restoration which included an engine overhaul. Finished in Blue with a Black re-trimmed interior, the MG was treated to a new wiring loom and a set of wire wheels. The reason for sale is unfortunately due to the vendor's poor health. Unable to properly enjoy the C GT since its rejuvenation, he nevertheless informs us that (a) the engine and gearbox 'perform well', and (b) 'it's a nice lively car to enjoy the driving experience'. Offered with a collection of photographs, invoices and the current V5c document.





## 1958 Rochdale GT

89

**Estimate: £8,000 - £10,000\***

Reg No: 134 XVB

MOT: Exempt

Chassis No: RY1046588PC

In the 1950s when new cars were scarce and young men could only afford worn-out pre-war saloons, a new industry grew up in the UK to help them build 'Specials' based on ancient chassis, supplying tuning equipment, modified suspensions and running gear and adventurous sporting bodywork to turn an Austin Seven, Ford Pop or whatever into a racy-looking sports job. Some of the results were frankly abysmal, but with the right special equipment and an attractive, well-assembled body, you could turn out a potent and fun sports car. Rochdale was one such example with the GT being their most successful model of which some 1,350 were sold between June 1957 and the factory fire of February 1961. One of the most sophisticated bodysells of the time, it was relatively easy to fit and included such advanced features as a curved windscreen, wind-up windows and opening quarterlights - cleverly incorporating Morris Oxford and Minor parts.

Finished in Red with Black upholstery, '134 XVB' has been extensively restored by the vendor. As well as having its engine upgraded to a Ford 100E unit complete with a custom exhaust system and Aquaplane manifolds, the Rochdale has been treated to re-trimmed seats, refurbished wheels shod with fresh tyres and a new battery. A current V5c document accompanies the sale.



## 2005 Bentley Flying Spur

90

**Estimate: £15,000 - £17,000\***

Reg No: F8 PUR

MOT: February 2026

Chassis No: SCBBE53W66C033117

Introduced in 2005, to complement Bentley's existing two-door Continental GT model, the four-door grand tourer Flying Spur used a stretched version of its sibling's platform. Powered by the same twin-turbocharged 6.0 litre W12 engine allied to a six-speed automatic transmission with paddles, the luxury sports saloon boasted 552bhp and 479lb-ft of torque; an output sufficient for 0-60mph in 5.2 seconds and 194mph. Equipped with Adaptive Air Suspension, Continuous Damping Control and Torsen-based permanent four-wheel drive, the big Bentley proved surprisingly nimble.

Supplied new by Bentley Hadley Green, Hertfordshire, this elegant yet modern Flying Spur, chassis number 033117, was first registered on 7th October 2005. Finished in Silver Tempest with a complementary Magnolia and Black interior, as well as the usual refinements of this grand tourer, there's also a Pioneer DIVX screen upgrade for enhanced modern connectivity. With a warranted mileage of some 54,000 miles from new, the Silver Spur's book pack details conscientious upkeep of maintenance throughout its history, with 14 entries, 6 from a main dealer (including a pre-delivery inspection) and 8 from specialists. We are advised that it has been driven sparingly, dry stored, and 'never used in the rain' in current ownership, reflecting its careful preservation. With a recent new battery, the car remains dry stored, the vendor advising this is a reluctant sale due to infrequent use.

# 1968 Jaguar E-Type 4.2 Coupe

91

One of just 1,071 RHD S2 FHCs made

**Estimate: £45,000 - £55,000\***

Reg No: LNF 804G

MOT: April 2026

Chassis No: 1R20059

At launch, the Malcolm Sayer-penned E-Type was the fastest production car of its time – its 3.8-litre straight six engine allowing a 0-60mph acceleration time of a whisker over seven seconds and a top speed of c.150mph. Despite this, the engine size was increased from 3.8 to 4.2-litres in October 1964 and, with the change, came a sweeter all-synchromesh gearbox, better brakes and more comfortable seats. Introduced in August 1968, the Series II version of Jaguar's immortal E-Type sported redesigned bumpers and lights. Less noticeable was its enlarged front air intake which in conjunction with dual cooling fans made the newcomer better behaved in hot weather and heavy traffic. With its 4235cc DOHC straight-six engine developing a quoted 265bhp/283lbft, the Jaguar was reputedly capable of nearly 150mph and 0-60mph in 7.5 seconds. Available in open two-seater, Fixed-Head two-seater and Fixed-Head 2+2-seater guises, the American market accounted for the bulk of Series II production, with the fixed-head two-seater being the rarest of the three variants.

Chassis number '1R20059' is one of just 1,071 'home market' Series II Fixed Head Coupes manufactured, having been registered new on the 10th of December 1968. A notably early Series II E-Type having been registered new just two months into production, the E-Type has the preferred manual transmission and is finished in White paintwork with Black leather interior upholstery. In previous ownership from 1988 until 2001, during this period, the E-Type is understood to have been supplied with a full restoration. Acquired by the vendor as a restored example in 2001, it has been retained by him ever since. Benefitting from a full engine overhaul shortly after the vendor's purchase, at some 55,800 recorded miles, the E-Type has only subsequently completed a further 4,000 miles over the following twenty-four years!

Serviced and MOT tested annually throughout the vendor's ownership, the E-Type has seen excursions on JEC events including the Silverstone E-Type Anniversary event. More recently receiving a new electronic ignition system in 2018 and improvements to the paintwork in 2020, 'LNF 804G' has received a service and new battery in April 2025 in preparation for the sale, as well as receiving an MOT until April 2026. Offered with a collection of invoices and previous MOT certificates, the E-Type is on offer for just the second time in nearly four decades to the market. UK-supplied, manual gearbox examples are highly desirable E-Types and with this Series II Fixed Head Coupe being both of these things, is certainly one to consider.

PLEASE NOTE: The DVLA has the chassis number incorrectly registered with them as (1R20559), one digit incorrect.







# 1954 Austin-Healey 100/4 'M'-Spec

92

Entered from The Loch Lomond Collection

**Estimate: £40,000 - £50,000\***

Reg No: 632 YUP

MOT: Exempt

Chassis No: BN1L158357

Donald Healey's prototype two-seater sports car displayed at the 1952 London Motor Show was based on Austin A90 Atlantic mechanicals with a sleek body designed by Gerry Coker and built by Tickford. Dubbed the 'Healey Hundred' (chosen to reflect the car's ability to reach the magic 100mph), there was a suitably encouraging response and Healey planned to produce it in-house at his Warwick factory. As things transpired, not only did the Ice Blue prototype impress the public, but also Austin's Managing Director, Leonard Lord, who struck a deal to build the car in volume at Longbridge. The early examples (code-named BN1s) were equipped with the same 90bhp 2660cc engines and manual four-speed transmissions as the A90, although Austin modified the gearbox to operate as a three-speed unit with overdrive on the top two ratios. A 1953 BN1 tested by Motor magazine hit 106mph and achieved 0-60mph in 11.2 seconds. A total of 10,688 BN1s are believed to have been produced between 1953 and 1955.

Chassis BN1-L/158357 was built on the 29th of June 1954 and was made to export specification in left-hand drive, being distributed new to the Austin Motor Company of North America for supply to the United States of America. Finished from the factory in Spruce Green paintwork, the 100/4 was specified with the factory-fitted equipment of wire wheels, twelve-volt electrics, SU H4 carburettors, and 590 x 15 tyres. Residing in America until 2012, the Healey was thereafter repatriated to the United Kingdom from the State of California by the first British keeper, seemingly complete but requiring restoration. Lavished with an extensive restoration subsequently by that owner, the Austin-Healey was provided with a total expenditure throughout the restoration of approximately £77,000, with significant numbers of invoices on file for the works completed.

Stripped down to a bare shell with panels replaced as necessary and a complete repaint provided by specialists Bexon Auto Classics. The engine was fully overhauled by marque expert Richard Parker of Denis Welch fame with very close tolerances and all the components were balanced, the flywheel lightened, the crank enhanced for a rear oil seal, and utilising of an alloy cylinder head, alloy sum, Le Mans pistons, a Vernier cam sprocket and flexy oil pick-up pipe. The engine also received 123 electronic ignition, an alternator, a re-cored radiator, a retro-fitted Kenlowe fan, and new high-power starter motor, with the gearbox also reconditioned and a new overdrive also fitted.

Disc brakes are fitted on the front, and a brand new Healey 3000 steering box is supplied to improve handling. The remainder of the mechanical restoration was completed by Healey



aficionado Gerald Stevenson, with the car completed and returned to the road in 2017. Very shortly afterwards (in 2018) purchased into The Loch Lomond Collection for some £63,000; the collection is made up of excellent examples of predominantly 1950s, 60s, and 70s classics. Completing the Scottish Malts Rally while in the vendor's collection, the Healey has seen minimal other mileage while in the collection and still displays just 1,500 post-restoration miles on the odometer and therefore, a degree of recommissioning might be required before pressing into road use therefore.

Offered with a large history file which includes the BMIHT Heritage Certificate, the aforementioned extensive invoices, previous MOTs, shipping documents, a current V5C document and over 200 photographs documenting the exhaustive restoration, it is further accompanied by a Black soft-top, side screens, tonneau cover, spare wheel, and toolkit. Healey 100s to 'M' specification are highly desirable examples of the iconic 'Big Healey' and with this example having covered minimal mileage since the complete restoration, it is surely one to consider for anyone in the market for a Healey!





# 1973 Jaguar E-Type V12 Roadster

93

Entered from The Loch Lomond Collection

**Estimate: £70,000 - £80,000\***

Reg No: PCY 169M

MOT: Exempt

Chassis No: 1S2298

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 without even a gearchange to interrupt one's headlong dash into the distance" (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. Only 1,872 right-hand drive E-type V12 Roadsters are thought to have been made.

Chassis 1S2298 was manufactured in 1973, being despatched to distributors Fletchers of Swansea through whom it was supplied new to the first owners M/S Country Tyre Services of Bedminster. Finished from the factory in the attractive colour combination of Primrose Yellow paintwork with a special order Dark Blue leather interior upholstery and Black hood, the E-Type was specified from the factory with the desirable manual transmission and wire wheels. Purchased into the previous long-term ownership in 1985, shortly after the acquisition (in 1989), the owner entrusted the Jaguar to restoration specialists Southern Classics of Cheshire to embark upon a full comprehensive restoration with a focus on retaining as much originality as possible and keeping the car to original specification. The restoration invoices on file confirm a total expense of some £17,500; the equivalent of some £55,500 with inflation today and likely massively beyond if completed at today's labour rates!

Following the completion of the restoration, the E-Type was a regular attendee of Concours d'Elegance events with the Jaguar Drivers Club, being awarded 1st Class awards in E-Type Classes at the 1990, 1993, and 1996 events, as well as a 2nd Class in 2000. Retained by the restorer and family until 2019, when purchased into The Loch Lomond Collection via Aston Martin specialist dealer Nicholas Mee for £125,000; the Loch Lomond Collection is

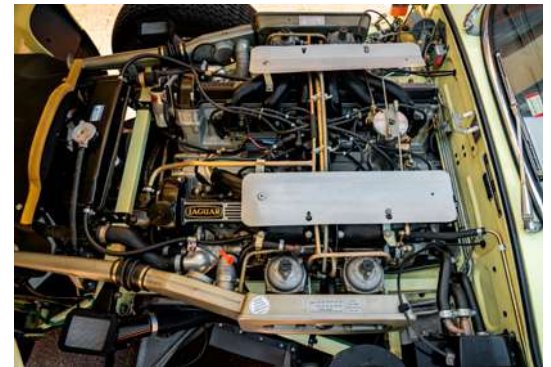


one made up of fully restored examples of predominantly 1950s, '60s, and '70s classics. Used sparingly since the completion of the restoration at c.60,000 miles, just c.4,500 post-restoration miles having been covered in the following thirty-six years! Benefiting from attention to the brakes, engine tuning, re-chroming, and servicing since 2010, the E-Type has only completed very local excursions while in the collection and therefore a degree of recommissioning might be required before pressing into road use.

Offered with two ring-binder folders of paperwork, the extensive history file contains the JDHT Heritage Certificate, the previous Concours certificates, MOT certificates dating back to 1979 (at 53,859 miles) which support the mileage of 64,300 miles as being genuine, vast quantities of invoices dating back to 1981, sales literature and a copy of the service handbook, previous valuation certificates, and a current V5C document which shows just four former keepers. Pleasingly, this home market, manual V12 Roadster also boasts matching chassis, engine and gearbox numbers.

**PLEASE NOTE:** The registration number shown in the images is not included in the sale; 'PCY 169M' is the allocated registration number for the car.





# 1960 Jaguar XK150 S 3.8 FHC

94

Entered from The Loch Lomond Collection

**Estimate: £90,000 - £110,000\***

Reg No: 782 XVW

MOT: Exempt

Chassis No: T825129DN

The 1950s saw Jaguar win the world's greatest endurance race - the Le Mans 24-hours - more times (five) than any other manufacturer. A blend of existing and new technology, the XK150 was the Coventry firm's last model to feature a separate chassis but its first to be available with four-wheel disc brakes. Unveiled in 1959, the range-topping 3.8 litre 'S' could be had in Roadster, Fixed Head Coupe or Drophead Coupe guises (the latter being the most expensive). With a quoted 265bhp and 260lbft of torque on tap thanks to its straight-port cylinder head and triple SU carburettors, Jaguar's flagship sportscar could only be had with four-speed manual plus overdrive transmission. Reputedly capable of 0-60mph in 7.6 seconds and 141mph, its performance was on a par with rival Aston Martin, Maserati and Ferrari offerings. Decidedly rare, UK, right-hand drive XK150 'S' 3.8 litre Fixed Head Coupe production amounted to just 150 cars.

Chassis number T825129DN was manufactured on the 8th of February 1960 and was dispatched from the factory on the 19th of the month to its first owner. Supplied new with the manual transmission with overdrive, and finished in Cotswold Blue paintwork with Dark Blue interior upholstery. The early history of the XK150 S is unfortunately not known, however, it is known to have latterly had a varied European excursion, having been in Italian ownership, followed by a German wine house owner, and before the vendor, a custodian in the Netherlands. Discovered by the vendor while on a search for the UK-supplied, right-hand drive XK150 S 3.8 to join his illustrious collection, T825129DN was found in Holland in a very sorry state. Effectively stripped and in bits for restoration, the car's original country of supply was researched (with it still in right-hand drive guise) with the vendor finding the car to be a genuine 'home market' 3.8 XK150S.

Taking a chance having not seen the car, the vendor purchased the dilapidated Jaguar into the Loch Lomond Collection in 2016 for €38,500; the Loch Lomond Collection is made up of excellent examples of predominantly 1950s, 60s, and 70s classics. Thereafter having the XK150 S repatriated to the United Kingdom, he entrusted it to M&C Wilkinson (with the vendor having known Mike Wilkinson for a couple of decades) for renovation in 2016. The ensuing restoration was nothing short of absolutely exhaustive, with the extensive invoices on file totalling over £186,000. Every part of the car was completely restored to the highest quality by M&C, with no part of the XK150 S left untouched, and not refreshed, restored or replaced across the continued restoration which spanned from early 2016 until mid 2023. Pleasingly finished in the original colour of Cotswold Blue paintwork with Dark Blue interior



upholstery, the Jaguar has remarkably never been used on the road since the completion of the restoration and has remained a static exhibit within the collection ever since, and thus may require a degree of recommissioning.

Therefore unsurprisingly presenting fantastically upon inspection, the XK150S also is displaying matching chassis and engine numbers. Effectively fresh from restoration and having had mammoth expenditure, this example is surely appealing to anyone after a 'best of breed' XK150S to add to a collection or to press into road use. Offered with the aforementioned extensive invoices, Jaguar Heritage Certificate, correspondence with the previous owner, and current V5C document.













# 1950 Healey Silverstone D-Type

95

Entered from the Loch Lomond Collection

**Estimate: £120,000 - £140,000\***

**Reg No:** KSM 747

**MOT:** Exempt

**Chassis No:** D49

"The Healey Silverstone is remarkable not only because it handles as well as any modern car we have driven and gives vivid acceleration and a maximum speed of over 100mph, but because it achieves this performance on less than 2.5 litres and with a 3.5-to-1 axle ratio, so that economy of petrol is quite unexpected. Over and above its performance capabilities, it is so docile and pleasant to drive that learner-drivers feel at home in it, it is entirely devoid of temperament, and, if it is not beautiful in appearance, its lines have a satisfying functional simplicity" (Bill Boddy, writing in *Motorsport*, November 1949).

Announced in July 1949, the Silverstone was arguably the most famous car to carry the Healey badge. Benefiting from the experience that Donald Healey, Achille 'Sammy' Sampietro (chassis guru), Ben Bowden (body engineer) and Roger Menadue (Experimental Department Manager) had gained via the earlier Westland and Elliot models, its steel ladder-frame chassis was both massively strong and commendably light (circa 150lbs). Boasting six-inch deep side members, the cruciform-braced structure was equipped with trailing-arm independent front suspension, a coil-sprung but Panhard rod located 'live' rear axle and four-wheel hydraulic drum brakes (11-inch front / 10-inch rear).

Sourced from Riley to help keep costs down, the Silverstone's drivetrain consisted of a 2443cc four-cylinder engine allied to a four-speed manual transmission. Notable for its twin camshafts (nestling high on the block), the powerplant was fed by twin SU carburettors. Mounted notably far back in the chassis, it was credited with some 104bhp and 134lbft of torque, while the synchromesh gearbox was praised for its smooth but firm action (Bill Boddy musing that "someone in Lord Nuffield's establishment must be a gearbox-wizard"). Wonderfully purposeful, the model's stressed-skin alloy body incorporated several ingenious touches, such as a partially retractable windscreen and letterbox slot for the spare wheel that saw it double up as a rear bumper, etc. Fitted with cycle wings, rudimentary weather equipment and a 16-gallon fuel tank, the Healey Silverstone weighed just 18.5cwt. Thus, able to claim a power to weight ratio in excess of 100bhp per ton, it promised and delivered invigorating performance.

Although fast, easy to handle and surprisingly durable, the Healey Silverstone was not cheap. Priced at £1,246 11s 8d, it was only £20 less expensive than a Jaguar XK120. Nevertheless, the Works team's fantastic showing at Silverstone in August 1949 ensured a steady stream of enquiries from amateur and professional racing drivers alike. Campaigned on both sides of The Pond (Buenos Aires, Watkins Glen, Palm Beach, Goodwood, Dundrod etc), the pared-

back two-seater also contested various high-profile European events (Mille Miglia, Targa Florio), not to mention distinguishing itself on the Alpine and Liege-Rome-Liege rallies.

Chassis 'D49' was manufactured in May 1950 and was supplied new to Preston Dentist, Howard Wall being registered 'KSM 747', with Mr Wall understood to have collected the car personally from the factory! One of the last Silverstones built using a D-Type chassis, the Healey boasts an almost fully traceable ownership history from new. Known to have been unfortunately damaged in period when it ended up in a ditch, 'D49' was then placed into long-term storage until 1979 when Tim Pryke was looking for a new body to be made to unite with his Healey Silverstone 'D17'. He entrusted the work to the well-regarded TT Workshops and upon arrival was shown an original Silverstone body. To his surprise, it was a complete Silverstone (less chassis), 'D49'. Comprehensively restoring the bodywork, upon completion, the body, engine, gearbox, instruments, and many other original parts of 'D49' were fitted to chassis 'D17'.

Realising the significance of the survival of 'D49's significant original parts, Mr. Pryke had a new body crafted for 'D17' and upon the completion of the crafting of the new coachwork, all the original parts of 'D49' (including bodywork) were sold to Mr. David Richard Bell who completed the restoration of 'D49' with a new chassis, returning the Silverstone to return to the road. In two subsequent periods of long-term ownership (1988-2005 and 2005-2015), in 2015 'KSM 747' was purchased by Healey aficionado and marque specialist Warren Kennedy. Thereafter lavished with an exhaustive restoration by Mr. Kennedy's Classic Restorations Ltd., the Healey has pleasingly been returned to its original and attractive colour combination of Dark Green paintwork with Black interior upholstery.

Purchased into the Loch Lomond Collection in 2017 direct from Warren Kennedy for £200,000; the Loch Lomond Collection is one made up of excellent examples of predominantly 1950s, 60s, and 70s classics. Seeing very sparing use while a resident of the collection, the Healey started readily and both ran and drove well during the recent photography session. Therefore, still presenting excellently, the Healey is supplied with a history file that includes a picture of Mr. Wall outside his practice in period, an invoice for the vendor's purchase from Warren Kennedy, an Association of Healey Owners (AOHO) Car Certificate, an AOHO letter confirming the car's history, a previous FIVA passport from 2016, original sales literature and road tests, and past MOT certificates. Potentially eligible for the highly prestigious Mille Miglia Storica and other distinguished events, this is a wonderful opportunity to take ownership of a decidedly rare and brilliant British 1950s sporting classic.















## 2008 Mercedes-Benz SL63 AMG

96

**Estimate: £20,000 - £25,000\***

Reg No: AV08 RVO

MOT: T.B.A

Chassis No: WDB2304702F148288

Introduced at the March 2008 Geneva Motor Show, the facelifted version of Mercedes-Benz's highly successful R230-Series SL range incorporated a host of cosmetic and mechanical changes. While the preceding SL55 AMG had been powered by a supercharged 5.4 litre V8, the incoming SL63 AMG utilised a normally aspirated 6.2 litre V8. With a claimed 518bhp / 465lbft on tap not to mention the benefit of AMG's freshly developed 7-speed MCT (Multi Clutch Technology) automatic transmission, the two-seater was reputedly capable of 0-60mph in 4.6 seconds and 155mph (limited). As fast as many supercars, it was an altogether more refined proposition. A modified version of the SL63 AMG fulfilled the role of Safety Car for the 2008 and 2009 Formula One seasons.

Finished in Silver with Black leather upholstery and Carbon interior trim detailing, this particular example's impressive specification includes a power retractable hardtop with panoramic roof, heated and cooled seats, air scarf, dual zone climate control and more. Having covered 66,600 miles from new, the Mercedes-Benz is offered with its owner's wallet, handbooks and service book plus the current V5c document. It's understood a fresh MOT certificate will be present by the time of sale.



## 1988 Jaguar XJ-S Convertible

97

**Estimate: £8,000 - £10,000\***

Reg No: B3 BGG

MOT: None

Chassis No: SAJJNADW4DC154270

Introduced at the 1988 Geneva Motor Show, the long-awaited full Convertible version of the XJ-S featured a reinforced floorpan, frameless doors and a sophisticated electric hood. Underpinned by the same all-round independent coil-sprung suspension and power-assisted rack and pinion steering as its Fixed-Head Coupe siblings, the soft-top came with anti-lock brakes as standard. Priced at some £40,000, a waiting list was quick to form.

Built in 1988 and configured as a left-hand drive market car, in Red with a Beige interior, the V12, 5.3 litre XJ-S was shipped to the Middle East and its first owner, the Oman government, Oman being on the Arabian Peninsula of Western Asia. After 11 years in the Middle East, the XJ-S was purchased by the vendor's father, who lived and worked out there for many years, it was he who shipped the car back to the UK and registered it on 4th September 1999. Used by the owner until 2015, sadly, his custodianship came to an end when he passed away a couple of years ago, and since then it's been left in a garage, effectively dry stored until now and displaying a mere c.21,000 credible miles from new. Now being sold by the late owner's family, this low mileage V12 Convertible is being offered with a history file which includes the current V5C, a collection of invoices and old MOT paperwork.





## 1993 Range Rover Vogue 4.2 LSE

98

**No Reserve\***

Reg No: K877 EEP

MOT: April 2026

Chassis No: SALLHBM33KA634133

Range Rover introduced a new flagship model, the LSE, on July 8th 1992. Offering considerably more legroom for rear seat passengers courtesy of its eight-inch longer wheelbase (108in vs. 100in), the luxury 4x4 was powered by a larger 4.2-litre version of Rover's ubiquitous alloy V8 allied to automatic transmission. Further benefiting from air suspension, traction control and a 'soft dash', a mere 3,000 or so were made.

Supplied new to the car friendly climate of Japan, chassis SALLHBM33KA634133 remained there until 2016 which is why the vendor believes its chassis and bodywork have remained 'remarkably fine'. Treated to approximately £6,200 worth of expenditure over the last two years, 'K877 EEP' is said to 'start effortlessly and drive very well'. Boasting a new air mass meter, ECU and viscous coupling etc, the LSE has not long returned from Land Rover specialist, Jake Wright of Ilkley, West Yorkshire. Displaying some 157,000km (c.98,000 miles) to its odometer, the Range is variously described by the seller as being in 'good' (electrical equipment, automatic transmission, interior trim), 'very good' (4.2 litre V8 engine, paintwork) or 'excellent' (bodywork) condition. Passing its last MOT on March 25th 2025 with 'no advisories', 'K877 EEP' is only being offered for sale without reserve due to the vendor relocating overseas.



## 1935 Austin Seven Hamblin Cadet Special

99

One of only 600-700 reputedly built

**Estimate: £10,000 - £12,000\***

Reg No: UJ 4729

MOT: Exempt

Chassis No: 215669

Introduced in January 1958, the Hamblin Cadet was among the better known kits for transforming an Austin Seven into a two-seater sports car. Designed by crash repairer turned special builder Syd Hamblin, it was sold by the likes of Super Accessories, Boulton Bros., Halifax Panel Beating Co. and Speedex. Priced at just £34 10s 0d (in self-build guise) but looking not unlike a formula racer thanks to its oval grille, cigar profile and bulbous tail, the fibreglass Cadet reputedly accounted for some 600-700 sales. This Austin Seven-based Hamblin Cadet has benefitted from much work. A photo-documented restoration was completed in 2022 and offered a timely opportunity to upgrade components for both reliability and performance. An overhauled engine, described as 'costing thousands', was utilised and built-up with a twin carburettor-equipped racing cylinder head, lightened flywheel, racing pistons, large inlet valves and a new crank. In turn, the ancillaries were uprated with electronic ignition and an electric water pump. Riding on uprated suspension, including new rear shock absorbers new large capacity aluminium tank and a re-wire before the bodywork was repainted. This enticingly sorted and handsome Special is being offered with a current V5C Registration Document and a history file which includes a collection of MOTs and invoices, some of which date back to 1989.

# 1962 Mercedes-Benz 190 SL

100

Rare and desirable UK-supplied, RHD example

**Estimate: £60,000 - £80,000\***

Reg No: 940 EYH

MOT: Exempt

Chassis No: 12104220025563

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.

Manufactured in 1962, the 190 SL's final full year of production, the example offered is a rare and desirable right-hand drive example that was supplied new to the United Kingdom, being first registered here on the 12th of December that year as ‘940 EYH’. Finished in White paintwork with Red leather interior upholstery, hood, and tonneau cover, the 190 SL is now offered having a recorded mileage of c.65,600 miles on the odometer. Purchased into current (late) ownership in 2001, that of Geoffrey McArdle, the inventor of the breathalyser, during Mr. McArdle's ownership, ‘940 EYH’ has benefited from significant improvements, including a full engine overhaul with uprating of the cylinder head for unleaded fuel, and a new exhaust system. Primarily used for leisure trips and garaged throughout his ownership, the 190SL started readily and ran well during the recent photography session. Still among the most attractive Mercedes-Benz cars ever made, this rare and desirable right-hand drive 190SL from long-term ownership is accompanied by photographs of the improvement works in the current ownership.









## 1936 Riley 9 'Ulster Imp' Special

101

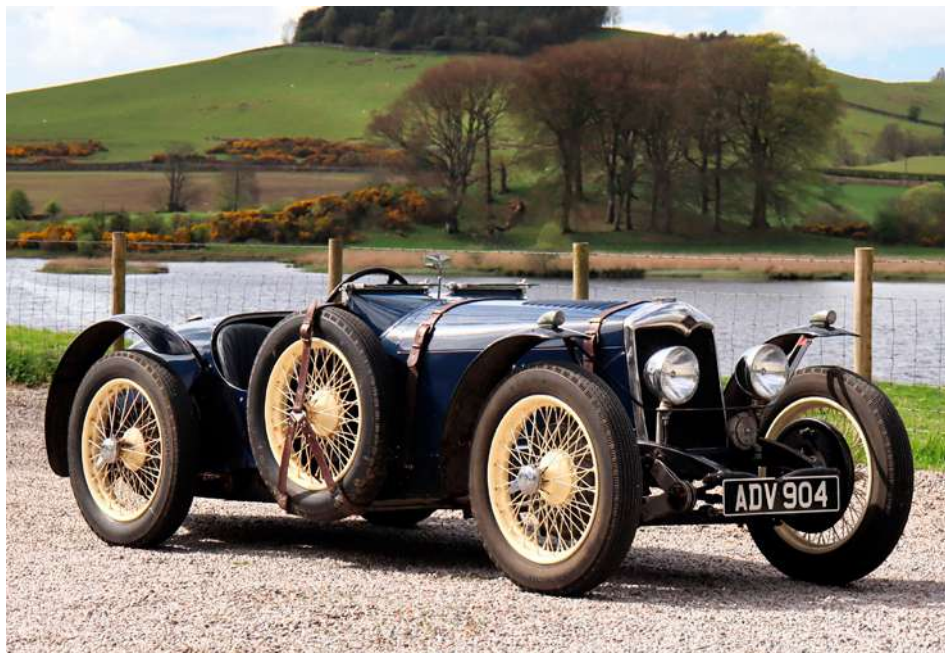
**Estimate: £28,000 - £32,000\***

Reg No: ADV 904      MOT: Exempt  
Chassis No: SABTUR03222190047

Manufactured in 1936, 'ADV 904' started life as a Merlin Saloon. Known to the vendor by the early 1960s while owned by a friend, 'ADV 904' was already an Ulster Imp-style Special by this time. Acquired by the vendor in June 1967, the Riley saw regular action during the early part of the vendor's ownership before being laid up in his mother's garage for many years! Unearthed from the storage period in 2001, the vendor decided the necessary course of action was a comprehensive restoration, with the Riley having deteriorated into dilapidated condition while off the road.

Thereafter entrusted to Vintage Coachbuilders, C. G. Jarvis & Sons, the chassis was found to be in poor condition so a new Ulster Imp pattern chassis was provided. New springs, hangers, and shackles were supplied; the original engine, pre-selector gearbox, and axles were refitted after renovations; renewed brakes were provided; the steering box was overhauled with a shortened steering column; and the radiator shell was shortened. Cosmetically, the bodywork was expertly formed; bucket seats and dashboard were fabricated and the seats trimmed in Blue; and the exterior was painted in the complementary Dark Blue it presents in today. Further mechanical work comprises a shortened prop shaft, full re-wire, and a completely new fuel system, amongst many additional restoration works.

The restoration reached completion in late 2002 after some £25,000 worth of expenditure throughout the restoration, with the Riley returning to the road in 2003 once re-registered with the DVLA on its original registration number. Thereafter used locally and on at least one road run per year, the Riley started readily and ran well during the recent photography session. Offered with a large history file that contains the Jarvis restoration invoices, photographs of the restoration work, green buff logbook, correspondence with the DVLA, lubrication diagram, instruction maintenance manual, and current V5C document. A nicely crafted Special that would be great for hillclimbing or road use, without the outlay of the genuine 'Brooklands' or 'Ulster-Imp' period cars!







## 1933 MG J2 Midget

102

Supercharged racer from a 44 year long ownership

**Estimate: £20,000 - £24,000\***

Reg No: JF 5278

MOT: Exempt

Chassis No: J3589

First registered as 'JF 5278' on the 3rd November 1933, chassis J3589 was supplied by Browitt & Co of Leicester. The first owner was an A Keats of Leicester who kept the little J2 for just two years. The history is unknown until 1946, when the car had become resident in Bath. By the early 1960's, the MG found several new homes around the Banbury area before moving to Hertfordshire. It is believed that during the 1960s that the little MG was fitted with a Ford 1172cc Sidevalve engine, and when the vendor found the car for sale in 1981 this was still in situ. For the next forty four years, the MG stayed with the vendor, with the first of the list of jobs including the fitment of an engine of the correct type in 1983, and throughout the decade further improvements were made whilst the car was used primarily for local outings.

It was during the 1990s that the vendor opted to gain more power, so a Shorrock supercharger was sourced and fitted. It was also during this time that it was opted to overhaul the body, with a new ash frame and aluminium skin. Works were completed in 1996, and the car was immediately taken to Silverstone, which would be the beginning of a long racing career for the car. Later, it would be entered into various circuit meetings with the VSCC and MG Car Club. A full recorded history of its various outings, plus invoices for the extensive maintenance history and continuous development of the car are included in the history file which is approximately 12 inches thick.

Now offered for sale due to the seller's advancing years, 'JF 5278' is described by the vendor as being in 'excellent' condition mechanically, and with 'very good' bodywork thanks to the older restoration. The paintwork may require some improvement depending on taste, however it has aged well and is certainly evocative of a true racing machine.



## 1973 Ford Escort MK1 Rally Car

103

Veteran of numerous events and last campaigned in 2023

**Estimate: £14,000 - £18,000\***

Reg No: LAF 895L

MOT: Exempt

Chassis No: BBATMT80397

Arguably even more successful in historic rallies than it was in period, the Ford Escort MK1 remains an understandably popular choice with those who like travelling sideways! According to its quoted chassis number, BBATMT80397, this particular example was built in December 1972 at Ford's Halewood plant as a two-door Escort 1100cc Saloon. Erroneously listed on its accompanying V5C Registration Document as a Mexico model, 'LAF 895L' has been used for competition in more recent times. Primarily competing with the Historic Rally Car Register (HRCR), the Ford's last outing is thought to have been the 2023 Tour of Cheshire. Prior to then it is known to have contested the HERO Throckmorton Challenge, Palladwr Rally, Bryniau Clwyd Road Rally and Gremlin Historic Rally. A dyno sheet on file suggests that the 'Pinto' four-cylinder OHC engine was overhauled in 2019 at which it was found to develop 160bhp (116bhp at the rear wheels). Riding on Minilite-style alloy wheels, the Escort also boasts a substantial rollcage, alloy fuel tank, strut brace, competition dashboard, Sparco bucket seats and driving lamps. Entered from a deceased estate, 'LAF 895L' is currently running and driving but would benefit from recommissioning / restoration works before attacking a stage in anger again. Offered for sale with V5C Registration Document and sundry paperwork. A spares package is available by separate negotiation.



## 1971 Austin Mini 850

104

**Estimate: £8,000 - £10,000\***

Reg No: WUJ 67K

MOT: Exempt

Chassis No: XA2S1495651

With the aftereffects of the 1956-1957 Suez Crisis being felt worldwide, Leonard Lord commissioned Alec Issigonis to work on a radical small car project. His response was the now legendary Mini. Featuring an ingenious transverse-mounted powertrain (with engine sat atop of the gearbox), all-round independent 'rubber cone' suspension, front-wheel drive, compact rack, and pinion steering, the newcomer was a packaging masterpiece; not to mention one of the most influential automotive designs ever conceived.

First registered on 4th November 1971, this Austin Mini has been in current family ownership since 1991 with just 2 former keepers recorded on the V5C. Acquired by the vendor after a family member passed away whilst in the process of restoring the car in 1998, this 850 iteration has been restored and de-seamed by the vendor's classic car restoration business. Popular as a 'custom' style for the Mini, the de-seaming process leaves the rain gutters alone, but blends the front and rear panels into the side quarter panels. Another upgrade has been the addition of widened sills and arches whilst being restored. Wearing Revolution alloy wheels within the widened wheel arches, it's sure to stand out at any gathering as something a bit different from the Mini world. It's offered with a history file and the current V5C Registration Document.





## 1969 Fiat 500 L

105

**Estimate: £9,000 - £11,000\***

Reg No: FWB 918H

MOT: Exempt

Chassis No: 110F2267565

A notably early L, manufactured new in 1969, the example offered benefits from the larger 499.5cc engine and is understood to have been supplied new to Italy, residing there until arriving on Britain's shores in 1999. Registered 'FWB 918H', the 500 was in the ownership of one custodian from 1999 until acquisition by the vendor in 2010. By the time of the vendor's purchase, the Fiat was in a poor state and required a full restoration, which was embarked upon in the same year and took the subsequent six years to complete. The work completed during the restoration included a comprehensive engine and gearbox overhaul, a bare metal bodywork renovation and repaint in White, an interior refresh, a new sunroof, new clutch, a new fuel tank, a fuel pump, renewed starting equipment, braking and suspension overhauls and re-chroming.

Returned to the road in 2016, the Fiat then served as a carriage for the vendor's daughter on her wedding day. Seeing sparing use otherwise, due to other classics in the family, it is now offered for auction having covered minimal mileage since the restoration. Supplied with a history file that contains a large selection of invoices relating to the restoration and illustrating almost £9,500 worth of expenditure, several images of the restoration work, and a current V5C document showing just two former keepers.



## 1971 MG B GT

106

**Estimate: £6,000 - £8,000\***

Reg No: TXC 830J

MOT: Exempt

Chassis No: GHD5245982

The MkII model of 1967 brought an updated manual gearbox for the B GT, with revised ratios and synchromesh on all gears, as well as the option of a Borg Warner automatic unit. Other changes included a revised rear axle and a switch from dynamos to alternators. In 1969, Rostyle wheels replaced the previous pressed steel version for standard fit. With the MkIII derivative of 1972 came a new fascia and improved heater. By the time GT production ceased in 1980, a total of 125,282 are said to have been produced.

Previously the subject of an older restoration that was photo-documented, this B GT has resided in its current ownership for some 29 years! From the chrome bumper era of the B-Series, it's finished in British Racing Green and fitted with a front air dam, Rostyle wheels adding to the sporty appearance. Offering a light and airy interior, the seats have been upholstered in a Cream leather along with the dash pad, console and door cards, with complementing Green piping to the door cards and seats and a befitting wood rim steering wheel. Offering a compromise between the Roadster and the GT body, a Webasto sunroof opens up the B GT's interior on a blue sky day, to a soundtrack from the modern radio/CD player. The MGB is offered with a history file, restoration photographs and the current V5C Registration Document.



## 1966 Ford Mustang V8 'Notchback'

107

Estimate: £20,000 - £25,000\*

Reg No: GFX 522D

MOT: Exempt

Chassis No: 6T07T230558

Launched in 1964, the Mustang was originally offered in Notchback Coupe or Convertible guise only, based on the underpinnings of the Falcon and powered by a range of six- and eight-cylinder engines of up to 289ci (4.7-litre) capacity.

Built at Ford's Metuchen, New Jersey plant, chassis 6T07T230558 was resident in Charlotte, North Carolina before being imported to the UK in 2015. The subject of much past restoration work and numerous upgrades, the two-door notchback goes, stops and handles far better than it would have done in 1966. A 'breathed on' 302ci (5 litre) unit, the V8 engine reportedly boasts a performance camshaft, Edelbrock aluminium inlet manifold, freer flowing exhaust, double roller timing chain, ARP conrods / bolts, roller rockers, ported and polished HiPo cylinder heads and TRW 'flat top' pistons etc. Power is fed to the rear wheels via a Tremec five-speed manual gearbox and Ford 9-inch differential, while four-wheel disc brakes and new front / rear suspension (complete with rear air shockers) aid control. Riding on alloy wheels and finished in the American racing colours of White with Twin Dark Blue stripes, this impressive Mustang also sports a 'Pony' interior, digital dashboard and new carpets. Offered for sale with V5C Registration Document and history file.



## 1983 Lancia Montecarlo Series 2 Spider

108

Estimate: £14,000 - £16,000\*

Reg No: A919 RGH

MOT: Exempt

Chassis No: 137ASD005754

Introduced at the 1975 Geneva Salon, the Lancia Beta Montecarlo was designed and built by Pininfarina. A mid-engined sports car with its roots in the Italian Carrozzeria's Abarth 030 and Fiat X1/8 (later X1/20) projects, the newcomer was tenuously linked to the rest of the Lancia Beta range via some shared drivetrain components. Relunched in 1980 after a brief production hiatus, the Montecarlo Series 2 was visually distinguished by a new grille, door mirrors and wheels etc. While, under the skin it had benefited from improved brakes, more engine torque and some 70kg worth of weight saving. Tipping the scales at just 970kg, the revised two-seater was reputedly capable of 0-60mph in 9 seconds and 120mph. Of the 7,595 Montecarlos sold worldwide, just 286 Series 2 cars are thought to have UK supplied.

First registered on August 1st 1983, 'A919 RGH' displays a credible 40,500 miles and records just 5 former keepers on HPI. Reportedly recommissioned last year by its former keeper, work is said to have included a new cambelt / tensioners, water pump, replacement windscreen and fresh tyres with the carburettors and brake callipers being fettled too. Fitted with a Powerflow custom exhaust and sports air filters, the Lancia is believed to have been treated to a past bodywork restoration and repaint. Offered with history file.





## 1953 Jowett Javelin

109

**Estimate: £7,000 - £9,000\***

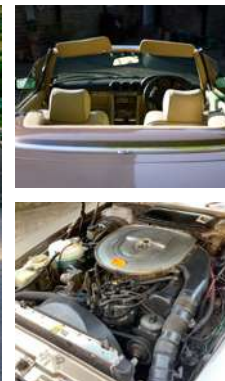
Reg No: RKM 620

MOT: Exempt

Chassis No: E3/PE/24341

'RKM 260' was registered on the 13th of July 1953, being supplied to its first owner a Walter William Wright. Passing through several owners through the 1950s and 1960s, the Javelin is next known to have been acquired by the previous ownership in 2009. A regular attendee of local events and shows through this fifteen-year ownership, the Jowett was widely improved during this time, benefiting from over £2,000 worth of improvement including boot floor restoration; refreshed suspension with new shock absorbers; new wheel cylinders; new gearbox bearings and clutch; restored fuel tank; overhauled carburettors; new valve springs; new timing chain; and fuel pump refurbished.

Purchased by the vendor just over a year ago, having owned a Javelin in the 1960s, unfortunately, circumstances have since changed. Further improved in his ownership however, receiving a water pump overhaul, attention to the gear linkages, and four new Cross Ply tyres. Boasting its original registration number, at some stage of its life, the Javelin received a factory re-conditioned engine. Starting readily and running well during the recent photography session, the vendor informs that all the switches and dials on the dashboard work, including the clock! Offered with a history file that contains the buff logbooks, a collection of previous MOT certificates, tax discs, and original instruction book, maintenance manual, spare parts catalogue, competition tuning notes guide, and lubrication chart. Supplied with a current V5C document.



## 1987 Mercedes-Benz 500SL

110

**Estimate: £16,000 - £20,000\***

Reg No: D754 ELM

MOT: April 2026

Chassis No: WDB1070462A061383

Chassis WDB1070462A061383 was first registered in the UK on the 23rd January 1987 and specified in the attractive colour scheme of Champagne Gold over a Cream leather interior. Little is known of its early history; however its recorded history begins with the previous owner, with many invoices on file pertaining to its ongoing maintenance. The vendor acquired the 500SL during April 2017 on the recommendation of a Mercedes specialist, and it was noted that despite its mileage (now reading 161,000 miles) it was a particularly good, example that had been well cared for previously. Upon inspection, 'D754 ELM' certainly stood up to the vendor's description of having 'very good to excellent' bodywork, evidencing great care taken in its preservation. The vendor states that the interior trim is also 'very good' and the original leather seating appears supple, with the only indication of its mileage being on the driver's seat bolster. The original loop-pile carpets also remain in noticeably fine fettle. Having had the car looked after locally, the Mercedes-Benz is said to be in 'very good' mechanical shape with an 'excellent' engine, although the vendor has advised that the cruise control has never worked during his ownership.

If you are looking for a genuinely usable example that is reasonably priced only because of the numbers indicated on the odometer, then 'D754 ELM' should provide many years of faithful service.

## 1938 MG TA Tickford Drophead

111

A rare and desirable TA Tickford, fully restored by Alastair Naylor

**Estimate: £35,000 - £40,000\***

Reg No: ETF 647

MOT: Exempt

Chassis No: TA 2687

This particular TA Tickford is one of just 37 examples that rolled off the production line in 1939 before the factory began to concentrate on its wartime responsibilities, with the TA completed by Salmons in February 1939. Classically finished in Black paintwork with a splendid cockpit in Burgundy leather with Crimson carpets, a varnished dashboard and door caps, and unmarked Silver 19" wire wheels, the engine bay is very impressive and superbly detailed throughout, even down to a full complement of tools that still reside in the engine bay toolbox. Entering into current ownership in 2001 as a barn-find, the exhaustive restoration that followed had an expenditure total of some £70,000, with photographs, videos, and invoices documenting the whole process present.

The comprehensive restoration (approximately 12 years ago now) was completed by the Fullbridge Carriage Company, and Alistair Naylor of Naylor Brothers finished the TA to the very highest of standards, as you might expect from one of the industry's leading marque specialists. With a restoration that took almost eight years to come to fruition, as you can imagine, every area of the MG received attention, resulting in 'ETF 647' surely one of the very best extant! Even though it has been used as intended, attending events all over the UK and Europe and not kept as a show piece, it would hold its head high on any show field even today.

Recently benefiting from a refurbished water pump in 2023, last year the TA received new batteries and a full overhaul of the dynamo and regulator. One of the most desirable iterations of pre-war Midget, further benefitting not only from the elegant Salmons & Sons coachwork but also from the rarity and desirability that special bodywork entails. Understood to have had just three owners since 1939, this matching numbers MG with buff logbook is not one that will not disappoint and is ready to be pressed into action once again.







## 1999 Porsche 911 Carrera 4

112

Warranted 12,600 miles from new

**Estimate: £26,000 - £30,000\***

Reg No: S346 NSQ MOT: January 2026

Chassis No: WP0ZZZ99ZX5602223

Supplied new by Official Porsche Centre (OPC) Five Oaks Garage of Jersey on 4th January 1999 to a titled gentleman, 'S346 NSQ' was fitted with various 'Exclusive Programme' options which necessitated its transfer from the regular production line to the Zuffenhausen firm's hallowed 'Werk 1' building. Finished in the striking combination of Schwarz Metallic with Black leather upholstery, the 911 had contrasting alloy-hued trim added to its handbrake lever, gear selector surround and instrument faces. Specified without a 'no cost option' electric sunroof, the 2+2-seater received such niceties as ParkAssist, heated / memory seats, Porsche crested wheel caps, 18-inch SportClassic two-piece alloy wheels and leather bound floor mats. Entering the current (second) ownership when it was just eighteen months old, the Porsche relocated from Jersey to Scotland in 2009. Cherished and sparingly used over the past quarter century, the four-wheel drive sports car has covered a very modest 12,5600 miles from new.

Notably original, the 911 is understood to have never had (or needed) attention to its factory paintwork or upholstery. The accompanying original Porsche wallet contains the owner's manual and service book with the latter documenting no fewer than thirteen services plus six brake fluid changes, seven long-life reports and two airbag checks. The book was not stamped when a fourteenth service was carried out in January 2024 at 12,433 miles, however, the associated invoice remains on file (as does the car's V5C Registration Document and MOT history). Starting readily and running well during our recent photography session, 'S346 NSQ' pleasingly retains its original tool-kit, locking wheel nut and warning triangle. We have known well-maintained 996s to cover 200,000 miles or more without needing an engine overhaul; it is rare to find one with such a modest odometer reading. Given the increasing collectability of the first generation cars, this two-owner, well-looked-after example is definitely one to consider.

# 1971 Jaguar E-Type V12 Coupe

113

**Estimate: £25,000 - £30,000\***

Reg No: RSX 111J      MOT: Exempt  
Chassis No: 1S71600BW

Last of the line, the Jaguar E-type Series III was introduced in 1971. Longer, wider and more comfortable than its predecessors, the newcomer blurred the lines between sports car and grand tourer. Powered by a turbine-smooth all-alloy SOHC 5343cc V12 engine allied to either Jaguar four-speed manual or Borg Warner three-speed automatic transmission. Contemporary road tests spoke of 0-60mph in 6.4 seconds and 150mph.

Chassis 1S71600BW was manufactured in 1971, being supplied new to the United States of America in left-hand drive guise and with the automatic transmission and factory-fitted air conditioning. Finished in striking Red paintwork with Black interior upholstery, the E-Type resided in America until 1996. During this time, understood to have been in the 1980s, the Jaguar was provided with an extensive overhaul and is further known to have been an attendee of the Jaguar Club of Austin Concours d'Elegance in the 1990s. Repatriated to the United Kingdom in 1997 as part of the relocation of the owner, he retained the car until the purchase by the vendor from an H&H auction in 2001 when 'RSX 111J' displayed some 14,000 miles on the odometer.

Used sparingly by the vendor during his ownership, the E-Type has covered a mere c.4,000 miles in the twenty-four years, always being garage stored during this time, and is therefore now offered with a mere 18,000 recorded miles. Fitted with a new starter motor in 2021, the E-Type started readily and ran well during our recent photography session. Already uprated with K&N air filters prior to the vendor's ownership, the original air boxes are accompanying, along with a history file that dates back to 1986 and contains numerous invoices, previous MOT certificates, a Texan state title, pictures of the car, and a current V5C document. A usable E-Type offered from long-term ownership, and with low recorded mileage.







## 2009 Morgan 4/4 1600 Sport

114

Just 17,000 miles from new

**Estimate: £22,000 - £26,000\***

Reg No: PL09 HLY MOT: May 2026

Chassis No: SA944160024L01014

Manufactured in 2009, the Morgan 4/4 offered was registered new on the 1st March that year. Fitted with the Ford 1600cc four-cylinder Sigma Zetec SE engine producing 115bhp with a cold air intake kit, the Morgan is finished in Le Mans Green with the interior featuring complementary Beige leather upholstery with a walnut dashboard, matching Motolita steering wheel, and heated windscreen completing the interior. The Morgan has an interior matching Beige 'easy-up' hood, as well as a tonneau cover, and sidescreens with bag. Further featuring a stainless-steel roll bar, luggage rack, and wire wheels, the wheels have recently been shod with new tyres and tubes. In current ownership for thirteen years, the vendor is an avid enthusiast and retired engineer, as well as a previous Centre Secretary of the Morgan Sports Car Club.

Maintained fastidiously regardless of cost as the vendor's retirement hobby and fully documented, including annual servicing, the Morgan has benefitted from undersealing with stone guard film, the aluminium wings and any vulnerable body areas sealed with stone guard film and the galvanised chassis fully Waxoyled. A new aluminium radiator and silicon hoses have been provided, along with Suplex front suspension and Bilstein dampers all round, a sports exhaust (original silencer accompanying), and both trickle charger and satellite navigation plugs fitted, as well as a new timing belt at 12,000 miles. Offered now with just 17,000 miles from new and only two former keepers, the Morgan is said by the vendor to be in 'almost concours condition, with no corrosion anywhere'. Only used for summer events and Morgan Club summer excursions, the 4/4 has reputedly never been out in winter, with the vendor rating 'PL09 HLY' as 'excellent' throughout (engine, gearbox, bodywork, paintwork, interior, and electrics), with the Morgan having a no advisory MOT until May 2026.



## 1961 MG A 1600 MKII Roadster

115

Estimate: £15,000 - £17,000\*

Reg No: YFF 578

MOT: Exempt

Chassis No: 9HNL2100704

Introduced in March of 1961, the MGA 1600 Mk II was the final, and fully-evolved, version of MG's popular sports car. The Mk II received a facelift around the grille and taillights, yet it retained the classic and elegant silhouette and dimensions. Under the hood; a larger (1622cc) capacity version of the BMC B-Series engine, with bigger valves and re-engineered combustion chambers, brought 10 more horsepower. The model also featured a higher rear axle ratio for more relaxed high-speed driving, with acceleration was better and the top speed raised to over 100mph.

A desirable 1600 Mk. II example, chassis '9HNL2100704' is one of the first 350 Mk. IIs produced. Understood to have been supplied new to the United States of America, the MGA was repatriated to the United Kingdom in 1995. Finished in highly attractive Red paintwork with a complementary Tan interior upholstery, the MG is accompanied by its full weather equipment comprising a hood, tonneau cover (both trimmed in Black), and sidescreens with bag, as well as spare wheel cover. Entering into the current family ownership in 2007 to join several other classic and vintage cars and tractors, the MGA was used regularly in the first decade of ownership, including completing many trips to France. Described by the vendor as a highly usable example, the MG is due to be supplied with a fresh battery for sale and is accompanied by a current V5C document and a collection of receipts.



## 1979 Triumph Spitfire 1500

116

No Reserve\*

Reg No: DTA 853T

MOT: Exempt

Chassis No: FH1321130

A riposte to the diminutive BMC Spridget duo, the Triumph Spitfire was launched in 1962. Based around a truncated Herald chassis, it was equipped with all-round independent suspension (double wishbone front / swing-axle rear), disc / drum brakes and rack and pinion steering. Styled by Michelotti, its wonderfully sleek two-door roadster bodyshell featured a clam-shell bonnet and decent boot. Evolving through five guises over the course of an eighteen-year production run, the final 1500 variant arrived in 1974. With a reputed 71bhp and 82lbft of torque on tap from its 1493cc OHV four-cylinder engine, the newcomer boasted genuine 100mph performance. Visually indistinguishable from its MKIV forebear save for some minor trim differences, the Spitfire 1500 could be had with options such as a steel hardtop, overdrive transmission and 'luxury' interior.

Finished in Pageant Blue with Tan upholstery, this particular example has been off the road for the past seventeen years or so. A project when the vendor acquired it during 2017, the Triumph is still awaiting refurbishment. Seemingly substantially complete, 'DTA 853T' would suit a home restorer with sufficient skills to return it to the road or could serve as a source of spares for another car. Offered for sale with V5C Registration Document.





## 1978 Volkswagen T2 Camper

117

**Estimate: £16,000 - £20,000\***

Reg No: VWB 651S

MOT: May 2026

Chassis No: 2382084332

First registered on 9th May 1978, and believed to have begun life as a Devon Moonraker conversion on the Type 2 'late bay' platform, today, this 1979 VW Transporter (T2) is finished in Mexico Beige and Pastel White and presents with upgrades from the original conversion to offer more modern accommodation in a desirable classic VW camper package. Spatially, there is a 'pop-top' roof that is fantastic for opening-up the interior space, ideal for family holidays which the vendor purchased the camper for in 2021. Fitted with the 2-litre flat-four with 'Dellorto' carbs and a stainless exhaust, the camper was restored in 2004 and with a subsequent 'Camper & Commercial' magazine feature that gave mention of the 'rebuilt 2-litre with twin Dellortos and Scat C45 cam, 'BRM-style' alloy wheels, Ian Lyons Body Repairs and JE engines'.

In recent years the bus has benefitted from a re-trim and fresh pop-top roof vinyl. There are receipts on file for servicing, upgrades, maintenance and an engine overhaul. With in excess of £3,000 spent in 2009, that included a brake overhaul Dometic fridge, a Propex Heatsource and a consumer unit. It is thought that JH Aircooled Engines also completed an engine overhaul at a cost of £993 at the time. More recently, the carburettors were set up in 2024. The camper is accompanied by invoices and receipts on file along with old MOTs, there's a very recent 12 month MOT with no advisories on record.



## 1986 Mercedes-Benz 240 TD Estate

118

**Estimate: £8,000 - £10,000\***

Reg No: C874 YUE

MOT: None

Chassis No: WDB1231832F08682

Introduced in 1975, Mercedes-Benz's W123 series cars perpetuated the marque's enviable reputation for engineering integrity. Well-built with a sense of solidity missing from today's model range, the W123 cars featured all round independent coil-sprung suspension, disc brakes and power steering. Devoid of exterior plastic trim and regarded by some as the last of the 'chrome era' Mercedes, W123s enjoy something of a cult following.

Finished in the handsome combination of Light Ivory with Palomino MB-Tex upholstery and Zebrano wood trim, chassis WDB1231832F048682 was built for the UK market to order number 0553749813. Powered by a 2399cc four-cylinder diesel engine allied to five-speed manual transmission, it featured such niceties as a sunroof, central locking, luggage nets and heat insulating glass. First registered in Warwickshire (or so its 'C874 YUE' number plate would imply), the Mercedes-Benz is understood to have belonged to various members of the same family before entering the current ownership in 2021. Barn stored on a farm prior to then, the paintwork had suffered from bird lime and so the seller decided to treat the 240TD to a bare metal respray. Believed to have covered a modest 116,000 miles from new (an average of c.2,975 miles per annum), the Estate has been kept in running order but not returned to the road.



## 1929 Austin 'Heavy' 12/4 Burnham Saloon

119

**Estimate: £9,000 - £11,000\***

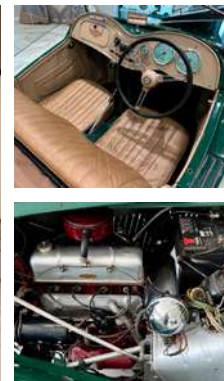
Reg No: UX 5192

MOT: Exempt

Chassis No: 58650

Chassis '58650' was clothed from new in the handsome and spacious Burnham six-light saloon coachwork in which it presents today. First registered by Vincent Greenhouse Garages of Shrewsbury in 1929. Known to have been a resident of the Welshpool area during the 1950s, the Heavy 12/4 resurfaced in the mid-60s when purchased by a previous owner as a restoration project. Partly stripping the car over three decades, the Austin eventually passed to a long-term friend, a well-known Shrewsbury car collector in 1997. This owner subsequently completed the restoration, which is believed to have included new front and rear wings, although it is thought that the body was left undisturbed. The body was then fully re-painted, the fabric roof was re-covered, and the 12/4 completely re-wired.

Therefore, thought to still be highly original, the interior still boasts what is thought to be the beautiful original leather upholstery and headlining. Mechanically the restoration included an engine overhaul including new white metal, with the Austin starting readily and running excellently during the recent photography session. In lovely condition throughout, this fine original example entered the vendor's ownership in 2013, and has been used on local runs around Derbyshire since, including being the mode of transport for a camping expedition! Offered with a buff logbook and current V5C document, the 'Heavy' is due to be driven to the sale.



## 1953 MG TD

120

1 of just 1,656 home market cars and three keepers from new

**Estimate: £14,000 - £16,000\***

Reg No: RUM 479

MOT: May 2026

Chassis No: TD29294

Although, instantly recognisable as a T-series model thanks to its perpendicular radiator shell, flowing wings and rear-mounted spare wheel, the TD broke important new ground for the Abingdon marque. The first MG sportscar to feature either independent double-wishbone front suspension or rack and pinion steering, the newcomer also boasted a hypoid-bevel back axle, hidden scuttle reinforcement hoop (save for the first few cars) and twin leading-shoe front brakes. Powered by the proven 1250cc XPAG engine allied to four-speed manual transmission, it was reputedly capable of 82mph and 26mpg.

First taking to the road in Leeds on September 30th 1953 (or so its distinctive 'RUM 479' number plate would imply), chassis TD29294 has had just three registered keepers from new. Cherished by John North Esq from 1968-2019, he is said to have kept the MG in 'impeccable condition'. Self-evidently the subject of much past restoration work and pleasingly retaining its original engine, the TD has not long had its weather gear renewed (hood, sidescreens and tonneau). Nicely detailed throughout and riding on correct-type painted steel wheels, 'RUM 479' has recently undertaken a cross country run. Said to be 'running and driving well', this delightful, home market TD is offered for sale with buff logbook, V5C Registration Document and paperwork file.





## 2000 Land Rover Defender 90 County TD5

121

Estimate: £20,000 - £25,000\*

Reg No: W722 TAW

MOT: July 2025

Chassis No: SALLDVB87YA192573

Offered from current ownership since 2016 and with one former keeper, this Defender has benefitted from a restoration during the current ownership. First registered on 23rd May 2000, the 'Landie' began life in Defender 90 County TD5 specification before a metamorphosis into a Bespoke Defenders creation completed in 2016. The vendor describes 'a steady development of new and replacement parts having brought the car to its current specification and unique look'.

The vehicle underwent a replacement of the internal bulkhead and benefitted from a new galvanised chassis before a Bespoke special two-tone paint job. As part of this major work and ongoing improvements, the Defender was fitted with; spacer bars, a swing-back spare wheel carrier and saw-tooth alloy wheels, a Bespoke radiator grille, LED side lights, daytime running lights in the bumper and new rear side windows. The Defender has also been given a new rear door and door card, brake lines, a replacement steering rack and many other parts. Accessories fitted include a 'cubby' box, Momo steering wheel, alloy gear knobs, leather gaiters and sill side steps. A list of further improvements for a new owner to tackle would include connecting the front heated seats. Since 2016 some £11,296 has been spent (a breakdown is on file). Displaying a credible c.102,000 miles to date, the Bespoke Defender is offered with a history file and a current V5C.



## 1998 Mercedes-Benz SL 280

122

Estimate: £7,000 - £10,000\*

Reg No: A8AJ0

MOT: July 2025

Chassis No: WDB1290582F162276

Unveiled at the March 1989 Geneva Salon, Mercedes-Benz's R129-series SL range was beautifully engineered. Based around a two-door monocoque bodyshell, its sophisticated all-round independent suspension was augmented by a host of active and passive safety features. The choice of numerous contemporary F1 drivers and movie stars, it could be had with a choice of six, eight and twelve-cylinder engines. Powered by a 2799cc DOHC straight-six developing 190bhp/199lbft, the SL280 was reputedly capable of 0-60 mph in 9.5 seconds and 140 mph. Finished in the handsome combination of Smoke Silver Metallic with Beige leather upholstery, Panoramic hardtop and Dark Brown soft-top, chassis WDB1290582F162276 was built to order 0753774942 for the UK market. Released from the factory on November 12th 1997, it entered the current (fourth) ownership some eighteen years later. A long-standing Mercedes-Benz Owners' Club member, the vendor has enjoyed taking the SL280 to classic car shows and concours competitions over the past decade covering some 15,000 miles in the process. Reportedly treated to regular engine and transmission oil changes, the 2+2-seater is said to 'run beautifully'. Proudly displayed at the MBOC's 2024 Concours d'Elegance, 'A8 AJ0' remains commensurately smart. A tempting proposition, this pampered R129-series SL is offered for sale with V5C Registration Document, history file and a spare set of refurbished alloy wheels.

\*All hammer prices are subject to a Buyer's Premium from 12.5% (+ VAT)

113

## 1983 Mercedes-Benz 500 SL

123

Warranted under 20,000 miles from new

**Estimate: £30,000 - £35,000\***

Reg No: A226 SYX      MOT: Exempt  
Chassis No: 1070462A001964

The 245bhp 500 SL made from 1980 had an all-alloy fuel-injected V8 and was made for Europe only and with 60mph available in 7.4 secs the top speed was 140mph, faster even than the US, Japan and Australian 560 SL. Plenty of R107s come to market, but 500SLs are still a rarity, with only 11,812 built.

Purchased new from Normand (Mayfair) Ltd Mercedes-Benz agents by the first lady owner (albeit registered to her husband) on the 2nd November 1983, the 500 SL was finished from the factory in Astral Silver paintwork and was specified with the optional extras of (Grey) leather interior upholstery, anti-lock braking system and air-conditioning. Retained by the first lady owner until 2007 (albeit accounting for two registered owners due to a divorce requiring the change of owners on the logbook), when purchased by the vendor, it was as a gift for his wife in 2007. Covering minimal mileage in either ownership, the 500 SL is now offered with a warranted under 20,000 miles from new. Highly original, the Mercedes boasts its original tool kit, jack, spare wheel, first aid kit, Mercedes cushion and the body-coloured hardtop with stand.

Well maintained throughout the current ownership, the SL has benefitted from an air-conditioning re-gas in 2016 by Mercedes-Benz specialist Nick Webster; a new wiring loom by Mercedes-Benz Macclesfield in 2018 costing £2,650; some £4,250 expense at Trevor Farrington, with cosmetic improvement and new exhaust back box; and rear brake callipers, pads and brake hoses costing c.£1,000 with Nick Webster last year. Last serviced at 16,593 miles, the SL is accompanied by a history file that contains the original Mercedes wallet, including the stamped service book and owner's handbook. Also included in the documentation is the original sales invoice, extensive MOTs back to its first in 1987, a collection of invoices and the V5C Registration Document. With such low mileage and ownership, this highly collectable example boasting a good history file, is surely one to consider!







## 1963 Fiat (OSCA) 1500 S Cabriolet

124

**Estimate: £20,000 - £25,000\***

Reg No: JVS 539 MOT: Exempt  
Chassis No: 118S002189

A notably early example, that was manufactured in August 1959, and supplied new to Switzerland. Only resided there until 1964, when it arrived in the United Kingdom. The vendor purchased the Cabriolet in 2004, but quickly found the car to be suffering from a badly cracked block and seized springs. Remarkably managing to source an unused 1592cc Fiat twin-cam engine, the engine was entrusted to twin-cam guru Guy Croft for a full overhaul, who remarked that it was 'factory fresh and had never been fired up!'. Stripped, balanced, and fine-tolerated, it was also provided with a Stage 1 conversion kit. The vendor informs that the Fiat performs excellently with a comfortable cruising speed of 70mph, with the Cabriolet further featuring the four-speed gearbox.

Continually improved throughout the vendor's ownership, some notable improvements have included relined brakes and re-sleeved cylinder, new master and clutch cylinders, a stainless-steel exhaust system and manifold, refreshed fuel system, and bare metal repaint c.10 years ago. Furthermore, the cambelt, idler pulley and water pump were changed a couple of years ago, and the Fiat has been serviced annually throughout the vendor's ownership. Well known in Fiat circles, the vendor has kept the Cabriolet on trickle charge and in a carcoon throughout his ownership. Completing numerous trips to the continent, including motoring pilgrimages to Spa and Le Mans, 'JVS 539' has also been a regular attendee at classic and Italian car events, including previously winning the nicest bodywork at Spaltalia. The vendor informs that the odometer reading of just shy of 13,000 miles is correct since the engine overhaul.

Offered with a history file that includes a large collection of invoices for maintenance and improvements, MOT certificates, ownership records, a copy of the Autitalia magazine feature, and V5C document, as well as a jack and car cover. Starting very readily and running well during the recent photography session, this is an opportunity to purchase a decidedly rare 1500 Cabriolet, uprated with better performance for modern traffic!



## 1984 Volkswagen Golf GTi Cabriolet

125

No Reserve\*

Reg No: A429 UOF

MOT: Exempt

Chassis No: 15DK013560

Successor to the Volkswagen Beetle soft-top, the Golf MK1 Cabriolet was introduced at the 1979 Geneva Salon and remained in production until July 1993. Engineered and built by Karmann of Osnabruck, the newcomer was every bit as stylish as its Giorgetto Guigiaro-penned hatchback sibling. Suitably reinforced thanks to a substantial rollover hoop, trans-dashboard 'knee bar' and strengthened sills etc, it also featured a snug-fitting and well-insulated hood. Initially available in GL / GLS and GLi guises, the ultimate GTi variant arrived during 1983. Powered by a fuel-injected 1781cc SOHC four-cylinder engine allied to five-speed manual transmission, it was reputedly capable of 0-60mph in 9.4 seconds and 110mph. 1980s icons to rival the Audi ur Quattro, the VW Golf MK1 GTi hatchback and cabriolet have long achieved cult status.

A notably early Golf MK1 GTi Cabriolet, 'A429 UOF' was acquired by its last registered keeper in 1994. Recently disinterred following twenty years' dry storage, the four-seater appears to be substantially complete but will require recommissioning / restoration. A worthwhile project which will hopefully result in a fun, practical and increasingly collectible 'Vee-Dub'.



## 1967 Ford Anglia Super 123E

126

Estimate: £6,000 - £8,000\*

Reg No: XAR 257E

MOT: Exempt

Chassis No: BB26GL30311

Ford's Anglia 105E displayed a strong American influence and included a sweeping nose, notchback rear window, and muted tail fins. The newcomer benefited from a new engine, a 997cc OHV straight-four engine, versions of which powered all manner of Fords for years after, mated to a four-speed manual gearbox with synchromesh on the top three. The suspension was by MacPherson strut at the front and leaf-sprung live axle at the rear. For 1962, Ford introduced the Anglia Super (123E), which was powered by a long-stroke 1198cc version of the 'Kent' unit mated to an all-synchromesh gearbox. Such versions were instantly recognisable by their contrasting side stripes.

Chassis number '30311' was supplied new to the United Kingdom being first registered on the 21st of July 1967. Finished in its original White paintwork, the 123E Super features a Blue side stripe and roof, with Black vinyl interior upholstery. Uprated during its life, the Anglia Super is fitted with a 1300cc Crossflow engine, as well as front disc brakes, stainless steel exhaust, and Minilite wheels. In current ownership since 2022, the Anglia was used locally around the Derbyshire Dales across the first couple of years, although it has seen minimal use recently, but ran well during the recent photography session. Offered with a current V5C document, the Anglia also has a small spares package including the original radiator, headlining bars, some chromework, a 'sports' wheel, and spotlights.





## 1970 Morris Minor 1000

127

**No Reserve\***

Reg No: VAD 262H

MOT: Exempt

Chassis No: MA2S3D1239954

First registered as 'VAD 262H' on the 6th July 1970, this delightful Morris 1000 is understood to have been initially resident to the Gloucestershire area. Little is known of the early history, however the little 'Moggy' became part of the vendor's father's collection during 2007 after three previous keepers and was regularly used for local shows. Now presenting in 'barn-find' condition in need of recommissioning, the car is said to have been run regularly up until around two years ago, and the vendor assures us that it should 'not take much' to get it back to fine fettle again.

To our eyes, 'VAD 262H' presents very well in what is believed to be its original paint coat, and the interior again appears to be all original with an enviable natural patina showing a relatively easy life, backed up by its low odometer reading of 63,315 miles. Now offered for sale, prospective buyers should note that the car is supplied with an original BMC owner's manual complete with its original brown paper wallet and UK V5C registration document.



## 1967 Austin Cooper S Evocation

128

**Estimate: £12,000 - £14,000\***

Reg No: KUJ 296F

MOT: Exempt

Chassis No: AA2S7S1036776M

For many, the Mark I Mini Cooper S is the ultimate expression of Alec Issigonis's diminutive icon. The 'David' with which Paddy Hopkirk and Henry Liddon slew 'Goliaths' on the 1964 Monte Carlo Rally, the compact four-seater achieved further fame thanks to a starring role in the Italian Job movie. Combining superb handling, a tuned engine and instantly recognisable styling, the Cooper S has been hailed as 'the most popular British car of all time'. The surge in values of original cars has prompted the creation of more affordable / accessible evocations.

Beginning life as an Austin Mini MK1 Super DeLuxe, chassis AA2S7S1036776M has been restored in the style of a Cooper S. The associated work is thought to have been completed circa ten years ago and included the fitment of a leather bonnet strap, twin petrol tanks, bullet door mirrors and wider rim steel wheels etc. Fitted with a Cooper S-mimicking 1275cc A-Series engine allied to four-speed manual transmission, the compact saloon is finished in Blue with a contrasting White roof and Grey upholstery. A convincing evocation. 'KUJ 296F' is offered for sale with a V5C Registration Document and large history file (including photographs and invoices relating to its renovation / transformation). The larger capacity powerplant has been correctly registered with the DVLA.



## 1976 Triumph 2500 S

129

**Estimate: £6,000 - £8,000\***

Reg No: PLF 99R

MOT: June 2025

Chassis No: MP4397DLAP

Introduced in October 1969, the Mk2 version of Triumph's critically acclaimed 2000 / 2500 range utilised the same monocoque construction, all-round independent suspension and disc / drum brakes as its predecessor. Restyled by Giovanni Michelotti, the newcomer presaged the aesthetics of the upcoming Stag sports car. Arriving in June 1975, the ultimate 2500 S variant was powered by a twin carburettor-fed 2498cc straight-six allied to either four-speed manual or automatic transmission. Riding on 14-inch wheels and uprated with an anti-roll bar, it accounted for 8,164 sales and proved the swansong for Triumph's six-cylinder line.

Factory finished in the period combination of Honeysuckle with Chestnut cloth upholstery, chassis MP4397DLA was first registered in London on August 3rd 1976 (or so its 'PLF 99R' number plate would imply). Entering the current (seventh) ownership during late 2021, the Triumph has benefited from much past restoration work including conversion from automatic to four-speed manual plus overdrive transmission. Used by the vendor on high days and holidays, he has submitted the 2500 S for regular MOT testing despite its eligibility for exemption. Believed but not warranted to have covered some 113,000 miles from new, the four-seater started readily and ran well during our recent photography session. Handsome, practical and fun to drive, Triumph's 2000/2500 models have arguably been undervalued for years.



## 1979 Daimler DS420 Limousine

130

**No Reserve\***

Reg No: AOB 400T

MOT: Exempt

Chassis No: DWATL3AXL10098

First registered on the 1st of May 1979, 'AOB 400T' is said to have been previously owned by the Mayor of Stratford-upon-Avon and used as his car for official visits during the 1980s. It is believed that during this period, the Daimler hosted several members of the Royal Family when on visits to the town including the late HRH Princess Diana and HRH Princess Anne. Purchased by the vendor's father as part of his private collection of classic vehicles during the 1990's, 'AOB 400T' was used occasionally for family events such as weddings and parties before being laid up in dry storage. The Limousine has stayed in the family since and is said to have been kept in 'running condition' until around two years ago.

Now offered for sale in 'barn-find' condition and offered in a non-running condition, 'AOB 400T' would make a very interesting project and presents as a very original, non-messed with example that would benefit from recommissioning and small cosmetic improvements to bring it back to its former glory. Offered with its UK V5C, the lot also includes a donor DS420 Hearse that is largely complete to be collected from the vendor's premises in Stratford-upon-Avon.





## 1995 Aston Martin DB7

Desirable 5-Speed Manual Example

**Estimate: £9,000 - £11,000\***

131

Reg No: M380 TOA      MOT: September 2025      Chassis No: SCFAA1113SK100181

First registered as '2 DVT' on the 15th June 1996, chassis SCFAA1113SK100181 was specified in the attractive colour scheme of Derwent Green over a Cream leather interior piped with green and was fitted with the desirable five-speed manual transmission option. In the ownership of just three keepers until 2020 when it was purchased by the vendor, the original service booklet displays many stamps for its service intervals, largely from specialists such as Ian Mason Aston Martin Services of West London. Having purchased the car for his wife, the vendor has only used it sparingly as part of his large collection of over forty cars and has covered just over 1,000 miles in this time, ensuring maintenance has been kept up to date accordingly.

The DB7 today remains an attractive example displaying just over 52,700 miles on its odometer (which will increase as the vendor will be driving the car to Buxton from his address in London) and is said to have 'very good' bodywork, interior, electrical equipment and paintwork, with some age-related marks such as stone chipping. Mechanically, the DB7 is said to be 'excellent' by the vendor. Now offered for sale due to a downsizing of the vendor's collection, 'M380 TOA' is offered complete with its original book pack and toolkit and has a valid MOT until September 2025.



## 1988 Jaguar XJ-S HE V12

**Estimate: £7,000 - £9,000\***

132

Reg No: E186 NUV      MOT: T.B.A      Chassis No: SAJJNAEW3BA147869

First registered on the 17th February 1988, chassis number SAJJNAEW3BA147869 was first registered as 'E186 NUV' and specified in the attractive colour scheme of Champagne Gold over a Cream Leather interior. A coupe with the mighty V12 engine mated to an automatic gearbox, little is known of the early history of this XJ-S apart from a warranty document dating to 1992 from when the car was sold by a firm in Croydon. Purchased by the vendor in 2021, the Jaguar has remained in a private collection in dry storage throughout this period and has been sparingly used and cherished. Due to a period of inactivity, the car has been recently subject to a full service including replacement of the engine oil, filter, spark plugs, gearbox and differential fluids, as the vendor has decided to part with it due to acquisition of another car.

Offered with its original manuals and leather wallet, old MOTs and some receipts for parts, the twelve-cylinder grand tourer is described as being in 'good' condition all round by the vendor and now displays just less than 85,000 miles on the odometer.

# DYH 410

# DYH 410

Registration Number 'DYH 410'

133

Estimate: £1,500 - £2,500\*

- Desirable registration number
- Offered on a Retention Certificate

# RSR 88

# RSR 88

Registration Number 'RSR 88'

134

Estimate: £9,000 - £11,000\*

- Desirable registration number
- Offered on a Retention Certificate



# HCT 705

# HCT 705

Registration Number 'HCT 705'

135

Estimate: £1,500 - £2,500\*

- Desirable registration number
- Offered on a Retention Certificate

# HWC 245

# HWC 245

Registration Number 'HWC 245'

136

Estimate: £1,600 - £2,000\*

- Desirable registration number
- Offered on a Retention Certificate

# Bidder Registration Form (PLEASE COMPLETE IN BLOCK CAPITALS)

H&H Classics, The Motor House, Lyncastle Road, Warrington, Cheshire, WA4 4SN, United Kingdom | HandH.co.uk | sales@HandH.co.uk | +44 (0)1925 210035



Auction Date
Paddle No. (official use only)

## Personal Details

Title	Name
Surname	
Address	
Town / City	
Country	Postcode
Contact Telephone No.	
Mobile No.	
Email	

☐ 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
------	-------------------

## Debit / Credit Card Details

Bank Name	
Account No.	
Sort Code	
Card No.	
Valid From	Expiry Date
Issue No.	Security Code
Billing Address	
Town / City	
Country	Postcode

## Identification

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

Identification Type 1
Identification Type 2



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

H&H Classics, The Motor House, Lyncastle Road, Warrington, Cheshire, WA4 4SN, United Kingdom | HandH.co.uk | sales@HandH.co.uk | +44 (0)1925 210035



Auction Date
Paddle No. (official use only)

## Personal Details

Title	Name
Surname	
Address	
Town / City	
Country	Postcode
Contact Telephone No.	
Mobile No.	
Email	

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
------	-------------------

## 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)

## Debit / Credit Card Details

Bank Name	
Account No.	
Sort Code	
Card No.	
Valid From	Expiry Date
Issue No.	Security Code
Billing Address	
Town / City	
Country	Postcode

## Identification

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

Identification Type 1
Identification Type 2

☐ 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

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# Motor cars in today's sale

Lot No		Lot No		Lot No	
49	1967 Alfa Romeo Giulia Sprint GT Veloce Rally Car	13	1951 Daimler DB18 Special Sports	79	2005 Jaguar XK 4.2
12	2000 Alfa Romeo Spider 2.0 Twin Spark	130	1979 Daimler DS420 Limousine	27	2006 Jaguar XK 4.2
131	1995 Aston Martin DB7	45	1928 Dodge Standard Six Tourer	67	1952 Jaguar XK120 Roadster
6	1967 Austin A35 Van	124	1963 Fiat (OSCA) 1500 S Cabriolet	94	1960 Jaguar XK150 S 3.8 FHC
128	1967 Austin Cooper S Evocation	21	1954 Fiat 500 C Topolino Belvedere	60	2007 Jaguar XKR Convertible
119	1929 Austin 'Heavy' 12/4 Burnham Saloon	105	1969 Fiat 500 L	109	1953 Jowett Javelin
104	1971 Austin Mini 850	126	1967 Ford Anglia Super 123E	57	1971 Lancia Fulvia 1.3 S
3	1979 Austin Morris Mini Clubman Van	48	1986 Ford Capri 2.0 Laser	108	1983 Lancia Montecarlo Series 2 Spider
99	1935 Austin Seven Hamblin Cadet Special	11	1985 Ford Capri Laser 2.0 Litre	84	2015 Land Rover Defender 110 Pick-Up
92	1954 Austin-Healey 100/4 'M'-Spec	37	1959 Ford Consul Lowline Deluxe	121	2000 Land Rover Defender 90 County TD5
81	1959 Austin-Healey 100/6	103	1973 Ford Escort MK1 Rally Car	40	1989 Lotus Esprit Turbo '40th Anniversary'
18	1959 Austin-Healey 'Frogeye' Sprite	43	1974 Ford Granada Ghia 3.0 S Coupe	80	1960 Maserati 3500 GT
39	1937 Bentley 4.25 Litre Park Ward Saloon	64	1929 Ford Model A 'Wood Tail' Speedster	85	2004 Maserati 4200 GT
52	2001 Bentley Arnage Le Mans Series	107	1966 Ford Mustang V8 'Notchback'	78	2015 Maserati Ghibli V6
41	1997 Bentley Azure	95	1950 Healey Silverstone D-Type	38	1961 Mercedes-Benz 190 SL
76	2007 Bentley Continental GT	32	1968 Jaguar 240	100	1962 Mercedes-Benz 190 SL
90	2005 Bentley Flying Spur	91	1968 Jaguar E-Type 4.2 Coupe	55	1966 Mercedes-Benz 220 SEb Coupe
68	1953 Bentley R-Type 'Le Mans' Style Open Tourer by Paul Forty	23	1970 Jaguar E-Type 4.2 Coupe	118	1986 Mercedes-Benz 240 TD Estate
58	1994 Bentley Turbo R	113	1971 Jaguar E-Type V12 Coupe	22	1966 Mercedes-Benz 250 SE Coupe
19	1973 BMW 2002 Baur Cabriolet	93	1973 Jaguar E-Type V12 Roadster	36	1990 Mercedes-Benz 300 SL
86	1989 BMW 320i Baur Cabriolet	59	1967 Jaguar MkII 2.4	123	1983 Mercedes-Benz 500 SL
24	2004 BMW 745i SE Individual	66	1961 Jaguar MkII 3.8	110	1987 Mercedes-Benz 500SL
77	2004 BMW Alpina Roadster S	69	2000 Jaguar S-Type 3.0 V6 SE	122	1998 Mercedes-Benz SL 280
70	2002 BMW Z3 3.0i Roadster	30	1995 Jaguar XJ-S 4.0 Celebration	61	2004 Mercedes-Benz SL 500
15	1961 Chevrolet Corvette	97	1988 Jaguar XJ-S Convertible	26	2011 Mercedes-Benz SL350
50	1950 Daimler DB18 2½ Litre Foursome Drophead Coupe	74	1991 Jaguar XJ-S Convertible	96	2008 Mercedes-Benz SL63 AMG
		132	1988 Jaguar XJ-S HE V12	115	1961 MG A 1600 MKII Roadster

# Motor cars in today's sale

## Lot No

106 1971 MG B GT  
42 1978 MG B GT  
4 1979 MG B GT  
54 1974 MG B GT V8  
34 1980 MG B LE Roadster  
47 1972 MG B Roadster  
88 1969 MG C GT  
102 1933 MG J2 Midget  
20 1996 MG RV8  
111 1938 MG TA Tickford Drophead  
16 1947 MG TC  
120 1953 MG TD  
7 2003 MG TF 115  
44 2003 MG TF 115 Cool Blue  
114 2009 Morgan 4/4 1600 Sport  
14 1992 Morgan Plus 8  
82 2009 Morgan Roadster 3.0 V6 Centenary 100  
2 1935 Morris 8 Tourer  
127 1970 Morris Minor 1000

## Lot No

1 1968 Morris Minor 1000 Traveller  
5 1974 Peugeot 304 S Cabriolet  
73 1988 Porsche 911 Carrera 3.2 Sport  
112 1999 Porsche 911 Carrera 4  
71 2012 Range Rover Sport HSE TDV6  
98 1993 Range Rover Vogue 4.2 LSE  
35 2003 Range Rover Vogue 4.4 V8  
10 1969 Riley 1300 MkII  
101 1936 Riley 9 'Ulster Imp' Special  
89 1958 Rochdale GT  
65 1926 Rolls-Royce 20hp Tourer  
56 1929 Rolls-Royce 20hp Tourer  
33 1956 Rolls-Royce Silver Cloud  
31 1973 Rolls-Royce Silver Shadow  
63 1979 Rolls-Royce Silver Shadow II  
46 1990 Rolls-Royce Silver Spirit II  
17 1994 Rover 216 Cabriolet  
87 2004 Rover 75 Connoisseur SE Tourer  
29 1972 Rover P6 2000 SC

## Lot No

72 2010 Saab 9-3 Aero Anniversary edition  
8 1933 Singer Nine Sports Coupe  
53 1957 Sunbeam MkIII Saloon  
129 1976 Triumph 2500 S  
25 1972 Triumph GT6 MkIII  
116 1979 Triumph Spitfire 1500  
62 1966 Triumph TR4A IRS  
83 1963 Trojan "Cabine" Bubble Car  
51 1988 Volkswagen Golf GTI  
125 1984 Volkswagen Golf GTI Cabriolet  
117 1978 Volkswagen T2 Camper  
28 1978 Volvo 244 DL  
9 1923 Wolseley 10 E3 Four-Seat Tourer  
75 1934 Wolseley Hornet Eustace Watkins Special  
133 Registration Number 'DYH 410'  
135 Registration Number 'HCT 705'  
136 Registration Number 'HWC 245'  
134 Registration Number 'RSR 88'

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