

Lot 1

1989 HONDA XBR500

Registration Number: F82 KWL

Frame Number: TBA

Recorded Mileage: c.28,000 miles

- One owner from new
- Supplied with older V5 and key
- Offered with No Reserve

The Honda XBR 500 was launched in 1985 in response to the Yamaha SR500. The XBR was powered by a single-cylinder four-valve engine putting out up to 44bhp depending on the market. A fine handling bike with good performance, the final iterations were supplied with traditional wire wheels and tubed tyres. A detachable pillion seat cover was supplied to simulate a café-racer look, but Honda subsequently released a dedicated café racer version, the GB500 TT, with "classic British qualities", such as a solo seat, seat hump, wire wheels, two-into-one exhaust system and a fuel-tank with gold pinstripping reminiscent of the earlier AJS and Velocette machines.

This one owner example shows around 28,000 miles recorded in the last 34 years, having been kept off the road in storage since 2016 when the last MoT certificate expired. Offered from the estate of a local collector, and with an older V5 and key, the bike is offered with No Reserve.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+VAT.

Estimate: 800 - 1200

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

16.2% inc VAT for Live Bidding and Autobids

Lot 2

2004 KAWASAKI W650

Registration Number: OU54 BPK

Frame Number: TBA

Recorded Mileage: c.18,000 miles

- One owner from new
- Supplied with V5 and key
- Offered with No Reserve

One of a new breed of modern, yet 1960s retro styled, roadster twins, the W650 is also one of the best. With charming, easy manners and fabulously authentic detailing, including retro metal switchgear, the little Kawasaki was not only meant to mimic British bikes of the '60s but it was an acknowledgement of the Meguro motorcycle company Kawasaki took on in its early days and reproduced as the W1 in 1966. The W650 has aged well; durable, reliable and in demand both as a usable 'classic' and as a basis for a customised 'scrambler' or café racer.

This one owner example was first registered in 2004, and was in regular use until 2021 when the MoT certificate expired. Showing around 18,000 miles recorded, this is a fun, classic looking bike, with more modern performance and reliability.

Offered from the estate of a local collector, the bike is offered with No Reserve. The bike comes with a V5 and key.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 1500 - 2000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

16.2% inc VAT for Live Bidding and Autobids

Lot 3

2019 KAWASAKI NINJA EX 400 GKFA

Registration Number: WU69NXP

Frame Number: TBA

Recorded Mileage: 10,460 miles

- One owner from new
- Supplied with older V5, owner's manual and one key
- Offered with No Reserve

The Kawasaki Ninja 400 was more than a facelifted Ninja 300. More power and torque, the 400 is lighter with a completely different chassis and ZX-10R looks. Easy to live with, ultra-reliable, exciting and a big upgrade in terms of performance and refinement, the Ninja 400 has genuine big-bike character and comfort which can be enjoyed by more experienced riders and commuters alike.

This one owner 2019 model is offered with an MoT certificate to September 2023 and UK V5C, and is ready to be enjoyed at leisure or pressed into daily use as you wish. Offered from the estate of a local collector, and with a V5 and owner's manual, the bike is offered with No Reserve.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 3000 - 4000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

16.2% inc VAT for Live Bidding and Autobids

Lot 4

2019 KAWASAKI Z900 RS EKF CAFE RACER

Registration Number: WU69 NWR

Frame Number: TBA

Recorded Mileage: 2,195 miles

- One owner from new
- Supplied with V5, owner's manual, and two keys
- Offered with No Reserve

In 2018 Kawasaki gave the modern classic segment a shakeup with the introduction of the Z900 RS, a bike which really put the sport into the 'retro sport' category, which up until that point had been more about style over substance. Hot on its heels was the Z900 RS Cafe, which as the name suggests added plenty of cafe racer styling to the already attractive Z900 RS package.

The Z900 RS Cafe is excellent value for money for riders seeking ease of ownership of a brand new machine with the classic styling inspired by the racers of the 1970s.

This one owner 2019 model has cover just over 2,000 miles from new, and is offered with an MoT certificate valid to September 2023, owner's manual, and both keys. Offered from the estate of a local collector, the bike is offered with No Reserve.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 4000 - 5000

Fees: 18% inc VAT for absentee bids, telephone bids and bidding in person

19.2% inc VAT for Live Bidding and Autobids

Lot 5

2017 HONDA CB1100 EX

Registration Number: WO17 XDM

Frame Number: TBA

Recorded Mileage: 5,280 miles

- One owner from new
- Supplied with V5, service book, current MOT, and two keys
- Offered with No Reserve

An extensive line of Honda motorcycles, the CB model was designed for commuting and cruising, with the CBR series being sport bikes. The large engined CB1100 EX was launched in 2017, with echoes of 1970s styling in the wire wheels, flat seat and abundant chrome. The tank itself is a beautifully sculpted affair harking back to designs from the 1960s to the 1980s. The 2017 Honda CB1100 EX is a timeless design.

This 2017 Honda CB1100 in red has covered just 5,280 miles from new, and is offered with a current MoT certificate to 2023. The bike is complete with a service book, manual, original bill of sale, two keys.

Offered from the estate of a local collector, the bike is offered with No Reserve.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 3000 - 4000

Fees: 18% inc VAT for absentee bids, telephone bids and bidding in person

19.2% inc VAT for Live Bidding and Autobids

Lot 6

2013 SUZUKI GSX-R 750 L1

Registration Number: WN13 RRY

Frame Number: TBA

Recorded Mileage: 10,667 kilometres (6,667 miles)

- Two owners from new
- Supplied with V5, service book and key
- Offered with No Reserve

"One of the greatest sportbikes of all time" according to Cycle World Magazine, the GSX-R of 1984 was released initially only in Japan in 400cc form, followed by 750cc and 1000cc variants in 1986. The 750cc version was a fast and capable

street bike, but the 130bhp 1100 was an exercise in raw power and excess. Successive generations of the GSX-R came throughout the late 1980s, 1990s, and into the 2000s, all following the same basic principle ethos of powerful engines with light rigid frames. The lighter L1 model was announced in 2011, featuring a revised frame and swingarm, new bodywork and rear shock, Showa Big Piston Forks and Brembo Monobloc brakes.

Coming from a small private collection, this two owner 2013 model GSX-R 750 L1 shows just 10,667 kilometres (6,667 miles) from new, with very little mileage in recent times. Having been dry stored in the last 2 years (the most recent MoT lapsed in June 2022), the bike would benefit from light recommissioning before hitting the road once more. The bike is complete with original bill of sale and service book.

Offered from the estate of a local collector, the bike is offered with No Reserve.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 3000 - 5000

Fees: 18% inc VAT for absentee bids, telephone bids and bidding in person

19.2% inc VAT for Live Bidding and Autobids

Lot 7

2017 KAWASAKI ZZR1400

Registration Number: WV67 DJD

Frame Number: TBA

Recorded Mileage: 3,672 miles

- Offered with No Reserve
- One owner
- With V5 and owner's books, and top box

Kawasaki ZZR (sometimes referred to as ZZ-R) range ran from 1990 to 2020. The ZZR1400 was the new king of speed and power when it was launched in 2012, beating the formidable Suzuki Hayabusa hands down. With around 200bhp the ZZR accelerated quicker than any other road bike, hitting its limit of 186mph in breathtaking time. To keep everything under control the ZZR was fitted with ABS, power modes and traction control as standard. You could buy the Kawasaki ZZR1400 until 2020, when the new Euro5 emissions regulations effectively killed it, to be replaced by the Ninja H2 SX.

This 2017 model has been part of a small superbike collection in recent years, having covered a mere 3,672 miles from new. The most recent MoT certificate expired in September 2021, after which the bike has been stored and unriden. The bike is fitted with an uprated Akrapovic exhaust, and comes with a bike cover. From the estate of a local collector, the bike is offered with No Reserve.

There is a data tag for the bike but no V5C at present, a new V5C will be applied for by Dore & Rees on behalf of the new owner.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 4000 - 6000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

16.2% inc VAT for Live Bidding and Autobids

Lot 7A

1971 TRIUMPH T120R BONNEVILLE

Registration Number: GAM 425J

Frame Number: CE13706

Recorded Mileage: 0 miles (see below)

- Restored in 2021 with zero miles since completion
- Engine and gearbox rebuild by leading specialist Robin James Engineering
- Matching engine and frame numbers

The now legendary Triumph Bonneville was released in 1959, taking its name from the achievements of Texan Triumph racer Johnny Allen on the Bonneville Salt Flats. The Bonneville was the last production design of the celebrated Edward Turner, who had been instrumental in creating all of Triumph's raciest post-Vintage bikes, the Speed Twin, Thunderbird and Tiger 110.

The original T120 Bonneville was developed in such a short space of time that it didn't actually make it into Triumph's 1959 catalogue, but it didn't give the impression of being rushed. Its big, thumping 650cc twin assisted it quickly towards the ton, so it became an instant favourite with Ton-Up Boys. It wasn't just rebellious teenagers who tried to squeeze as much speed out of it as possible, though. The Bonneville was developed for serious competition, and was perhaps most famously ridden by Steve McQueen in the 1964 International Six Days Trial.

The most significant update in the T120's life came in 1963 when it changed from pre-unit to unit construction, i.e. the engine and gearbox were incorporated into a single housing whereas previously they had been separate. The purpose of this was to make the bike more stiffly-built and eliminate high-speed wobble, thereby enabling better performance to be extracted from it. The Bonneville's production ran from 1959 all the way through to 1983 with the later T140 incarnation, at

which point production ceased with the closure of the Meriden works.

This beautiful matching numbers T120R was built on 30th March 1971, the following week being dispatched to the Triumph Corporation of California. Repatriated to the UK in the last few years, the Triumph was treated to a comprehensive restoration in 2021. The engine and gearbox were rebuilt by leading specialist Robin James Engineering of Leominster, supported by bills for c.£4,000, and the bike carefully reassembled with new or period-correct items as required.

Since completion the Bonneville has seen no road miles, being used as a display piece only. Offered with a current UK V5C, and workshop manual, this really is a super example of a legendary model.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 6000 - 7000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

16.2% inc VAT for Live Bidding and Autobids

Lot 8

1960 MATCHLESS G3/L 350C AUXILIARY FIRE SERVICE MOTORCYCLE

Registration Number: 681 UYG

Frame Number: A77227

Recorded Mileage: 91,077 miles

- Originally put into use with the Auxiliary Fire Service from 1960
 - 348cc, 16bhp motor with a top speed of 78mph.
 - Demobilised and sold at auction in Ruddington in 1969
- Subsequently restored

The Matchless G3/L was developed for the British Army during World War II, becoming highly popular during wartime. Such was its ease of use and reliability, the G3 remained in use by the Ministry of Defence for another 15 years after the end of the war, until replaced in 1960 by the BSA W-B40. The Matchless G3/L was a popular choice for UK trials riders, enabling legends such as Artie Ratcliffe and Ted Usher to win numerous national events for Matchless in period.

First registered in October of 1960, this later G3 was first registered in October 1960, destined for the Home Office London Council, to be despatched later to the Hampshire Fire Brigade, where it served for most of the 1960s. In June 1969 the Matchless was sold at a Ruddington MoD auction to join a collection in Scotland.

A super period piece, the Matchless has been restored in recent times, and is offered with a genuine Hampshire Fire Brigade helmet, an AJS Matchless Owner's Club Dating Certificate, copy of AJS Instruction and Parts Books, and UK V5C.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 4000 - 4500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

16.2% inc VAT for Live Bidding and Autobids

Lot 8A

1977 MOTOBECANE MOBYLETTE X1 FOLDING MOPED

Registration Number: TLM 745R

Frame Number: 01010731

Recorded Mileage: n/a

The 1960s was a period of change in France, amendments in the law reduced the popularity of larger vehicles. So Motobécane focused on their very successful mopeds, the best known of these is the Mobylette, which was launched in November 1949 and would be produced in countless versions over the years.

The X1 was originally produced for the 1971 Paris Motor Show, coming to the UK in May 1973, its striking modern looks certainly created a sensational impression at the time. This little bike just screams classic 1970s' design, and it's really not hard to see why it generates almost cult appeal to followers of the micro-bike fashion.

In effect a French 'monkey bike', the iconic X1 has come to be seen as a 1970s design classic, attracting a cult following in micro-bike circles.

This great looking example was registered in the UK in 1977, has just been subject to a recent restoration, and is ready to hit the road or join the space race once more! The X1 is offered with a UK V5C document and is MoT-exempt.

Estimate: 900 - 1100

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 9

1959 MATCHLESS G2 250CC

Registration Number: FSL 299

Frame Number: 4040

Recorded Mileage: 13,337 miles

Associated Motor Cycles returned to the 250cc class in 1958 with a brace of all-new models. Shared by the AJS Model 14 and Matchless G2, the four-stroke, overhead-valve power unit incorporated its oil tank within the crankcase and appeared to be of unitary construction, although a separate gearbox was retained. The cycle parts comprised an open, tubular steel frame, closed at the bottom by a pressed-steel channel and complemented by a telescopic front fork and swinging-arm rear suspension. Super sports 'CSR' roadsters arrived in 1962 and continued in production after the basic G2/14 was dropped in July 1963, finally disappearing from the range in 1966.

This very nice restored example is offered with a valid UK V5C document.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 3000 - 3500

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

16.2% inc VAT for Live Bidding and Autobids

Lot 9A

1966 HONDA CB77 SUPER HAWK

Registration Number: PUB 290D

Frame Number: CB77-1011647

Recorded Mileage: 16,301 miles

Produced from 1961, the Honda Hawk hit showrooms in 250 'Hawk' and 300 'Super Hawk' designations. Both models used tubular steel frames, incorporated the engine as a stressed member, and featured larger brakes, flat bars and adjustable footpegs. Honda even offered a race kit with tuning parts, to encourage keen owners to go road racing.

Much more advanced than British and American offerings, the Super Hawk topped out at a decent 105mph. From 1968 the Super Hawk was discontinued and the more modern looking CB350 stepped in.

Recently imported into the UK from the US, this very original example has been UK registered and as such is complete with a UK V5C, dating certificate from the Honda Owner's Club and previous bill of sale. Having not been ridden in current ownership, the Hawk will no doubt benefit from some recommissioning before hitting the roads.

Interested parties should note that buyer's premium for motorcycles and scooters is set at 12.5%+vat.

Estimate: 3000 - 4000

Fees: 15% inc VAT for absentee bids, telephone bids and bidding in person

16.2% inc VAT for Live Bidding and Autobids

Lot 10

1957 AUSTIN A35 VAN

Registration: FCC 328

Chassis Number: TBA

Recorded Mileage: c.49,750 miles

- Coachwork by Fisher and Ludlow
- In current ownership since 2015
- Restored by Bristol specialist Spencer Lane Jones

Introduced in 1956, the A35 replaced the highly successful Austin A30. The name reflected the larger and more powerful 34hp A-Series engine enabling a slightly higher top speed and better acceleration, relatively speaking. Similar in appearance to the A30 except for a larger rear window aperture and a painted front grill with chrome horse-shoe surround, it had 13" wheels and was offered as a two or four door saloon, 'Countryman' estate and van. The A35 was successfully raced at the time and can still be seen today at historic race meetings.

This charming A35 van was purchased from a retired carpenter in 2015, who had used the van for his business for many years. The A35 was roadworthy and used regularly but beginning to look a little tired in places. As our vendor was at the time the Managing Director of Bristol cars specialist Spencer Lane Jones of Warminster, it was decided to bring the van in house for restoration.

The van was stripped to a shell, which was repaired where required, reassembled and repainted to its original shade of green. The van was then reassembled following a full audit and repair of the mechanical components, including a complete new braking system. The van was liveried in vinyl as a SL-J Ltd. service van, and when completed used lightly for local jobs and promotional purposes. Since completion the A35 remains in excellent cosmetic, structural and driving condition. Whilst the interior is original and in good order, the headlining is sagging a little and the driver's seat could possibly benefit a little attention. The van has been serviced and is ready to use, we are pleased to read it was fitted with a replacement head

gasket in 2017, and recently five new tyres.

This delightful van starts, runs and drives very nicely, and we are sure will be a great proposition for a small business or classic commercial enthusiast. The A35 is offered with a photographic record of the restoration, and a new V5C will be applied for on behalf of the next owner.

Estimate: 9000 - 11000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 11

1955 TRIUMPH TR2

Registration Number: 498 UYN

Chassis Number: TS/6692-O

Recorded Mileage: c.75,000 miles

Launched in prototype form at the 1952 London Motorshow, as with many early post-war efforts the new Triumph TR series used older technology as a basis. In this case the chassis of the pre-war Flying Nine, the suspension from the Mayflower, and the engine from the Vanguard. The new two-seater body was mounted on a substantial ladder-type chassis, fitted with independent coil springs to the front, and a live axle and leaf springs at the rear. Only built for two years, the Triumph TR2 performance was brisk from its 2 litre, 90bhp engine. The front independent suspension worked beautifully with the live rear axle to give sporting handling and a more-than-acceptable ride. When driven properly a standard TR2 hit over 107mph by The Motor magazine in 1954. When fitted with modest aerodynamic aids, a modified TR2 was timed at almost 125mph. No wonder it was deemed competitive enough to enter the Mille Miglia, the Grand Prix of Macau, RAC and Monte Carlo rallies, even Le Mans in 1955.

An original RHD example, this well traveled TR2 was built in June 1955, finished in Signal Red with a tan interior. The TR2 was fitted with disc wheels and overdrive, then swiftly exported to Southern Rhodesia (now Zimbabwe). The Triumph later found its way to South Africa, where it stayed for some 60 years, before returning to the UK. There is a theory (as yet unsubstantiated) that like other British sports cars exported to Africa in the 1950s, the TR2 may have entered competition in period, due to its louvred bonnet, spare fanbelt clipped around the timing chain cover, and larger radiator capacity.

At point in the car's past it was repainted in orange, appropriate in a way as its next destination was the Netherlands in 2005 with one owner for 10 years, who happily drove the TR2 around Europe on various vacations. The Triumph finally arrived back to the UK in 2015, and into the hands of a British enthusiast, the most recent private owner of the car.

After many decades in Africa, the body and chassis are in very well preserved condition, showing a charming patina, meanwhile the TR2 has been subject to various mechanical improvements in recent years. A rare survivor, '498 UYN' featured in 'Triumph World' magazine in 2017, a copy of which is in the history file. The file also contains the original instruction book, many older invoices from the last some 20 years, older photographs of the car, service book, a copy of a BMIHT Heritage Certificate, and current V5C document.

This TR2 has a lovely worn-in feel to it, is a really hoot to drive, mechanically sorted and ready for summer!

Estimate: 12000 - 14000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 12

1955 AUSTIN-HEALEY 100/4

Registration Number: 369 EME

Chassis Number: BN1/223234

Recorded Mileage: c.76,000 miles

- UK delivered in RHD specification
- Four private owners from new, two since 1971
- Matching numbers example

In 1951, when the established range of Healey cars was selling steadily but out of the price range of most enthusiasts, Donald Healey realised there was a market for a relatively low-priced but high performance sports car. A readily available, reliable and tuneable engine was required and BMC agreed to supply the 2,660cc four cylinder unit from its Austin A90 model, together with Austin's three-speed with overdrive gearbox.

For the chassis of the new car Healey and his son Geoffrey designed a simple but torsionally strong ladder frame using the A90's independent coil spring/wishbone front suspension and a leaf-sprung rear axle located by Panhard rod, with drum brakes all round. Finally, an attractive, open two seater body was penned by Gerry Coker, the final rendition of which incorporated some last minute changes by Donald Healey himself. The result, launched to a surprised public at the 1952 London Motor Show, caused a sensation and met with immediate approval from press and enthusiasts alike. It looked superb with performance to match; producing 94bhp at 4,000rpm, it could achieve 111mph with the windscreen folded flat and 0-60mph acceleration in 10.3 seconds.

Called simply the Healey 100, the new car also caught the attention of BMC supremo Leonard Lord who at once struck an agreement with Healey to market the car as the Austin Healey 100. Production began in May 1953 and it wasn't long

before the model was selling like hot cakes and featuring strongly in production racing on both sides of the Atlantic.

According to the British Heritage Certificate on file, chassis 223234 rolled off the production line on 18th January 1955, finished in Old English White with a Red hood and trim, and with the options of a heater, laminated screen and wire wheels. The new Healey was first assigned the Middlesex registration 369 EME which it wears to this day, to be first registered to dealer Tankard & Smith of North London. By the 1960s the Healey resided in South London, notably staying with Mr. Derek Buck of West Norwood (latterly Somerset) for 35 years, passing ownership to our current vendor in 2006.

Looking through the file we can see earlier service history from the 1950s to the 1970 and into the previous ownership. At this point, due to a damaged nearside front wing, a new front wing and replacement sill panels were fitted, and the colour changed to a racier shade of Carmine Red. Further improvements include an aluminium cylinder head, electronic ignition, a stainless steel exhaust system and aluminium drum brakes. We understand the chassis of the car is in straight and undamaged condition.

Known to our current vendor for over 30 years, it is difficult to find an original early RHD Austin-Healey with such low ownership and good provenance. This well presented example has an interesting history, and is ready to be enjoyed over the coming summer months.

Estimate: 33000 - 38000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 13

1964 ALFA-ROMEO GIULIA (101) SPIDER

Registration Number: DAP 534B

Chassis Number: AR 378844

Recorded Mileage: c.76,800 miles

- One owner for over 45 years
- Matching numbers example
- Comprehensive photographic restoration

Designed by Pininfarina on a modified Sprint Coupe chassis that had been shortened by five inches, the Alfa Giulietta Spider was the company's second post-war model. The little two-seat Sports Spider was introduced in mid-1955 at the insistence of New York importer Max Hoffman, who saw how well small British and German sports cars were being received in America. The Giulietta Spider offered brisk performance (almost 100 mph) from its free-revving all-alloy 1.3-litre twin-cam four mounted in a steel unibody chassis that weighed less than 900 kilos.

Sporting elegant coachwork designed and built by Pininfarina, the Spider was a huge success and continued virtually unchanged in 1.6-litre Giulia guise when the latter joined the line-up in 1962.

The capacity increase from 1,300 to 1,600cc boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109 mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until 1966. Described by Cars Illustrated as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

This beautiful late 1600 Giulia Spider was dispatched from the San Giorgio Canavese works in January 1964, finding its first Italian owner in the summer of the same year. During the 1960s the first owner moved with his work to South Africa, taking his beloved Alfa-Romeo with him, where it stayed, later being gifted to a lucky 21 year old Alan Ainslie by his father in 1972. Mr. Ainslie used the Alfa-Romeo regularly for many further years until treating it to a comprehensive mechanical and cosmetic restoration, which was finally completed in 2017. Many parts were replaced or renewed as required, the Spider then being finished to its original colour scheme of Rosso with a black trim and convertible roof.

The history file contains restoration bills, a diary of works completed, invoices for parts acquired, and a photographic record of the restoration work. After almost 50 years of ownership, Mr. Ainslie decided it was finally time to part with the Alfa-Romeo, and so it was traded via a dealer in Cape Town to the current British owner.

Now registered in the UK under an aged related number, we understand this really is a fantastic driving example of Alfa-Romeo's enduring classic. The Spider is offered with a detailed history file, UK V5C and an Alfa Romeo Certificato Di Origine.

Estimate: 40000 - 50000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 14

1950 BENTLEY MARK VI SIX LIGHT SALOON BY FREESTONE AND WEBB

Registration Number: GRY 560

Chassis Number: B143FU

Recorded Mileage: 47,880 miles

- One of c.10 surviving examples

- Subject to £40,000+ of restoration works in current ownership
- In current ownership since 2016

Launched as a prototype in 1939 but in reality Bentley's first post-war effort, the new Mark VI of 1946 was Rolls-Royce and Bentley's first new model produced at the new Crewe works.

A success upon launch, the new Mark VI had a shorter wheelbase chassis fitted with a variant of the engine fitted to Rolls-Royce Silver Wraith of the same year (which from 1949 became the Silver Dawn). The MkVI used the same B60 4.3-litre (4257cc) F-head straight-six engine as the pre-war MkV. In 1951, a 4.6-litre (4566cc) engine was added to the range. Despite their actual capacities, the engines were referred to in true Bentley style as 4 ¼ and 4 ½ litres respectively. A four-speed synchromesh manual transmission was fitted with the floor-mounted gear stick sitting to the right of the driver. After Ian Fleming's "007", James Bond, destroyed his Bentley 4 1/2 Litre in a chase with the arch villain Drax in Moonraker, he used his gambling winnings to buy a Bentley Mark VI. In 1952 both models were modified to incorporate a larger luggage compartment, producing the new R-Type Bentley. As was tradition, rolling chassis were supplied to Mulliner, Freestone and Webb, James Young and Park Ward to accommodate more exclusive coupé, sporting and saloon bodies.

'GRY 560' was despatched from the Crewe works in January 1950 destined for coachbuilders Freestone & Webb. Its rolling chassis was fitted with six light coachwork in aluminium (design 3406), and delivered to its first owner, Mr. F.R. Gilbert of Leicester, in April of the same year. The Bentley changed hands in 1957, by the mid 1960s finding its way to Bexhill on the South Coast of England. In 1970, as part of a deal with legendary dealer Brian Classick, also involving a vintage Alfa-Romeo, a Lagonda and a Bristol, the Bentley found its way into the ownership of a Dr. Deahaye of Olympia, Washington State, in the United States. At some point the interior was retrimmed in imitation leopard skin, thankfully later replaced by a more fitting tan leather covering.

By the mid-1980s a British enthusiast had discovered the Mark VI in the United States, and in late 1988 repatriated the car to the UK. He kept the Mark VI until 2013, at which point ownership passed to our current vendor. A devoted enthusiast, having owned and restored various Bentleys built from the 1920s to the 1960s, our vendor embarked on a comprehensive restoration of the Mark VI, supported by a thick history file of various bills and receipts totalling over £40,000.

The Mark VI presents very nicely in two tone blue cellulose with a corresponding retrimmed light grey interior, and both starts and runs on the button. Since completion the Bentley has been lightly driven and dry stored in a warm garage when not in use. The detailed history file contains a copy of the original build sheet, service manual, previous bills and older photographs, advertisements, correspondence and shipping documents, current V5C, older MoT certificates, and photographs of the recent restoration. A nicely presented example, this stylish Bentley has enjoyed a charmed life since its restoration, and is ready to be enjoyed once more.

Estimate: 30000 - 35000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 15

1953 LAGONDA 3-LITRE COUPE

Registration Number: K KU 62

Chassis Number: LAG/50/539

Engine Number: VB6J/64

Recorded Mileage: 491 miles

- Matching numbers engine and gearbox
- Comprehensively restored in the early 2000s
- Recently recommissioned at a cost exceeding £5,000

Shortly after peace returned to Britain following the end of the 2nd World War, David Brown acquired the famous sporting marques of both Lagonda and Aston-Martin, locating the new firm at the Feltham works in Hanworth Park West London. Post-war Lagondas were treated to a new W.O. Bentley-designed straight six twin-cam engine, which went on to power Lagonda and Aston Martin models into the late 50's, most famously the highly successful DB3S.

The 1948 2.6-litre Lagonda was available as a 4-door saloon and from 1949 a 2-door drophead coupé joined the line up, Although the advanced chassis design and twin cam 6 cylinder engine impressed dynamically, the styling was considered somewhat bulbous and staid. Following a beautifully redesigned body courtesy of Tickfords and the addition of the enlarged 3 Litre 140 bhp engine, the DB model of 1953 was certainly exquisite, capable and exclusive. With performance to match, the new model topped out well over 100 mph, very respectable for the early 1950s. With fully independent suspension all round mounted to its cruciform chassis, front coil springs, torsion bar rear suspension, and rack and pinion steering, this was cutting edge technology for the period. W.O. had clearly excelled himself, again!

The 3-Litre was originally offered as a Tickford-bodied 2-door coupé and drop-head, both coachbuilt by the now David Brown-owned company, Tickford. The body was hand-formed in the traditional manner, aluminium over an ash frame, while in typical Lagonda tradition the interior was opulent and exquisitely finished with the best hides and veneers. Within less than 2 years though the Coupé was discontinued replaced by a four door saloon, which ultimately became the most prolific version.

According to 'David Brown & Sons Lagonda & Aston Martin 1860 – 1960' by Alan Heard, only 267 DB 3 Litre cars were produced in total and just 65 of these were made in the 2-door coupé specification as presented here. It is believed that only a dozen or so 2-door coupés are known to exist today. with around less than half of this number being roadworthy. by

far the rarest of all the DB Lagonda 6 cylinder cars.

Our example, KKU 62, is one of the first of the earliest 3-litre models, (only the first 23 cars produced had the LAG/50 chassis numbers before changing to LB/290 numbers) featuring a number of identifying details such as glass rear lights, semaphore trafficators set into the rear wings, smaller and delicate styled twin rear petrol cap fillers, a heater air scoop on the front scuttle panel, tripod headlamps, also an early dash configuration with the ignition switch cluster set to the left of the dash centre and rounded windscreen corners. It is understood that 'KKU' was ordered new as a 'Sunshine Coupe' with a wood-framed folding canvas sunroof, later to be replaced with a Webasto unit in the early 1960s, however still retains its original 1953 roof opening and chrome locking handle.

First registered in March 1954 via dealer Charles Sidney Limited of Bradford to the owner of woollen mill S.Lyles and Co. of Dewsbury, the Lagonda moved up to Hawick in Scotland, before traveling down to Middlesex and then Oxfordshire. In 1965 'KKU' was on the move once more, this time to Connecticut in the United States for 14 years, then on to Oklahoma for 22 years, before finally traveling once more, this time to Belgium in the early 2000s. The new owner decided a rebuild was in order, and so the Lagonda was treated to a comprehensive body off restoration. Shortly afterwards the 3-Litre was acquired by a large Kuwaiti-based collection, where it remained until its recent repatriation to the UK.

Now in the care of a devoted Lagonda enthusiast, the 3-litre has been thoroughly recommissioned at a cost exceeding £5,000, to include all fluids and filters, a comprehensive front suspension rebuild and a brake and fuel system overhaul. Additionally, various electrical components have been replaced, as have missing original parts and period accessories. Pleasingly the car was at the same time reunited with its original Bradford-issued registration number.

This wonderful, and very rare Lagonda, starts we understand, on the button and drives very well, participating in an AMOC Classic Motor Hub Treasure Hunt, and April 2023's Drive It Day road rally. The 3-Litre also represented the Feltham Lagonda class in the 75th Anniversary of the David Brown years at the Aston Martin Heritage Trust Brooklands event. Finished in a period correct AML shade of Peony Red with light tan leather hides, this is a beautiful example which has covered only nominal mileage since restoration.

The 3-Litre is offered for sale with an original factory leather-bound handbook, the correct Lagonda Factory sales brochure, plus a pleasing history file, which includes a copy of the original AML Factory Build Sheet along with the Feltham factory service record, a copy of the West Yorkshire registration book entry, 1960s DVLA documents, period Lagonda Club magazine article referencing 'KKU', Oklahoma title certificates, Belgian registration documents, sales invoices from B.V. Cars NL, NOVA certificate, a current V5 registration document, and a large amount of recent receipts for the recommissioning parts.

This motor vehicle will be sold at auction with Dore & Rees in Frome, Somerset, on Saturday 17th June 2023. For more details contact the Motoring Department via the above details.

Estimate: 55000 - 65000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 16

1969 LOTUS BRM ELAN PHASE III

Registration Number: MTM 476H

Chassis Number: 45/9098

Recorded Mileage: c.32,000 miles

- The famous "Bill Marshall Special"
- Period Mike Spence/BRM Phase III engine and bodywork conversion
- Raced and sprinted in period

The 'Darling' of the High Street in the mid-sixties, Colin Chapman's new technologically advanced Elan of 1962 featured a compelling package of a revvy twin-cam motor, all-wheel disc brakes, rack and pinion steering and all-round independent suspension. Dial in trendy 1960s paint colours, starring TV and film roles and racing successes, and Lotus delivered the definitive sportscar of the 1960s.

For enthusiastic owners seeking to further enhance the driving experience, specialist tuners such as BRM and Mike Spence were very happy to take these pocket rockets to the next level. One such enthusiast was Bill Marshall from Bedfordshire, who had a dream to go racing in his new 1970 model year Series 4 Elan convertible.

Marshall approached BRM Enterprises, sourcing a 26E gas flowed cylinder head and pistons, twin Weber 40 DCOE carburettors, BRM valve springs, uprated camshafts, modified carburettor chokes and jets, and a BRM rocker cover. Courtesy of tuner Mike Spence the engine conversion was performed, and the body converted with wide wheel arches, oversized JAP (J.A.Pearce) Magna type wheels, Rally Special tyres, air horns, and oil cooler.

Mike Spence were Lotus dealers, and Mike Spence himself drove for Lotus in Formula 1 in the 1960s, before sadly being killed during qualifying at Indianapolis in 1968.

This striking car, finished in a very early 70s shade of purple metal flake paint, made quite an impression at the time, as such it was featured in period titles such as Hot Car magazine and Custom Car, and incidentally more recently in Purely Lotus magazine. Once ready, Marshall promptly went drag racing in his new Elan, competing in the Lotus for a couple of years before trading for a TVR in the early 1970s.

The Elan's new lady owner kept the car for a number of years, using it on the road initially and then storing it unused for a long period of time. The Elan was later fitted with a new galvanized chassis, and recommissioned to be used once more. Our vendor, a lifelong Lotus enthusiast, having drooled over magazine features on this very car when in his teens, was amazed to see a classified advertisement in the back of Classic and Sportscar Magazine many years later! Evidently the then owner, having decided to move on to a Ferrari, decided to put the Elan up for sale. Our vendor snapped up his dream car in the early 2000s, using it lightly before dry storing it in recent times, although it has been regularly started and driven short distances.

With just c.32,000 recorded miles from new, the Elan is presented to the same specification as when last raced. The interior of the car remains original, the bodywork was subject to an older colour change to the present shade of yellow, although could easily be returned to its original 1970s hue of metal flake "Comanche". It also may be of interest to a prospective purchaser to convert the car back to standard body and wheels.

Only 10 official Lotus BRM models were built and they are highly prized by collectors, This example is the only Lotus Elan we are aware of to be fitted with the highest output BRM Phase III engine. A fascinating period piece, this wonderful slice of 70s racing history is begging to hit the streets and tracks once more. The Elan is offered with a history file containing invoices and correspondence from BRM Enterprises, Mike Spence, Lotus Service and engineering company Rubery Owen.

Estimate: 30000 - 40000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 17

1968 TRIUMPH TR5

Registration Number: VGF 78F

Chassis Number: CP/2266

Recorded Mileage: 22,580 miles

- In current family ownership for 25 years
- Three previous owners, ownership history from new
- Subject to from much previous restoration and maintenance work

Triumph's TR Series began with the unveiling of a prototype (the TR1) at the 1952 London Motorshow. The TR2 was launched the following year, and so began an uninterrupted run of two-seater Sports Cars that ended in 1981 with the last of the TR8s. Codenamed 'Zest', the TR4 was introduced in 1961 as a replacement for the TR3A. Though based on the chassis and drivetrain of its much-loved predecessor, it cut a far more modern dash, thanks to an all new Michelotti-styled body. Power was provided by Triumph's proven OHV four-cylinder engine with capacity increased to 2138cc. All it cried out for, to compete with the new wave of saloon GTs was more power. The stock 2-litre GT6 engine was tried and, although smooth, was actually no quicker than the old tractor-derived four-pot. The answer was simple though – enlarge the straight-six by a massive 500cc to give a lusty 2.5-litre and help it breathe a little easier. With a better cylinder head and wilder camshaft, the engine worked well, although it was a bit lumpy at low revs until fuel injection was fitted to better monitor fuel delivery. All this led, in October 1967, to the launch of the TR5. Outwardly the car was barely discernible from the TR4A, but the new engine, complete with Lucas fuel injection, turned the TR into a genuine performance car, with a handy 150bhp on tap. The TR5 is arguably the best of the lot, enjoying the clean unsullied looks of the TR4 with the raunchiness of the TR6. A total of just 2,947 TR5s left the factory between October 1967 and November 1968.

This rare UK-delivered example was dispatched from the works in May 1968 via dealer H.R.Owen of London to its first owner in Maidstone, Kent, who kept his new sports car for nine years before selling it in 1977. The second owner (from nearby Byfleet) pressed the TR5 into daily transport until the early 1980s, at which point his work took him to Singapore and the Triumph remained in the garage at home. By the late 1990s it was clear the owner was not coming home, and so the TR5 was traded via a dealer to the third owner, Mr. John Powell from Christchurch in Dorset. Mr. Powell commissioned much restoration of the car's bodywork, unfortunately later to have to sell the car to fund a building project. As such the current vendor's family acquired the TR5 in 1998 and have kept it ever since. Although car was presentable and in good mechanical order, the new owner wanted to get it up to near concours standard, and so the TR5 was restored once more with new panels as required, replacement trim and chromework, and sundry other smaller items. Since completion the Triumph has been serviced annually, and dry stored when not in use.

Finished in its original shade of Wedgewood Blue with a black interior, and complete with current V5C and older V5 registration documents, and a thick file of bills for restoration works and replacement parts, this is clearly a well loved example of one of Triumph's best efforts.

Estimate: 40000 - 50000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 18

1968 ALFA-ROMEO 1750 'DUETTO' SPIDER VELOCE

Registration Number: PFJ 416G

Chassis Number: AR1470099

Recorded Mileage: 27,700 miles

In the succinct words of non-other than Steve McQueen, "It is a very foravina car. Very pretty too." A simple yet accurate

description of Alfa-Romeo's new sports car, the new Spider neatly summing up Alfa-Romeo's maxims of driving and visual pleasure.

'Round Tail' successor to the Giulia Spider, the Alfa Romeo 1600 Spider (105.03), was launched in 1966. Commonly referred to as the 'Duetto' following a competition to decide the new model name, due to various trademark issues the car was referred to simply as the 'Spider'.

The range-topping 1750 Spider Veloce joined the lineup from 1967, carrying through until 1969 when all models were replaced with the new Series II Kamm Tail design. Film fans will recall a very young Dustin Hoffman driving a 'Duetto' in the Hollywood blockbuster 'The Graduate', it was no surprise as a result every young man at the time aspired to own one.

One of only 601 examples produced to Right Hand Drive specification, this desirable 1750cc model was manufactured in Italy in March 1968, destined for the emerging South African market, arriving in Johannesburg in September of the same year. The Duetto was subject to comprehensive restoration in recent times, and now presents beautifully on 14" Momo wheels with new tyres. The engine and gearbox have been rebuilt and as such according to our vendor the drives beautifully.

Since being imported into the UK the Duetto has been granted an age-related registration, and is offered with a copy of its previous South African title, Alfa-Romeo museum dating letter and Certificate of Origin.

Estimate: 35000 - 40000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 19

1958 AUSTIN-HEALEY 100/6

Registration Number: 847 CXK

Chassis Number: BN6/2341

Recorded Mileage: c. 18,000 miles (since restoration)

Introduced in 1956, the 100/6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100/6', BMC's 2.6-liter C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant. In 100-6 tune, the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts.

Although stylistically very similar to the preceding 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved six-port engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters. Top speed improved to 111mph and 1.7 seconds was cut from the 0-60mph time.

This lovely 100/6 was first registered in the UK in 1958, as shown on the original bill of sale. By the early 1990s the 100/6 was entrusted to a Healey specialist for a comprehensive restoration, and then beautifully finished in Tartan Red over Old English White with a matching interior and chrome wire wheels. The then owner kept the car for over 20 years until selling the Healey to our vendor around 4 years ago.

In his ownership our vendor has kept up with any maintenance as required. The car has been serviced and other items attended to as needed, such as a new water pump and track rod ends. To improve lightness and feel, a popular steering conversion kit has been fitted.

The Healey benefits from disc as opposed to drum brakes, but is otherwise standard. The bodywork and interior are in excellent condition throughout, and according to our vendor the car drives just as nicely as it looks. Dry stored when not in use, this impressive looking Healey is offered with a new MoT certificate to May 2024, older invoices and MoT certificates, and a Heritage Certificate.

Estimate: 55000 - 60000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 20

1975 FERRARI 208 GT4

Registration Number: Italian-registered

Chassis Number: 11468

Recorded Mileage: 97,600 kilometres (61,000 miles)

- Rare variant of Bertone-bodied Dino Ferrari
- Recent mechanical overhaul at a cost of c. £9,000
- Cosmetic refresh in current ownership

The smaller brother of the Ferrari 308, the Dino 208 GT4 came at a crossroads in the evolution of Ferrari's road car lineage. When launched in 1975, the Dino brand was still active as a standalone marque alongside Ferrari, eventually being brought together in 1976. The Dino badge represented entry-level accessibility, as typified by the preceding six-cylinder

models such as the 206 GT and 246 GT.

The 208 GT4's 90-degree V-8 engine contained belt-driven twin-overhead camshafts per bank, transversely mounted, with the all-synchromesh, five-speed transmission assembly below, and to the rear of, the engine's wet sump. It was fitted with a bank of four twin-choke Weber carburettors, producing a very capable 180 horsepower.

The model was conceived and designed for the Italian market, where cars with a larger than two-litre displacement engine were subject to a value-added tax (VAT) of 38 percent. In order to circumvent this restrictive taxation, the engine was downsized to 1,991 cubic centimetres, making it the smallest production V8 ever used in a Ferrari road car.

With a pronounced wedge-shaped body, penned by Bertone, a look that was very much in keeping with the sharp-suited style of the period. The overall design is compact and well balanced, withstanding the test of time and shifting fashions. Only available in left-hand-drive configuration, the Dino 208 GT4 remained in production from 1975 to 1980, and remains a rarely seen Ferrari.

Formerly part of a large and significant Italian-based Ferrari collection, the 208 offered today has joined a small collection since arriving in the UK in the last few years. Dry-stored in recent times, in 2020 the Ferrari benefitted from recommissioning works at a cost of c. £9,000. The engine received a full service and tune including all belts, fluids and filters, and engine oil leaks rectified. The steering rack was replaced, the driveshafts stripped and new CV boots were fitted and the brakes were overhauled. A new fuel pump was fitted, as were new fuel hoses, and the electrical system was tested and any faults addressed as required. Following this extensive work, the paintwork was refreshed where required and now presents well. The interior trim is in tidy order, with a room for minor areas of improvement here and there.

All of this work has a highly usable and distinctive 1970s sportscar which can be used and enjoyed straight away. The 208 is offered with an Italian title document, bills for recent work as stated above, and older UK MoT certificate.

Interested parties should note, should this car remain in the UK, buyer's should expect to pay import taxes of 5% of the sale price, plus other UK registration costs as required.

Estimate: 20000 - 25000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 21

1983 SPARTON SE420 FORMULA 3

Chassis Number: SE420/04C

- Test driven by Ayrton Senna at Silverstone in 1983
- Unique Formula 3 entrant for the 1983 season
- Restored in current ownership
- Eligible for the Classic Formula 3 series

Sparton was founded by Norman Pierce and Paul Jackson in 1977 in Lingfield, Surrey, producing Formula Ford 1600 and 2000 monoposto racecars. The cars were well made and competitive, raced by known drivers such as Johnny Herbert, and won the short-lived Formula Talbot series of 1980 and '81. For 1983, Sparton has ambitions to move up to Formula 3. The new car was to be designed with Geoff Rumble (of Dastle), and two chassis were built. The new SE420, based on the previous FF2000 design, was completed in time to enter five races in the second half of the '83 season. Ayrton Senna was in the midst of his season-long battle with Martin Brundle to win the British Formula 3 title, having already been wooed by various teams to move to F1 for 1984. At Silverstone in October the SE420 was going pretty well, but Jackson needed a benchmark to test its true performance. Standing in the paddock, Jackson asked Ayrton Senna as a favour if he wouldn't mind testing the new car.

According to Jackson in a June 2002 article in Motorsport Magazine, "We needed a reference point. The ideal way to do that was to get a front-runner in the car to see where we were at. If Ayrton had blown me away by two seconds, fine, I'd hang my helmet up; but if he did not, hopefully he could tell us what our problem was. That's when we approached him.

"He was a bit reluctant to begin with: he was busy and wasn't sure whether his contract would allow it. We said, 'Okay, let's talk to Dickie [Senna's team boss, Dick Bennetts]. He had a similar opinion. Senna was under a little pressure, it was late in the season and he was being chased by Brundle for the championship, so he didn't need another distraction. Yet Bennetts gave the nod, and Senna generously jumped in for a decently long test run. He was a little quicker than Jackson, but not significantly, and was enthusiastic about the car's performance and handling."

Unfortunately Sparton didn't have the budget to develop the car further, and so the car's best result was Mario Hytten's fourth place in the final round of the championship. Sparton lightly modified the SE420 for 1984, building a new car with revised bodywork. Entered by Valour Racing, Jackson raced in the first five rounds without success, later switching to a Ralt for the remainder of the season, and that's more or less where the story ends for the Sparton F3 team.

The car was entered into club racing in the 1990s, before resting at a go-kart track in South West England where our vendor, a go-kart racer and motorsport enthusiast, discovered it in 2011, and more importantly its significance. Our vendor then decided quite rightly to embark on an extensive restoration of the Sparton. The chassis was stripped and power coated, and the bodywork prepared and then repainted as original. A 2-litre Volkswagen Brabham Judd full race engine was acquired, which was rebuilt and fed with the correct Lucas mechanical injection system. Breathing is taken care of by a

ceramic-coated 4 into 1 exhaust system, and a custom fuel cell built by specialists ATL. Mated to the engine is a Hewland Mk9 5-speed gearbox (rebuilt by JP Race Shop of Silverstone). Braking is taken care of by AP racing calipers with 8mm discs, and the car sits on 13" Revolution 8 and 10J race wheels.

Offered with a file of its restoration, this unique Formula 3 veteran is ready to return to the track in anger once more.

Estimate: 25000 - 35000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 22

1934 RILEY 12/4 'WAGTAIL' SPECIAL

Registration Number: AXP 392

Chassis Number: 6223880

Recorded Mileage: N/A

A well known competitor in VSCC circles, the 'Wagtail' was built by enthusiast and specialist builder Stan Waine in late 1950s/1960s, based on a 1932 Riley 12/4. The Wagtail has competed in VSCC for several decades, and with our vendor since 1983. In current ownership this plucky special has raced everywhere from hillclimbs and trials to circuit racing, putting in decent times at Prescott and Shelsley Walsh, Loton, Pembrey and Silverstone, amongst others over the years.

Our vendor has achieved the following times in his ownership:

Prescott 48 sec
Wiscombe 45sec
Shelsley 45 sec
Oulton Park 2.04 min
Silverstone. 1.21 min
Donnington 1 41 min
Mallory. 1.22 min

The basic specification is that of a 1500cc twin cam, 2-seat roadster with road equipment, detachable wings and spare wheel carrier, hydraulic brakes, and a close ratio pre-selector gearbox. The rebuilt twincam was built up with racing conrods and high compression domed pistons, and a gas flowed large valve head, which has just been removed, decarbonised and refitted. Fuelling is via twin semi-down draught SU carburettors. On a rolling road the engine puts out a healthy 104bhp at the rear wheels. A spare set of wheels are also included with the car.

This brilliantly quick, yet straightforward and safe car is ideal for a novice VSCC driver.

The Riley is offered with spares including dials, cycle wings, working spare dynamo and starter motor, front scuttle and full windscreen, and tonneau cover.

Estimate: 28000 - 30000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 23

1975 PORSCHE 914

Registration Number: JHU 93N

Chassis Number: 4752908006

Recorded Mileage: 100,914 miles

- Two private owners since 1984, one UK owner since 2012
- Imported from Georgia USA in 2012 and dry stored since.

Produced by Porsche from 1969 to 1976, the 914 has an interesting history, representing a unique collaboration between Porsche and Volkswagen. In the late 1960s, Porsche was looking to replace their entry-level model, the 912, which was a four-cylinder version of the iconic 911. At the same time, Volkswagen was seeking a successor to their popular Karmann Ghia sports coupe. Recognizing the potential benefits of collaboration, Porsche and Volkswagen agreed to jointly develop a new sports car that would cater to both brands.

The project, known as the Porsche 914, began in 1968. The design process was a joint effort, with Porsche handling the engineering and Volkswagen contributing to the manufacturing and distribution aspects. The car featured a mid-engine layout, which was a departure from the rear-engine configuration commonly used by Porsche.

The Porsche 914 made its debut in 1969, available in two variants: the 914/4 and the 914/6. The 914/4 was powered by a Volkswagen-sourced 1.7-liter four-cylinder engine, while the 914/6 boasted a more potent 2.0-liter six-cylinder engine from the 911 T. The collaboration between Porsche and Volkswagen allowed for cost-saving measures, making the 914 more accessible to a broader market.

Over the course of its production, the Porsche 914 underwent several updates and engine upgrades. In 1973, due to changing emissions regulations and rising fuel prices, Porsche phased out the six-cylinder 914/6 variant and focused solely on the four-cylinder models. By 1976, the production of the 914 came to an end, with over 115,000 units produced in total.

Today, the Porsche 914 has garnered a dedicated following. Its distinctive design, lightweight construction, and accessible performance have made it a sought-after classic car. The 914's significance lies not only in its place as an entry-level Porsche but also in its unique collaboration between two prominent German automakers.

First delivered to the United States in 1975, this later 914 1.8 litre model retains its original injection system, unlike many others that have been converted to carburettors. The 914 has been sympathetically backdated aesthetically with earlier style bumpers and a set of the desirable Fuchs alloys which fill the car's arches beautifully. Engine breathing has been improved with a quad Monza exhaust which amplifies the lovely engine note wonderfully.

A rust free dry-state example, the Porsche has recently enjoyed several months of engine and gearbox preparation with Kevin Clarke, the UK's preeminent Porsche 914 expert (who has worked on the car since it arrived on British shores 2011).

Always finished in silver, in 2011 the car's bodywork was refinished and still presents with only minor defects in places. The targa roof was re-trimmed a few years ago and remains in excellent condition. The interior is clean and appears original. This lovely looking Porsche 914 causes a stir wherever it goes, not only that it drives, steers, stops and sounds just as you'd expect from a 1975 Porsche. The 914 is offered with a full set of Factory workshop manuals.

Estimate: 15000 - 18000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 24A

2001 FERRARI 360 SPIDER

Registration Number: YN51 USG

Chassis Number: ZFFYT53C00126865

Recorded Mileage: c.46,900 miles

- Desirable manual gearbox
- Well maintained by leading specialists
- £13,000+ in maintenance during current ownership

Ferrari's most successful model since the 308, the F355 was always going to be a tough act to follow. Its successor needed to be ground breaking and revolutionary; two words which, without doubt the 360 lived up to. Starting with a clean sheet of paper in designing the 360 Modena, the new car attracted superlatives that put even its illustrious predecessor in the shade.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 litres for the 360, producing 400bhp. In every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment; gone was the omnipresent oval grille, replaced by two separate intakes set low into the front wings. A larger car than the F355, the 360 owed its radical new shape to the quest for increased downforce, generating four times as much as its predecessor yet achieving the impressively low Cd of 0.33.

There was further innovation beneath the skin: a lighter, stiffer aluminium spaceframe monocoque replacing the old tubular steel arrangement, resulting in a dry weight around 220lbs less than that of the F355. The 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than the F355's.

This well maintained 360 Spider, specified with the desirable six-speed manual gearbox, has been in current ownership since 2019. The Ferrari has been maintained and improved by leading specialists Bob Houghton near Cheltenham and A.V. Engineering in Kent. The engine note has been improved with a Capristo Stage 1 exhaust (the original item is still available if preferred), new front tyres were fitted in 2020, rears in 2022, the brakes are said to be in excellent condition with very little wear. The 360 was serviced by Bob Houghton in 2020, and by A.V. Engineering in 2021 (including cambelts) and again in 2022 (including a front suspension overhaul). A total of 18 service stamps can be found in the car's maintenance book, alongside other owner's books and factory toolkit.

Finished in the Nero with a matching Nero leather interior, and driving through the far more desirable manual gearbox, this a fine example of one of Ferrari's most accomplished modern models.

Estimate: 55000 - 60000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 25

1976 FERRARI 308 GTB 'VETRORESINA' BY SCAGLIETTI

Registration Number: WOI 308

Chassis Number: *20535*

Recorded mileage: 88,000 miles

- A very well maintained example with excellent history
- £14,000+ main dealer service in 2020
- Previous owner for 16 years

Enzo Ferrari's son, Alfredo "Dino" Ferrari, had a promising career as an engineer and businessman, and was poised to take over his father's motoring empire, continuing the Ferrari legacy through the next generation. Dino gained experience working alongside some of the greatest engineers in history, such as Vittorio Jano. He is credited with the concept of the big-bore 4-cylinder 750 Monza and convincing his father of the merits of a compact V6. Sadly, he became ill and passed away at the age of twenty-four, but his legacy lived on in the form of the Dino 246GT and the unbroken line of mid-engined V8 cars that continue today. The successor to the Dino, the mighty 308, gained two cylinders and earned a Ferrari badge. The 308 GTB/GTS became the company's most successful model to date, selling more than 12,000 examples over a 10 year production span. Introduced in 1975, the Pininfarina-designed and Scaglietti-built 308 was Ferrari's first fiberglass, or "Vetroresina", bodied car. Just over 700 were assembled before production switched to more conventional steel panels. Around 150 kilos lighter than the later steel cars, the aerodynamic and well-balanced Vetroresina 308s have become an increasingly attractive choice for Ferrari enthusiasts looking for responsive performance and agile road-handling capabilities.

One of only 154 RHD examples, this beautiful Vetroresina was produced in late July 1976, to be supplied to its first owner, Mr. Peter Cocks, early the following year. The 308 was sourced via Ferrari main dealer Cooper Car (Sales) Ltd., from UK importers Maranello Concessionaires. An early dry-sump carburettor car, the 308 was specified in Rosso Chiaro (20-R-190) with black leather and red carpets.

In the intervening years the Vetroresina has been very well maintained and renovated as required, but never fully restored. The last major service (including cambelt) was conducted by dealer Dick Lovett, as shown in the related invoice from 2020 which totals over £14,000. According to the V5 registration document, the 308 has been with just six keepers in its 46 years, and with the previous owner for 16 years. An impressive history file includes the original bill of sale, two keys, current and older MoT certificates, tax discs, service and parts invoices, also both stamped service/owner's books and warranty card in the correct leather wallet. A very rare and now difficult to source original four piece Schedoni luggage set is available to purchase by separate negotiation.

This exceptionally genuine 308 is a real credit to its previous owners, and really does merit closer inspection.

Estimate: 95000 - 105000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 26

1966 AUSTIN-HEALEY 3000 MARK III

Registration Number: FHJ 78D

Chassis Number: H-BJ8/34969

Recorded Mileage: c.71,000 miles

- Matching numbers, UK supplied from new
- Subject to comprehensive previous restoration

Designed as a sports car, and incidentally very successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the civilised 3000 Mk III. The final Big Healey retained the essence of the classic front-engined, rear wheel drive sports car, but with 2+2 seating, roll-up side windows and other luxuries aimed towards the booming North American market.

With a potent 2,912cc 150bhp twin carburetor six-cylinder engine, mated to a four-speed manual overdrive transmission, and with front disc brakes, the 3000 Mk III had performance to match its sporting heritage. Upgrades in the Phase II version further enhanced the ride and handling, taking the model through to production end in 1967. The top speed was now 121mph and the 0-60mph time dipped below 10 seconds - despite the antiquity of the basic design, the Big Healey remained as popular as ever and does to this day.

FHJ 78D was despatched on 15th February 1966, destined for the Nottingham dealer Atkeys. The 3000 was specified with wire wheels, an overdrive gearbox, adjustable steering column, laminated windscreen and Road Speed tyres.

By the early 2000s the big Healey had been stored for a number of years and was in need of restoration, and so was entrusted to leading specialist Murray Scott-Nelson for comprehensive restoration, completed approximately four years ago. During the restoration the engine was converted for unleaded fuel; in readiness for sale the 3000 has been serviced once more by specialist Rawles Motorsport, and has just received a new MoT certificate (with no advisories). In the history file are a photographic record of the restoration, various receipts for works and parts supplied, Heritage Certificate, current and original green log book, also current and previous MoT certificates.

FHJ 78D is beautifully finished in its original shade of Ivory white, with a supple red leather interior and black convertible roof. The chassis and coachwork are beautifully straight with excellent panel gaps, and following its recent service the car is said to start and run extremely well. All in all a beautiful, genuine example of the classic "Big Healey".

Estimate: 55000 - 60000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 27

2019 LISTER LFT-666 COUPE

Registration Number: LD19 KCX
Chassis Number: SAJDA1AE6LCK63807
Recorded Mileage: c.1,200 miles

- One of a handful of Lister LFT 666 models produced
- One owner from new, c.1,200 miles with full dealer service history
- Purchase price when new of £155,900

The association between Jaguar and the specialist engineering firm Lister goes back many decades. After Jaguar decided to cease its racing efforts from 1957, Shell-Mex BP, coincidentally lead sponsor for both Jaguar and Lister, were keen to maintain a presence on the track. The simple solution would be to take the powerful Jaguar engine and fit it to a Lister ((Light Engineering Ltd.) chassis, and then offer Jaguar factory support. The new Lister-Jaguars raced successfully in 1957, and so cemented the relationship between the two firms. The relationship was revived in the 1980s with the outrageous XJS-based Lister Le Mans and into the 1990s with the Jaguar V12-engined Lister Storm, which won the FIA GT Championship in 2000. Lister's role as Jaguar tuning partner of choice was sealed.

Under new ownership Lister launched the continuation Knobbly in 2013 and then the Lister Stirling Moss, before its announcement of the Jaguar F-Type based LFT-666 Coupe and LFT-C Roadster of 2018. Based on the Jaguar F-Type SVR model, the Lister features a highly tuned version of Jaguar's 5.0 litre supercharged V8, producing naturally 666bhp, hence the name. This 96bhp boost in power is achieved with upgraded superchargers, custom intercoolers, performance air filters, and a remap of the engine management system. Dial in 720lb ft of torque and the LFT-666 smashes 0-60mph in 3.2 seconds on the way to a seriously impressive top speed of 208 mph. Upgraded suspension keeps the car on the road, and custom exhausts deliver the soundtrack to match its increased pace. Styling was improved with the use of carbon for the bodywork, sitting on custom Lister 21" forged wheels.

At launch just 99 LFT-666 models were scheduled to be made, with a price tag of £139,950, and that was before one dipped into the tempting options list.

This fabulous LFT-666 was registered to its first only owner in September 2019. Our vendor, a true enthusiast and collector, specified his new Lister with a number of desirable options, such as ceramic carbon brakes, Lister Vossen 21" alloy wheels, a black Nappa leather interior with privacy glass and black trip pack, dual-zone air conditioning, parking sensors and reversing camera, heated screen and wing mirrors, and an insurance tracking device. A bill of sale for £155,900 is in the file.

The Lister will be supplied with a full Jaguar service record, extended Platinum-Plus warranty valid until September 2024, and all books, and will receive a new service and MoT certificate prior to sale. This is a truly awe-inspiring modern supercar, and offers exceptional value in the current market.

Estimate: 70000 - 80000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 28

1970 JAGUAR E-TYPE SERIES II FIXED HEAD COUPE

Registration Number: MVW 352J
Chassis Number: 1R20993
Recorded Mileage: 55,000 miles

The first significant upgrade of Jaguar's sensational E-Type sports car took shape in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration.

In 1968 all three versions of the E-Type underwent major revision to emerge in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles. Cooling was much improved by the enlarged 'mouth' and twin electric fans, the brakes were upgraded and the Series II engine easily identified by new ribbed cam covers.

Rolling off the Browns Lane production line on 1st November 1970, this late Series II example remained in distributor Charles of Pirbright's showroom until finding a new owner in April of the following year. The reason for the slow sale may be due to the fact the new Series III V12 E-Type was just around the corner, in fact it is possible (though unconfirmed) that this was the last Series II FHC to be sold in the UK. The E-Type was specified in Light Blue with a Dark Blue leather interior, an exceptionally rare specification, of which we believe only a handful were originally ordered in RHD form.

Sensibly the first owner opted for thorough Ziebart cavity rust-proofing from new, which has no doubt helped preserve the

E-Type in the condition you see here. The E-type has never been fully restored, rather maintained as and when required. We understand the engine enjoyed a top-end rebuild in March 2009 when purchased by the previous owner, and in current ownership (since 2017) has been further cosmetically improved and serviced as needed.

With now just over 55,000 miles recorded, three files of history including many invoices for works completed, the original owner's book pack, and a detailed maintenance diary kept by the original owner, this is a truly charming original example of Jaguar's definitive sports car of the period.

Estimate: 55000 - 60000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 28A

1959 MGA FIXED HEAD COUPE

Registration Number: NMY 68

Chassis Number: GHD77659

Recorded Mileage: 28,250 miles

- Original RHD specification
- In current ownership since 2006
- Subject to previous restoration

For the debut of its new MGA in 1955, MG wisely chose that year's Le Mans 24 Hour race. After a succession of open-wheeled models there were fears of an adverse reaction to such a streamlined car, and it was felt that by showing the MGA in competition first the aerodynamic shape would be accepted as a performance essential. There had been some delays however in getting the go-ahead for production, MG owner initially BMC declining, having already agreed with Donald Healey to build the Austin Healey 100. It was the success of a highly streamlined MGA prototype, which took several records up to 153mph, which finally persuaded BMC to relent.

The car was an instant success and in 1956 the roadster was joined by a fixed head coupé.

Despatched when new as a personal export in October 1959, by the late 1960s this restored MGA Coupe had returned to the UK, residing in Goole, North Yorkshire. The MG later travelled down south to the London area in the 1980s, then across to Wrexham, and finally to a Somerset-based enthusiast from 2006. In current ownership the MGA has benefitted from a restoration by a local classic-car specialist, using a replacement rust-free bodytub but retaining the original closing panels. The detailed history file contains a number of receipts dating back to the 1980s, more recent restoration bills and photographs in current ownership, a Heritage certificate, also MoT certificates and tax discs dating back to the mid-1980s. Additionally included are a current V5C, older V5C and Vehicle Registration Document, and continuation green log book. More recently the MGA has been dry stored and unused, and so may benefit from a light amount of recommissioning.

Finished in Chariot Red with matching red interior, this is a charming hard top version of MG's classic late 1950s sports car.

Estimate: 13000 - 14000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 29

1972 LANCIA FULVIA SERIES II SPORT ZAGATO

Registration Number: KKK 463L

Chassis Number: 818.651.3066

Recorded Mileage: 39,950 miles

Maintaining Lancia's unparalleled reputation for innovation in automobile design, the Fulvia saloon arrived in 1963, and two years later was followed by a 2+2 coupé on a shorter wheelbase. Though mechanically similar, the newcomer had all the visual presence its progenitor lacked. Tuned 'HF' versions provided increased performance, while for the style conscious there was the eye-catching Sport Zagato, characterised by one of the Milanese carrozzeria's typically lightweight and aerodynamic bodies. Introduced in 1965 with the 1,216cc engine, the Sport Zagato was later offered with the 1,231cc, 1,298cc and eventually the 1,584cc HF unit. A five-speed gearbox was standard equipment from 1971. Production ceased in 1972. Lighter and more nimble than the standard Fulvia, the Sport distinguished itself in competition, particularly in long distance events – Fulvia Sport Zagatos scored highly in the Sebring 12 Hours and Daytona 24 Hours (where a Sport earned a class win in 1969). Ex-works HF rally cars aside, the Sport Zagato is the most desirable and collectible of all the Fulvias and undeniably one of the most striking designs of its era.

A relatively rare sight even when new, this wonderful matching numbers Series II car is believed to be one of around 30 remaining examples in the UK today, and fewer than 10 from this year of production. The Fulvia was registered to its first private owner in September 1972, who enjoyed the car for 13 years before ownership passed to another nearby enthusiast, himself keeping the Fulvia, largely dry stored, for almost 30 years until finally deciding to sell in 2014. The Fulvia joined a large South African collection for a number of years, benefiting from a mechanical overhaul and refinishing of its paint to the original shade. At the time the car was repainted all the body panels and floor panels were said to be original and rust-free, so no repairs as such were required to the car's structure. The interior and exterior trim were left in original and excellent order and so were untouched. The car had a full mechanical check over, with new parts fitted as required, such as a replacement clutch, and the overhauling of both Solex carburettors.

Since its return to the UK the Lancia was sent to UK specialist Omicron in Norfolk for further works. A new head gasket was fitted, and a full service performed, at a cost of £2,888.52. The UK V5 document which accompanies the car is still as issued in July 1985 to the second and most recent private owner. The Fulvia was granted a new MoT certificate in May 2023, with no advisories. The Lancia shows 39,963 miles recorded, which is believed to be correct.

Finished in its original colour scheme of Rosso Palermo with its original black interior and 14" steel wheels, this beautiful, hugely capable and interesting sportscar, this rare Zagato-bodied GT makes a great alternative to more obvious European competitors.

Estimate: 30000 - 35000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 30

1958 MERCEDES-BENZ 190SL

Registration Number: 601 UYN

Chassis Number: 121.040.8500635

Recorded Mileage: TBA

"Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz." Road & Track magazine.

Alongside its hyper-expensive race-bred sports car – the 300SL – Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL entered production in January 1955. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four – the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, the M121 unit produced 105bhp at 5,700rpm, enough to propel the 190SL to 100km/h in 13 seconds, and onto a top speed of 170km/h. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could out-perform it while costing a good deal less, did nothing to deter buyers. The model was a big hit in the USA, where many of the 26,000-odd vehicles produced between 1955 and 1963 found homes.

First registered in 1958, the earlier history of this example is not known, however by the late 1990s the 190SL was appraised and traded by specialist dealer Fraser Dante of Atlanta, Georgia to its next owner in Virginia. According to the 1998 valuation letter the 190SL was said to have enjoyed a bare metal bodywork restoration and partial retrim between 1996 and 1997, and around the same time fitted with twin Mikuni PHH carburettors.

In 2015 the Mercedes-Benz was purchased by a British enthusiast, who imported the car and kept it for a further two years until ownership passed to our current custodian. In current ownership the 190SL has been treated to a top-end engine rebuild, a suspension and brake overhaul, engine servicing and tuning of the carburettors. The history file contains recent bills for over £5,000 for parts acquired.

The SL presents well in Fire Engine Red with a tan interior and convertible roof, with room for minor improvement to the interior as and when convenient. The history file contains a UK V5C and copy of the older Virginia title, an older MoT certificate, bills and valuation letter from the United States dating to the 1990s, and many recent parts bills. With the benefit of recent mechanical attention, we feel this is an eminently sensibly estimated example in the current market.

Estimate: 60000 - 70000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 31

MG Q-TYPE RECREATION

Registration Number: MG 5640

Chassis Number: F1221

Recorded Mileage: TBA

- Highly accurate replica with many original parts
- Exceptionally well built and competitive specification
- Eligible for VSCC events, fully road legal

The MG Q-Type Midget debuted at the Whit Monday meeting in 1934 at Brooklands, winning and regaining the 750cc lap record. The MG employed several stock components, the chassis combined the wheelbase of the K3 with the track, steering and braking of the new N-Type. The bodywork was almost indistinguishable from the K3's. The engine was a race-tuned P-Type unit with a K3-style ENV pre-selector gearbox attached, and Zoller vane-type supercharger. In a mild state of tune the 746cc engine could produce well in excess of 110 bhp, and in its final racing form in 1936 produced nearly 147 bhp at 7500 rpm, giving a specific output of almost 200bhp/litre, superior to the Mercedes-Benz and Auto Union Grand Prix cars of the period.

Bodywork for the Q type was very similar to the 1934 K3 Magnette, but the 19 gallon fuel tank was enclosed and incorporated inside the rear tail paneling. The car had qualified successes in many racing and sprinting events; a highly modified O-Type driven by George Harvey-Noble in 1937 broke the Brooklands Outer Circuit Class H record at an amazing

speed of 122.4 mph! Generally considered to be 'too fast for their chassis, MG Abingdon built only eight Q-Type cars in total, all of which are accounted for and are either in private ownership or museums. So the only way to own a Q-Type is to build one yourself, or find one for sale such as this faithful recreation.

To build an accurate replica of anything you need excellent points of reference. In this case access to one of the eight original Q-Types, photographs of the original cars, also original drawings and patterns to replicate faithfully. The basis of our car is a new chassis to exactly the original specification and dimensions, using original drawings and documentation. A three-bearing P-Type block is fitted (as used on the original Q-Types), built to race specification with short-stroke Phoenix crank and con rods, forged aluminium pistons, gas flowed head, straight-cut vertical drive Baynton Jones cam and valve gear, and an original finned magnesium sump, all to Q-Type specifications. A new SU HV5 15/8" model carburettor feeds the engine, in conjunction with a Volumex supercharger rather than a Zoller unit, breathing through a four-branch tubular manifold and Brooklands Regulation exhaust.

The gearbox is a fully reconditioned and race-prepared original MG serial number (FG) ENV75 pre-selector, driven through a new uprated propshaft and uprated carrier, a straight cut (believed Q-Type) crown wheel and pinion, new half-shafts and hubs, and genuine N-Type (as per the Q-Types) axles. Damping is via Hartford shock absorbers to the front, and reconditioned original Luvax hydraulic shock absorbers to the rear. Steering is as per the original Bishop's Cam system with a quick worm, and brakes are Holden and Hunt original with central cockpit adjustment. The wheels are 18" 60 spoke wires fitted with Blockley racing tyres and original refurbished P-Type spinners.

A highly accurate polished aluminium body was hand made to original drawings, with an opening tail section as original and exactly replicated louvring, and full length racing under trays as original for improved airflow under the car at speed. The car is fitted with aircraft style instrumentation, unique to the Q Type, with hexagonal profile switches, restored original Lucas L140 headlights, P-Type octagonal sidelights and Lucas ST38 pork pie tail lights. The MG has been re-trimmed in brown leather to original style, including arm rests and has a tonneau cover with storage bag.

Make no mistake, this is no average replica, the build of this exceptional car has been a true labour of love, taken over a number of years and to exacting levels of quality and accuracy. Now eligible for VSCC events under its recently granted "Buff Form", this truly wonderful evocation is perfect for spirited road driving or historic racing as you wish.

Estimate: 55000 - 65000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 32

1958 ALFA-ROMEO GIULIETTA SPIDER

Registration Number: 919 XVU
Chassis Number: AR 1495 03594
Recorded Mileage: 99,500 miles

Designed by Pininfarina on a modified Sprint Coupe chassis that had been shortened by five inches, the Alfa Giulietta Spider was the company's second post-war model. The little two-seat Sports Spider was introduced in mid-1955 at the insistence of New York importer Max Hoffman, who saw how well small British and German sports cars were being received in America. The Giulietta Spider offered brisk performance (almost 100 mph) from its free-revving all-alloy 1.3-litre twin-cam four mounted in a steel unibody chassis that weighed less than 1900 lbs. With the installation of a 1600 cc engine, the Spider became the slightly larger Giulia, and remained available in that form until the arrival of the iconic Duetto in 1966.

In recent years, Giuliettas, especially the Spiders, are gaining recognition as good value in the collector's market and prices have been rising steadily, following the course of that other post-war small-displacement favourite, the Porsche 356. Many have been prepared for vintage racing, where they deliver good performance and predictable handling, often giving their rivals a good run for their money.

Manufactured in Italy in February in 1958, this beautiful example was destined for the export market of the United States, arriving with importers Hoffmans of New York, where it was sold to its first owner. The Spider stayed in the US for a number of years before being acquired by an Italian collector in the 1990s and returned to Italy as part of a private collection, where it stayed for over 25 years. In 2015 a two-year comprehensive restoration was commissioned with leading specialist Carrozzeria Renzo Tullj of Teramo, Italy. The shell was completely stripped to bare metal and refinished to its original shade of Bianco, and the engine (non-matching but from the same year of production), original gearbox, drivetrain and braking were rebuilt. All brightwork was re-chromed or replaced, and a new interior fitted, including seat covers, door trims, carpets and a mohair roof in Navy Blue. Since restoration the Spider has completed just over 2,000 shake-down miles.

In addition to over 250 images of the restoration, the history file contains many invoices detailing an enormous amount of parts purchased, and works completed, in addition to a prized Italian ASI Gold Plate. Giulietta's are beautiful to look at, fun to drive, and popular amongst collectors. This nicely restored example is offered with a UK V5C and recently issued MoT certificate.

Estimate: 40000 - 50000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 33

1967 AUSTIN-HEALEY 3000 MARK III (BJ8)

Registration Number: LJU 720E

Chassis Number: HBJ8/41662

Recorded Mileage: TBA

Designed as a sports car, and incidentally very successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the civilised 3000 Mk III. The final Big Healey retained the essence of the classic front-engined, rear wheel drive sports car, but with 2+2 seating, roll-up side windows and other luxuries aimed towards the booming North American market.

With a potent 2,912cc 150bhp twin carburetor six-cylinder engine, mated to a four-speed manual overdrive transmission, and with front disc brakes, the 3000 Mk III had performance to match its sporting heritage. Upgrades in the Phase II version further enhanced the ride and handling, taking the model through to production end in 1967. The top speed was now 121mph and the 0-60mph time dipped below 10 seconds - despite the antiquity of the basic design, the Big Healey remained as popular as ever and does to this day.

We are delighted to offer this rare, very late 1967 BJ8 model.

According to the accompanying Heritage Certificate for the car, the 3000 was despatched on 25th May 1967, finished in the desirable run-out colour scheme of Metallic Golden Beige with a red leather interior, and black convertible roof, destined for dealers Kenning Car Mart of London W1. Options selected were a heater, overdrive, adjustable steering column, laminated screen, road speed tyres, a black tonneau and Hide upholstery.

The Healey has recently enjoyed a highly detailed restoration by Swedish specialist Healey Racing Team, with many components overhauled or replaced as required. The engine, gearbox, and differential were rebuilt, as was the car's suspension. New carburettors have been fitted, also alternator and starter motor. All chromework was either replaced or refinished, as was the car's exhaust and chromed wire wheels. The Healey was retrimmed in red leather with matching carpets and a black convertible roof. Whilst the standard of paintwork is good, we understand there is a little room for improvement in terms of final fit and finish, as such we welcome inspection on our auction viewing day. The accompanying history file contains a number of bills covering the restoration, in addition to a good amount of history from the car's previous life in the UK, dating back to the mid-1980s.

With just a handful of miles since completion, this sensibly estimated Big Healey offers in our opinion excellent value for money in the current market.

Estimate: 50000 - 60000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 34

2008 LAND-ROVER DEFENDER 90 XS STATION WAGON *WITHDRAWN*

Registration Number: YS57 KYT

Chassis Number: SALLDVBS78A753297

Recorded Mileage: 74,350 miles

- Desirable XS specification
- Well maintained in current ownership

The Defender began its life as the British equivalent of the Second World War derived (Willys) Jeep, and quickly gained a worldwide reputation for ruggedness and versatility.

The original car used a steel ladder chassis and aluminium alloy bodywork and was still being produced in developing countries despite the arrival of the relaunched Defender (L663). The Defender incorporated significant changes compared to its predecessor, such as coil springs, and lockable centre differentials, along with a more modern interior. In the top of the range XS specification, the car featured half-leather upholstery, heated front seats, air-conditioning, and heated front and rear screens.

This Land Rover 90 XS Station Wagon, fitted with the torquey 4-cylinder 2.4 litre engine and manual gearbox, was first registered in January 2008, and has been in the ownership of a local classic car enthusiast since 2016. Our vendor has treated the Land-Rover to annual servicing by a well regarded specialist, with any additional work attended to as needed. In the last few years the Defender has been fitted with a new clutch, starter motor, brake discs and pads, ball joints, rear differential seal and fuel pipes. The chassis cross member has been treated to prevent rust, and stainless steel door nuts fitted.

With just under 75,000 miles recorded, and offered with all books and receipt, MoT certificate to November 2023 and a UK V5C, this well maintained Landy is ready for light commercial or fun everyday use.

Estimate: 0 - 0

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 35

2009 BMW X5 M

Registration Number: YH59 FFM

Chassis Number: TBA

Recorded Mileage: 125,000 miles

- Two private owners from new
- Comprehensive service history
- Recent professional engine rebuild

The second generation of the X5 debuted in July 2006, featuring a number of key improvements over its predecessor. The M Performance variant was unveiled at the New York Auto Show in April 2009, to go on sale in September 2009 for the 2010 model year. The X5 M featured BMW's first turbocharged M Power V8, delivering a thundering 555 bhp through a six-speed transmission, making this easily BMWs most potent X5 to that date. Up-rated brakes and adaptive dampers kept the X5M straight and true on the road.

BMW's motorsport department enhanced the car's look by fitting new front bumpers with enlarged air dams. Two large and rectangular air scoops flanked the center lower grille. On its side were added M-specific badges; the car wore 20" light-alloy wheels on each corner and the four exhaust tips to the rear confirmed its prowess. The cabin was leather-clad M-badging, adjustable sport bucket-seats, Piano-black trim and a pair of aluminum paddle-shifters behind the steering wheel. A landmark SUV for BMW, only a handful were sold in the UK when new, and fewer remain.

We are delighted to offer this rare early X5M, first delivered in September 2009, the first month of sale in the UK. This wonderful example is finished in Silverstone Blue in keeping with other M-specification models of the period, complemented by a Black Merino leather interior.

A well specified car from new, the full list of options is available to prospective buyers upon request.

We are pleased to say the X5M is offered with a comprehensive service record and new MoT certificate, including a recent comprehensive engine rebuild at a cost exceeding £10,000. With just two private owners from new, the most recent since 2010, this exceptionally rare machine offers shattering performance on all on- and off-road conditions.

Estimate: 15000 - 17000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 36

1958 JAGUAR 'MARK 1' 2.4 LITRE SALOON

Registration Number: 612 UYT

Chassis Number: S912121

Recorded Mileage: TBA

- Recently restored example

After Jaguar moved to Daimler's Browns Lane plant in 1951, an opportunity was taken to move into the middle-weight executive saloon sector, then largely occupied by Humber, Standard Vanguard and Rover. Jaguar's new 2.4 and 3.4 models were modern in style, and performed better than the competition. With a passing resemblance to the larger Mark VII, the Mark I was different in other ways, such as its unitary monocoque construction. The new model was fitted with independent front suspension with double wishbones, coil springs, telescopic dampers and an anti-roll bar, all carried in a separate subframe mounted to the body by rubber bushes. At launch, the Mark I was equipped with drum brakes, with all-disc brakes becoming available as an option from 1957. When MKI production ended in 1959, a total of 19,992 of the 2.4 and 17,405 of the 3.4 litre versions had rolled off the famous Brown's Lane production line.

This stylish 1958 Mark I, originally specified in Cornish Grey with a Red leather interior, was exported new to South Africa in October 1958, destined for distributor Robb Motors of Capetown.

In recent years the Jaguar has been returned to the UK, restored and refinished in gold with a complementing interior in cream, and red carpeting. The engine bay is neat and tidy and the underneath of the car appears to be straight and solid. The chrome trim is in very good order, and the interior presents nicely. We understand from our vendor that the Mark I starts, runs and drives well.

Complete with a history file containing a folder of receipts and photographs to support the various works completed, Jaguar Heritage Certificate, and period service manual, this is a sound example of Jaguar's executive saloon car of the 1950s.

Estimate: 13000 - 14000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids

Lot 37

1988 LAMBORGHINI COUNTACH 5000QV REPLICA

Registration Number: Q463 YRX
Chassis Number: D490
Recorded Mileage: TBA

- Running and driving project, offered without reserve
- UK registered as a Lamborghini Replica

Few would deny that Lamborghini's Countach is the quintessential supercar of its era. It was built by a talented and passionate team of designers and engineers with the purpose of being the most extrovert and outrageous of cars available for the street. As a replacement for the fabulous Miura this was a tall order, but there can be no doubt that it succeeded and even today, though there are more modern cars and faster cars, the Countach which will draw people's attention like nothing else. The stunning styling was by Bertone's Marcello Gandini and when the first prototype was revealed as project 112, one of the factory workers exclaimed Countach, a local Piemontese expletive, politely translated as Wow! The name stuck.

Many kit car manufacturers, notably Prova and Mirage, have been inspired over the years to produce their own replicas of the legendary Countach, using other volume production donor cars as their basis. We are unsure of the origins of this project, but we can tell you it has a space frame chassis fitted with a twin-carburettor Rover V8 engine and manual gearbox, and is registered with the DVLA as a 1988 Lamborghini Replica. Whilst complete, running and driving, the 'Countach' will benefit from further restoration and maintenance work before being used on a regular basis.

Sold as seen and offered without reserve, this interesting project offers the potential to acquire an accurate looking Countach replica for a fraction of the price of the real thing.

Although on the DVLA database, a V5C is not currently with the vehicle and as such it will be sold on a bill of sale.

Estimate: 5000 - 8000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 38

1949 RILEY RMA SALOON

Registration Number: DJT 566
Chassis Number: 39516747
Recorded Mileage: TBA

Launched after the end of World War II, the new RM series ran through several iterations of engine size and configuration. The last purely in-house model before the firm was absorbed into the BMC empire, the RMA was launched first as a 1.5 litre saloon, with the (lengthened) 2.5 litre RMB arriving a year later. With an extra 30bhp the RMB achieved a not insignificant top speed of 90mph in the hands of The Motor magazine. The RMB was later replaced by the RMF, while the RMC and RMD were limited-runs; the former was a 2/3 seater roadster, with the latter being a four-seat drophead. The RMA's production ended in 1952 after seven years, to be replaced by the RME, until it was then replaced by the smaller Riley One-Point-Five in 1955.

First registered in July of 1949, this RMA has had just six private owners in the last 73 years, with the most recent since 2014. In recent years the Riley has been lightly used and garage kept when not on the road. The history file contains bills going back a number of years, and a UK V5C document. Having been stored in recent times, the RMA will no doubt benefit from light recommissioning before being used on the road once more.

Finished in two-tone cream over grey, the car's coachwork presents well with the odd cosmetic defect to the paintwork, whilst the retrimmed interior appears to be in very good order. With a small amount of minor fettling and finessing we are sure this will be a rewarding classic for the next owner.

Estimate: 7000 - 8000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person
13.2% inc VAT for Live Bidding and Autobids

Lot 39

1971 VOLKSWAGEN TYPE 2 CAMPER BY WESTFALIA

Registration Number: FMW 251J
Chassis Number: 2312134839
Recorded Mileage: 89,300 miles

- One UK owner since importing into the UK from the US in the early 2000s
- Serviced and refurbishment by marque specialists in recent ownership
- Recently checked over with clean bill of health by VW specialist

Known officially as the Volkswagen Type 2 and depending on body type, either as a Transporter, Kombi or Microbus, this VW was also known informally as the Bus in the US and Camper in the UK. Introduced in 1950 as Volkswagen's second car model, it was derived from their first, the Beetle, which was designated the Type 1. This second-generation Type 2 lost its

distinctive split front windscreen and was slightly larger and considerably heavier than its predecessor. Its common nickname is 'Bay-window' or Bay for short.

The new model also did away with the swing axle rear suspension and transfer boxes previously used to raise ride height. Instead, half-shafts were fitted with constant velocity joints. The updated Bus transaxle is usually sought after by off-road racers using air-cooled Volkswagen components. Brazil contained the last factory in the world that produced the T2. Production in Brazil ceased on 31st December 2013 due to the introduction of more stringent safety regulations, thus marking the end of an era with the rear-engine Volkswagens which first originated in 1935

Originally a dry state US van, first registered in January 1971, this well loved Westfalia Camper has been enjoyed and improved, and used regularly for car shows and holidays until the sad recent passing of the previous owner. Since acquiring the Type 2 from a local VW Camper specialist, our vendors have serviced the van when needed and had the interior retrimmed in correct Westfalia tartan cloth. A replacement engine was fitted a few years ago, and more recently the van was sent for a check over and clean bill of health.

Finished in orange with a white roof, and a funky orange and green plaid interior, and fitted with a 'rock and roll' bed, this cool camper, offered with history file and V5C, is ready to take its next owner on many new adventures.

Estimate: 10000 - 15000

Fees: 12% inc VAT for absentee bids, telephone bids and bidding in person

13.2% inc VAT for Live Bidding and Autobids